Los Angeles County Draft Preliminary General Plan Technical Appendix

2007

Technical Appendix

ALTERNATIVE FUEL VEHICLES CONSERVE ENERGY


FOREST FIRES ARE A CONSTANT THREAT IN THE COUNTY

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I. INTRODUCTION

The Technical Appendix is a supporting document to the General Plan.

The Technical Appendix is not a policy document like the General Plan. It contains data and resource materials that were referenced during the writing of the General Plan and the formation of its goals and policies. As such, the Technical Appendix is adopted as part of the General Plan.

For further information on any of the contents of the Technical Appendix, please contact the Department of Regional Planning at (213) 974-6411, or visit our website at http://planning.lacounty.gov/.

II. LAND USE ELEMENT

General Standards and Conditions for Development

While recognizing the role of adopted area and community plans in regulating local land use and circulation patterns, the General Plan Land Use Element provides guidance for the resolution of specific issues when one of the following conditions exist:

- The specific issues involved, individually or collectively, constitute a regional land use concern.
- No adopted local plan covers the area in question or addresses the issue at hand.

Within this context, a list of general conditions and standards for development are set forth to clarify General Plan policy with regard to regional land use concerns, and to provide guidance for decision-making in the absence of applicable community level planning.

Many of the general conditions and standards for development will be modified in the coming years through zoning ordinances and other policy refinement.

Open Space

The Open Space Policy Map aids decision-makers in identifying and maintaining these lands and water bodies in an open state for public recreation, scenic enjoyment, resource production and for the protection and study of natural ecosystems. As with any policy map, the Open Space Policy Map should be used in concert with other policy maps or special designations, which identify such features as floodplains, hillside management areas, earthquake fault zones and potential landslide and liquefaction areas.

The General Plan seeks to provide a mechanism to guide detailed land use considerations in these instances where mapped policy is unclear or inadequate.

1. Compatible Uses: Land within the Open Space land use classification of the General Plan may be developed to any use permitted in Zones O (Open Space) and W (Watershed) of the Los Angeles County Zoning Ordinance, subject to the conditions and standards of those zones. Such uses include a variety of agricultural, recreational, mineral extraction, and public and semi-public activities and services. Private in-holdings within the Angeles and Los Padres National Forests are not subject to the conditions and standards set forth in this section but are addressed in the National Forests section below.

2. Alternative Use Determinations: In the event that development, other than that provided for above, is proposed for property within an Open Space land use classification not intended for long-term open space use, the appropriateness of the proposed project shall be reviewed and determined in light of the following considerations:

3. Finding: In reviewing a proposal for development within the Open Space land use classification of the General Plan Land Use Policy Map, the Regional Planning Commission (RPC) shall make a specific finding that the proposed project site was inadvertently included within

the open space classification.

a. Compatibility: It shall be demonstrated that the proposed development is compatible, in terms of scale and designed character, with surrounding land use patterns. Appropriate use type and intensity standards shall be reflective of those existing or proposed for adjacent non-open space properties. It shall further be demonstrated that the scale, design and overall character of the proposed development will not adversely affect or significantly diminish the open space and recreational potential of adjacent resource areas.

b. Special Considerations: The General Plan Land Use Element sets forth a variety of general standards and conditions for development to guide land use decision making in the absence of specific mapped policy (i.e., residential infill, affordable housing, etc.). Where applicable, such general standards and conditions for development shall be employed to guide decisions relative to appropriate alternative use of lands within the Open Space land use classification.

c. Site Plan Review: The appropriateness of a specific development proposal within a designated Open Space Area, in terms of suitability, scale, design, and character shall be assured through the review and approval of a specific site plan, with conditions established as necessary through normal zoning or land division procedures.

National Forests

The following general conditions and standards provide guidance for land use decisions relative to private in-holdings within the National Forests:

1. Rural residential development: Maximum residential density shall be limited to one dwelling unit per five acres.

2. Rural residential communities: Within established rural residential communities, where higher densities currently exist, future development may occur at rural and, in some instances, low urban densities consistent with the existing character of the community.

3. Commercial recreation such as ski facilities and camp grounds, and commercial uses that support user groups within the National Forests may also be permitted as well as other uses that are deemed to be consistent with the Land and Resources Management Plan.

4. In all cases, development proposals shall be subject to applicable Special Management Area performance standards and criteria. Such factors as earthquake fault zones, hillside management areas, significant ecological areas, flood prone areas, and adjacent National Forest uses and resources may further limit development potential on private in-holdings. All mining activities shall be subject to remediation of the site back to natural conditions and to the approved mining reclamation plan for the site.

5. All private and public proposals for development within the National Forests will be reviewed concurrently by both the Regional Planning Commission and U.S. Forestry Service for compliance with the applicable Land and Resources Management Plan, and policies and standards of the General Plan.

Local Commercial and Industrial Services

Local commercial and industrial uses are defined as individual enterprises, or small-scale multi-use centers, serving the needs of the local community that may not be easily represented on land use policy maps. These uses may be allowable in the rural land and urban residential designations. Such uses include:

a. Facilities providing neighborhood or community convenience goods and services;

b. Highway or roadside facilities and services

of a minor nature (i.e., gas stations, cafes, motels, etc.);

c. Local community and neighborhood-serving office and professional services; and,

d. Light industrial uses of a minor nature, as defined by the scale of the facility, number of employees, service area, and general compatibility within the community setting.

It is not the intent of countywide land use policy to prohibit the establishment or continued operation of local "cottage industry" uses where compatible with surrounding land use patterns.

Guidelines governing the general location, scale, design, and circulation characteristics of local commercial and industrial uses (hereafter referred to as local services) are set forth below:

1. Location

a. The proposed use should be easily accessible and should be situated at community focal points such as major intersections and established neighborhood shopping facilities.

b. The proposed use should be located so as not to invade or disrupt sound existing residential neighborhoods nor conflict with established community land use, parking and circulation patterns.

2. Scale

a. The scale of local service uses, in terms of acreage and permitted floor area, should be limited to that which can be justified by local community and neighborhood needs. In most instances, such uses, individually or in aggregate, should not exceed 10 acres in size.

b. The height of proposed facilities should not exceed the general profile established by existing uses, and should in no event exceed that of neighboring residential development.

c. The overall scale and intensity of proposed local service uses should be in keeping with the surrounding neighborhood or community setting.

3. Design

a. Local service uses should be designed, in terms of setbacks, landscaping, lighting, and buffering, so as to ensure compatibility with surrounding uses.

b. Proposed local service uses should reflect locally recognized architectural themes and enhance overall community character.

c. Local commercial signs and graphic displays should generally be confined to the façade surface of the business establishment, and should not project above the roofline or disrupt the architectural design of the structure.

d. Free-standing signs should generally be discouraged, and permitted only where they are determined to be aesthetically and functionally appropriate.

e. Off-site signs should be prohibited.

4. Access and Traffic

a. The size and intensity of local service uses should be confined to the extent that anticipated traffic generation does not adversely affect conditions on adjacent streets and highways.

b. Access, egress and on-site parking should be provided in a manner which maximizes safety and convenience, and minimizes adverse impacts on surrounding neighborhoods and community land use patterns.

<u>Scenic Highways</u>

Scenic highways are identified in the

countywide Circulation Element and include adopted State Scenic Highways. Proposed development within all adopted and proposed scenic corridors shall be reviewed for consistency with the following design criteria:

- The proposed development should be designed to create a consistent visual relationship with surrounding development and with the natural terrain and vegetation.
- Structures and landscaping should complement and enhance scenic views.
- If possible, potential unsightly features should be located in areas not visible from the scenic highway. If this is not feasible, they should be screened by landscaping, fencing, or other appropriate means.
- Grading should result in final contours which are compatible with the existing terrain.
- The number of access roads to or from the scenic highway should be minimized wherever possible, consistent with safety and circulation needs.
- Watercourses should be preserved in their present condition except where necessary to restore to a state more consistent with a natural appearance.
- Commercial or industrial uses should be conducted entirely within closed buildings, except for restaurants, recreational uses and gasoline/service stations.
- Outdoor advertising (billboards, subdivision directional signs, etc.) should be prohibited within 500 feet of the roadway.
- Roadside rests, vista points, and scenic areas with interpretive displays should be incorporated into development projects.

At such time as a plan is adopted for a specific scenic corridor, additional criteria and standards may be applied.

Mineral Resource Areas

Compatibility of Proposed Development

Within identified mineral resource areas, proposed development other than open space, passive recreation, agriculture, extraction or surface mining shall be reviewed for compatibility with existing or potential mineral resource production and will consider the following factors:

1. The value of mineral resources located within the vicinity of the proposed development.
2. The feasibility of extracting the identified mineral resources within a reasonable time period prior to development of the proposed use.
3. The cost of restoring the site in accordance with acceptable reclamation standards. In addition, the proposed development shall be designed so that it does not inhibit the future development of extractive, surface mining or energy production facilities and shall make provisions to buffer the proposed use from existing or future mineral resource activities.

Extractive Uses

All extractive surface mining facilities shall be subject to the following conditions:

1. Control of slope excavations;
2. Control of erosion and sedimentation;
3. Control of water quality, runoff and flooding;
4. Protection of fish and wildlife;
5. Provision of adequate setbacks from adjacent uses;
6. Control of noise, dust, vibration, smoke, dirt, odors and lighting; and,
7. Salvage of topsoil.

6. Cultural Resource Areas

Development Standards

Within the unincorporated area, the following guidelines shall apply to proposed development in areas identified as having cultural historic resources:

Archaeological and Paleontological Resources

1. A literature search for valid archaeological or paleontological surveys shall be conducted (for each initial study of a public or private project).

2. If the literature search indicates a strong likelihood that an archaeological or paleontological resource would be impacted by the proposed project, a study of the project site shall be made by a qualified archaeologist or paleontologist. This study shall determine the scientific value of finds, if any, and a recommendation as to their preservation or disposition. In addition, the County Historical Landmarks Commission will be notified.

3. Prior to approving a project, the approving agency shall make a determination based on the above report as to what conditions would be necessary to preserve the archaeological or paleontological resources.

4. When a determination has been made to salvage the finds, a reasonable period of time shall be allowed prior to the start of grading to adequately salvage the site.

5. It is recommended that any materials collected during surface surveys or salvage operations be donated to an appropriate nonprofit institution. In the event the property owner wishes to retain possession of the artifacts found, it is desirable that archaeologists or paleontologist be allowed to study and photograph the artifacts.

Historic Sites and Structures

Historic sites and structures include all places, structures or objects currently identified or eligible to be identified in the National Register of Historic Places, the Californian State Historic Resources Inventory, or by the Los Angeles County Historical Landmarks and Records Commission. These sites and structures are considered to be of countywide significance and to require preservation to the most feasible extent. It is recognized that there may be other sites and structures that have not been identified by the above sources but may have importance to local communities. In such cases a community or area plan may designate these sites or structures for special land use regulation.

Whenever there is construction, alteration, demolition, grading or other use or activity proposed for a designated historic site or structure, the proposal should consider the following

1. Insofar as is economically and physically feasible, the integrity of significant historical features of the structure and/or site should be maintained.

2. The proposal should preserve the integrity of sightlines to the structure.

3. If it is not economically and physically possible to maintain the integrity of the structure or site, a reasonable period of time should be allowed prior to approval to explore other methods of preservation.

4. Development in the vicinity of a historical site or structure should be designed so that the uses permitted and the architectural design will protect the visual integrity of the site or structure, including the consideration of building heights, materials, textures, colors, setbacks and landscaping.

<u>Seismic Areas</u>

The following general standards and conditions for development in seismic zones will apply in all unincorporated areas, and may be expanded and elaborated upon by local community or area plans.

Major Earthquake Fault Zones

At such time as a major fault is identified and mapped in accordance with the Alquist-Priolo Act, new development shall comply with criteria established by the State Mining and Geology Board. Essentially, these criteria require the following:

1. A geology report, prepared by a registered geologist, shall be submitted to the appropriate local agency for review prior to approval of proposed development within Earthquake Fault Zones; and,

2. No structure for human occupancy shall be constructed within 50 feet of an active fault trace (specific exceptions include individually constructed, wood frame, single family residences and mobile homes).

Other Major Fault Zones

In addition to the provisions of the County building codes , the following general conditions for development will apply within major fault zones identified on the Los Angeles County Seismic Hazard, Landslide, and Liquefaction Map:

1. Applications for zoning or tentative subdivision approval or renewal shall be submitted to the County Engineer for review. On the basis of this review, the County Engineer shall determine the necessity for additional geologic data, and establish such conditions for development as may be appropriate.

2. The following uses shall be prohibited: emergency response facilities including sheriff and fire stations; vital facilities including hospitals and major utility and communications installations; and facilities for dependent populations, including but not limited to, schools, day care centers, convalescent homes, institutions for the physically and mentally handicapped, and high security correctional institutions.

Flood Prone Areas

Flood Prone Areas Development Standards

No permanent structures shall be constructed, altered, modified or enlarged within the boundaries of the flood and hazard zones, except: a) those accessory structures that will not substantially impede the flow of water, and, b) flood control structures approved by the County Flood Control District.

Any development proposed within a flood prone area shall be reviewed by the County Engineer or Flood Control District who will define the area within which no permanent structures or improvements shall be permitted. Within other portions of the flood prone area, development proposals shall be reviewed for compliance with the following criteria:

1. The scale, design and intensity of the proposed project will minimize exposure of current and future community residents to flood related property damage and loss.

2. The proposed project is consistent with density and use standards set forth in applicable countywide, area or community land use plans, and is compatible with the character of surrounding development.

3. The proposed project is situated and designed so as to avoid isolation from essential services and facilities in the event of flooding.

4. The costs associated with on and off-site hazard mitigation, including design, construction, and continued maintenance of necessary flood protection facilities will be assumed by the developer and/or future owners, occupants, or residents of the proposed development. Hillside Management Performance Review Procedure

Hillside Management Performance Review Procedure

I. INTRODUCTION

The Hillside Management Performance Review Procedure is designed to protect the public's health and safety from hazards

typically associated with hillside areas with slopes of 25 percent or greater and to preserve natural resources and scenic values commonly occurring in hillside environments. In this regard, the performance review procedure implements several General Plan policies. , including a key policy in the Conservation and Open Space Element which reads:

Within the context of these broad policies, more definitive policy is set out below for the hillside management performance review procedure in three distinct categories: urban, rural and non-residential hillside management areas.

In view of the wide variation in hillside conditions existing throughout the unincorporated areas of the county, it is difficult to establish a single set of hillside standards for development that are appropriate countywide. Consequently, area, community, and specific plans, as well as Community Standards Districts (CSDs) may regulate hillside standards for development including alternative maximum permissible densities or intensities of development in hillside areas under 50 percent slope or ridgeline protection standards. These plans or CSDs must be referenced for such standards prior to the project design phase.

II. MAXIMUM DENSITY/INTENSITY

The maximum density/intensity for a proposed project shall be determined pursuant to the Conditional Use Permit for Hillside Management Areas in Title 22 of the County Zoning Code. A reduction of the maximum density/ intensity shall be required for project areas located within high hazard areas, as indicated on the Seismic Hazard Map or High Fire Hazard Severity Zone Map of the General Plan, pursuant to Subsection G of the Conditional Use Permit for Hillside Management Areas.

III. URBAN HILLSIDE MANAGEMENT AREAS

A. Intent

The intent of the Urban Hillside Management Performance Review Procedure is to ensure that development in an urban hillside management area is safe, functionally and attractively designed, compatible with surrounding land uses, and sensitive to existing natural resources. Approval of development proposals is contingent upon the project's ability to mitigate problems of public safety and design, and to preserve distinct visual characteristics, which are viewed as community assets.

It is further the intent to encourage the design of functional and innovative projects. In this regard, appropriate housing types may include single-family detached, attached townhouse or, where zoning permits, multi-family structures. It is also the intent to promote, where feasible, a greater range of housing prices within urban hillside developments.

B. Urban Hillside Management Area Defined

Urban hillside management areas are defined as any mountainous or foothill terrain having a natural slope of 25 percent or greater that are designated for urban use on the countywide Land Use Policy Map. These areas receive or will receive an urban level of services such as roads, underground utilities, and are located within a reasonable distance from local-serving commercial and public facilities.

C. General Conditions for Development

1. All Uses

A) Slope/Density Relationship

Urban hillside management areas may be developed within the range of use types and intensities established by the applicable land use policy map. All projects shall be reviewed for compliance with the urban hillside management performance review criteria set forth below.

Local Plan Options - Adopted area, community and specific plans shall also apply the performance review criteria set forth herein, but may more specifically define the appropriate permitted uses, densities and

intensities in relation to compliance with the urban performance review criteria set forth below. The plans shall also require approval of a Hillside Management Area Permit.

B) Density Transfer

Density transfer from steeper to more gently rolling and level land is encouraged as a means of preserving the natural terrain, minimizing grading and reducing exposure to natural hazards. A cluster concept may be utilized to minimize adverse visual impacts on neighboring residential uses as long as it does not substantially alter the character of existing neighborhoods.

Local Plan Options - Adopted area, community or specific plans may set more specific standards to govern density transfer and clustering, or they may prohibit such practices altogether.

C) Natural or Open Area Standards

A minimum of twenty-five percent (25%) of a project site shall be retained in a natural or open condition. Open space may consist of open areas in public ownership or common private ownership. Subject to approval by the Regional Planning Commission, required open areas may include: common open space for passive recreation; areas graded for rounding of slopes to contour appearance; areas of scenic beauty; hiking, biking and equestrian trails; areas cleared for fire suppression; and landscaped areas adjacent to streets and highways. Areas cleared and graded pursuant to County requirements for such purposes as arterial highway access, and/or major utility rights-of-way, may be excluded from the open area calculation.

Local Plan Option – Adopted area, community or specific plans may set natural or open area standards in excess of the minimum countywide standards that are outlined above.

D. Performance Review Criteria

Development within urban hillside management areas, as contrasted with rural hillside management areas, will generally require increased grading to accommodate, greater traffic capacity on streets, more extensive drainage facilities and greater pedestrian capacity. Within this framework, the County shall apply the following criteria:

1. Public Safety:

A) Urban hillside development must meet all applicable County and State subdivision requirements.

B) In most cases, engineering solutions, as opposed to total avoidance of hazard areas, will be given greater consideration in urban hillside management areas than rural hillside management areas as a means of mitigating hillside hazards (e.g., landslides, flooding, or erosion problems). However, where major landform changes would be detrimental to public safety, visual quality, community character, or natural resources, engineering solutions may be determined to be inappropriate. The appropriateness of proposed engineering solutions will be determined on the basis of compliance with site design criteria for urban hillside management areas.

C) All slopes must be developed in accordance with the County grading ordinance.

D) Where a brush fire hazard exists on the perimeter of a project, a buffer zone of irrigated drought-tolerant landscaping must be maintained on the site to diminish the hazard.

2. Quality of Design:

A) Site Design

Site planning, grading, landscaping, and construction techniques which preserve, protect and enhance the visual character of hillside landforms and biotic resources are required . The suitability of the location, type, separation, height and schematic design of

buildings and landscaping in relation to the site and surrounding area, particularly the appearance of proposed development as viewed from existing developed areas and scenic highways will be considered in reviewing all development proposals. A development should be designed to:

1) In the absence of significant safety considerations, preserve major natural features including major drainage courses, riparian vegetation, rock outcroppings and stands of oaks and other native trees.

2) Preserve significant views from major existing residential areas.

3) Ensure that graded slopes are landscaped with drought-tolerant plants, shrubs and trees and that such landscaping is maintained.

4) Design each dwelling unit to receive direct sunlight on south walls and rooftops between 9:00am and 3:00pm, wherever feasible.

5) Apply innovative approaches to house placement, using techniques such as stepped multilevel and cantilevered designs.

In addition to the above, the performance review criteria rural hillside management areas shall also apply to urban hillside management areas at the County's discretion.

IV. RURAL HILLSIDE MANAGEMENT AREAS

A. Intent

The intent of the rural Hillside Management Performance Review Procedure is to ensure that development in a rural hillside management area, where it occurs, will be located in the most suitable and least environmentally sensitive areas. Development will be designed, in terms of scale, intensity, and number of units (density), in a manner compatible with the existing terrain, biotic resources, water courses, and general character of the surrounding community.

All development proposals in rural Hillside Management Areas (HMAs) shall be reviewed for compliance with the rural hillside management performance review criteria cited below. Approval of development proposals shall be based on the projects ability to mitigate natural hazards and provide for compatible hillside design.

The application of specific performance criteria may vary depending on the particular topographic, geologic and biotic characteristics of a proposed project site. However, the overall objective remains to ensure that future hillside development provides for the safety and welfare of community residents, achieves an overall visual quality harmonious with the rural hillside setting, and preserves natural resources.

B. Rural Hillside Management Area Defined

Rural hillside management areas are defined as any mountainous or foothill terrain having a natural slope of 25 percent or greater that are designated for rural use on the countywide Land Use Policy Map.

C. General Conditions for Development

1. Residential Uses

A) Slope Density Relationship

Residential development shall be subject to a maximum density or

Intensity, as set forth in the Hillside Management Area Conditional Use

Permit, in Title 22 of the County Zoning Code.

All development proposals within slopes 25 percent or greater shall require a Conditional Use Permit for Hillside Management Areas and be reviewed for compliance with the applicable performance review criteria. The density granted by the permit will reflect the extent to which performance criteria are met.

Local Plan & CSD Options – Adopted area, community or specific plans may establish

alternative maximum rural densities for lands ranging from 25 to 50 percent slope. Local plans or CSDs may reflect the countywide standards set forth above, or may set more stringent standards appropriate to protect identified local hillside resources. In no case shall overall densities be higher than one dwelling unit per acre.

B) Areas of fifty percent (50%) Natural Slope and Above

Due to the higher probability of exposure to fire, erosion, landslide hazards, and other instabilities in extreme slopes, a standard of 1 dwelling unit per 20 acres for slopes of 50 percent and above shall constitute the maximum permitted density in all rural designated lands Countywide.

C) Density Transfer

Density transfer from steeper slopes to more gently rolling level land is strongly encouraged as a means of preserving the natural terrain, minimizing grading and reducing exposure to natural hazards. Clustering the development should minimize adverse biological impacts on the site, visual impacts on neighboring residential uses, and preserve the overall character of existing communities. In no event is density transfer permitted to areas of a project site fifty percent (50%) natural slope or higher.

Local Plan Options – Adopted community, area, or specific plans may establish specific transfer provisions. Such plans may establish regulations on clustering and lot arrangement to meet local community preferences and characteristics.

D) Natural or Open Area Standards

Within rural residential hillside developments, a minimum of seventy percent (70%) of a project site shall be retained in a natural or open condition. Fifty percent (50%) of this open area should remain connected and in a natural condition or landscaped with native drought-tolerant plants.

Subject to approval by the Regional Planning Commission, natural or open areas may include: common open space for passive recreation; areas of scenic beauty; hiking, biking and equestrian trails ; common areas cleared for fire suppression; areas graded for rounding of slopes to contour appearance; and landscaped areas adjacent to streets and highways. Major utility right-of-ways, may be excluded from the open space calculation. The designated natural or open area may consist of open space lands in public ownership, such as parks or trails, or common private ownership, such as landscaped walkways, paseos, pocket parks or golf courses

Local Plan or CSD Options – An adopted area, community, specific plan or CDS may set natural or open area standards that exceed the minimum countywide standards outlined above.

D. Performance Review Criteria

The performance review criteria outlined below for rural hillside management areas are grouped under four major headings: Public Safety, Resource Protection, Suitability for Development, and Quality of Design. The listed criteria are applicable to proposed project site grading and improvements.

Public Safety:

1. Geologic, Seismic and Slope Stability Conditions

A) If geologic and soil reports indicate that the project site is affected by potentially hazardous geologic, seismic, or slope stability conditions, the County Engineer shall require mitigation measures to safeguard life, health and property in compliance with the County Building Code. Potential geologic and soils problems include, but are not limited to, the presence of active or inactive slide areas, active and potentially active fault rifts, and corrosive soils such as alluvium, shale, terrace deposits and schist.

B) Mitigation measures may include either

avoidance of the potential hazard area or the identification and application of adequate engineering solutions.

C) All excavations, roads, utilities, structures and other facilities shall be designed to compensate for problem soils and other subsurface conditions. Except for linear systems for which there is no alternative alignment, landslide hazard areas shall be avoided.

D) Where a hillside development is proposed in an area indicated as a major seismic zone, it shall be demonstrated through a geologic report that structures will be located in such a manner as to minimize the risk to life and property when a major seismic event occurs. However, development is discouraged in seismic zones and no structures for human occupancy are permitted across or within 50 feet of the trace of an active or potentially active fault.

2. Fire, Flood and Erosion:

A) Fire

For development occurring on brush-covered slopes, the County Forester and Fire Warden will require adequate fire protection capabilities based on fuel load, topography, weather conditions, access, exposure, occupancy and water supply.

To assist in efficient emergency response and fire protection in designated fire hazard areas, the project should include:

1) The use of fire retardant construction techniques and materials throughout the project. Woodshake shingle roofs and siding—both treated and un-treated—shall be expressly prohibited;

2) Clearance of brush for a minimum of 30 feet, and up to 130 feet in high fire areas, surrounding individual structures as required by the County Fire Code. Where feasible, employ tiered vegetation removal;

3) Protective irrigated planting areas surrounding individual structures with provisions for maintenance; the use of appropriate native drought-resistant plants and fire resistant materials requiring minimal water shall be encouraged;

4) A development pattern which provides a defensible fire perimeter, with fuel breaks, clustered pattern, or other measures;

5) Provision for adequate identification of dwelling units by prominent signs indicating street names and house numbers;

6) Structure entrance locations within a distance of street access acceptable to the County Forester and Fire Warden; and

7) An adequate supply of water to support fire protection activities.

B) Flood and Erosion

Development should be located at distances from floodways and water courses that ensure non-interference with natural drainage during severe storms and the safety of the development from such runoff, as determined by the County.

During the early phases of project planning, any drainage course, flood prone area or areas with high debris or mudflow potential shall be identified, taking into consideration areas of high fire hazard and erosion potential located uphill or upstream from such areas or the site. The interrelationship of these potential hazards, and satisfactory measures to protect against them, shall be demonstrated. Flood and erosion engineering criteria for development in hillside areas are as follows:

1) Account for runoff and debris from tributary areas, considering each lot;

2) Compute runoff debris amounts using Flood Control District criteria;

3) Design lot and locate improvements so debris can be accommodated without damage to improvements and with access to street for

cleanup;

4) Provide for capture and controlled passage of flood water and debris into a safe point to discharge (street, channel, debris basin, etc.) without damage to improvements or slopes. Natural stream gradients shall not be altered unless approved by Los Angeles County and the State Department of Fish and Game as consistent with public health, safety, and welfare; and

5) Where the runoff flow rates and debris quantities are too great to be accommodated, as described above, an adequate debris basin and open channel with access for maintenance should be provided. Where feasible, engineer open channels and debris basins to look and function as if it were in its natural state.

C) Resource Protection:

1) Drainage Networks

All water courses should be maintained in as natural a state as possible, minimizing the modification of the natural carrying capacity and the production of excessive siltation. Engineered channels should remain open and designed to appear as if it is natural.

2) Biotic Resources

The project design should recognize the value of biotic resources and demonstrate a minimal adverse impact on wildlife habitat areas. Removal of natural vegetation should be minimized by focusing development on land with less natural cover. The presence of significant biological resources may require special use, intensity and design considerations beyond those mentioned in this Hillside Management Performance Review Procedure.

3) Cultural Resources

Whenever there is a substantial indication that significant historical, archaeological, or paleontological resources may be located on the project site, a survey by qualified professionals shall be required and, where appropriate, a program for resource preservation or salvage shall be implemented. Whenever possible, the affected portions of the site should be avoided for building purposes.

4) Scenic Resources

The project shall protect the visual quality of highly scenic areas and views from scenic highways, roads, trails and key vantage points. To this effect, the following shall be applicable:

a) No structure shall be placed or constructed in such a way that it silhouettes against the skyline above any major ridgeline when viewed from any designated major, secondary, or limited secondary highway on the County Highway Plan, from any designated Scenic Highway, or from any significantly inhabited area, as determined by the Director. The term "major ridgeline" shall mean any ridgeline that surrounds or visually dominates the landscape, as determined by the County, due to its:

i. Size in relation to the hillside or mountain terrain of which it is a part;

ii. Silhouetting appearance against the sky, or appearance as a significant natural backdrop;

iii. Proximity to and visibility from existing development or major transportation corridors; or

iv. Significance as an ecological, historical, or cultural resource, including a ridgeline that provides a natural buffer between communities or is part of a park or trails system.

b) The tops of all structures shall be located at least 25 vertical feet below the top of any adjacent major ridgeline, and a WECS-N shall be located at least 100 horizontal feet from any adjacent major ridgeline.

c) Any structure over 35 feet in height that is placed within the viewshed of a designated Major, Secondary, Limited Secondary, or Scenic Highway shall be assessed for its visual effects, and appropriate conditions related to

siting, buffers, and design of the facility shall be applied.

d) The placement of structures shall not obstruct views of the ocean from any residence or highway, and shall otherwise conform to the policies and standards of any applicable Local Coastal Plan.

3. Suitability for Development:

A) Proximity to Services

The County shall require demonstrated practicality of providing adequate public services (i.e. fire and sheriff services, etc.) without incurring unusual public costs. Public service extensions into hillside areas shall address existing and projected service problems and deficiencies. Those improvement costs that benefit only a particular development shall be borne by that development, while costs of improvements beneficial to a greater segment of the overall community should be shared by the community.

Development within hillside areas shall be reasonably accessible to shopping and other local service facilities.

B) Water Supply, sewage and Solid Waste Disposal

The County shall require demonstrated practicality of providing adequate water for domestic consumption and fire protection. Connection to public sewers or provision of a central sewage treatment and solid waste disposal facility capable of adequately serving all lots within the development shall also be required unless engineering studies clearly demonstrate the acceptability of private disposal systems from the standpoint of water quality, geology, and sanitation .

C) Road Capacity

Adequate road capacity should be demonstrated to accommodate the anticipated traffic of the proposed development. Capacity to allow for ingress and egress must be based on the assumption that at least one lane of access road may be temporarily closed due to slope failures or parking of emergency vehicles. Road widths should be designed for these contingencies but, wherever possible, kept to a minimum to avoid excessive grading. The ability of major and secondary highways to serve as escape routes and to accommodate seasonal recreation traffic (including weekend peak loads) from outside the area shall be considered in reviewing the development proposal.

4) Quality of Design:

A) Road Design

All roads shall be designed for vehicular and pedestrian circulation capable of providing adequate means of ingress and egress for both residents, and for emergency and other service vehicles. In hillside areas, the analysis of site characteristics shall allow for innovative design of roadways to take advantage of topography and views. Such roadway design, where appropriate in terms of safety and maintenance costs, should minimize grading and improve overall project design. Pavement width in the steepest, lowest density areas, where no guest and utility parking is required, shall be at least 28 feet, or at least 24 feet in the presence of unique topographic considerations. Any proposed modifications of this or other current right-of-way standards or design criteria should be discussed with the Los Angeles County Department of Public Works and other interested departments prior to proposing a tentative project design.

Pursuant to the County Subdivision Ordinance, roads identified on the Los Angeles County Highway Plan (Master Plan of Highways) shall be limited to gradients of 6%, or special approval shall be required in consideration of unique topographic conditions. Collector and minor residential streets shall be limited to gradients of 10%, or up to 15% with special approval in consideration of unique topographic conditions.

B) Site Design and Grading

In reviewing all development proposals, the County shall consider the suitability of the location, type, separation, height and schematic design of buildings and landscaping in relation to the site and surrounding area, particularly the appearance of proposed development from existing developed areas and scenic highways. Site planning, grading, landscaping, and construction techniques that preserve, protect and enhance the visual character of the hillside land forms shall be encouraged.

1) A development should be designed to:

a) Minimize grading on the site and maximize retention of natural topography,.

b) Utilize contour grading to present a rounded or undulating appearance blending with the natural terrain,.

c) Protect the character of drainage courses, riparian vegetation, rock outcroppings, and existing stands of oaks and other native trees,.

d) Preserve significant views from major existing residential areas,.

e) Minimize grading for roads, streets, and storm drains consistent with public health and safety,.

f) Protect against excessive sedimentation and erosion,

g) Limit grading to that necessary for the primary use of each lot,. and

h) Apply innovative approaches to house placement using techniques such as stepped multi-level and cantilevered designs.

2) The County shall require a grading permit and apply mitigating conditions on all grading operations on hillside lots in rural hillside management areas.

These mitigating conditions may include, but shall not be limited to standards for grading and landform contours; cut and fill slope steepness and height; setbacks of slopes from property lines; structure setbacks from the toes or tops of slopes; terracing standards; landscaping requirements; retaining walls; and brush clearance requirements and limitations.

C) Building Placement and Design

Residential structures shall be placed and designed to preserve scenic values. Where feasible, structures should be placed so that roof lines do not protrude above road grade, on the down slope side. The imaginative use of multi-level residential development is encouraged to reduce grading, enhance view potential, and maximize usable outdoor space.

Residential structures shall also be sited for solar access, to maximum extent feasible.

Major ridgelines shall be preserved in accordance with the Scenic Resources performance review criteria cited above. In addition, clustered development projects should be designed to minimize adverse visual impacts on neighboring residential uses, and to achieve compatibility with established community character. Proposed projects should also conform with flight operation safety as specified by appropriate flight operations agencies (e.g. Federal Aviation Administration, Edwards Air Force Base, etc.).

D) Landscaping

Subject to the fire protection criteria set forth earlier, existing healthy and attractive vegetation, especially mature native trees, should be preserved wherever possible. New native drought-tolerant plant materials should be selected which will effectively screen or soften the visual impact of new developments. All cut-and-fill slopes over five feet in vertical height should be planted with adequate native plant materials to protect against erosion. Trees, shrubs and ground covers shall completely cover exposed graded area to County specifications. Tree, shrub and plant materials listed on the Department's native drought-tolerant species list should be used.

E) Utility Lines

In the absence of safety considerations, all local utilities shall be located underground. New overhead major utility lines (e.g. power, telephone or transmission lines) should follow the least visible route and cross ridgelines at the most visually unobtrusive locations.

F) Signs

Signs shall not to block significant views, cause visual clutter, or disrupt the sight line to the horizon. Where permitted, signs, including off-premise outdoor advertising signs, shall be carefully designed to have a minimum impact on scenic features.

V. NON-RESIDENTIAL USES

A. Intent

1. All Uses

Many non-residential uses may be appropriately located in hillside management areas. Certain uses, by their nature, may require remote hillside locations. Nevertheless, for reasons of public safety, resource protection and general land suitability, safeguards are necessary to discourage intensive development and to minimize environmental disruption and the loss of scenic and open lands. Where it is determined that specific uses may appropriately be located in hillside management areas, they shall be reviewed for compliance with applicable hillside management performance review criteria. Subject to the above considerations, the following uses may be found appropriate:

A) Industrial uses involving explosives manufacturing, storage of volatile substances, and certain research, development and product testing facilities requiring the seclusion afforded by hillside terrain. Such uses are encouraged to locate in the least environmentally sensitive areas of the County and construct and design the project in a manner compatible with biotic and water resource protection policies;

B) Agricultural activities including livestock grazing, bee-keeping, orchards and vineyards;

C) Limited local commercial and highway oriented uses necessary to serve local residents and travelers;

D) Waste disposal facilities that require canyon locations as a buffer to urban uses. Implementation of approved site restoration plans shall be required at the termination of such uses in order to return the site to open space;

E) Commercial resort and recreational uses including visitor accommodations, services and facilities, when designed in a manner compatible with and sensitive to surrounding natural resources and scenic amenities;

F) Mineral extraction uses such as sand and gravel mines and oil and gas fields. Implementation of approved site reclamation plans shall be required at the termination of such uses to restore the site to open space; and

F) Utility installations, including communication, water and power facilities.

B. Non-Residential Hillside Management Area Defined

Hillside management areas are defined as any mountainous or foothill terrain having a natural slope of 25 percent or greater. Any non-residential use proposed within a hillside management, unless exempt, shall require a conditional use permit.

C. Performance Review Criteria

The performance review criteria outlined above for rural hillside management areas shall apply to all non-residential land uses.

VI. HILLSIDE MANAGEMENT DEVELOPMENT PROCESS

All hillside development proposals on lands of 25 percent (25%) or greater natural slope are

subject to a Conditional Use Permit for Hillside Management Areas. At the beginning of the permit process, environmental impact analysis procedures will provide an opportunity for the early identification of potential adverse effects in terms of hazards or resource loss, as well as providing the overall framework for impact mitigation.

A. Required Findings

In order to ensure that future hillside development is consistent with General Plan goals and policies and in compliance with the established performance review criteria, the approval of all hillside development proposals shall be supported by the following findings:

1. General Plan Consistency

The proposed project is found to be consistent with General Plan policy and, if applicable, area and community plan policy, through the completion of a General Plan consistency evaluation.

2. Public Safety

The proposed project is located and designed so as to protect the safety of current and future community residents, and will not create significant threats to life and/or property due to the presence of geologic, seismic, slope instability, fire, flood, or erosion hazards.

3. Resource Protection

The proposed project is compatible with the natural biotic, cultural, scenic and open space resources of the area and will not create significant degradation to the function of natural water courses or water quality.

4. Suitability for Development

The proposed project is conveniently served by (or provides) neighborhood shopping and commercial facilities, can be provided with essential public services and facilities without imposing undue costs on the total community, and is consistent with the goals and policies of the General Plan.

5. Quality of Design

The proposed project demonstrates creative and imaginative design resulting in a visual quality that will complement community character and benefit current and future community residents.

B. Performance Review Procedure

The process outlined below is designed to reduce the time, costs and uncertainty involved in securing permit approval for well-designed hillside development, while ensuring that such development will not result in increased exposure to natural hazards or result in the loss of significant natural resources. Wherever possible, concurrent processing of required development permits is desirable. The general steps involved in the performance review procedure are as follows:

Step No. 1 Pre-Application Counseling

Applicants proposing to develop in hillside areas are strongly encouraged to submit information regarding project site location, topographic characteristics, biological habitat locations, flood plain designation, existing or proposed trails, slope analysis, and preliminary development concept to planning staff for review. Staff shall review the submitted site characteristics and slope analysis and advise the applicant as to general development parameters and options (i.e., performance review criteria and permitted density or intensity), and required permit approvals (i.e., zone change, parcel map, tract map, etc.).

Step No. 2 Preliminary Development Plan Review

The applicant shall meet and discuss the preliminary project design with involved planning staff. This step will be integrated with the environmental impact analysis procedures and will precede case filing. Staff will have the opportunity to identify those areas within the site that are most appropriate for development

and will impact natural resources the least.

The goal of the preliminary plan review will be to develop a project that is both acceptable to the applicant and in conformance with hillside performance review criteria. In addition, this pre-submittal review will clarify potential issues and establish a tentative case processing schedule.

Step No. 3 Formal Case Filing

Based upon the information generated in the preliminary plan review cycle, the applicant may choose to file the proposed development plan, or a modified version thereof, paying all required processing fees. In addition, further data needs identified in the preliminary plan review should be submitted at this time.

Step No. 4 Consistency Evaluation

Following case filing, planning staff will reevaluate the project plan and include in the factual data report information pertinent to project compliance with specific performance criteria. This report will provide a basis for subsequent Commission findings and recommendations relative to the project's consistency with General Plan policy and Hillside Management objectives. Once prepared, this report will be included in all applicable case files and will be presented to the Regional Planning Commission for consideration at the public hearing on the proposed development.

Step No. 5 Cumulative Impact Review

The planning staff will concurrently evaluate proposed hillside developments for their cumulative impact. This analysis will focus on the potential impact of projects on nearby areas, including natural resources, hazards and visual character, and on the relationship of developments to the surrounding community's growth projections indicated in the General Plan.

Step No. 6 Project Review and Action

Based upon testimony presented at the public hearing, and the analysis presented in the factual data report, the Hearing Officer or Regional Planning Commission may (1) act to approve the proposed project as being consistent with County planning policy; (2) request the applicant to revise the project in terms of scale, intensity, or design to more accurately reflect Plan goals and policies; or (3) deny the proposed development due to inconsistencies with applicable countywide, community or area planning policy.

III. CIRCULATION ELEMENT

Highway Plan

Table I. 1: GENERAL PLAN UPDATE PROGRAM
LOS ANGELES COUNTY HIGHWAY PLAN

West County

Roadway	*From-To*	*Recommended Action*
Cornell Road Limited	Kanan Rd.-Mulholland Hwy	Reclass Secondary Hwy to Secondary Hwy
Agoura Rd.	Agoura Hills City Line-Calabasas City Line	Reclass Major Hwy to Secondary Hwy
Thousand Oaks Blvd.	Kanan Rd.-Cheseboro Rd.	Delete Major Hwy
Thousand Oaks Blvd.	LA County Line-Calabasas City Line	Delete Major Hwy
Driver Ave.	Calabasas City Line-Calabasas City Line	Delete Secondary Hwy
Driver Ave.	Agoura Hills City Line-Agoura Hills City Line	Delete Secondary Hwy
Driver Ave.	Agoura Hills City Line-Lost Hills Rd.	Delete Secondary Hwy
Chesebro Rd.	Agoura Hills City Lines	Delete Secondary Hwy
Thousand Oaks Blvd.	Agoura Rd.-US 101	Delete Secondary Hwy
Liberty Canyon Rd.	Driver Ave.-Canwood/ US 101 on-ramp	Delete Major Hwy
Lost Hills Rd.	US 101 on-ramp-terminus	Delete Major and Secondary Hwy
Parkway Calabasas Rd.	Las Virgenes Rd.-Park Granada	Delete Parkway
Parkway Calabasas Rd.	Park Granada-Calabasas Rd.	Reclass Existing Parkway to Major Hwy
Temescal Canyon Rd.	Mulholland Dr.-Sunset Blvd.	Delete Proposed Major Hwy
Sullivan Canyon Rd.	Mulholland Dr.-Sunset Blvd.	Delete Proposed Major Hwy
Oxnard Street	Louise Ave.-San Diego Fwy	Delete Proposed Secondary Hwy
Foreman Ave.	Burbank City Line-Valley Spring Ln.	Delete Secondary Hwy
Forest Lawn extension (proposed)	Lankershim Blvd./ Cahuenga Blvd.-Los Angeles City Line	Delete Major Hwy
San Fernando Rd.	Burbank Rd.-Magnolia Blvd.	Delete Major Hwy

Marina Del Rey

Roadway	*From-To*	*Recommended Action*
Admiralty Way	Via Marina-Fiji Way	Reclass Secondary Hwy to Major Hwy
Admiralty Way	Fiji Way-Culver Blvd. extension (proposed)	Reclass Proposed Secondary Hwy to Proposed Major Hwy
Admiralty Way	Culver Blvd. extension (proposed)-	Add Proposed Major Hwy

	Jefferson Blvd.	
Marina Expressway SR 90 extension (proposed)	Marina Expressway terminus-Admirality Way	Add Proposed Expressway
Lincoln Blvd.	Washington Blvd.-Los Angeles City Line	Reclass Parkway to Major Hwy
Culver Blvd.	Jefferson Blvd.-Playa Vista	Add Proposed Major Hwy
Fiji Way	Lincoln Blvd.-South terminus	Add Proposed Parkway
Via Marina	Washington Blvd.-Old Harbor Ln.	Reclass Secondary Hwy to Parkway
Via Marina	Washington Blvd.-Old Harbor Ln.	Realign Via Marina/Admiralty Way intersection

South County

Roadway	*From-To*	*Recommended Action*
54th St.	Angeles Vista Blvd.-Hillcrest Dr.	Delete Secondary Hwy
Del Amo Blvd.	Maple Street-Crenshaw Blvd.	Add Proposed Major Hwy
Del Amo Blvd.	Denker Ave.-Vermont Ave.	Add Proposed Major Hwy
Del Amo Blvd.	State Road 405 Avalon Blvd.	Show Existing Secondary Hwy
Alameda Street	Compton City Line-Artesia Blvd.	Add Proposed Major Hwy
Alameda Street	Compton City Line-Santa Fe Ave.	Reclass Secondary Hwy to Proposed Major Hwy
Alameda Street	Santa Fe Ave-Del Amo Blvd.	Delete Secondary Hwy
Alameda Street	Del Amo Blvd.-Dominguez Street	Delete Secondary Hwy

East County

Roadway	*From-To*	*Recommended Action*
Hacienda Blvd.	La Habra Hts. City Line-LA County Line	Delete Existing Major Hwy
Paramount Blvd.	Montebello Blvd.-Beverly Blvd.	Delete Proposed Major Hwy
Mountaineer Rd.	Grand Ave.-Via Verde	Delete Proposed Major and Secondary Hwys
Bonita Ave.	Temple Ave.-terminus	Delete Proposed Major Hwy
7th Ave.	Los Robles Ave.-Turnbull Cyn Rd./ Vallecito Dr.	Delete Proposed Major Hwy
Turnbull Cyn Rd. and Secondary Vallecito Dr.	Whittier City Line-Vallecito Dr./Camino Del Sur	Delete Proposed Major and Hwys
Turnbull Cyn Rd.	Painter Ave.-Whitter City Line	Delete Proposed Major Hwy
Hadley Street	Painter Ave.-Colima Rd.	Delete Existing Secondary Hwy
Hacienda Blvd. Limited	La Habra Hts City Line- LA County Line	Reclass Existing Major Hwy to Secondary Hwy
Azusa Ave./Fullerton Rd.	Colima Rd.-Harbor Blvd.	Delete Existing and Proposed Major Hwys
Fullerton Rd.	Harbor Blvd.-La Habra Hts City Line	Delete Secondary Hwy
Fullerton Rd.	Azusa Ave.-La Habra Hts City Line	Delete Secondary Hwy
Foster Rd.	La Mirada Blvd.-LA County Line	Delete Proposed Major Hwy

West Antelope Valley

Roadway	*From-To*	*Recommended Action*
Elizabeth Lake Rd.	Johnson Rd.-Portal Pass Rd.	Reclass Prop. Major Hwy to Major Hwy
San Fransisquito Cyn Rd.	Elizabeth Lake Rd.-Angeles NF Boundary	Add Secondary Hwy
Amargosa Creek Rd.	Johnson Rd.-Portal Pass Rd.	Delete Proposed Secondary Hwy
Portal Pass Rd.	Elizabeth Lake Rd.-Ritter Ranch Rd.	Delete Proposed Secondary Hwy
Ritter Ranch Rd.	Portal Pass Rd.-Bouquet Canyon Rd.	Delete Proposed Secondary Hwy
Bouquet Canyon Rd.	Elizabeth Lake Rd.-Palmdale City Line	Realign Secondary Hwy
City Ranch Rd.	20th Street W-Palmdale City Line	Add Secondary Hwy

East Antelope Valley

Roadway	*From-To*	*Recommended Action*
40th Street E	Avenue N-8-NE-45th Street E/ Ave. N	Delete proposed Major Hwy
50th Street E	Avenue K-4-Avenue L	Reclass Major Hwy to Expressway
70th Street E	Lancaster City Line-Avenue K-8	Reclass Secondary Hwy to Major Hwy
70th Street E	Avenue K-12-Avenue L	Reclass Secondary Hwy to Major Hwy
100th Street E	Avenue J-Avenue J-8	Add Limited Secondary Hwy
100th Street E	Lancaster City Line-Avenue L	Add Limited Secondary Hwy
120th Street E	Avenue L-Avenue Q	Add Expressway
Avenue H	Division St-40th Street E	Reclass Major Hwy to Expressway
Avenue L	40th Street E-45th Street E	Reclass Secondary Hwy to Expressway
Avenue L	50th Street E-80th Street E	Reclass Secondary Hwy to Expressway
Avenue L	90th Street E-102nd Street E	Add Expressway
Avenue L	107th Street E-120th Street E	Add Expressway
Avenue P-8,	120th Street E-128th Street E	Show as Expressway -High Desert Corridor
Avenue P-8, Prop. HDC	128th Street E SE-Palmdale Blvd.-Longview	Add Expressway
Palmdale Blvd., Prop. HCD	Longview Rd.-LA County Line	Show as Expressway
Avenue Q	60th Street E-75th Street E	Add Major Hwy
Avenue Q	80th Street E-90th Street E	Add Major Hwy
Avenue Q	90th Street E-120th Street E	Add Secondary Hwy

Santa Clarita Valley

Roadway	*From-To*	*Recommended Action*
Castaic Rd.	Ridge Route Rd.-City of Santa Clarita line	Delete Proposed Secondary Hwy

Hasley Canyon Rd.	Castaic Rd. (proposed)-Northbound ramp for I-5	Delete Major Hwy
The Old Rd.	Hasley Canyon Rd.-Middleton Ln.	Reclass Major Hwy to Secondary Hwy
San Fransisquito Cyn Rd./ McBean Parkway exten.	Copper Hill Dr.-Angeles NF boundary	Reclass Secondary Hwy to Limited Secondary Hwy
Unnamed Proposed 2nd Hwy	Long Canyon Rd.-State Route 126	Delete Secondary Hwy
Vasquez Canyon Rd.	Bouquet Canyon Rd.-Sierra Hwy	Reclass Major Hwy to Secondary Hwy
Cruzen Mesa Rd.	Whites Canyon Rd.-Sierra Hwy	Delete Limited Secondary Hwy
Whites Canyon Rd.	Plum Canyon Rd.-Santa Clarita City line	Add Proposed Major Hwy
Sand Canyon Rd.	Sierra Hwy-Santa Clarita City line	Realign Proposed Major Hwy
Sand Canyon Rd.	Lost Canyon Rd.-Santa Clarita City line	Delete Major Hwy in Santa Clarita
Lost Canyon Rd.	Santa Clarita City line-Woodfall Rd.	Reclass Proposed Major Hwy to Proposed Secondary Hwy
Lost Canyon Rd.	Woodfall Rd.-Jakes Way	Reclass Major Hwy to Secondary Hwy
Lost Canyon Rd.	Jakes Way-Canyon Park Blvd.	Realign Proposed Major Hwy

Bikeway Plan

Bikeway Plan General Criteria

The criteria and standards contained in this section serve as a guide for implementing the bikeways shown in the Bikeway Plan and in establishing new bikeway routes. Minimum standards and criteria for bikeways on State highways have been developed by the California Department of Transportation. The following criteria and standards are intended to supplement the State's criteria and to assist the local jurisdictions in implementing the bikeways shown in this Plan.

Bikeways should be implemented on the basis of three basic design principles.

1. *Access:* The bikeway must be located where bicyclists want to go, readily accessible and convenient for the user;

2. *Protection:* The bikeway should be located where it will afford the user the greatest degree of protection; and

3. *Continuity:* The bikeway system must be continuous internally and provide access connections to bikeways in and to adjacent communities.

In general, a bicycle facility should be located to the right of an existing traveled way if it is located upon or adjacent to a roadway. Two-way separated facilities are possible on one side of a street, but the designer of such facilities must give close consideration to the problems of safe access to the facility. All bikeways should be clearly marked and delineated so that motorists, pedestrians, equestrians and bicyclists are alerted to the areas reserved for this use.

Other factors that must be considered and evaluated for any proposed bikeway are: user characteristics, terminal facilities, conflict points with motor vehicular traffic, maintenance of the facility, clearances, lighting, bicycle trip demand, cost, financing, impact of facility on the neighborhood, and grades.

Design Standards for Bikeway Corridors

Design must consider the space required by the cyclist, user characteristics, minimum widths and clearances, grade, radius of curvature, design speed, parking, signing, surface, base material, maintenance, safety and drainage.

1. *Lane Clearances:* The recommended minimum clearances and widths to be utilized for bike lanes and separate facilities in the implementation of this Bikeways Plan are shown in Figure 2.3;

2. *Grade:* Because of the diversity of terrain in Los Angeles County, a rideable grade is an important design consideration. Where long or severe grades occur, consideration should be given to rest stops or additional width to accommodate bicyclists traveling up or down grade. Grades should be less than 7% and preferably no more than 5%;

3. *Speed:* Some bicyclists' speed may exceed 40 mph but usually the speed of the majority of bicyclists is in the 10-15 mph range. Therefore a design speed of 20 mph for a particular facility is probably more than adequate. Where grades exceed 4% this speed may not be conservative enough and a higher design speed should be utilized;

4. *Surface and Base Material:* Any surface wearing course which has been designed to support the loadings imposed by bicycle traffic, maintenance vehicles or any other type of loading anticipated on the bicycle facility is acceptable. It may consist of material or a combination of materials capable of providing an all-weather surfacing to facilitate bicycle travel;

5. *Landscaping:* The bikeway system should be developed in harmony with the natural terrain. It can do this by taking advantage of attractive scenic features while improving less desirable areas by landscaping. Bike paths should be located to capitalize on shade from existing trees wherever possible. If fences are used to separate the bikeway from vehicular traffic lanes, they should be landscaped whenever feasible and consistent with safety;

6. *Safety:* The bicycle facility that provides minimum conflict between motor vehicles and bicyclists while maintaining adequate access is usually the safest. In actual practice, however, especially in urban areas, this is difficult to achieve. The ubiquity of bicycle use will bring about an increased level of safety due to the public understanding of bicycle use and prevalence in the county, thereby encouraging a share the road mentality;

7. *Parking and Signing:* Realistically and economically it will be necessary to provide most bicycle facilities on streets. In these instances a separation between the cyclist and motor vehicle is desirable if it does not compromise the safety of the cyclist or the motorist. Where parking is permitted, the vehicle parking and leaving the curb will be in direct conflict with the cyclist. Adequate signing which is clear and conveys the message that a bikeway exists in the vicinity of the roadway should be provided for all types of bikeway facilities;

8. *Maintenance and Drainage:* Gratings, curbs and gutters, local depressions, debris from the sweeping action of cars, water on the pavement and deteriorated pavement cause problems for bicyclists. In designing and maintaining a bikeway all these factors must be considered and measures initiated to remove as many of these problems and obstacles as possible; and

9. *Lighting:* Nighttime accidents involving cyclists are increasing. The visibility of the cyclist by the motorist is a critical factor. Bikeway illumination capable of providing nighttime identification and silhouetting of the cyclist is a desirable feature and should be considered in the design phase. Also for safety, it is desirable that the bicycle facility be illuminated adequately to provide visibility of the surface and surroundings, particularly at destination points and intersections with other facilities.

Table I.2 lists the Bikeway trails in the unincorporated areas of Los Angeles County. To receive a copy of the County Bikeway Plan or for further information, please contact the Department of Regional Planning at (213) 974-6411.

Table I.2: Bikeway Trails in Unincorporated Los Angeles County

CLASS I BIKEWAYS

Bike Trail Name	*TG*	*Location*	*Limits*	*Total Length*	*City*
170th Street East Bikeway Called Lake Los Angeles	4109-H6/ 4199-H4	W/S of street	Avenue M-8 to Avenue P	2.80 miles	Unincorporated
Avenue O	4199 G2/H2		From 170th St. E. to 165th St. E.	0.50 miles	Unincorporated
Ballona Creek Bicycle Trail	702-A2/ 702-C1	N/S of channel	Pacific Ave. Bridge to Lincoln Blvd.	1.50 miles	Unincorporated
Compton Creek	765B4/ 735A1	E/S of channel	Del Amo Blvd. to Compton Creek East Branch (@91)	1.80 miles	Unincorporated
Coyote Creek Bicycle Trail	737-D7/ 767-A5	W/S of channel	North Fork Coyote Creek confluence to Centralia St.	4.25 miles	Cerritos
Dominquez Channel Bike Trail	764-B1/ 764-C3	E/S of channel	E. of Vermont Avenue to Main St.	1.30 miles	Los Angeles
La Canada Verde Creek Bike Trail	707-E5/ 707-E5	W/S of channel	Mulberry Dr. to Broadway	0.25 miles	Unincorporated
Laguna Dominguez Bicycle Trail	733-F1/ 733-G3 & 733-G3/ 733-F6	E/S of channel & W/S of channel	120th St. to Rosecrans Ave. Rosecrans Ave. to Redondo Beach Blvd.	3.80 miles	Hawthorne
LARIO Bicycle Trail	676-G1/ 825-C1	E/S of channel	Whittier Narrows Dam to the Shoreline Bicycle Trail	21.50 miles	South Gate
Los Angeles River Bicycle Trail	675-E4/ 705-F6	W/S of channel	Atlantic Blvd. to Imperial Hwy	4.70 miles	Vernon
North Fork Coyote Creek Bicycle Trail	737-C2/ 737-D7	W/S of channel	Foster Rd. to the confluence of Coyote & North Fork Coyote Creeks	1.50 miles	Santa Fe Springs
San Gabriel River Bicycle Trail	569-A1/ 676-J1 & 676-J1/	W/S of channel & E/S of	San Gabriel Rd. to just north of	30.20 miles	Azusa

	766-G7	channel S.	Wardlow Rd.	2.10 miles	City of Industry
San Jose Creek Bicycle Trail	637-F6/ 638-A7	S/S of channel	Workman Mill Rd. to 7th Ave.		
Santa Anita Wash Bicycle Trail	597-E2/ 597-E3		Live Oak Ave. to the E. Peck Rd.	1.00 miles	Arcadia
South Bay Bicycle Trail	671-B1/ 792-H2 732-F7/ 762-H5		City of the Santa Monica to Paseo de la Playa	12.50 miles	Santa Monica
Upper Rio Hondo Bicycle Trail	597-F3/ 637-A7	E/S of channel	S. of Peck Rd. to Rosemead Blvd. and Durfee Ave.	8.50 miles	El Monte
SUBTOTAL CLASS I				***98.20 miles***	

CLASS II BIKE LANES

Bike Trail Name	*TG*	*Limits*	*Total Length*	*City*
50th Street	4104-H4/ 4104-H5	Ave. L-Ave. L-8	0.30 miles	Unincorporated
60th Street	4104-F4/F7	Bulford Pl.-Ave. L12 & Ave. L4-Ave. L8	0.25 miles	Unincorporated
98th Street	703-J4/ 704-A4	Halldale Ave. -Vermont Ave.	0.60 miles	
Avenue L	4104-G4/ 4105-A4	55th St.-40th St. & 52nd St. -42nd St.	2.50 miles	Unincorporated
Cameron Avenue	639-D2/ 639-E2	W. of Whitebirch Dr.-Grand Ave.	0.10 miles	Unincorporated
Colima Road	678-C6/ 678-J5	Stimson Ave.-Larkvane Rd.	3.00 miles	Unincorporated
Grand Avenue	639-E2/ 639-E3	Cameron Ave.-S. of Hillsdale Dr.	0.40 miles	Unincorporated
Haliburton Road	678-C4/ 678-E4	Stimson Ave.-Colima Rd.	1.20 miles	Unincorporated
Nogales Street	679-C2/ 679-C3	La Puente Rd.-S. of Northam St.	0.20 miles	Unincorporated
Normandie Avenue	794-A2/ 794-A4	Sepulveda Blvd.-Lomita Blvd.	1.10 miles	Unincorporated
Stimson Avenue	678-C4/ 678-C6	La Monde St.-Colima Rd.	0.90 miles	Unincorporated
Valinda Avenue	638-G6/ 638-G3	Temple Ave.-Doublegrove St.	1.30 miles	Unincorporated
Valley Circle	529/D-6	Vanowen-N. of Vanowen	0.30 miles	Unincorporated

Agoura Road	558-F7	Liberty Cyn Rd.-Calabasas	0.60 miles	Unincorporated
SUBTOTAL CLASS II			***12.75 miles***	
CLASS III BIKE LANES				
Bike Trail Name	*TG*	*Limits*	*Total Length*	*City*
Allen Avenue	536-C7/ 566-C1	New York Dr. -Washington Blvd.	0.65 miles	Unincorporated
Broadway	677-A5/ 706-J1	Whittier Blvd.-Norwalk Blvd.	1.50 miles	Unincorporated
Cedarlane Drive	678-D3	Fieldgate Ave.- Glenelder Ave.	0.22 miles	Unincorporated
Colima Road	707-H1/ 678-C6	N. of Mar Vista St.- Simpson Ave.	2.80 miles	Whittier
Dunlap Crossing Road/Mines Blvd.	636-H5/ 637-A7	San Gabriel River- Sorensen Ave.	1.30 miles	Unincorporated
Fieldgate Avenue	678-D3	Wedgeworth Dr.- Cedarlane Dr.	0.03 miles	Unincorporated
Bike Trail Name	*TG*	*Limits*	*Total Length*	*City*
Fiji Way	702-B2/ 672-B7	Ballona Creek-W. of Admiralty Way	0.70 miles	Unincorporated
Garo Street	678-C3/ 678-D3	Stimson Ave.- Glenelder Ave.	0.40 miles	Unincorporated
Glenelder Avenue	678-D3/ 678-D3	Garo St.-Wedgeworth Dr.	0.30 miles	Unincorporated
Greenleaf Avenue	707-B3/ 707-B3	Barton Rd.-Mystic St.	0.40 miles	Unincorporated
Hollenbeck Avenue	599-A4	San Dimas channel- S. of Edna	0.58 miles	Unincorporated
Lambert Road	707-J6/ 708-B7	Leffingwell Rd.- E. of Grayling Ave.	1.10 miles	Unincorporated
Lark Ellen Avenue	638-H4/ 638-H3	N. of Maplegrove St. - N. of Franciscquito Ave.	0.50 miles	Unincorporated
Madre Street	566-G5	Green St.-San Pasqual St.	0.50 miles	Unincorporated
Mines Boulevard	676-J6/ 707A-1	Norwalk Blvd.-Slauson Ave.	0.70 miles	Unincorporated
Mulberry Drive	707-C3/ 707-H5	Painter Ave.-Scott Ave.	2.90 miles	Unincorporated
Norwalk Boulevard	676-J5/ 706-J2	Whittier Blvd.-Perkins Ave.	2.40 miles	Unincorporated
Pepperbrook Way	678-F4	Azusa Ave.-Wedgeworth Dr.	0.08 miles	Unincorporated
San Pasqual Street	566-D6/ 566-E5	E. of Greenwood Ave.- W. of San Gabriel Blvd.	0.80 miles	Unincorporated
San Pasqual Street	566-F6	W. of Madre St.-Madre St.	0.09 miles	Unincorporated
Santa Gertrudes	707-J6/	Leffingwell Rd.- Lemon Dr.	0.50 miles	Unincorporated

Avenue	707-J7			
Scott Avenue	707-H5/ 707-H7	Mulberry Dr.-Lemon Dr.	0.80 miles	Unincorporated
Sierra Madre Boulevard	566-E4/ 566-E6	S. of Del Mar Blvd.- to N. of California St.	0.30 miles	Unincorporated
Sorensen Avenue	677-A7/ 707-A1	Mines Blvd.- Washington Blvd.	0.20 miles	Unincorporated
Stimson Avenue	678-D2/ 678-C4	Gale St.-La Monde St.	1.10 miles	Unincorporated
Sunset Avenue	638-B6/ 638-C3	Temple Ave.-Fairgrove Ave.	0.70 miles	La Puente
Temple Avenue	637-H2/ 638-H7	Park Rd.-Azusa Ave.	5.00 miles	City of Industry
The Old Road	4550-D6/ 4550-B1	Stevenson Ranch Pkwy.- Pico Canyon Rd.	0.90 miles	Unincorporated
Valinda Avenue	638-G3/ 638-G3	Doublegrove St. - N. of Francisquito Ave.	0.30 miles	Unincorporated
Wedgeworth Drive	678-D3/ 678-F4	Fieldgate Ave.- Pepperbrook Way	1.80 miles	Unincorporated
SUBTOTAL CLASS III			***29.55***	
TOTAL			***268.25***	

Scenic Highway Plan

Aesthetic Considerations for Highway Design

Consideration of aesthetics in highway design is necessary to take advantage of the best scenic values within the corridor. Consideration should be given to:

1. Appearance

- Designing structures and facilities to achieve maximum aesthetic quality; and
- Preserving valuable trees and vegetation.

2. Minimal Physical Alteration

- Curvilinear horizontal alignments;
- Highway profiles compatible with the topography;
- Minimizing cuts and fills; and
- Contouring and planting of graded slopes.

3. Recreation and Cultural Heritage

- Provision of roadside rests, vista points, and scenic areas with interpretive displays.

4. Safety

- Determination of appropriate design speeds; and
- Controlling access to the roadway.

These and other appropriate considerations should be taken into account in the application of design standards to achieve the desired level of scenic quality for the road and its corridor while meeting acceptable highway design and safety standards. Specific design standards can only be established after a comprehensive corridor study encompassing efficiency, capacity, safety and scenic quality has been made for each individual route.

Selection Criteria for Scenic Corridors

The state has established general guidelines for designating scenic highways, but has left the task of providing and enforcing specific criteria and standards to local governments.

The criteria used for determining routes to be shown on the Los Angeles County Scenic Highway Map are:

a. Routes which traverse areas of scenic quality and interest and which may provide access to major recreation areas;

b. Highways shown on the State Master Plan of Scenic Highways;

c. Scenic routes identified in pending or adopted city plans within Los Angeles County deemed to be of countywide importance. Routes of countywide importance are those that are recognized by their length, passage through or connection with several jurisdictions, or proximity to regional recreational or cultural facilities; and

d. Entry routes to the county that have substantial scenic value.

Various routes throughout the County were reviewed using these criteria. Those routes meeting criteria (a) and at least one of criteria (b) through (d) have been shown on the Scenic Highway System Map. Logical connectors or links between routes meeting the selection criteria are also considered eligible provided the particular connector contributes to the completion of a closed loop or system of routes. The inclusion of these connectors is important to provide the viewer with a continuous network of interesting visual experiences.

Conditions and Standards for Scenic Corridor Protection

The application of measures necessary to maintain the appropriate transportation characteristics and the aesthetic quality of a scenic corridor is dependent on standards. Corridor protection conditions and standards are aimed at encouraging attractive land uses and maximizing the view from scenic highways. The following conditions and standards are not intended to impede the use of property within scenic corridors, but are aimed at promoting orderly and harmonious land uses that will not endanger irreplaceable scenic resources. In addition, various road widths and functions may require the application of a variety of land use criteria and standards. Land uses within scenic corridors should be regulated with such criteria and standards as:

1. Appearance

- Controlling outdoor advertising signs or billboards;
- Limiting the size, height, type, and number of on-premise signs;
- Prohibiting outdoor advertising within 500 feet of the roadway;
- Placing underground or locating utility lines so that the visual integrity of the landscaping is maintained;
- Screening incompatible land uses within 500 feet of the right-of-way through landscaping, fencing, or other appropriate means;
- Controlling the color and roofing of structures to fit into the natural landscape; and
- Emphasizing rural, agricultural, and open uses on steep land

2. Location

- Controlling building heights, setbacks, and densities so as not to obstruct important views;
- Requiring site planning that locates undesirable uses where they will have the least possible visual impact on the landscape; and
- Considering innovative designs as alternatives to conventional subdivisions.

3. Minimal Physical Alteration

- Grading with a minimum disturbance to natural landforms;

- Preserving outstanding trees and vegetation;
- Landscaping sites that have been graded or which have had their vegetative cover removed;
- Preserving lakes, rivers, shorelines, and creeks in their natural condition or, if modified, treated so as to result in a naturalistic appearance; and
- Planting or selective clearing of vegetation to improve views.

4. Recreation and Cultural Heritage

- Incorporating bikeways, and biking and hiking trails into the planning of development along scenic highways; and
- Preserving important historical and architectural sites.

Future efforts will be made to amend existing ordinances to include specific protective mechanisms based upon conditions and standards reflecting the goals and policies of the Scenic Highway Sub-Element.

Table I.3 lists the proposed and adopted Scenic Highways trails in the unincorporated areas of Los Angeles County. For further information on the County Scenic Highway Plan, please contact the Department of Regional Planning at (213) 974-6411.

Table I.3: Proposed and Adopted Scenic Routes

ADOPTED ROUTES

Route Number	*Route Name*	*Status/Recommendation*
1	Angeles Crest Highway (2) - From National Forest Boundary easterly to San Bernardino County line.	Retain - Adopted state route
1a	Malibu Canyon-Las Virgenes County Scenic Highway (N1) - From intersection of Lost Hills Rd. and Las Virgenes Rd. southerly along Las Virgenes Rd. and Malibu Canyon Rd. to Pacific Coast Hwy (1).	Retain - Adopted state route
1b	Mulholland Drive and Highway – 2 segments of Pacific Coast Highway easterly to Wonder View Drive.	Retain - Adopted state route

FIRST PRIORITY ROUTES

Route Number	*Route Name*	*Status/Recommendation*
2	Angeles Crest Highway (2) - From National Forest Boundary southerly to Foothill Freeway.	Retain
3	Coastal Route - From Ventura County line southerly to Orange County line. Pacific Coast Highway from Ventura County line to California Incline, Ocean Avenue, Barnard Way (Santa Monica), Pacific Avenue (Venice), Via Marina, Admiralty Way (Marina del Rey and El Segundo), Highland Avenue (Manhattan Beach), Manhattan Avenue, Hermosa Avenue (Hermosa Beach), Harbor Drive, Pacific Coast Highway, Esplanade (Redondo Beach), Paseo de la Playa (Torrance), Palos Verdes Drive, W (Palos Verdes	Retain

	Estates), Palos Verdes Drive, S (Rancho Palos Verdes, 25th Street, Western Avenue, Paleo del Mar, Pacific Avenue, 22nd Street, Crescent Avenue, Harbor Boulevard, Vincent Thomas Bridge (Los Angeles), Seaside Avenue, Ocean Boulevard, Bayshore Avenue, Second Street, Marina Drive; Pacific Coast Highway from Los Alamitos Circle to Orange County line (Long Beach).	
4	San Andreas Rift Zone - Oakdale Canyon Road from Old Ridge Route, Pine Canyon Rd. easterly from Old Ridge Rte., Elizabeth Lake Rd., Avenue Q, Palmdale Boulevard, Antelope Valley Freeway (14), Pearblossom Highway (138), Fort Tejon Road, Big Pines Road to Angeles Crest Highway (2); Old Ridge Route from Pine Canyon Road to Lake Hughes Road. Modify - Split into three segments: 5a - Old Ridge Route from Pine Canyon Road southerly to Lake Huges Road, 5b - San Andreas Rift Zone (west segment): Pine Canyon Road easterly from Old Ridge Route, Elizabeth Lake Road to 20th Street West; 5c - San Andreas Rift Zone (east segment): 82nd Street East southerly from Pearblossom Highway (138), Fort Tejon Road, Valyermo Road, Big Pines Road to Angeles Crest Highway (2).	Retain
4a	Old Ridge Route - From Pine Canyon Road southerly to Lake Hughes Road.	Retain
5	Henry Mayo Drive (126) - From Ventura County line easterly to Golden State Freeway (5).	Retain
6	Topanga Canyon Boulevard (27) - From Mulholland Drive southerly to Pacific Coast Highway (1).	Retain
7	San Gabriel Canyon Road (39) - From Angeles Crest Highway southerly to Foothill Freeway (210).	Retain
8	Ronald Reagan Freeway (118) - From Ventura County line easterly to De Soto Avenue.	Retain
9	Foothill Freeway (210) - From Golden State Freeway (5) easterly to Ventura Freeway (134).	Retain
10	Golden State Freeway (5) - From Henry Mayo Drive (126) southerly to Foothill Freeway (210).	Retain
11	Orange Freeway (57) - From Pomona Freeway (60) southerly to Orange County line.	Modify - Delete segment: From Pomona Freeway (60) to Diamond Bar Boulevard.
12	Kanan Dume Road - Kanan Road (N9) - From Ventura Freeway (101) southerly to Pacific Coast Highway (1)	Retain
13	Malibu Canyon Road (N1) - From Mulholland Highway southerly to Pacific Coast Highway.	Retain

SECOND PRIORITY ROUTES

Route Number	*Route Name*	*Status/Recommendation*
14	Lake Hughes Road - From Elizabeth Lake Road southerly to Golden State Freeway (5).	Retain
15	Gorman Post Road - Lancaster Rd. - Avenue F - 190th St. W. - Ave. F - Lancaster Rd. - Fairmont Neenach Rd. - 120th St. W. - Ave. I - 110th St. - From Golden State Freeway (5) easterly to Avenue K, including connection with Oakdale Canyon Road.	Retain
16	Golden State Freeway (5) - From Kern County line southerly to Henry Mayo Drive (126).	Retain
17	Pine Canyon Road (N2) - From Lancaster Road (138) easterly to Elizabeth Lake Road.	Retain
18	Munz Ranch Road - From Fairmont Neenach Road southerly to Elizabeth Lake Road.	Retain
19	Johnson Road - 110th St. W. - Ave. K - From Elizabeth Lake Road easterly to 60th Street West.	Modify - Delete segment: Avenue K from 110 Street West easterly to 60th Street West.
20	Bouquet Canyon Road - Magic Mountain Parkway - From Elizabeth Lake Road southerly to Golden State Fwy (5).	Modify - Delete segments: Magic Mountain Parkway from Golden State Freeway (5) easternly Bouquet Canyon Road, and Bouquet Canyon Road from Vasquez Canyon Road southerly to Magic Mountain Parkway.
21	San Francisquito Canyon Rd. - Spunky Canyon Rd. - Bouquet Canyon Rd. - Elizabeth Lake Rd. southerly to Spunky Canyon Rd. easterly to Elizabeth Lake Rd.	Retain
22	170th Street East - 165th St. E. - Bob's Gap Rd. - Saddleback Butte State Park southerly to Valyermo Rd.	Modify-Delete segment: From Saddleback Butte State Park to Pearblossom Highway (138).
23	Pearblossom Highway (138) - From 165th St. E. to San Bernardino County line.	Retain
24	Largo Vista Road (N4) - From Pearblossom Highway (138) southerly to Big Pines Highway (N4).	Retain
25	90th Street West - From Kern County line southerly to Avenue K.	Delete
26	Godde Hill Road - 60th Street W. - From Avenue K \ southerly to Elizabeth Lake Road.	Modify - Delete segment: From Avenue K to Avendia Entrada.
27	Antelope Valley Freeway (14) - From Golden State	Modify - Delete segment:

	Freeway (5) easterly to Pearblossom Highway.	From Golden State Freeway (5) to Oak Spring Canyon Road. Add segment from Avenue S southerly to Pearblossom Highway.
28	Placerita Canyon Road - From Antelope Valley Freeway (14) easterly to Sand Canyon Road.	Retain
29	Lopez Canyon Road - Kagel Canyon Road - From and to the Foothill Freeway (210).	Retain
30	Sand Canyon Road - Little Tujunga Road - From Sierra Highway southerly to Foothill Freeway (210).	Modify - Delete segment: Sand Canyon Road from Sierra Highway southerly to Placerita Canyon Road.
31	Vasquez Canyon Road - From Bouquet Canyon Road southerly to Sierra Highway.	Retain
32	Agua Dulce Canyon Road - From Sierra Highway southerly to Antelope Valley Freeway (14).	Retain
33	Soledad Canyon Road - From and to the Antelope Valley Freeway (14).	Retain
34	Angeles Forest Highway - From Antelope Valley Freeway (14) southerly to Angeles Crest Highway (2).	Retain
35	Aliso Canyon Road - From Soledad Canyon Road southerly to Angeles Forest Highway (N3).	Retain
36	Mount Emma Road - From Angeles Forest Highway (N3) easterly to Fort Tejon Road.	Retain
37	106th Street East - Juniper Hills Road - Longview Road (N6) - From and to Fort Tejon Road.	Retain
38	Pallet Creek Road - From Longview Road (N6) easterly to Fort Tejon Road.	Retain
39	Tumbleweed Road - Devil's Punch bowl Road - From Longview Rd. easterly to Devil's Punch bowl Park.	Retain
40	Big Rock Creek Road - From Big Pines Road southerly Angeles Crest Highway (2).	Retain
41	Topanga Canyon Boulevard - Valley Circle Boulevard - From Ronald Reagan Freeway (118) southerly to Ventura Freeway (101).	Modify - Delete segment: Santa Susana intersection at Topanga Canyon Boulevard to Ventura Freeway (101).
42	Ronald Reagan Freeway (118) - From De Soto Avenue easterly to San Diego Freeway (405).	Delete
43	San Diego Freeway (405) - From Foothill Freeway (210) southerly to Ronald Reagan Freeway (118) and from Mulholland Drive southerly to Wilshire Boulevard.	Delete
44	La Tuna Canyon Road - Sunland Boulevard easterly to Foothill Freeway (210).	Retain

45	Ventura Freeway (101) - From Ventura County line easterly to Valley Circle Boulevard.	Retain
46	Triunfo Canyon Road - From Ventura County line easterly to Kanan Road.	Retain
47	South Westlake Boulevard - From Ventura County line southerly to Mulholland Highway.	Retain
48	Las Virgenes Road (N1) - From Ventura Freeway (101) southerly to Mulholland Highway.	Modify - Delete segment: From Ventura Freeway (101) to Lost Hills Road.
49	Little Sycamore Canyon Road - From Ventura County line southerly to Mulholland Highway.	Retain
50	Decker Road (23) - From Mulholland Highway southerly to Pacific Coast Highway (1).	Retain
51	Lechusa Road - Encinal Canyon Road - From Decker Road southerly to Pacific Coast Highway (1).	Retain
52	Latigo Canyon Road - From Kanan Dume Road (N9) southerly to Pacific Coast Highway (1).	Retain
53	Avenue O - 240th Street East - Avenue P - From 170th Street East to San Bernardino County line.	Delete
54	Piuma Road - Schueren Road - Saddle Peak Road - From Malibu Canyon Rd. easterly to Tuna Canyon Rd.	Retain
55	Stunt Road - From Mulholland Highway southerly to Saddle Peak Road.	Retain
56	Rambla Pacifico - From Piuma Road southerly to Pacific Coast Highway (1).	Retain
57	Tuna Canyon Road - From Fernwood Pacific Drive southerly to Pacific Coast Highway (1).	Retain
58	Old Topanga Canyon Road - From Mulholland Highway southerly to Topanga Canyon Boulevard (27).	Retain
59	Fernwood Pacific Drive - From Topanga Canyon Boulevard southerly to Tuna Canyon Road.	Retain
60	Sunset Boulevard - From Pacific Coast Highway (1) easterly to Pueblo de Los Angeles State Historical Park.	Delete
61	San Vincente Boulevard - Wilshire Boulevard - From Ocean Avenue to Pueblo de Los Angeles State Historical Park (via Flower, Temple and Main Streets).	Delete
62	Los Feliz Boulevard - Western Avenue - From Riverside Drive southerly to Sunset Boulevard.	Delete
63	Griffith Park - Various routes in park from Griffith Park Drive at Los Feliz Boulevard.	Delete
64	Descanso Drive - Chevy Chase Drive - Highland Drive - Linda Vista Drive - Orange Grove Boulevard - From Foothill Fwy (210) southerly to Pasadena Fwy (110).	Delete
65	Elysian Park - Various routes through the park from Elysian Park Avenue at Sunset Boulevard.	Delete

66	Pasadena Freeway - Orange Grove Avenue - Mission Street - Fremont Street - Huntington Drive - From Foothill Freeway (210) southerly to Sunset Boulevard.	Delete
67	Foothill Freeway (210) - Orange Freeway (210) - From Ventura Freeway (134) easterly to Pomona Freeway (60).	Delete
68	Foothill Freeway (210) - From intersection at Orange Freeway easterly to San Bernadino line.	Delete
69	East Fork Road - From San Gabriel Canyon Road (39) southerly to Glendora Mountain Road.	Retain
70	Glendora Mountain Road - From East Fork Road southerly to Foothill Boulevard.	Modify - Delete segment: From Sierra Madre Avenue to Foothill Boulevard.
71	Glendora Ridge Road - From Glendora Mountain Road easterly to San Bernardino County Line.	Retain
72	Mount Baldy Road - Mills Avenue - From Glendora Ridge Road southerly to Foothill Boulevard (66).	Modify - Delete segment: Entire Mills Avenue.
73	Mount Wilson Avenue - From Angeles Crest Highway southerly to observatory.	Retain
74	Grand Avenue - From San Bernardino Freeway (10) southerly to Pomona Freeway (60).	Delete
75	Colima Road (N8) - From Whittier Boulevard (72) easterly to Fullerton Road.	Modify - Delete segment: Countrywood Avenue to Fullerton Road.
76	Hacienda Boulevard - From Colima Road southerly to Orange County line.	Retain
77	East Road - From Hacienda Boulevard easterly to Fullerton Road.	Retain
78	Fullerton Road - From Pomona Freeway (60) southerly to Orange County line.	Modify - Delete segment: Pomona Freeway (60) to Pathfinder Road.
79	Pomona Freeway - From Fullerton Road easterly to San Bernardino County line.	Modify-Delete segments: Fullerton Rd. to Brea Cyn. Road; Diamond Bar Blvd. to San Bernardino County Line.
80	Palos Verdes Drive North - Palos Verdes Drive East - From Palos Verdes Drive West easterly to Vermont Avenue, Palos Verdes Drive North southerly to Palos Verdes Drive South.	Delete
81	Harbor Scenic Drive - From intersection of Ocean Boulevard southerly to harbor terminus.	Delete
82	Big Tujunga Canyon Road - From Foothill Canyon Freeway (210) easterly to Angeles Forest Highway	Retain
83	Laurel Canyon Boulevard - From Ventura Boulevard southerly to Sunset Boulevard.	Delete

84 segments:	Various Routes on Santa Catalina Island and in Avalon including: Old Ranch Road, Middle Ranch Road, Escondido Road, Airport Road, Pebbly Beach Road, and Wrigley Terrace Drive.	Modify - Delete Roads within Avalon city limits.
85	Santa Susana Pass Road - From Ventura County line easterly to Topanga Canyon Boulevard (27).	Retain
86	Arroyo Drive and Boulevard - From Holly Street southerly to Pasadena Freeway (110).	Delete
87	Kanan Road - From Ventura County line southerly to Ventura Freeway (101).	Delete
88	Glendale Freeway (2) - From Foothill Freeway (210) southerly to Glenoaks Boulevard.	Delete
89	Glenoaks Boulevard - From Glendale city limit easterly to Scholl Canyon Park.	Delete
90	Chevy Chase Drive - From Highland Drive southerly to Glendale Freeway (2).	Delete
91	Ventura Freeway (134) - From Riverside Drive easterly to Foothill Freeway	Delete
92	Brand Boulevard - Los Feliz Road and Boulevard - From Glenoaks Boulevard southerly to Riverside Drive.	Delete
93	Davenport Road - From Sierra Highway easterly to Agua Dulce Canyon Road.	Retain - Renumbered from 92 to 94 because of duplication of numbers.
94	Sierra Highway - From Davenport Road southerly to Vasquez Canyon Road.	Retain - Renumbered from 93 to 95 because of duplication of numbers.

ADD NEW SECONDARY

Route Number	*Route Name*	*Status/Recommendation*
95	San Francisquito Canyon Road - From Elizabeth Lake Road southerly to Copper Hill Drive.	New

IV. CONSERVATION AND OPEN SPACE ELEMENT

A. Significant Ecological Areas

General Plan Compatibility

General Plan policy promotes the conservation of Significant Ecological Areas (SEAs) in as viable and natural a condition as possible without prohibiting development. Plan policies related to SEAs are influenced by major factors, including: federal and state law, public input and most importantly a continued loss of biotic resources within the County.

Recognizing the resource values at stake and the constraints imposed by seemingly competing priorities and policies, the General Plan provides a process for reconciling specific incompatibilities between proposed land uses and the conservation of mapped Significant Ecological Areas (SEAs). The Plan does not, however, suggest that this can be accomplished by applying a single set of regulatory standards to all properties within SEAs. Nor does it imply that reasonable use of privately held lands within such areas shall be precluded. Instead,

the Plan recognizes that measures necessary to conserve and enhance Significant Ecological Areas will vary depending on the nature of resource values present and the degree of threat generated by potentially incompatible development.

Project Review Process

The following are key components and participants in the Significant Ecological Area Compatibility Review Process for SEA-CUPs and Minor SEA-CUPs:

1. Technical Review of Development & Design Guidelines: The preliminary plan, biotic analysis, and other such information as may be requested from the applicant, will be submitted to planning staff to review the preliminary project and consult with applicant about applicable regulations, development guidelines and design criteria and recommend conditions and guidelines for final project design.

2. Resource Identification: Development permit applications, including zoning, land division, building and grading permit requests, shall be accompanied by an adequate Biological Constraints Analysis of the affected portion of the SEA. Necessary biotic data is to be prepared through a cooperative process involving both the project applicant and appropriate public agencies. The Department of Regional Planning shall be the lead agency in this regard.

3. Staff Biologist or Significant Ecological Area Technical Advisory Committee (SEATAC) Review: In instances when a SEATAC review is not required, the biotic analysis will be submitted with the preliminary project plan to the staff biologist. The staff biologist will review the biotic data submitted for its adequacy, and will recommend conditions and guidelines for final project design. In instances where potential impacts on biotic resources may exhibit more complexity, the analysis and project plan shall be submitted to the Significant Ecological Area Technical Advisory Committee. This committee will also function to review the biotic data submitted for its adequacy, and recommend conditions and guidelines for final project design.

4. Initial Study Determination: Planning staff will conduct an initial study review to determine what type of environmental document should be prepared. During the initial study, staff will consult with appropriate agencies and will compile the recommendations and comments of such agencies into the initial study determination. The proposed project will either be exempt from CEQA or require an environmental document: a negative declaration, mitigated negative declaration or environmental impact report.

5. Preparation of Environmental Document: Based on data from the Biological Constraints Analysis and such other information as may be requested from the applicant, planning staff shall prepare a draft environmental document, either a negative declaration, mitigated negative declaration or an Environmental Impact Report (EIR), identifying potential project impacts and possible mitigation measures to be incorporated into the proposed development.

6. Final Project Development & Design Review: Planning staff, in cooperation with the SEATAC, will review final project plans submitted by the applicant for compliance with all recommended conditions and guidelines.

7. Regional Planning Commission Review and Action: The Regional Planning Commission shall consider the recommendations of the SEATAC, potential impacts and mitigation measures identified in the Draft EIR or other environmental document, consistency with the County General Plan and such other provisions of community, area and local plans, as may be applicable, in acting upon the proposed development plan. Recommendations for approval shall be accompanied by a finding that the proposed project is sensitive to, compatible with and maintains the integrity of the biotic resources present. In the event that such a finding cannot be made, the Commission shall deny the project, request a revised development plan,

or approve and forward the proposal together with a statement of overriding considerations to the Board of Supervisors for further review and action.

8. State and Federal Clearance and Permits: The proposed development shall comply with all state and federal laws related to habitat management.

Significant Ecological Area Conditional Use Permits (SEA-CUP)

The SEA-CUP (with SEATAC review) and Minor SEA-CUP (without SEATAC review) are the two discretionary procedures by which an additional level of environmental review occurs. The conditional use permit process ensures that a proposed project complies with the natural resource policies and standards the County has adopted to prevent degradation of biotic resources, by encouraging the type and design of development appropriate for such areas.

Significant Ecological Area Technical Advisory Committee (SEATAC)

SEATAC is an advisory body to the Regional Planning Commission and is composed of biologists, environmental engineers, or other environmental professionals who have specialized knowledge of the biotic resources of Los Angeles County. The General Plan authorizes SEATAC to review the biotic data submitted by the applicant for accuracy and to recommend conditions for project design. This may include a recommendation that the proposed developed areas avoid the most sensitive resources on the site, including streams and associated riparian habitat, sensitive species habitat, and woodlands. During the public hearing process the Regional Planning Commission will take into consideration SEATAC's recommendations before making a decision about the project.

Development Guidelines

The following development guidelines for an SEA-CUP or Minor SEA-CUP are intended to inform applicants, prior to the design phase, of the County's desire to balance development with the conservation of natural habitat, sensitive resources, waterways, and wildlife movement corridors. Applicants applying for an SEA-CUP or Minor SEA-CUP should review the development guidelines with the understanding that their project must meet a Burden of Proof, upon which these guidelines are based. If the Burden of Proof is not met, the proposed project is subject to denial.

a) The development shall be designed to be highly compatible with biotic resources present. This may be accomplished by setting aside appropriate and sufficient undisturbed areas, clustering development close to existing access roads, incorporating shared driveways to reduce grading and impervious surfaces, and planting native drought-tolerant landscape materials in all public use or common areas, including berms, parkways, roadsides and other areas where a landscape plan is specified;

b) The development shall not pose a danger to the health or safety of current or future residents or property. This would include areas subject to floods and landslides, as identified on Federal Emergency Management Area (FEMA) maps and California Geological Survey Seismic Hazard Zone maps.

c) The development shall be designed to maintain waterbodies, watercourses, and their tributaries in a natural state and to avoid impaction of riparian areas, wetlands and vernal pools;

d) The development shall be designed to retain large unbroken blocks of natural vegetation to preserve habitat connectivity;

e) The development shall be designed to incorporate outdoor lighting shielded or directed away from adjacent open space areas where animal movement may occur;

f) The development shall be designed to protect sensitive species and habitat areas from development impacts;

g) The utilities serving the proposed development shall be located and designed so as not to damage biotic resources or wildlife movement, and shall be installed underground adjacent to roadways where feasible;

h) The development shall be designed to reduce impervious surfaces through open space and the use of permeable materials for private sidewalks, driveways, and parking lots or interior roadway surfaces, as determined feasible based on soil conditions;

i) The development shall be designed to identify wildlife movement areas through the use of permanent cautionary road signs posted where SEATAC and/or staff biologists considers it appropriate; and

SPECIFIC CONSIDERATIONS FOR INDIVIDUAL SEAS

The following guidelines listed for each SEA should be taken into consideration by the project applicant prior to beginning the project design. Staff will refer to the following considerations for individual SEAs when reviewing applications for CUPs (with SEATAC review) and Minor CUPs (without SEATAC Review).

General Considerations for all SEAs

•Where feasible, cluster dwelling configuration along existing roadways in order to minimize clearing associated with fuel management, and to reduce the need for grading, fencing, and other habitat disturbances.

Altadena SEA

• Maintain the habitat of core populations of rare species including, California gnatcatcher, arroyo southwestern toad, and red-legged frog.

• Retain rare communities with adequate buffers so as to allow for the long term viability and integrity of plant communities as a whole. Rare communities include: oak riparian woodland and coastal sage scrub.

Antelope Valley SEA

• Retain habitat linkages within Little Rock and Big Rock Washes as well as the desert-montane transect.

• Limit new development to outside the existing floodplain margins (as identified from biological, hydrological, and geological evidence, along with Federal Emergency Management Agency assessments), to obviate the necessity for further bank stabilization, protect life and property, and allow groundwater recharge.

• Maintain the habitat of core populations of listed species including the federally endangered southwestern arroyo toad, the federally threatened California desert tortoise, the state threatened Mohave ground squirrel, and the Alkali Mariposa Lily as well as adequate buffers to eliminate or minimize adverse impacts.

• Retain rare communities with adequate buffers so as to allow for the long term viability and integrity of plant communities as a whole. Rare communities include: mesquite bosque, joshua tree woodland, desert grassland, southern willow scrub, cottonwood-willow woodland, fresh-water marsh, alkali marsh, Mojave riparian forest, desert alluvial fan scrub, and desert alluvial wash.

• Carefully review proposals for new or increased groundwater extraction to prevent overdrafting of the shallow aquifer supporting the dry lakes and riparian habitat areas. The biological functionality of these areas is directly related to the supporting hydrology which originates from the surrounding basin slopes and from the groundwater flows of Little Rock and Big Rock Creeks.

• Require agricultural activities to employ the best management practices (BMPs) recognized in the industry, as determined by the Agricultural Commissioner; avoid unnecessary direct impacts to habitat, and conform to legal standards for all pesticide, herbicide and fertilizer applications.

Cruzan Mesa Vernal Pools SEA

• Prohibit surface altering development within the watersheds or slope connections of the vernal pools. Brushing and other substrate changing actions on the surrounding slopes can cause siltation or direct runoff into the ponds, lowering their biological functionality.

• Limit development impacts to the vernal pools and direct disturbance to the lower (southern) end of the basin, below the central elevation.

• Maintain the habitat of populations of listed species including the federally endangered Riverside fairy shrimp and the federally and state endangered California Orcutt grass as well as adequate buffers to eliminate or minimize adverse impacts.

• Retain rare communities with adequate buffers so as to allow for the long term viability and integrity of plant communities as a whole. Rare communities include: vernal pool, fresh-water marsh, coastal sage scrub, and mainland cherry forest.

• Retain connectivity habitat linkage values of the Cruzan Mesa-Plum Canyon vernal pool ecosystem.

• Restrict human activity in the vernal pool basins or any other actions which might compromise the underlying clay lenses which support the vernal pool hydrology (such as well or piezometer placement); and strictly limit actions which alter surrounding habitat values or disturb slope substrates.

East San Gabriel SEA

• Maintain the habitat of core populations of listed species including the federally threatened California gnatcatcher.

• Retain rare communities with adequate buffers so as to allow for the long term viability and integrity of plant communities as a whole. Rare communities include: oak woodland, oak riparian forest, walnut woodland, willow woodland, and coastal sage scrub.

• Retain connectivity and linkage values, particularly for birds, through this SEA as a string of natural habitat areas that link the San Gabriel Mountains and the Puente Hills. To the greatest extent possible, existing distances between the SEA components should be maintained rather than increase through intense uses at their perimeters.

Joshua Tree Woodlands SEA (6 units)

•Where feasible, cluster dwelling configuration along existing roadways in order to minimize clearing associated with fuel management, and to reduce the need for grading, fencing, and other habitat disturbances.

• Retain joshua tree woodland, a rare community, with adequate buffers so as to allow for the long term viability and integrity of plant community as a whole.

• Require agricultural activities to employ the best management practices (BMPs) recognized in the industry; avoid unnecessary direct impacts to habitat, and conform to legal standards for all pesticide, herbicide and fertilizer applications.

Piru Creek SEA

• Limit new development to outside the existing floodplain margins (as identified from biological, hydrological, and geological evidence, along with Federal Emergency Management Agency assessments), to obviate the necessity for further bank stabilization and protect life and property.

• Maintain the habitat of core populations of listed species including the federally endangered red-legged frog as well as adequate buffers to eliminate or minimize adverse impacts to the California condor and Arroyo toad.

• Retain rare communities with adequate buffers so as to allow for the long term viability and integrity of plant communities as a whole.

Rare communities include: native grassland, coast live oak riparian forest, and alluvial fan sage scrub.

• Carefully review proposals for new or increased groundwater extraction to prevent overdrafting of the aquifer supporting the riparian habitat areas. The biological functionality of these areas is directly related to the supporting hydrology which originates from the surrounding basin slopes and from the groundwater flows of the Santa Felicia Creek and its tributaries.

• Require agricultural activities to employ the best management practices (BMPs) recognized in the industry; avoid unnecessary direct impacts to habitat.

• Prohibit bridges over the Santa Felicia that would impinge or alter the channel characteristics downstream (e.g. channel changes may cause water to flow at a rapid rate and scour the channel bottom).

Puente Hills SEA

• Retain rare communities with adequate buffers so as to allow for the long term viability and integrity of plant communities as a whole. Rare communities include: oak riparian woodland, walnut woodland, southern willow scrub, coastal sage scrub and freshwater marsh.

• Retain connectivity and linkage values between major canyons of the SEA and especially at choke points such as between the Chino Hills and the Puente Hills, and major road crossings.

• Require oil extraction activities to employ the best management practices recognized in the industry; avoid unnecessary direct impacts to habitat, and conform to legal standards for all procedures used. In addition, refer to the Los Angeles County Code, Title 22: Standards of Development for Oil and Gas Drilling (22.40.440).

• Require mitigation through restoration and revegetation where the loss of small and/or isolated habitat patches is proposed. This would prevent a cumulative net loss in the functions and values of these habitats within any one of the Puente Hills SEA habitat units. For example, if an isolated woodland is removed, that species should be planted elsewhere.

San Andreas Rift Zone SEA

• Retain rare communities with adequate buffers so as to allow for the long term viability and integrity of plant communities as a whole. Rare communities include: joshua tree woodland, valley oak woodland, native grassland, wildflower field, southern cottonwood-willow riparian forest, fresh-water marsh, alkali marsh, alluvial wash, and southern willow scrub.

• Require agricultural activities to employ the best management practices (BMPs) recognized in the industry; avoid unnecessary direct impacts to habitat, and conform to legal standards for all pesticide, herbicide, rodenticide and fertilizer applications.

• Retain broad transition zones between the different habitat types of the Mojave Desert, the San Gabriel Mountains, and the Tehachapi Mountains in such a way as to allow for free movement of a unique mix of species (plants and less-mobile wildlife). This will occur if connected blocks of open space remain in tact.

• Retain connectivity and linkage values between large open space units such as between the San Gabriel Mountains and the Tehachapi Mountains and between the Fairmont and Antelope Buttes and Portal Ridge.

• Retain existing communities on and surrounding Fairmont and Antelope Buttes to avoid the discouragement of raptor species and loss of wildflower diversity. Although raptors are able to forage in surrounding agricultural fields, flatlands adjacent to the Buttes should avoid further conversion of natural habitat to avoid loss of diversity in small mammal prey.

San Dimas Canyon/San Antonio Wash SEA

• Maintain the habitat of core populations of extremely rare species including rock monardella.

• Retain rare communities with adequate buffers so as to allow for the long term viability and integrity of plant communities as a whole. Rare communities include: oak woodland, walnut woodland, oak riparian woodland, southern willow scrub, coastal sage scrub, and alluvial fan scrub.

San Gabriel Canyon SEA

• Maintain the habitat of core populations of extremely rare species including San Gabriel bedstraw and San Gabriel Mountains dudleya.

• Retain rare communities with adequate buffers so as to allow for the long term viability and integrity of plant communities as a whole. Rare communities include: oak woodland, walnut woodland, oak riparian woodland, southern willow scrub, coastal sage scrub, and alluvial fan scrub.

Santa Catalina Island SEA

• Maintain the habitat of populations of listed species including the federally and state endangered Catalina Island mountain mahogany, the federally endangered Santa Cruz Island rock cress, and the federally threatened island rush-rose. Also maintain populations of extremely rare or endemic species such as Catalina Island manzanita, Catalina dudleya, Santa Catalina monkey flower, Trask's yerba santa, St. Catherine's lace, Catalina ironwood, the Catalina wild-tomato, Santa Catalina desert thorn, Phacelia lyonii, Nevin's wooly sunflower, wild apple, California dissanthelium, bush-snapdragon, Nevin's gilia, hairy figwort, Lotus argophyllus ornithopus, southern island clover, Trifolium microdon pilosum, Ceanothus arboreus, Green's dudleya, Ceanothus megacarpus insularia, island poppy, island tarplant, Heteromeles arbutifolia macrocarpa, island jepsonia, southern island mallow, island broom, island oak, and Rhamnus pirifolia as well as adequate buffers to eliminate or minimize adverse impacts.

• Retain rare communities with adequate buffers so as to allow for the long term viability and integrity of plant communities as a whole. Rare communities include: maritime succulent scrub, southern coastal bluff scrub, island chaparral, island cherry woodland, island oak woodland, island ironwood forest, and native grassland

• Maintain distribution extremes of communities or species and endemic communities or species with the goal of retaining their long term viability and integrity.

• Allow impacts associated with restoration if the long term benefits to the biological resources of the Island are the clear objective (where applicable, refer to conservation easement guidelines).

Santa Clara River SEA

• Limit new development to outside the existing floodplain margins (as identified from biological, hydrological, and geological evidence, along with Federal Emergency Management Agency assessments), to obviate the necessity for further bank stabilization and protect life and property.

• Maintain the habitat of core populations of listed species including the federally endangered unarmored three-spined stickleback and red-legged frog and the federally and state endangered slender-horned spineflower as well as adequate buffers to eliminate or minimize adverse impacts.

• Retain rare communities with adequate buffers so as to allow for the long term viability and integrity of plant communities as a whole. Rare communities include: native grassland, coast live oak riparian forest, southern willow scrub, bigcone spruce-canyon oak forest, southern sycamore-alder woodland, southern cottonwood-willow riparian woodland and forest, freshwater marsh, alluvial fan sage

scrub, and vernal pool.

• Carefully review proposals for new or increased groundwater extraction to prevent overdrafting of the shallow aquifer supporting the riparian habitat areas. The biological functionality of these areas is directly related to the supporting hydrology which originates from the surrounding basin slopes and from the groundwater flows of Santa Clara River.

• Require agricultural activities to employ the best management practices (BMPs) recognized in the industry; avoid unnecessary direct impacts to habitat, and conform to legal standards for all pesticide, herbicide and fertilizer applications.

• Retain connectivity and linkage values of the Santa Clara River and its major tributaries over their entire floodplain, and between the Santa Clara River and the Santa Susana Mountains.

• Prohibit bridges over the Santa Clara River that would impinge or alter the channel characteristics downstream (e.g. channel changes may cause water to flow at a rapid rate and scour the channel bottom).

Santa Monica Mountains SEA (Note: SEA procedures are not applicable to projects within the Santa Monica Mountains Coastal Zone)

• Maintain the habitat of core populations of listed species including the federally endangered Braunton's milk-vetch, Lyon's pentachaeta, Southern California steelhead and tidewater goby, and federally threatened Santa Monica Mountains dudleya, and marcescent dudleya as well as adequate buffers to eliminate or minimize adverse impacts.

• Retain rare communities with adequate buffers so as to allow for the long term viability and integrity of plant communities as a whole. Rare communities include: coastal sage scrub, native grassland, valley oak woodland, walnut woodland, southern willow scrub, southern cottonwood-willow riparian forest, sycamore-alder woodland, oak riparian forest, fresh-water marsh, and salt marsh.

• Maintain distribution extremes and unique populations of species including the California juniper, linear leaved goldenbush, Calochortus venustus, valley oak, island mountain-mahogany, lyre snake, mountain quail, hirsute rain-beetle, and the Jerusalem cricket with the goal of retaining the long term viability and integrity of the plant communities in which they persist.

• Retain connectivity and linkage values between the Santa Monica Mountains and the Simi Hills especially within freeway underpasses between Kanan Road and Calabasas Parkway. Also maintain linkages between large canyons of the SEA, and between the mouths of canyons and the coastline.

Santa Susana Mountains/Simi Hills SEA

• Maintain the habitat of core populations of listed species including the federally endangered Braunton's milkvetch and rare plants such as Santa Susana tarplant.

• Retain rare communities with adequate buffers so as to allow for the long term viability and integrity of plant communities as a whole. Rare communities include: coastal sage scrub, alluvial scrub, valley oak woodland, valley oak savannah, mainland cherry woodland, native grassland, southern willow scrub, and cottonwood-willow riparian forest.

• Retain connectivity and habitat linkage values throughout the SEA but especially between the Santa Susana Mountains and the Simi Hills, between the Los Angeles County portion of the Simi Hills and the Ventura County portion, between the Santa Susana Mountains and the San Gabriel Mountains, between the Santa Susana Mountains and the Santa Clara River, and between large canyons of the SEA.

• Require oil extraction activities to employ the best management practices recognized in the industry; avoid unnecessary direct impacts to habitat, and conform to legal standards for all procedures used. In addition, refer to the

Los Angeles County Code, Title 22: Standards of Development for Oil and Gas Drilling (22.40.440).

Historic, Cultural, and Paleontological Resources

Table I.4: Historic and Cultural Resources in the Unincorporated Areas of Los Angeles County

Resource Name	*Location*	*Community*	*National Register*	*California Register*	*Point of Historical Interest*
Altadena Town & Country Club	2290 Country Club Drive	Altadena			X
Antelope Valley Indian Housing Museum	15701 E. Avenue M	Lancaster	X	X	
Bassett Elementary School	546 N. Vineland Avenue	Bassett			X
Beale's Cut Stagecoach Pass	Intersection of Sierra Hwy and Clampitt Rd.	Santa Clarita		X	
Christmas Tree Lane	Santa Rosa Ave., between Woodbury Ave. and Altadena Dr.	Altadena	X	X	
Dominguez Adobe Ranch House	18127 S. Alameda Street	Compton	X	X	
Keyes Bungalow	1337 S. Boston Street	Altadena	X	X	
Mount Lowe Railway	Angeles National Forest, north of Altadena	Altadena	X	X	
Pacific Electric Railway Company Substation No. 8	2245 N. Lake Avenue	Altadena	X	X	
Pitzer House	4353 N. Towne	Claremont	X	X	
Ridge Route, Old	Bounded by Sandberg and Canton Canyon	Castaic	X	X	
Santa Susana Stage Road	Northwest corner of San Fernando Valley	Semi Hills			X
Scripps Hall	209 E. Mariposa	Altadena	X	X	
Soledad-Acton Schoolhouse	32248 N. Crown Valley Rd.	Acton			X
Sylvia Park Country Club Clubhouse	20421 Callon Drive	Topanga			X
Vazquez Rocks	Agua Dulce Road	Agua Dulce	X	X	
Woodbury–Story House	2606 N. Madison Avenue	Altadena	X	X	
Wrigley, William, Jr., Summer Cottage	76 Wrigley Road	Avalon	X	X	

V. NOISE ELEMENT

Regulatory Framework

Table I.5: Federal Guidelines for Acceptable Environmental Noise Levels

EPA Levels Document (1974)

Authority and Specified Sound Levels in dBA	*Criteria Objectives*
55 dBA Ldn outdoors	For the protection of public health and welfare with an adequate margin of safety
45 dBA Ldn indoors	For the protection of public health and welfare with an adequate margin of safety

Federal Interagency Committee on Noise (FICON)

Authority and Specified Sound Levels in dBA	*Criteria Objectives*
65 dBA Ldn outdoors	Generally compatible for residential development
>65 – 75 dBA	Residential use discouraged

HUD

Authority and Specified Sound Levels in dBA	*Criteria Objectives*
65 dBA Ldn outdoors	OK for housing w/out special acoustical consideration
>65 – 75 dBA Ldn outdoors	Normally unacceptable, but acceptable with acoustical sound isolation
>75 dBA Ldn outdoors	Unacceptable, but acceptable w/acoustical isolation & existence of overriding benefits

FHWA

Authority and Specified Sound Levels in dBA	*Criteria Objectives*
57 dBA Ldn (1H) 60 dBA Ldn (1h) outdoors	Activity category "A": Lands on which serenity and quiet are of extraordinary significance
67 dBA Ldn (1h) 70 dBA Ldn (1h) outdoors	Activity category "B": Picnic areas, recreation areas, residences, motels, schools, churches, libraries, hospitals
72 dBA Ldn (1h) 75 dBA Ldn (1h) outdoors	Activity category "C": Developed lands not in Categories "A" and "B" above
52 dBA Ldn (1h) outdoors	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals & auditoriums

FAA

Authority and Specified Sound Levels in dBA	*Criteria Objectives*
65 dBA Ldn outdoors	Compatible for residential, public & commercial uses
>65 – 70 dBA Ldn outdoors	Compatible for commercial building uses. Compatible for public building use with 25 dBA building envelope aircraft noise reduction (NR). Not compatible for residential, but interior acceptable with 25 dBA building envelope NR.
>70 – 75 dBA Ldn outdoors	Compatible for commercial building use with 25 dBA building envelope NR. Compatible for public building use with 30 dBA building envelope aircraft noise reduction (NR). Not compatible for residential, but interior acceptable with 30 dBA building envelope NR.
>75 – 80 dBA Ldn outdoors	Compatible for commercial building use with 30 dBA building envelope NR. Not compatible for public building use. Not compatible for residential, but

	interior acceptable with 35 dBA building envelope NR.
>80 dBA Ldn outdoors	Not acceptable for commercial, public, or residential use buildings.

Land Use and Noise Compatibility Matrix

In order to determine what kind of land uses are compatible with different levels of noise, the Land Use and Noise Compatibility Matrix divides the interpretation of noise exposure into the following three basic categories:

1. Normally Acceptable – Exposure of the use to the specified noise level or placement of a noise generating use in relation to the County noise zones is generally satisfactory. This rating is based on the assumption that any buildings or structures involved are of normal conventional construction without any special noise insulation and would not trigger an acoustical analysis. Also, this rating assumes that the normal conditions of use contained in the Zoning Ordinance are applied in each case. An example of this would be the requirement of certain commercial/industrial uses to only take place within a closed building.

2. Conditionally Acceptable – The use should be undertaken only after an acoustical analysis of the noise reduction requirements is made, and needed noise insulation features are included in the design. Individual cases will require mitigation measures on a case-by-case basis. For example, if a noise generating development is proposed near a school or library where the ambient noise exposure exceeds 55dB, then an acoustical analysis must be prepared. The applicant's acoustical analysis will determine the existing and to the extent possible, future noise sources including thoughtful examples of how to reduce receipt of noise and lessen its impact at the site. When a community's noise exposure level falls into the "conditionally acceptable" category, noise attenuation measures are generally required as a means to reduce noise levels received at the project site. Noise mitigation measures include, but are not limited to a different site design or affect changes in the project so that, for example, habitable rooms are distanced away from a noise source, the incorporation of sound walls or earthen berms, increased or greater than normal yard setbacks, and in appropriate discretionary commercial and/or industrial land use cases, restricted hours of operation.

3. Clearly Unacceptable – New construction or development should generally not be undertaken. Thus, absent compelling public policy concerns, the proposed use should be prohibited. For example, if an applicant proposes a multi-family development near a railroad line or similar noise generator that exceeds 85 dB and there was no method to reduce the noise exposure to within acceptable levels, then the proposed development would be considered "clearly unacceptable", and it should not be allowed to proceed.

Other Considerations

The public and the development community are strongly encouraged to consult with members of the planning staff prior to preparing development projects that might later prove to be inconsistent or do not implement the Matrix or the goals and policies of the Noise Element.

In many cases the "typical" noise contours will overestimate the noise exposure of a particular site, and they should only be used as a screening tool, to indicate that a problem may exist and should be the subject of the application of more sophisticated noise analysis to determine whether or not a new development could be adversely affected by a major noise source or adversely affect an existing sensitive use. This strategy is not inappropriate given that noise is a direct correlate of the increasing population that many unincorporated communities now experience, or are expected to face in the near future. A good example of this can be seen in the changing traffic mix on freeways where

trucks are beginning to be a larger percentage of the traffic mix, and thus, noise will increase on freeways and highways.

Noise control in the County is regulated through Chapter 12.08, Title 12 Environmental Protection of the Los Angeles County Code, which can be accessed at http://ordlink.com/codes/lacounty/.

Noise Barriers

Noise barriers include any man-made or natural feature that blocks or diminishes sound in its path from the source to the receiver, with concrete block walls and earthen berms being the more common kinds of man-made construction. A noise barrier reduces sound levels by breaking the direct line of sight between the noise source and the receiver. Effectiveness of noise mitigation barriers is primarily a function of height, the location in relation to the sound source and, to a lesser degree, the shape of the edge of the barrier. Since walls have a finite height, sound energy reaches the receptor by bending (diffraction) over the top of any barrier at a reduced intensity. An analysis based on application of the FHWA TNM "Look-up Tables" demonstrates the effectiveness of noise barriers of varying heights at controlling noise from a sample of traffic, consisting of 1,000 automobiles traveling at 60 mph with the receptor at a distance of 100 meters (340 feet). The difference between a "no barrier" scenario and one with a 2 meter-high (6.5 feet) barrier results in an auditory noticeable condition, a decrease of approximately 7 dBA. The noise insertion loss resulting from the installation of a 3 meter high (9.8 feet) barrier is even more dramatic, lowering ambient noise levels by 12 dBA.

Also, the precise location of barriers between the sound source and the receptor plays a pivotal role in sound attenuation. Studies cited by Caltrans clearly indicate that the best results to minimize noise are obtained when the noise barrier is either close to either the sound source or to the receptor. Finally, the shape of barriers has an additional, substantial effect on noise attenuation and sound propagation. Most traffic noise prediction models factor in smooth edges on the noise barriers. However, research has shown that increased noise attenuation can be achieved with jagged edges on the noise barriers to create greater diffraction of the sound path. Results to date show "significant improvement (3-8 dB) for a barrier with a random edge profile compared to one of the same average height with a straight edge."

Noise barriers (sound walls) are the most widely used method of mitigating noise from traffic. Caltrans characterizes noise barriers as the most reasonable noise abatement option available to the state to reduce highway and freeway noise. This is due to barrier insertion being very effective in reducing noise sources that are close to the ground. Also, established land use patterns often pose constraints at the site of many proposed mitigation measures; that is, there is no available land for any other mitigation technique other than a noise barrier. Thus, construction of noise barriers is limited to those situations where other alternatives, such as open space, simply do not exist due to lack of available land or space. Overall, public reaction to highway noise barriers appears to be generally positive, though some residents have argued that aesthetics or view protection values are often sacrificed. In this regard, it should be noted that Caltrans has discovered that vegetation as a factor in noise attenuation does not appear to be significant, and it takes either a considerable depth of plant material or a considerable density of it for any substantial attenuation of sound.

VI. SAFETY

Safety Element Technical Appendix

In April 1988, the County commissioned a revised Safety Element to the General Plan. Through the evaluation of the environmental analysis requirements for the Safety Element, a supporting technical background report was created, entitled Hazard Reduction in Los Angeles County. Composed of two volumes, the report provides the foundation for the goals and policies set forth in the Safety

Element, identifies and describes safety hazards affecting the County, and describes and analyzes County safety programs and needs.

To view a copy of the Hazard Reduction in Los Angeles County report, or for further information, please contact the Department of Regional Planning at (213) 974-6411, or visit or website at http://planning.lacounty.gov/.

VII. PUBLIC SERVICES AND FACILITIES ELEMENT

Water Sources

Traditional water supplies are often augmented with water transferred or purchased from other water holders, similar to the way stocks are traded. For example, fallowing farmland and enacting water-banking programs during drought will temporarily reduce agricultural water demand, allowing that water to be used for other uses, namely urban. These types of water exchange programs have become more popular in California as traditional water supplies have been exhausted.

Aqueducts

Los Angeles Aqueduct

The unincorporated County does not rely on the Los Angeles Aqueduct for water. The aqueduct is owned and operated by the City of Los Angeles for its residents. Built in 1913 by the City's Department of Water and Power, the Los Angeles Aqueduct transports water from the Mono Basin and Owens Valley south to Los Angeles through 338 miles of aqueduct. Although the City of Los Angeles receives approximately 75 percent of its water from this aqueduct, it is still reliant on groundwater and deliveries from the Colorado River and State Water Project.

Colorado River Aqueduct

The Los Angeles Aqueduct did not meet the perceived water needs for the City of Los Angeles in the early 1900s, but the cost of another aqueduct was too burdensome for the city to undergo alone. To alleviate some of the financial burden of importing water from the Colorado River, Los Angeles and several other cities formed the Metropolitan Water District of Southern California under California's Metropolitan Water District Act of 1927. Twenty years after the Los Angeles Aqueduct was completed, plans for the Colorado River Aqueduct began. Today, this 242-mile long aqueduct carries a billion gallons (2,778 acre-feet) of water each day to southern California.

Los Angeles County uses a portion of the state's allocated 4.4 million acre-feet of water from the Colorado River. Over the past few decades, California has been utilizing more than its allocated share of water. To alleviate this problem, water agencies throughout the state, including the Metropolitan Water District, are implementing programs to reduce water drawn from this source to the initial allocation agreement, through water banking, conservation, and recycling. In part, this effort is being spurred by the regional growth occurring in other major urban areas such as Phoenix, Las Vegas, and Tijuana, Mexico, which need their full apportionment from the Colorado River.

State Water Project

Following World War II, California experienced an explosion in population growth, particularly in Los Angeles County. To accommodate this growth, the state legislature approved the Burns-Porter Act, which committed the state to the development of a 440-mile aqueduct system that would bring rainwater and snowmelt from northern California to southern California. There are still segments of the aqueduct that are not yet built. Since 1972 the State Water Project has delivered water to 29 water agencies along the route, including the Antelope Valley-East Kern Water Agency, Castaic Lake Water Agency, Metropolitan Water District and the San Gabriel Valley Municipal Water District. The delivery capacity is currently 2.4 million acre-feet annually, of which water agencies in the county are granted a portion,

depending on their contract with the state and available supply.

Distributors and Watersheds

The following section outlines the water distributors in each of the unincorporated areas of the County.

South Los Angeles County

The Metropolitan Water District (MWD) serves a vast area of California's South Coast region, from Oxnard to Mexico's border, supplying water to most of south Los Angeles County. It was created in 1928 to develop, store, and distribute water at wholesale rates to its member agencies, who in turn distribute the water to end users. Twenty-seven member agencies contract with MWD and together serve approximately 300 cities and unincorporated communities in southern California.

This agency is responsible for purchasing much of Southern California's water from the Colorado River and State Water Project to meet the region's growing demand. The MWD is Southern California's primary water wholesaler, supplying member cities and water districts with approximately 2 million acre-feet, or 650 billion gallons, of water annually. To put this statistic into perspective, an average family uses about 0.5 acre-foot, or 163,000 gallons, of water at their residence each year. One acre-foot of water is equivalent to the amount of water covering an acre of land—about the size of a football field—one foot deep.

Determining the future water needs of their service area is a major responsibility for MWD. The very livelihood of many communities and the seventh largest economy worldwide depend on MWD for a reliable water source and delivery system. Therefore, the agency is taking a leadership role in three areas: 1) securing additional imported supplies; 2) implementing water management programs that support the development of cost-effective local storage and conservation; and 3) establishing a comprehensive management plan for periodic surplus and shortage conditions. To this end, the Metropolitan Water District built the Eastside Reservoir Project in Riverside County, which nearly doubles the surface water storage capacity in Southern California. Still, further conservation efforts are necessary to increase water savings and ensure adequate supplies for the future.

Santa Clarita Valley

The Castaic Lake Water Agency (CLWA) is the water agency that monitors groundwater and provides imported water from California's State Water Project to four retail water purveyors for distribution in the Santa Clarita Valley: the Los Angeles County Waterworks District 36, Newhall County Water District, Santa Clarita Water Company, and Valencia Water Company. These agencies collect and maintain data on precipitation, groundwater quality, consumption rates, and surface water delivery throughout the Santa Clarita Valley. The data serves as an indicator of overall water conditions, and is used to project available water supplies and prevent over-drafting of valley groundwater basins.

Historically, water use in the Santa Clara Valley was predominantly agricultural. Several large ranchos in the Valley were the primary water consumers, supplying water for herds of cattle and irrigating fruit orchards and wheat fields. Today, urban development is the primary user having replaced much of the agricultural operations in the area. Irrigation demands are expected to continue to decline as the urban areas in the Valley expand.

To meet overall water demand, the Valley extracts approximately 40 percent of its water supply from groundwater basins. The groundwater in the Santa Clarita Valley is considered good, continually meeting federal and state drinking water standards. However, a compound not typically found in groundwater, called perchlorate, has been found in a segment of the groundwater basin. Perchlorate was used in manufacturing munitions and fireworks in the past, and a detectable amount has found its way into a portion of the basin. Treatment studies for the removal of perchlorate are being

monitored by the CLWA.

Antelope Valley

The Antelope Valley-East Kern Water Agency, Palmdale Water District, and Littlerock Creek Irrigation District import water to the Antelope Valley from the State Water Project. A brief description of each entity's role is given below.

The Antelope Valley-East Kern Water Agency (AVEK) holds the third largest entitlement to water from the California State Water Project; only the Metropolitan Water District and Kern Water Company have higher entitlements. AVEK's district boundaries extend 2400 square miles from the Antelope Valley in Los Angeles County well into Kern County. Since 1953, this agency has brought water to major consumers, including farmers and Edwards Air Force Base. 75,000 acre-feet of water are imported into its district annually. Demand is higher than delivery capacity at this time, but once the State Water Project is at full capacity, AVEK will be entitled to 141,400 acre-feet per year, as supplies permit. This increase in supply would help alleviate the perpetual over extraction of groundwater in the Antelope Valley, due to an increase in urban development and farming activity.

The Palmdale Water District is one of the oldest water districts in the Antelope Valley. Its roots began in the late 1800s as a water provider for agricultural irrigation. What began as a wooden trestle carrying creek water for farms is now an underground canal feeding Palmdale Lake with water from the Littlerock Dam. Much of this water supplies the expanding urban population in the Valley.

The Littlerock Creek Irrigation District, a public entity, was created in the late 1880s. It was instrumental, along with the Palmdale Water District, in constructing the Littlerock Dam. Prior to the Dam's construction, water supplies were tapped from Littlerock Creek. The completion of the dam in 1924 made it possible to store water runoff from the Angeles Forest. In 1963, the Palmdale Water District began purchasing water from the State Water Project to supplement groundwater and water from Littlerock Dam. Water use quadrupled from the 1960s to 2000 and projected urban growth in the cities of Palmdale and Lancaster will continue to dwindle water supply in the future.

Los Angeles River Watershed

The Los Angeles River watershed covers 834 square miles. It encompasses the San Fernando Valley and most of the Los Angeles basin. The river extends 51 stream miles, from the confluence of Bell Creek and Arroyo Calabasas in Ventura County to the Pacific Ocean. Numerous tributaries feed the River as it flows through the San Fernando Valley and Los Angeles Basin, before emptying into the San Pedro Bay. Several important biotic communities exist in the northern tributaries that feed the river, including freshwater marsh areas in Tujunga Canyon and the Hanson Flood Control Basin. The natural habitat in these tributaries provides a semi-protected corridor for wildlife between the Angeles National Forest and the river.

By 1960, the Los Angeles River was lined with concrete along most of its length by the U.S. Army Corps of Engineers in order to prevent the loss of lives and property from flood damage. The river's sole purpose for years was efficient water conveyance—carrying stormwater from the land to the ocean as quickly as possible. Efforts are being made to capture as much stormwater as possible and redirect it to spreading grounds and reservoirs to replenish groundwater basins, saving thousands of acre-feet of water every year.

The concentration of pollutants that enters the Los Angeles River is extremely high due to accumulated urban stormwater runoff from the hundreds of square miles of impervious surfaces that flank the river. To address these problems local jurisdictions, a variety of stakeholders, and the Los Angeles Regional Water Quality Control Board are implementing programs to reduce the number and concentration of pollutants that enter the river.

For years the river was considered as strictly a stormwater conveyance system. Over the past two decades, interest in its recreational function has emerged, culminating in a river-wide planning effort in the 1990s, which resulted in the adoption of the Los Angeles River Master Plan by the Board of Supervisors in 1996. The plan was created through a cooperative effort by the Departments of Public Works, Regional Planning, Parks and Recreation and many river stakeholder groups for the enhancement of aesthetic, recreational, flood control and environmental functions of the river. The plan seeks to do so by expanding bikeway, walking and equestrian trails to and along the river, enhancing existing trails with landscaping, and promoting economic development opportunities. Since the adoption of the plan, an advisory committee has overseen many new river projects, including bike trails, pocket parks, equestrian trail enhancements, river art and signage. So much public interest in the river has been generated that many more improvements are anticipated in the future.

The County is also working with various organizations and agencies that are involved in watershed-related planning activities, such as the San Gabriel and Lower Los Angeles Rivers and Mountains Conservancy. The attention being paid to the watershed has resulted in a better understanding of its functions and generated an unprecedented network of residents, private organizations and government entities dedicated to watershed management.

San Gabriel Watershed

The San Gabriel River watershed encompasses part of the Angeles Forest, the San Gabriel Valley, and large urban areas in southeast Los Angeles County. It is bounded by the Los Angeles River on much of its west flank, and extends to San Bernardino and Orange Counties. Totaling more than 640 square miles, the watershed has extensive areas of un-channeled tributaries, which support riparian and woodland habitats. Its northern reaches in the Angeles Forest are dramatically different from the developed 167 square miles in the Los Angeles basin. It is such an important county resource that the U.S. Congress preserved two wilderness areas within this watershed. The San Gabriel Wilderness Area—36,215 acres—along the West Fork of the San Gabriel River, and Sheep Mountain Wilderness Area, 31,680 acres along the East Fork.

The main watercourse in this watershed is the San Gabriel River. The river extends 59 stream miles from the National Forest to the Pacific Ocean, draining 350 square miles of land. It also recharges groundwater tables in several basins. The major tributaries that feed the river include Coyote Creek, Walnut Creek and San Jose Creek. The upper section of the San Gabriel River and its tributaries are still considered relatively pristine. However, intensive recreational use and erosion due to wildfires in this area may threaten water quality and wildlife that depend on the river. The middle section of the river has been extensively modified throughout the San Gabriel Valley to prevent flooding and encourage ground water recharge. The lower section, similar to the Los Angeles River, is lined with concrete from Firestone Boulevard to the bay. In contrast to the upper and middle sections of the river, water flow in the lower section stems primarily from urban runoff and treated effluent from municipal wastewater treatment facilities.

A clear link exists between the health of this watershed and the quality of life for millions of county residents. The upper reaches of the San Gabriel River support wildlife, deliver drinking water and provide a myriad of recreational opportunities. To protect and enhance the multiple benefits of this resource a river-wide planning effort has begun to develop the San Gabriel River Master Plan. This effort, spearheaded by Los Angeles County Department of Public Works, brought together a dynamic group of stakeholders, including the thirteen cities along the river, residents, environmental groups and many business and community leaders.

The County is working with stakeholders involved in other planning activities, such as the San Gabriel and Lower Los Angeles Rivers

and Mountains Conservancy and the Santa Monica Mountains Conservancy. Together, stakeholders developed a watershed and open space plan in 2001 entitled Common Ground: From the Mountains to the Sea that provides general guidelines for improvement of the San Gabriel and Lower Los Angeles Rivers Watersheds through community development, public awareness, preservation of open space and creation of recreational opportunities—particularly along the rivers.

In addition to watershed and river plans, the County has expanded its Significant Ecological Area (SEA) overlay in parts of San Gabriel Canyon, East San Gabriel Valley, San Dimas Canyon area and Puente Hills. This overlay will provide for a more rigorous environmental review of applicable proposed projects. Maintenance and vegetation removal within the River are exempt within the SEA, due to their public safety roles in managing flood channel capacity. Further information on Significant Ecological Areas is located in the SEA section of this Element.

Santa Monica Bay Watershed

The Santa Monica Bay watershed extends along the coast from Ventura County to Playa del Rey. It is composed of many small or sub-watersheds, the most significant being the Malibu Creek and Ballona Creek watersheds. Although vastly different from one another, these watersheds have a direct impact on the quality and quantity of water delivered to the Santa Monica Bay. The Malibu Creek watershed traverses a rural mountainous area, while the Ballona Creek watershed is comprised of intensely urban development.

Malibu Creek Watershed

The Malibu Creek watershed encompasses a major portion of the Santa Monica Mountains and is one of many sub-watersheds that drain the mountain range. Over the past twenty years, the number of residents living in the Malibu Creek watershed has doubled. This growth and development has increased runoff, sedimentation and demand for imported water, and caused various tributaries that feed Malibu Creek to be channelized. As a result, the natural flow of water within the watershed has changed, degrading oak and riparian woodlands, steelhead trout populations, and the Malibu Lagoon.

The primary watercourse draining this watershed is Malibu Creek, which flows into Malibu Lagoon. The health and function of Malibu Creek and its tributaries is an important issue as these waterways drain 109 square miles of the watershed into Malibu Lagoon—a National Estuary. Two important plant communities live in the lagoon: the coastal salt marsh and coastal strand, and over 200 species of birds use the lagoon as a refuge.

A clear link exists between the health of Malibu Creek watershed, particularly Malibu Creek, and development in the mountains. Land use activities account for about half of all pollutants that enter the Malibu watershed drainage. Pollution sources include roadway runoff, septic system overflow, new construction, and vegetation clearance.

The Santa Monica Mountains North Area Plan, adopted by the Board of Supervisors in 2000, and the 1986 Local Coastal Plan address the adverse affect of development on the Santa Monica Mountains. These plans, which cover portions of the mountains north of the Coastal Zone, significantly restrict the potential number of dwelling units that may be built in the mountains. The guiding principle of the plan is to let the land dictate the site and type of development that should be allowed.

In addition to these plans, the County has expanded its Significant Ecological Area overlay in several parts of the watershed, encompassing a majority of the mountain range from Ventura County to the City of Los Angeles. Further information on Significant Ecological Areas is located in the SEA section of this Element.

Ballona Creek Watershed

Occupying part of the southwestern portion

of the county, the Ballona Creek watershed encompasses a majority of the West Los Angeles area, northeast to Hollywood and southeast to Manchester Boulevard. 83 percent of the watershed is urbanized. It includes the unincorporated communities of Marina del Rey, Baldwin Hills, Ladera Heights and a portion of Playa del Ray. Three tributaries drain 130 square miles: Centinela Creek, Sepulveda Canyon Channel and Benedict Canyon Channel, which all feed into Ballona Creek before entering Santa Monica Bay.

Over the years, the urbanization of the Ballona Creek watershed routed many small tributaries through storm drains. These storm drains collect runoff from city streets and carry it to major tributaries and eventually to Ballona Creek, which flows into the Santa Monica Bay. Major contributors to the impaired water quality in the Creek are urban runoff and illegal dumping. These pollutants significantly contribute to pollution in the Santa Monica Bay, degrading ecosystems and recreational opportunities.

Santa Clara River Watershed

The Santa Clara River watershed is an extensive hydrologic system that encompasses the western portion of the Angeles National Forest in Los Angeles County and eastern portion of Los Padres National Forest in Ventura County. The Santa Clara River—an essential component of this watershed—recharges local ground water, provides riparian habitat and supplies water to downstream agricultural lands in Ventura County. It is the largest relatively unaltered river system in Southern California, and the single most important natural wildlife corridor in Los Angeles County. The river and its tributaries provide drainage for approximately 680 square miles of the upper watershed within Los Angeles County. The river's major tributaries include Castaic Creek, San Francisquito Canyon Creek, Bouquet Canyon Creek, Sand Canyon Creek, Mint Canyon Creek and Santa Clara River South Fork. Several endangered species are found in this watershed, including the Arroyo Toad and Unarmored Three-spine Stickleback. Another important stretch of the river supports a variety of riparian-obligate songbirds and birds of prey between Castaic Junction and Blue Cut near the Ventura County line, where the groundwater basin thins and narrows, forcing groundwater toward the surface.

A clear link exists between the health of this watershed, particularly its tributaries, and development in the area. Urban expansion in the 1990s and early 2000s impacted the watershed on several levels, including a reduction in local water supplies and disappearing open space. Furthermore, the land use activities in this area have created many square miles of impervious surfaces, which has created more urban runoff and reduced the amount of water that would naturally percolate into groundwater basins. By employing watershed management techniques, the County aims to curb this trend.

In addition to these ongoing efforts, the County has expanded its Significant Ecological Area overlay in several areas of the watershed, including the headwaters of the Santa Clara River and the Santa Susana Mountains. Further information on Significant Ecological Areas is located in the SEA section of this Element.

Dominquez Channel Watershed

The Dominguez Channel is the smallest of the six major watersheds. It drains approximately 110 square miles of intensely urban area and plays a significant role in the health of coastal aquatic communities. Storm drains and minor tributaries feed the Dominguez Channel, which empties into the East Basin of Los Angeles Harbor. There are significant stormwater pollution issues in this watershed. For example, old waste disposal practices have left DDT and PCBs deposited in the channel bottom, which are carried to the harbor in sediment swept up by stormwater.

Located in the southern portion of Los Angeles County, 96 percent of the watershed is developed, and approximately 50 percent is comprised of residential land uses. Nine unincorporated county islands are located within this urban-industrial watershed and

each of these areas affects and is affected by the health and function of Dominguez Channel and its tributaries.

Antelope-Fremont Valleys Watershed

The Antelope-Fremont Valleys watershed is a unit of the Lahontan hydrologic region. The south half of this watershed is located in Antelope Valley of north Los Angeles County. Unlike the other watersheds in the county, it is a single closed basin, having no outlet to the ocean or major river system. As a component of this watershed, numerous streams drain the north-facing San Gabriel Mountains, carrying rainfall and snow melt from the Angeles National Forest into the valley. The sandy valley floor allows water to easily percolate into the groundwater basin, which has thus far sustained agriculture uses and a growing population.

At one time, the basins were so full that the groundwater table was near the surface in what is today the City of Lancaster. When farming entered the valley in the late 1800s the water table began to decrease. Since that time, subsequent farming and urban development have depleted the groundwater. Water is now imported into the valley and pumped back into the basin to replenish the over drawn groundwater.

During most years the rainfall in the Antelope Valley is scant, averaging less than 9 inches per year. Every few years major storms cause flooding, sending sheets of water flow across the eastern portion of the Antelope Valley to the dry lakebeds of Rosamond and Rodgers lakes in Kern County. Uninhibited by development, the sheet flow filters into the groundwater basin or evaporates on the lakebeds, leaving the surface smooth and flat. This natural runoff process is important for two reasons: 1) it benefits the local communities with groundwater recharge, and 2) it seasonally resurfaces the dry lake beds which are used for aircraft landings at Edwards Air Force Base.

The Lahontan Regional Water Quality Control Board monitors the Antelope-Fremont watershed through its Basin Plan for the region. The Basin Plan calls for land use controls to help reduce pollutants in stormwater runoff. In particular, the Plan advocates limiting impervious surfaces, restoring natural vegetation and protecting the headwaters of stream channels and riparian areas.

VIII. GLOSSARY AND ABBREVIATIONS

The terms in this glossary are either referenced throughout the General Plan document, or are regularly used professional Planning terms to define a topic of relevance to planning and land use. Definitions for these terms are derived from two sources: 1) the California General Plan Glossary, 1997, published by the California Planning Roundtable, Naphtali H. Knox, AICP, and Charles E. Knox, Editors, and 2) the adopted 1980 Los Angeles County General Plan.

A. Abbreviations

ADA: Americans with Disabilities Act

ADT: Average daily trips made by vehicles or persons in 24 hrs

AFDC: Aid to Families with Dependent Children

AHS: American Housing Survey

ALUC: Airport Land Use Commission

AOA: Agricultural Opportunity Areas

AQMD: Air Quality Management District

BMR: Below market rate dwelling unit structure

CalWorks: California Work Opportunities and Responsibility for Kids

CBD: Central Business District

CC&Rs: Covenants, Conditions and Restrictions

CDBG: Community Development Block Grant

CDC: Community Development Commission (County of Los Angeles)

CEQA: California Environmental Quality Act

CFD: Mello Roos Community Facilities District

CHAS: Comprehensive Housing Affordability Strategy

CHFA: California Housing Finance Agency

CIP: Capital Improvements Program

CMP: Congestion Management Plan

CNEL: Community Noise Equivalent Level

COG: Council of Governments

CRA: Community Redevelopment Agency

dB: Decibel

EA: Environmental Assessment

EIR: Environmental Impact Report (State)

EIS: Environmental Impact Statement (Federal)

EPA: Environmental Protection Agency

ESG: Emergency Shelter Grant

FAR: Floor Area Ratio

FAUS: Federal Aid to Urban Systems

FEMA: Federal Emergency Management Agency

FHWA: Federal Highway Administration

FHA: Federal Housing Administration

FIR: Fiscal Impact Report

FIRM: Flood Insurance Rate Map

FmHA: Farmers Home Administration

FMR: Fair Market Rent

FRA: Federal Railroad Administration

FTA: Federal Transit Administration

GAIN: Greater Avenue for Independence

GMI: Gross Monthly Income

GOPR: Governor's Office of Planning and Research

HAP: Housing Assistance Plan

HCD: Housing and Community Development (California Department of)

HOME: Home Investment Partnership

HOPWA: Housing Opportunities for People with AIDS

HOV: High Occupancy Vehicle

HUD: Housing and Urban Development (U.S. Department of)

JPA: Joint Powers Authority

JWPCP: Joint Water Pollution Control Plan

LAFCO: Local Agency Formation Commission

LAHSA: Los Angeles Homeless Services Authority

Ldn: Day Night Average Sound Level

LHA: Local Housing Authority

LOS: Level of Service

LRT: Light duty Rail Transit

MFI: Median Family Income

MCC: Mortgage Credit Certificate

NAHA: National Affordable Housing Act

NEHRP: National Earthquake Hazards Reduction Program

NEPA: National Environmental Policy Act

PHA: Public Housing Agency

PUD: Planned Unit Development

RHNA: Regional Housing Needs Assessment

SCAG: Southern California Association of Governments

SCHFA: Southern California Housing Finance Agency

SRO: Single Room Occupancy

TANF: Temporary Assistance for Needy Families

TDM: Transportation Demand Management

TDR: Transfer of Development Rights

TOD: Transit oriented Development

TSM: Transportation Systems Management

UBC: Uniform Building Code

UHC: Uniform Housing Code

UMTA: Urban Mass Transportation Administration

VMT: Vehicle Miles Traveled

Glossary Terms

Abatement: The reduction or elimination of a hazardous condition, including but not limited to, strengthening, occupancy restrictions or demolition. (Safety Element)

Absorption: Property of materials that allow a reduction in sound energy being reflected. The dissipation of sound energy by viscous interaction at porous surfaces such as carpets and to a lesser degree, vegetation. (Noise Element)

Acceptable Risk: A hazard that is deemed to be a tolerable exposure to danger given the expected benefits to be obtained. Different levels of acceptable risk may be assigned according to the potential danger and the criticalness of the threatened structure. The levels may range from "near zero" for nuclear plants and natural gas transmission lines to "moderate" for open-space, ranches and low-intensity warehouse uses. (Safety Element)

Acoustics: Science of sound, its generation and transmission, and its effects. (Noise Element)

Acre Foot: A unit of measurement used to determine the volume of water. One acre-foot of water will cover one acre at a depth of one foot and is equal to 43,560 cubic feet or 325,851 gallons. (Conservation/Open Space Element)

Acres, Gross: The entire acreage of a site. Most communities calculate gross acreage to the center line of proposed bounding streets and to the edge of the right-of-way of existing or dedicated streets. (Housing Element)

Acres, Net: The portion of a site that can actually be built upon. The following generally are not included in the net acreage of a site: public or private road rights-of-way, public open-space, and flood ways. (Housing Element)

Activated Sludge: Sludge that has been aerated and subjected to bacterial actions, used to remove organic matter from sewage. (Conservation/Open Space Element)

Activated Sludge Process: The process of using active sewage sludge to hasten breakdown of organic matter in raw sewage during secondary waste treatment. (Conservation/Open Space Element)

Active Fault: A fault that shows evidence of, or is suspected of, having experienced surface

displacement within the last 11,000 years. An active fault is considered to have the highest potential for future surface rupture. (Safety Element)

Adaptive Reuse: The conversion of obsolescent or historic buildings from their original or most recent use to a new use. For example, the conversion of former hospital or school buildings to residential use, or the conversion of a historic single-family home to office. (Land Use Element)

Adequate Housing: A decent, safe and sanitary residential unit that is not overcrowded (occupied by an average of 1.01 or more persons per room). (Housing Element)

Affordable Housing: Housing capable of being purchased or rented by a household with a very low, low, or moderate income based on a household's ability to make monthly payments necessary to obtain housing. "Affordable Housing" means that at least 20 percent of the units in a development will be sold or rented to lower income households, and the remaining units to either lower or moderate income households. Housing units for lower income households must sell or rent for a monthly cost not greater than 30 percent of 60 percent of area median income as periodically established by HCD. Housing units for moderate income must sell or rent for a monthly cost not greater than 30 percent of area median income. (Housing Element)

Agricultural Opportunity Areas: Land designated for agriculture or conservation. (See "Williamson Act.") (Conservation/Open Space Element)

Agriculture: Use of land for the production of food and fiber, including the growing of crops and/or the grazing of animals on natural prime or improved pasture land. (Conservation/Open Space Element)

Aid to Families with Dependant Children (AFDC): A federal program that provides modest monthly cash amounts primarily to single mothers with children. Formerly known as Aid To Dependent Children (ADC). (Housing Element)

Air Rights: The right granted by a property owner to a buyer or developer to use space above an existing right-of-way or other site, usually for development. (Land Use Element)

Airport-related Use: A use that supports airport operations including, but not limited to, aircraft repair and maintenance, flight instruction, and aircraft chartering. (Circulation Element)

Alluvial Fan: A cone-shaped deposit of alluvium (sedimentary material) made by a stream where it issues upon an open plain. (Conservation/Open Space Element)

Alluvium: Unconsolidated surficial sediments of clays, silts, sands, and/or gravels deposited principally by running water. (Safety Element)

Americans with Disabilities Act (ADA) of 1990: A federal law that recognizes and protects the civil rights of people with disabilities and is modeled after earlier landmark laws prohibiting discrimination on the basis of race and gender. The ADA covers a wide range of disability, from physical conditions affecting mobility, stamina, sight, hearing, and speech to conditions such as emotional illness and learning disorders. It guarantees equal opportunity for individuals with disabilities in employment, public accommodations, transportation, state and local government services and telecommunication relay services. (Housing Element)

Ambient: Surrounding on all sides; used to describe measurements of existing conditions with respect to traffic, noise, air and other environments. (Noise Element)

Ambient Noise Level: The composite of noise from all sources near and far. The normal or existing level of environmental noise at a given location. (Noise Element)

American Housing Survey (AHS): The American Housing Survey (AHS) collects data on the nation's housing, including apartments, single-

family homes, mobile homes, vacant housing units, household characteristics, income, housing and neighborhood quality, housing costs, equipment and fuels, size of housing unit, and recent movers. Each metropolitan area's sample covers 4,800 or more homes. The survey is conducted by the Bureau of the Census for HUD. (Housing Element)

Anaerobic: Refers to life or processes that occur in the absence of oxygen. (Conservation/ Open Space Element)

Annex: To incorporate a land area into an existing district or municipality, with a resulting change in the boundaries of the annexing jurisdiction. (Land Use Element)

Annual Flood: The highest volume of water discharge in a year. (Safety Element)

Approach Zone: The air space at each end of a landing strip that defines the glide path or approach path of an aircraft and which should be free from obstruction. (Land Use Element)

Aquifer: An underground, water-bearing layer of earth, porous rock, sand or gravel through which water can seep or be held in natural storage. Aquifers generally hold sufficient water to be used as a water supply. (Conservation/Open Space Elements)

Aquifer Recharge: Return of water to the aquifer or natural underground storage (See "Groundwater Recharge") (Conservation/ Open Space Element)

Arable: Land capable of being cultivated for farming. (Land Use Element)

Archaeology: The science of recovering data about pre-existing or extinct culture and peoples. (Conservation/Open Space Element)

Architectural Control; Architectural Review: Regulations and procedures requiring the exterior design of structures to be suitable, harmonious and in keeping with the general appearance, historic character and/or style of surrounding areas. A process used to exercise control over the design of buildings and their settings. (See "Design Review") (Land Use Element)

Arterial: Medium-speed (30 40 mph), medium-capacity (10,000 35,000 average daily trips) roadway that provides intra-community travel and access to the countywide highway system. Access to community arterials should be provided at collector roads and local streets, but direct access from parcels to existing arterials is common. (Circulation Element)

Assessed Value: Value assigned to the land and property improvements by the tax assessor for real estate tax purposes. (Housing Element)

Assessment District: (See "Benefit Assessment District")

Assisted Housing: Generally multi-family rental housing, but sometimes single-family ownership units, whose construction, financing, sales prices or rents have been subsidized by federal, state or local housing programs including, but not limited to Federal Section 8 (new construction, substantial rehabilitation, and loan management set asides), Federal §s 213, 236, and 202, Federal § 22 1 (d)(3) (below-market interest rate program), Federal § 101 (rent supplement assistance), CDBG, FmHA §515, multi-family mortgage revenue bond programs, local redevelopment and in lieu fee programs and units developed pursuant to local inclusionary housing and density bonus programs. (Housing Element)

Attainment: Compliance with State and federal ambient air quality standards within an air basin. (See "Non-attainment.") (Conservation/ Open Space Element)

Attenuation: (See Noise Attenuation)

Average Vehicle Occupancy: The average number of passengers, including the driver, in a vehicle. (Circulation Element)

A-Weighted Noise Level, dBA: The sound pressure level in decibels as measured on a sound level meter using the A-weighted filter

network. The A-weighting filter de-emphasizes the very low and very high frequency components of the sound in a manner similar to the frequency response of the human ear and correlates well with subjective reactions to noise. (Noise Element)

Base Flood: In any given year, a 100-year flood that has a one percent likelihood of occurring, and is recognized as a standard for acceptable risk. (Safety Element)

Bedrock Mortars: A site used by a pre-existing culture for the processing of special plant foods, such as acorns, by pounding them into large boulders or a rock outcrop. (Conservation/ Open Space Element)

Below-market-rate (BMR): (1) Any housing unit specifically priced to be sold or rented to low-or moderate-income households for an amount less than the fair-market value of the unit. Both the State of California and the U.S. Department of Housing and Urban Development (HUD) set standards for determining which households qualify as "low income" or "moderate income." (2) The financing of housing at less than prevailing interest rates. (Housing Element)

Benefit Assessment District: An area within a public agency's boundaries that receives a special benefit from the construction of one or more public facilities. A Benefit Assessment District has no independent life; it is strictly a financing mechanism for providing public infrastructure as allowed under various statues. Bonds may be issued to finance the improvements, subject to repayment by assessments charged against the benefiting properties. Creation of a Benefit Assessment District enabling property owners in a specific area to cause the construction of public facilities or to maintain them (for example, as downtown, or the grounds and landscaping of a specific area) by contributing their fair share of the construction and /or operating costs. (Land Use Element)

Bicycle Lane (Class II facility): A corridor expressly reserved for bicycles, existing on a street or roadway in addition to any lanes for use by motorized vehicles. (Circulation Element)

Bicycle Path (Class I facility): A paved route not on a street or roadway and expressly reserved for bicycles traversing an otherwise unpaved area. Bicycle paths may parallel roads but typically are separated from them by landscaping. (Circulation Element)

Bicycle Route (Class III facility): A facility shared with motorists and identified only by signs. A bicycle route that has no pavement markings or lane stripes. (Circulation Element)

Bikeways: A term that encompasses bicycle lanes, bicycle paths and bicycle routes. (Circulation Element)

Biotic Community: A group of living organisms characterized by a distinctive combination of both animal and plant species in a particular habitat. (Conservation/Open Space)

Blight: A condition of a site, structure or area that may cause nearby buildings and/or areas to decline in attractiveness and/or utility. The Community Redevelopment Law (Health and Safety Code, Sections 33031 and 33032) contains a definition of blight used to determine eligibility of proposed redevelopment project areas. (Land Use Element)

Blueline Stream: A watercourse shown as a blue line on a U.S. Geological Service topographic quadrangle map. (Conservation/Open Space Element)

Body Contact Water: Reclaimed water of purity sufficient to permit swimming but not for regular ingestion. (Safety Element)

Bond: An interest-bearing promise to pay a stipulated sum of money, with the principal amount due on a specific date. Funds raised through the sale of bonds can be used for various public purposes. (Land Use Element)

Brownfield: An area with abandoned, idle or under-used industrial and commercial facilities where expansion, redevelopment or reuse is

complicated by real or perceived environmental contamination. (See "Greenfield") (Land Use Element)

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. (Land Use Element)

Buildout; Build-out: Development of land to its full potential or theoretical capacity as permitted under current or proposed planning or zoning designations. (See "Carrying Capacity.") (Land Use Element)

Busway: A vehicular right-of-way or portion thereof—often an exclusive lane- reserved exclusively for buses. (Circulation Element)

By-Passed Land: Land which remains undeveloped within generally urbanized areas. (Land Use Element)

California Environmental Quality Act (CEQA): A State law requiring State and local agencies to regulate activities with consideration for environmental protection. If a proposed activity has the potential for a significant adverse environmental impact, an Environmental Impact Report (EIR) must be prepared and certified as to its adequacy before taking action on the proposed project. (Safety Element)

California Housing Finance Agency (CHFA): A State agency, established by the Housing and Home Finance Act of 1975, which is authorized to sell revenue bonds and generate funds for the development, rehabilitation and conservation of low- and moderate-income housing. (Housing Element)

California Work Opportunities and Responsibility for Kids (CalWorks): The CalWORKs program provides temporary financial assistance and employment focused services to families with minors who have income and property below State maximum limits for their family size. Most able-bodied aided parents are also required to participate in the CalWORKs L.A. GAIN employment services program. (Housing Element).

California Department of Transportation (Caltrans): The State Agency responsible for the planning, engineering, construction and maintenance of the California State Highways and Freeways, provides inter-city rail services and permits airports and heliports. Of the 12 Caltrans organizational Districts, Los Angeles and Ventura County are a part of the Caltrans District 7. (Circulation Element)

Capital Improvements Program (CIP): A program established by a city or county government and reviewed by its planning commission, which schedules permanent improvements, usually for a minimum of five years in the future, to fit the projected fiscal capability of the local jurisdiction. The program is generally reviewed annually for conformance to and consistency with the general plan. (Land Use Element)

Carbon Monoxide: A colorless, poisonous gas released into the air from incomplete combustion of fuels in the internal combustion engine. (Conservation/Open Space Element)

Carpool, Vanpool, Subscription Bus, Ride Pooling: A group riding concept wherein commuters with relatively (sometimes approximately) the same origin and destination travel together and share their commuting expenses. The three main forms of group riding or ride pooling are the subscription bus, the vanpool, and the carpool. (Circulation Element)

Carrying Capacity: Used in determining the potential of an area to absorb development: (1) The level of land use, human activity or development for a specific area that can be accommodated permanently without an irreversible change in the quality of air, water, land or plant and animal habitats. (2) The upper limits of development beyond which the quality of human life, health, welfare, safety or community character within an area will be impaired. (3) The maximum level of development allowable under current zoning. (See "Buildout") (Land Use Element)

Central Business District (CBD): The major commercial downtown center of a community. General guidelines for delineating a downtown area are defined by the U.S. Census of Retail Trade with specific boundaries being set by the local municipality. (Land Use Element)

Centralization: As used in discussion of land use trends, the term refers to an intensification or concentration of urban development within established urban areas. (Land Use Element)

Channelization: (1) The straightening and/or deepening of a watercourse for purposes of storm-runoff control or ease of navigation. Channelization often includes the lining of stream banks with a retaining material such as concrete. (Safety Element) (2) At the intersection or roadways, the directional separation of traffic lanes trough the use of curbs or raised islands that limit the paths that vehicles may take through the intersection. (Circulation Element)

Chipping Station: A special activity site utilized briefly by a pre-existing culture to prepare stone tools. (Conservation/Open Space Element)

Class I Landfills: Landfills which will accept non-radioactive, hazardous solid and liquid waste. (Conservation/Open Space Element)

Class II Landfills: Landfills which will accept solid and non-hazardous liquid waste. (Conservation/Open Space Element)

Class III Landfills: Landfills which will accept inert materials only. (Conservation/Open Space Element)

Clear Zone: That section of an approach zone of an airport where the plane defining the glide path is 50 feet or less above the center line of the runway. The clear zone ends where the height of the glide path above ground level is above 50 feet. Land use under the clear zone is restricted. (Land Use Element)

Clustered Development: Development in which a number of dwelling units are placed in closer proximity than usual, or are attached, with the purpose of retaining an open-space area. (Land Use Element)

Coastal-dependent Development or Use: Any development or use that requires a site on, or adjacent to, the sea to be able to function. (Marina del Rey Land Use Plan)

Coastal Development Permit (CDP): A permit for any development, as defined below, within the coastal zone that is required pursuant to subdivision (a) of Section 30600 of the California Coastal Act. This permit grants a right or entitlement to pursue development specified in the permit, so long as the permit remains valid and the project description and conditions of the permit are adhered to. (Land Use Element)

Collector: Relatively-low-speed (25-30 mph), relatively-low-volume (5,000-20,000 average daily trips) street that provides circulation within and between neighborhoods. Collectors usually serve short trips and are intended for collecting trips form local streets and distributing them to the arterial network. (Circulation Element)

Commercial Aviation: Classification of air transportation referring to the business of transporting people and cargo using large aircraft and requiring major ground facilities. (Circulation Element)

Community Care Facility: Elderly housing licensed by the State Health and Welfare Agency, Department of Social Services, typically for residents who are frail and need supervision. Services normally include three meals per day, housekeeping, security and emergency response, a full activities program, supervision in the dispensing of medicine, personal services such as assistance in grooming and bathing, but no nursing care. Sometimes referred to a residential care or personal care. (Safety Element)

Community Development Block Grant (CDBG): A grant program administered by the U.S. Department of Housing and Urban Development (HUD) on a formula basis for

entitlement communities, and by the State Department of Housing and Community Development (HCD) for non-entitled jurisdictions. This grant allots money to cities and counties for housing rehabilitation and community development, including public facilities and economic development. (Land Use Element)

Community Development Commission of Los Angeles County (CDC): The Community Development Commission (CDC) of the County of Los Angeles is the County's affordable housing and community development agency. The CDC's mission is to create New Neighborhoods for a New Century by strengthening neighborhoods, empowering families, supporting local economies and promoting individual achievement. (Housing Element)

Community Facilities District: Under the Mello-Roos Community Facilities Act of 1982 (§53311, et seq.), a legislative body may create within its jurisdiction a special tax district that can finance tax-exempt bonds for the planning, design, acquisition, construction and/or operation of public facilities, as well as public services for district residents. Special taxes levied solely within the district are used to repay the bonds. (Land Use Element)

Community Level Transit: System providing transit service within a local community. (Circulation Element)

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

Community Park: Land with full public access intended to provide recreation opportunities beyond those supplied by neighborhood parks. Community parks are larger in scale than neighborhood parks but smaller than regional parks. (Conservation/Open Space Element)

Community Redevelopment Agency (CRA): A local agency created under California Redevelopment Law (Health & Safety Code §33000, et. seq.), or a local legislative body that has been elected to exercise the powers granted to such an agency for the purpose of planning, developing, re-planning, redesigning, clearing, reconstructing and/or rehabilitating all or part of a specified area with residential, commercial, industrial and/or public (including recreational) structures and facilities. The redevelopment agency's plans must be compatible with adopted community general plans. (Land Use Element)

Community Service District (CSD): A geographic sub-area of a city or county used for the planning and delivery of parks, recreation and other human services based on an assessment of the service needs of the population in that sub-area. The CSD is a taxation district with independent administration. (Land Use Element)

Community Sewer: A sewerage system and treatment facility designed to serve a compact community without extensive trunk lines. (Conservation/Open Space Element)

Commuter Rail Service: Mass transportation concept of utilizing railroad facilities for commuting purposes. (Circulation Element)

Compost: The end product of biological, aerobic decomposition of organic waste. Composting requires the proper combination of nutrients, moisture content and temperature to ensure maximum degradation. The end product (compost) can be used as a soil amendment. (Conservation/Open Space Element)

Comprehensive Housing Affordability Strategy (CHAS): Predecessor to the Consolidated Plan prepared by the Community Development Commission. The CHAS uses data from the 2000 Census to produce housing affordability measures for geographic areas. (Housing Element)

Concurrency: Installation and operation of

facilities and services needed to meet the demands of new development simultaneous with the development. (Land Use Element)

Condominium: A structure of two or more units, the interior spaces of which are individually owned; the balance of the property (both land and building) is owned in common by the owners of the individual units. (Housing Element)

Congestion Management Plan (CMP): A mechanism employing growth management techniques including traffic level of service requirements, standards for public transit, trip reduction programs involving transportation systems management and jobs/housing balance strategies, and capital improvement programming for the purpose of controlling and/or reducing the cumulative regional traffic impacts of development. (Circulation Element)

Consistency; Consistent With: Free from significant variation or contradiction. The various diagrams, text, goals, policies and programs in the general plan must be consistent with each other, not contradictory or preferential. The term "consistent with" is used interchangeably with "conformity with" as meaning harmony, agreement when used with "with". The term "conformity" means in harmony therewith or agreeable to (Sec 58 Ops. Cal.Atty.Gen. 21, 25 [1975]). California State law also requires that a general plan be internally consistent and also requires consistency between a general plan and implementation measures such as the zoning ordinance. As a general rule, an action program or project is consistent with the general plan if, considering all its aspects, it will further the objectives and policies of the general plan and not obstruct their attainment. (Background)

Cooperative Housing: A form of indirect ownership of a living unit in a multi-unit development. The individual owns shares in a non-profit corporation that holds title to the property. The corporation in turn gives the owner a long-term propriety lease on a unit. (Housing Element)

Corridors: Travel routes that are used by large volumes of traffic. (Circulation Element)

Cost Effectiveness: A measure of the monetary benefits of a project in terms of travel time reductions, accident reductions, etc. compared to the cost of implementing a project. (Circulation Element)

Countermeasure Planning: Planning of emergency response, preparedness and mitigation activities directed against the potential consequences of a disaster. (Safety Element)

Covenants, Conditions and Restrictions (CC&Rs): A term used to describe restrictive limitations that may be placed on property and its use, and which usually are made a condition of holding title or lease. (Housing Element)

Critical Facility: Facilities housing or serving many people that are necessary in the event of an earthquake or flood, such as hospitals, fire, police and emergency service facilities, utility "lifeline" facilities such as water, electricity and gas supply, sewage disposal and communications and transportation facilities. (Safety Element)

Cul-de-sac: A short street or alley with only a single means of ingress and egress at one end and with a large turnaround at its other end. (Circulation Element)

Cultural Heritage Resources: All sites, features, burials, examples of rock art structures, ruins, artifacts, remains, chemical traces and other data pertaining to or derived from the activities and presence of pre-existing and/or extinct population at a locality, whether above, on or below the surface of land or water. (Conservation/Open Space Element)

Cumulative Impact: As used in CEQA, the total impact resulting from the accumulated impacts of individual projects or programs over time. (Land Use Element)

CUP: Conditional Use Permit. A CUP also can be referred to as a "land use permit". This permit

is issued by the local governing body upon the planning commission's recommendation. A CUP is usually the first permit received in the permitting process for a solid waste facility. (Land Use Element)

Curbside Salvaging: The removal of presorted recyclable materials by scavengers from the householder's overnight storage site at the curb. (Conservation/Open Space Element)

Day-Night Average Sound Level: (See Ldn)

dB: Decibel; a unit used to express the relative intensity of a sound as it is heard by the human ear. See the noise element guidelines in Appendix A for a technical definition. (Noise Element)

dBA: The "A-weighted" scale for measuring sound in decibels; weights 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. (Noise Element)

Debris Basins: Dam areas used to filter debris from flood waters before water continues downstream. (Land Use Element)

Decentralization: As used in discussion of land use trends, this term refers to an intensification or concentration of urban development within established urban areas. (Land Use Element)

Dedication: The turning over by an owner or developer of private land for public use, and the acceptance of land for such use by the governmental agency having jurisdiction over the public function for which it will be used. Dedications for roads, parks, school sites or other public uses often are made conditions for approval of a development by a city or county. (Conservation/Open Space)

Dedication, In lieu of: Cash payments that may be required of an owner or developer as a substitute for a dedication of land, usually calculated in dollars per lot, and referred to as in lieu fees or in lieu contributions. (Land Use Element)

Deep-draft Harbor: A harbor deep enough to accommodate supertankers and other superships, some of which require depths of 105 feet. (Circulation Element)

Defensible space: (1) In fire fighting and prevention, a 30-foot area of non-combustible surfaces separating urban and wildland areas. (2) In urban areas, open-spaces, entry points and pathways configured to provide maximum opportunities to rightful users and/or residents to defend themselves against intruders and criminal activity. (Safety Element)

Deficiency Plan: An action program for improving or preventing the deterioration of the level of service on the Congestion Management Agency street and highway network. (Circulation Element)

Demand-Response-Buses: System in which a shared vehicle provides door-to-door service on demand to a number of travelers with different origins and destinations. (Circulation Element)

Density: Average number of housing units or person per unit of land area, often measured in units persons per acre. (Land Use Element)

$$\text{Density} = \frac{\text{total housing units or total population}}{\text{total acres}}$$

Density, Residential: The number of permanent residential dwelling units per acre of land. Densities specified in the General Plan may be expressed in units per gross acre or per net developable acre. (See "Acres, Gross", and "Developable Acres, Net") (Housing Element)

Density Bonus: The allocation of development rights that allows a parcel to accommodate additional square footage or additional residential units beyond the maximum for which the parcel is zoned. Under Government Code Section 65915, a housing development that provides 20 percent of its units for lower

income households, or ten percent of its units for very low-income households, or 50 percent of its units for seniors, is entitled to a density bonus and other concessions. (Housing Element)

Density, Employment: A measure of the number of employed persons per specific area (for example, employees/acre). (Land Use Element)

Density Transfer: A way of retaining open-space by concentrating densities—usually in compact areas adjacent to existing urbanization and utilities—while leaving unchanged historic, sensitive or hazardous areas. In some jurisdictions, for example, developers can buy development rights of properties targeted for public open-space and transfer the additional density to the base number of units permitted in the zone in which they proposed to develop. (See "Transfer of Development Rights") (Land Use Element)

Depletion: The withdrawal of water from a particular resource at a rate that is greater than the rate of replenishment. (Conservation/ Open Space)

Design Review; Design Control: The comprehensive evaluation of a development and its impact on neighboring properties and the community as a whole, from the standpoint of site and landscape designs, architecture, material colors, lighting and signs in accordance with a set of adopted criteria and standards. "Design Control" requires that certain specific things be done and that other things not be done. Design Control language is most often found within a zoning ordinance. "Design Review" usually refers to a system set up outside of the zoning ordinance, whereby projects are reviewed against certain standards and criteria by a specially established design review board or committee. (See "Architectural Control") (Land Use Element)

Detachment: Withdrawal of territory from a special district or city; the reverse of annexation. (Land Use Element)

Detention Dam/Basin/Pond: Dams may be classified according to the broad function they serve, such as storage, diversion or detention. Detention dams are constructed to retard flood runoff and minimize the effect of sudden floods. Detention dams fall into two main types. In one type, the water is temporarily stored, and released through an outlet structure at a rate that will not exceed the carrying capacity of the channel downstream. Often, the basins are planted with grass and used for open space or recreation in periods of dry weather. The other type, most often called a Retention Pond, allows for water to be held as long as possible and may or may not allow for the controlled release of water. In some cases, the water is allowed to seep into the permeable banks or gravel strata in the foundation. This latter type is sometimes called a Water-Spreading Dam or Dike because its main purpose is to recharge the underground water supply. Detention dams are also constructed to trap sediment. These are often called Debris Dams. (Conservation/Open Space Element)

Deteriorated Housing: Units with one or more major structural defect, but can be rehabilitated/repaired at a reasonable cost. (Housing Element)

Developable Acres, Net: The portion of a site that can be used for density calculations. Some communities calculate density based on gross acreage. Public or private road rights-of-way are not included in the net developable acreage of a site. (Land Use Element)

Developable Land: Land that is suitable as a location for structures and that can be developed free of hazards to, and without disruption of, or significant impact on, natural resource areas. (Land Use Element)

Development: On land, in or under water, the placement or erection of any solid material or structure; 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; change in the density or intensity of use of land, including, but not limited to, subdivisions pursuant

to the Subdivision Map Act, and any other division of land, including lot splits, 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, and 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. (Land Use Element)

Development Agreement: A legislatively-approved contract between a jurisdiction and a person having legal or equitable interest in real property within the jurisdiction (California Government Code §65865 et.seq.) that "freezes" certain rules, regulations, and policies applicable to development of a property for a specified period of time, usually in exchange for certain concessions by the owner. (Land Use Element)

Development Fee: (See "Impact Fee")

Development Potential: The specific types of land uses and the maximum intensity of development that may be permitted on a specific parcel or sub-parcel as established by text policy or shown by land use category on policy maps. The actual development that mat be granted on any given parcel is subject to constraints, limitations and conditions, applicable at the time of application, that may be imposed during a public hearing process culminating in the granting of a Coastal Development Permit, Development potential, by itself, does not establish any right or entitlement to a specific development project. (Land Use Element)

Diffraction: The scattering or modification or bending that sound waves undergo in all directions when passing by edges of solid bodies such as fences and buildings. (Noise Element)

Disabled: Persons who have a physical impairment or mental disorder which is expected to be of a long-continued or indefinite duration and is of such a nature that the person's ability to live independently could be improved by more suitable housing conditions. (Housing Element)

Discharge: Outflow of water from a pipe, drainage basin or other site. (Conservation/ Open Space Element)

Discretionary Project: Any project that is considered as discretionary pursuant to Section 15357 of Title 14 of the California Code of Regulation. (Safety Element)

Dissolved Solids (TDS): The total amount of dissolved material, organic and inorganic, contained in water or wastes. Excessive dissolved solids make water unpalatable for drinking and unsuitable for industrial uses. (Conservation/Open Space Element)

Distribution Lines: Pipelines used for distribution of water from transmission lines within the service area. (Conservation/Open Space)

Donor Status: When a governmental entity contributes more money in taxes than it receives in benefits derived from those taxes. For example, currently only 60 percent of the federal highway user taxes paid by the citizens of California are returned to this state. (Circulation Element)

Drainage Basin: (see "Watershed")

Drinkable Quality Water: Water of sufficient purity that it may be consumed without hazard to health. (Conservation/Open Space Element)

Drop-off Rate: Describes the loss of sound level by linear distance from a sound source. Doubling the distance from a sound source to receiver usually results in a 3-5 dBA decrease. (Noise Element)

Dual Water Systems: Local water systems that utilize reclaimed wastewater for outside domestic uses such as landscaping and imported or groundwater for indoor domestic uses. (Conservation/Open Space Element)

Dwelling Unit: A room or group of rooms (including sleeping, eating, cooking and sanitation facilities, but not more than one kitchen) that constitutes an independent housekeeping unit, occupied or intended for occupancy by one household on a long-term basis (See "Housing Unit"). (Housing Element)

Dynamic Analysis: A complex engineering analysis of the stability of a site or structure that considers the effect of motion from any source, such as machinery or a seismic event, on a mass. (Safety Element)

Easement: Usually the right to use property owned by another for specific purposes or to gain access to another property. For example, utility companies often have easements on the private property of individuals to be able to install and maintain utility facilities. (Conservation/Open Space Element)

Earthquake-Hazardous (High Earthquake Hazard) Area: An area subject to potential severe ground shaking, liquefaction or fault rupture. This includes active fault zones (see Plate 1) and liquefaction (L) areas shown on Plate 4. (Safety Element)

Easement, Conservation: A tool for acquiring open-space with less than full-fee purchase, whereby a public agency buys only certain specific rights from the land owner. These may be positive rights (providing the public with the opportunity to hunt, fish, hike or fide over the land) or they may be restrictive fights (limiting the uses to which the land owner may devote the land in the future). (Conservation/ Open Space Element)

Easement, Scenic: A tool that allows a public agency to use an owner's land for scenic enhancement, such as roadside landscaping or vista preservation. (Conservation/Open Space Element)

Effluent: A discharge of pollutants into the environment, partially or completely treated or in its natural state. Generally used in regard to discharges into waters. (Conservation/Open Space Element)

Elderly: Persons age 62 and older. (See "Seniors") (Housing Element)

Elderly Housing: Typically one and two-bedroom apartments or condominiums designed to meet the needs of persons 62 years of age and older or, if more than 150 units, persons 55 years of age and older, and restricted to occupancy by them. (Housing Element)

Emergency Shelter: A facility that provides immediate and short-term housing and supplemental services for the homeless. Shelters come in many sizes, but an optimum size is considered to be 20 to 40 beds. Supplemental services may include food, counseling and access to other social and employment programs. (See "Transitional Housing") (Housing Element)

Emergency Shelter Grant (ESG): Grants for the rehabilitation or conversion of buildings into homeless shelters. It also funds certain related social services, operating expenses, homeless prevention activities and administrative costs. (Housing Element)

Eminent Domain: The right of a public entity to acquire private property for public use by condemnation and the payment of just compensation. (Land Use Element)

Emission Standard: The maximum amount of pollutant legally permitted to be discharged from a single source, either mobile or stationary. (Circulation Element)

Endangered Species: A species of animal or plant including the ecosystems which they depend is considered to be endangered when its prospects for survival and reproduction are in immediate jeopardy from one or more natural or man-made causes, including habitat destruction or reduction. (Conservation/Open

Space Element)

Energy Facility: Any public or private processing, producing, generating, storing, transmitting or recovering facility for electricity, natural gas, petroleum, coal or other source of energy. (Conservation/Open Space Element)

Entitlement: A right to develop secured by the legal granting of a Coastal Development Permit; such entitlement shall remain in force only so long as a CDP remains valid, and the conditions of approval are adhered to. An entitlement is not the same as development potential. (Marina del Rey Land Use Plan)

Environment: CEQA defines environment as "the physical conditions which exist within the area which will be affected by a proposed project, including land, air, water, mineral, flora, fauna, noise and objects of historic or aesthetic significance." (Conservation/Open Space Element)

Environmental Impact Report (EIR): A report required pursuant to the California Environmental Quality Act which assesses all the environmental characteristics of an area, determines what effects or impacts will result if the area is altered or disturbed by a proposed action, and identifies alternatives or other measures to avoid or reduce those impacts. (See "California Environmental Quality Act") (Land Use Element)

Environmental Impact Statement (EIS): Under the National Environmental Policy Act, a statement on the effect of development proposals and other major actions that significantly affect the environment. (Land Use Element)

Environmental Justice: The fair treatment of people of all races, cultures and incomes with respect to the development, adoption, implement and enforcement of environmental laws, regulations and policies. (Government Code §65040.12) (Land Use Element)

Erosion: (1) The loosening and transportation of rock and soil debris by wind, rain or running water. (2) The gradual wearing away of the upper layers of earth. (Conservation/Open Space Element)

Evaporation Ponds: Shallow, artificial ponds where sewage sludge is pumped, permitted to dry and either removed or buried by more sludge. (Conservation/Open Space Element)

Exaction: A contribution or payment required as an authorized precondition for receiving a development permit; usually refers to mandatory dedication (or fee in lieu of dedication) requirements found in many subdivision regulations. (Land Use Element)

Exclusionary Zoning: Development regulations that result in the exclusion of low and moderate-income and/or minority families from a community. (Land Use Element)

Expansive Soils: Soils that swell when they absorb water and shrink as they dry. (Conservation/Open Space Element)

Expressway: A divided, multi-lane major arterial street for through traffic with partial control of access and with grade separations at major intersections. (Circulation Element)

Exurban Area: The region that lies beyond a city and its suburbs. (Land Use Element)

Factor of Safety: The ratio of driving force versus resisting force used to describe slope stability. (Safety Element)

Fair Market Rent (FMR): The rent, including utility allowances, determined by the United States Department of Housing and Urban Development for purposes of administering the Section 8 Existing Housing Program. (Housing Element)

Family: (1) Two or more persons related by birth, marriage or adoption [U.S. Bureau of the Census]. (2) An individual or a group of persons living together who constitute a bona fide single-family housekeeping unit in a dwelling unit, not including a fraternity, sorority, club or other group of persons occupying a hotel,

lodging, house or institution of any kind [California]. (Housing Element)

Far Field Earthquake: An earthquake with an epicenter approximately 50 kilometers or farther from a measurement site, which commonly has more significant effects on larger, multistory buildings. (Safety Element)

Farmers Home Administration (FmHA): A federal agency providing loans and grants for improvement projects and low-income housing in rural communities. (Housing Element)

Fault: A fracture in the earth's crust forming a boundary between rock masses that have shifted. (Conservation/Open Space Element)

Fault Zone: A numerous interlacing of small faults. (Conservation/Open Space Element)

Feasible: Capable of being accomplished in a successful manner within a reasonable time taking into account economic, environmental, social and technological factors. (Circulation Element)

Federal Housing Administration (FHA): A government agency that provides mortgage insurance on loans made by FHA-approved lenders throughout the United States and its territories. FHA insures mortgages on single-family and multifamily homes including manufactured homes and hospitals. It is the largest insurer of mortgages in the world, insuring nearly 33 million properties since its inception in 1934. (Housing Element)

Field Act: Legislation, passed after a 1933 Long Beach earthquake that collapsed a school, which established more stringent structural requirements and standards for construction of schools than for other buildings. (Safety Element)

Fire Hazard Zone: An area where, due to slope, fuel, weather or other fire-related conditions, the potential loss of life and property from a fire necessitates special fire protection measures and planning before development occurs. (Safety Element)

Fiscal Impact Analysis: A projection of the direct public costs and revenues resulting from population or employment change to the local jurisdiction(s) in which the change is taking place. Enables local governments to evaluate relative fiscal merits of general plans, specific plans or projects. (Implementation Chapter)

Fishery: A place where fish are regularly caught, or other products of the sea or rivers are taken from the water. (Conservation/Open Space Element)

Fixed Rail Rapid Transit: A general term used to describe large transit vehicles designed to move large numbers of passengers rapidly on permanent guideways, generally steel wheel on steel rail. (Circulation Element)

Fixed Source (of Air Pollution): Term used to describe non-moving sources of air pollution such as factories, power plants, etc. Also commonly called stationary source. (Circulation Element)

Flood: An overflow or inundation of water that comes from a river, dam or other body of water. (Safety Element)

Flood, 100-Year: The magnitude of a flood expected to occur on the average every 100 years, based on historical data. The 100-year flood has a 1/100, or one percent, chance of occurring in any given year. (Safety Element)

Flood Insurance Rate Map (FIRM): For each community, the official map on which the Federal Insurance Administration has delineated areas of special flood hazard and the risk premium zones applicable to that community. (Safety Element)

Floodplain: The relatively level land area on either side of the banks of a stream regularly subject to flooding. That part of the floodplain subject to a one percent chance of flooding in any given year is designated as an "area of special flood hazard" by the Federal Insurance Administration. (Safety Element)

Floodplain Fringe: All land between the

floodway and the upper elevation of the 100-year flood. (Safety Element)

Floodway: The channel of a river or other watercourse and the adjacent land areas that must be reserved in order to discharge the "base flood" without cumulatively increasing the water surface elevation more than one foot. No development is allowed in floodways. (Land Use Element)

Floor Area, Gross: The sum of the horizontal areas of the several floors of a building measured from the exterior face of exterior walls, or from the center line of a wall separating two buildings, but not including any space where the floor-to-ceiling height is less than six feet. Some cities exclude specific kinds of space (e.g., elevator shafts, parking decks) from the calculation of gross floor area. (General Standards and Conditions of Development Chapter)

Floor Area Ratio (FAR): The gross floor area permitted on a site divided by the total net area of the site, expressed in decimals to one or two places. For example, on a site with 10,000 net sq. ft. of land area, a Floor Area Ratio of 1.0 will allow a maximum of 10,000 gross sq. ft. of building floor area to be built. On the same site, an FAR of 1.5 would allow 15,000 sq. ft. of floor area; an FAR of 2.0 would allow 20,000 sq. ft.; and an FAR of 0.5 would allow only 5,000 sq. ft. Also commonly used in zoning, FARs typically are applied on a parcel-by-parcel basis as opposed to an average FAR for an entire land use or zoning district. (Implementation Chapter)

Freeway: A high-speed, high-capacity, limited-access road serving regional and countywide travel. Such roads are free of tolls, as contrasted with "turnpikes" or other "toll roads" now being introduced into Southern California. Freeways generally are used for long trips between major land use generators. At Level of Service "E", they carry approximately 1,875 vehicles per lane per hour in both directions. Major streets cross at a different grade level. (Circulation Element)

Fuel Load Management: Reduction of the volume of combustible material, usually vegetation. (Safety Element)

Gap Closure: Term referring to the discontinuous freeway links not yet built in the freeway system. Generally less than six miles in length and provides a continuity of service in an established travel corridor. (Circulation Element)

General Aviation Facilities: Classification of air transportation dealing with small aircraft for business and recreation. (Circulation Element)

General Plan: A compendium of city or county policies regarding long-term development, in the form of maps and accompanying text. The General Plan is a legal document required of each local agency by the State of California Government Code Section 65301 and adopted by the City Council or Board of Supervisors. (Introduction Chapter)

Grade Separation: A crossing of two highways or of a highway and pedestrian path or railroad utilizing an underpass or overpass. (Circulation Element)

Grading: Alteration of existing slope and shape of the ground surface. (Conservation/ Open Space Element)

Granny Flat: (See "Second Unit") (Housing Element)

Green Economic Sector: The green economic sector includes all business that provide environmental goods and service as alternative sources of energy and pollution prevention technology.

Greater Avenue for Independence (GAIN): The purpose of the GAIN program is to teach, train, counsel and help people on the Temporary Assistance for Needy Families (TANS) program, formerly known as Aid to Families with Dependent Children (AFDC) find a job. (Housing Element)

Green Building: The practice of increasing

the efficiency with which buildings and their sites use and harvest energy, water, and materials, and reducing building impacts on human health and the environment, through better siting, design, construction, operation, maintenance, and removal — the complete building life cycle. (Land Use Element)

Green Waste: Yard and garden waste that includes leaves, prunings, branches, grass and tree trimmings. Countywide, green waste accounts for approximately 33 percent of all residential waste and approximately 12 percent of the total waste stream. (Conservation/Open Space)

Ground Failure: Ground movement or rupture caused by strong shaking during an earthquake. Includes landslide, lateral spreading, liquefaction and subsidence. (Safety Element)

Ground Shaking: Ground movement resulting from the transmission of seismic waves during an earthquake. (Safety Element)

Groundwater: Water under the earth's surface, often confined to aquifers capable of supplying wells and springs. (Conservation/Open Space Element)

Groundwater Recharge: The natural process of infiltration and percolation of rainwater from land areas or streams through permeable soils into water-holding rocks that provide underground storage ("aquifers"). (See "Aquifer Recharge") (Conservation/Open Space Element)

Growth Management: The use by a community of a wide range of techniques in combination to determine the amount, type and rate of development desired by the community and to channel that growth into designated areas. Growth management policies can be implemented through growth rates, zoning, capital improvement programs, public facilities ordinances, urban limit lines, standards for levels of service and other programs. (See "Congestion Management Plan") (Land Use Element)

Guideway: A roadway system that guides the vehicles using it as well as supporting them. The "monorail" is one such system. The most familiar and still most used guideway is the railroad. Most guideway transit systems make use of wayside electrical power for propulsion. (Circulation Element)

Habitat: The physical location or type of environment in which an organism or biological population lives or occurs. (Conservation/Open Space Element)

Harbor of Refuge: Natural harbor with some protective development (i.e., breakwater) for protection against wave action. Generally for safety or emergency use. (Circulation Element)

Hazardous Material: Any substance that, because of its quantity, concentration or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment if released into the workplace or the environment. The term includes, but is not limited to, hazardous substances and hazardous wastes. (Safety Element)

High Density Area: An area of high population density characterized by high concentrations of employment or multiple dwellings. (Circulation Element)

High-Occupancy Structure: All pre-1935 buildings with over 25 occupants, and all pre-1976 buildings with over 100 occupants.

High Occupancy Vehicle (HOV): Any vehicle other than a driver-only automobile (e.g., a vanpool, a bus, or two or more persons to a car). (Circulation Element)

High-Risk Inundation Areas: Any area determined to be susceptible to risk of flooding from tsunami inundation due to failure of dams and debris basins, or inundation from other sources of large volumes of water. High-risk dam inundation areas are areas subject to flooding due to failure of dams or water storage tanks with substandard design features. (Safety Element)

Highway User Tax (Fund): Tax on motor fuel—the source of this fund is the Federal and State imposed taxes on motor vehicle fuel, currently 11 cents per gallon (this does not include sales tax on gasoline). The fund may be used for highway maintenance, planning and construction including transit-related highway improvements. (Circulation Element)

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 danger to life and property caused by fire and flood hazards, water pollution, soil erosion and land slippage. (Land Use Element)

Historic Preservation: The preservation of historically significant structures, monuments, parks, cultural heritage sites and neighborhoods until such time as, and in order to facilitate, restoration and rehabilitation of the building(s) to a former condition. (Housing Element)

Home Investment Partnership (HOME): HOME is the largest Federal block grant to State and local governments designed exclusively to create affordable housing for low-income households. Each year it allocates approximately $2 billion among the States and hundreds of localities nationwide. The program was designed to reinforce several important values and principles of community development. (Housing Element)

Household: All those persons—related or unrelated—who occupy a single housing unit. (See "Family") (Housing Element)

Households, Number of: The count of all year-round housing units occupied by one or more persons. The concept of household is important because the formation of new households generates the demand for housing. Each new household formed creates the need for one additional housing unit or requires that one existing housing unit be shared by two households. Thus, household formation can continue to take place even without an increase in population, thereby increasing the demand for housing. (Housing Element)

Housing and Community Development Department (HCD): The State agency that has principal responsibility for assessing, planning for and assisting communities to meet the needs of low and moderate-income households. (Housing Element)

Housing and Urban Development, U.S. Department of (HUD): A cabinet-level department of the federal government that administers housing and community development programs. (Housing Element)

Housing Authority, Local (LHA): Local housing agency established in State law, subject to local activation and operation. Originally intended to manage certain federal subsidies, but vested with broad powers to develop and manage other forms of affordable housing. (Housing Element)

Housing Demand: The quantity of housing of specified quality, characteristics and distribution within a geographic area, which is needed and wanted, and therefore actively requested by the prospective occupants, and for which buyers are willing and able to pay the price. (Housing Element)

Housing Industry: All the individuals and organizations involved in the process of planning, design, production, maintenance, marketing and financing of housing. (Housing Element)

Housing Market: That arena of exchange in which rents, prices, sales activity, housing availability and other details of the residential situation are determined and exchanged. (Housing Element)

Housing Need: The shortage in the quantity of housing of specified quality, characteristics, cost and distribution within a geographic area, as determined by set standards and by the values people hold, independent of any attempt to remedy. (Housing Element)

Housing Opportunities for People with AIDS (HOPWA): The HOPWA Program was established by HUD to address the specific needs of persons living with HIV/AIDS and their families. HOPWA makes grants to local communities, States and nonprofit organizations for projects that benefit low income persons medically diagnosed with HIV/AIDS and their families. (Housing Element)

Housing Stock: All housing units, occupied or vacant, located in a specific geographic area. (Housing Element)

Housing Supply: The amount of housing units available for purchase or rent. (Housing Element)

Housing Unit: The place of permanent or customary abode of a person or family. A housing unit may be a single-family dwelling, a multi-family dwelling, a condominium, a modular home, a mobile home, a cooperative or any other residential unit considered real property under State law. A housing unit has, at least, cooking facilities, a bathroom and a place to sleep. It also is a dwelling that cannot be moved without substantial damage or unreasonable cost. (See "Dwelling Unit", "Family" and "Household") (Housing Element)

Housing Value (Market Value): The price at which a property could be sold on the open market with buyer and seller free from abnormal pressures. (Housing Element)

HOV Preferential Treatment: Any treatment that give HOV operations priority over the general flow of traffic. (Circulation Element)

Hydrocarbons: Like carbon monoxide, represents unburned and wasted fuel released into the atmosphere: generally not toxic in amounts found in the air. Sunlight causes a reaction with nitrogen oxides to produce photochemical smog. (Conservation/Open Space Element)

Hydrology: The branch of science that studies the behavior of water as it occurs in the atmosphere, appears on the earth's surface and underground. (Conservation/Open Space Element)

Impact Fee: A fee, also called a development fee, levied on the developer of a project by a city, county or other public agency as compensation for otherwise unmitigated impacts the project will produce. Section 66000, et seq., specifies that development fees shall not exceed the estimated reasonable cost of providing the service for which the fee is charged. To lawfully impose a development fee, the public agency must verify its method of calculation and document proper restrictions on use of the fund. (Land Use Element)

Impacted Areas: Census tracts where more than 50 percent of the dwelling units house low and very low-income households. (Housing Element)

Impervious Surface: Surface through which water cannot penetrate, such as a roof, road, sidewalk and paved parking lot. The amount of impervious surface increases with development and establishes the need for drainage facilities to carry the increased runoff. (Conservation/Open Space Element)

Impulsive Noise: Connotes a sharp increase in sound within a very short interval of time, such as gun fire, barking dogs, police sirens, etc. (Noise Element)

Inclusionary Zoning: Provisions established by a public agency to require that a specific percentage of housing units in a project or development remain affordable to very low and low-income households for a specified period. (Housing Element)

Incorporation: Creation of a new city. (Introduction Chapter)

Incubator Space: Retail or industrial space that is affordable to new, low-margin businesses. (Land Use Element)

Industrial: The manufacture, production and processing of consumer goods. Industrial is often divided into "heavy industrial" uses, such

as construction yards, quarrying, and factories and "light industrial" uses, such as research and development and less intensive warehousing and manufacturing. (Land Use Element)

Inert: Non-water soluble, non-decomposable solids having no active chemical properties. (Implementation Chapter)

In-fill Development: The development, redevelopment, or reuse of vacant land or under-utilized parcels (usually individual lots or leftover properties) within existing urban areas that are already largely developed. (Land Use Element)

Infrastructure: Public services and facilities, such as sewage disposal systems, water supply systems, other utility systems, and roads. (Land Use, Public Facilities Elements)

In Lieu Fee: See "Dedication, In lieu of"

Institutional Uses: (1) Publicly or privately owned and operated activities such as hospitals, convalescent hospitals, intermediate care facilities, nursing homes, museums, and schools and colleges; (2) churches and other religious organizations; and (3) other nonprofit activities of a welfare, educational, or philanthropic nature that cannot be considered residential, commercial, or industrial. (See "Public and Quasi-public Facilities") (Land Use Element)

Intensity, Building: For residential uses, the actual number or the allowable range of dwelling units per net or gross acre. For nonresidential uses, the actual or the maximum permitted floor area ratios (FARs). (Land Use Element)

Interagency: Indicates cooperation between or among two or more discrete agencies in regard to a specific program. (Introduction Chapter)

Interest, Fee: Entitles a landowner to exercise complete control over use of land, subject only to government land use regulations. (Land Use Element)

Interest, Less-than-fee: The purchase of interest in land rather than outright ownership; includes the purchase of development rights via conservation, open space, or scenic easements. (See "Easement, Scenic", "Lease", and "Leasehold Interest") (Land Use Element)

Intermittent Stream: A stream that normally flows for at least thirty (30) days after the last major rain of the season and is dry a large part of the year. (Conservation/Open Space Element)

Internal Circulation: Movement of people and goods within an activity center. (Circulation Element)

Intrusive Noise: Noise that intrudes over and above the ambient noise level at a given location. (Noise Element)

Issues: Important unsettled community matters or problems that are identified in a community's general plan and dealt with by the plan's objectives, policies, plan proposals, and implementation programs. (Introduction Chapter)

Jitney Service: A small vehicle that carries passengers over a regular route according to a flexible schedule. (Circulation Element)

Jobs/Housing Balance; Jobs/Housing Ratio: The availability of affordable housing for employees. The jobs/housing ratio divides the number of jobs in an area by the number of employed residents. A ratio of 1.0 indicates a balance. A ratio greater than 1.0 indicates a net in-commute, less than 1.0 indicates a net out-commute. (Housing Element)

Joint Powers Authority (JPA): A legal arrangement that enables two or more units of government to share authority in order to plan and carry out a specific program or set of programs that serves both units. (Introduction Chapter)

Joint Use: The term implies common use of a right-of-way or facility by two or more non-conflicting uses. (Circulation Element)

Land Banking: The purchase of land by a local government for use or resale at a later date. "Banked lands" have been used for development of low- and moderate-income housing, expansion of parks and development of industrial and commercial centers. Federal rail-banking law allows railroads to bank unused rail corridors for future rail use while allowing an interim use as trails. (Implementation Chapter)

Land Capability: The capacity of the land to sustain development taking into account all natural factors that may constrain development. (Conservation/Open Space Element)

Landmark: (1) A building, site, object, structure or significant tree, having historical, architectural, social or cultural significance and marked for preservation by the local, state or federal government. (2) A visually prominent or outstanding structure or natural feature that functions as a point of orientation or identification. (Conservation/Open Space Element)

Landslide: Downslope movement of soil and/or rock, which typically occurs during an earthquake or following heavy rainfall. (Safety Element)

Landslide Prone Areas: Areas subject to slope instability identified on landslide inventories, available maps or as identified during geologic investigation. (Safety Element)

Landslides: Downhill movement of masses of earth material under force of gravity. (Conservation/Open Space Element)

Land Suitability: The appropriateness of land for urban development, taking account land capability, urban infrastructure and compatibility of development with environmental values. (Conservation/Open Space Element)

Land Use Classification: A system for classifying and designating the appropriate use of properties. (Land Use Element)

Large Family: A family of five or more persons. (Housing Element)

Lateral Spreading: Lateral movement of soil, often as a result of liquefaction during an earthquake. (Safety Element)

Ldn: Day-Night Average Sound Level. The A-weighted average sound level for a given area (measured in decibels) during a 24-hour period with a 10 dB weighting applied to night-time sound levels. The Ldn is approximately numerically equal to the CNEL for most environmental settings. (Noise Element)

Leach Lines: Subsurface lines for septic tank effluent percolation. (Conservation/Open Space Element)

Leapfrog Development, Flagpole Development: New development separated from existing development by substantial vacant land. (Land Use Element)

Lease: A contractual agreement by which an owner of real property (the lessor) gives the right of possession to another (a lessee) for a specified period of time (term) and for a specified consideration (rent). (Housing Element)

Leasehold Interest: (1) The interest that the lessee has in the value of the lease itself in condemnation award determination. (2) The difference between the total remaining rent under the lease and the rent the lessee would currently pay for similar space for the same time period. (Housing Element)

Leq: The energy equivalent level, defined as the average sound level on the basis of sound energy (or sound pressure squared). The Leq is a "dosage" type measure and is the basis for the descriptors used in current standards, such as the 24-hour CNEL used by the State of California. (Noise Element)

Level of Service (LOS) Standard: A standard used by government agencies to measure the quality or effectiveness of a municipal service, such as police, fire, or library, or the

performance of a facility, such as a street or highway. (General Conditions and Standards for Development Chapter)

Level of Service (Traffic): A scale that measures the amount of traffic that a roadway or intersection can accommodate, based on such factors as maneuverability, driver dissatisfaction, and delay. (Circulation Element)

Level of Service A: Indicates a relatively free flow of traffic, with little or no limitation on vehicle movement or speed. (Circulation Element)

Level of Service B: Describes a steady flow of traffic, with only slight delays in vehicle movement and speed. All queues clear in a single signal cycle. (Circulation Element)

Level of Service C: Denotes a reasonably steady, high-volume flow of traffic, with some limitations on movement and speed, and occasional backups on critical approaches. (Circulation Element)

Level of Service D: Designates the level where traffic nears an unstable flow. Intersections still function, but short queues develop and cars may have to wait through one cycle during short peaks. (Circulation Element)

Level of Service E: Represents traffic characterized by slow movement and frequent (although momentary) stoppages. This type of congestion is considered severe, but is not uncommon at peak traffic hours, with frequent stopping, long-standing queues and blocked intersections. (Circulation Element)

Level of Service F: Describes unsatisfactory stop-and-go traffic characterized by "traffic jams" and stoppages of long duration. Vehicles at signalized intersections usually have to wait through one or more signal changes, and "upstream" intersections may be blocked by the long queues. (Circulation Element)

Life-cycle Costing: A method of evaluating a capital investment that takes into account the sum total of all costs associated with the investment over the lifetime of the project. (Implementation Chapter)

Light (duty) Rail Transit (LRT): "Street cars" or "trolley cars" that typically operate entirely or substantially in mixed traffic and in non-exclusive, at-grade rights-of-way. Passengers typically board vehicles from the street level (as opposed to a platform that is level with the train) and the driver may collect fares. Vehicles are each electrically self-propelled and usually operate in one or two-car trains. (Circulation Element)

Line-Haul Bus Service: A transportation facility dealing with the movement of people and goods on major lines as opposed to the feeder distribution system. (Circulation Element)

Linkage: With respect to jobs/housing balance, a program designed to offset the impact of employment on housing need within a community, whereby project approval is conditioned on the provision of housing units or the payment of an equivalent in-lieu fee. The linkage program must establish the cause-and-effect relationship between a new commercial or industrial development and the increased demand for housing. (Housing Element)

Liquefaction: The transformation of loose, wet soil from a solid to a liquid state, often as a result of ground shaking during an earthquake. (Safety and Conservation/Open Space Elements)

Live-work Quarters: Buildings or spaces within buildings that are used jointly for commercial and residential purposes where the residential use of the space is secondary or accessory to the primary use as a place of work. (Housing Element)

Load Factor: Tile ratio, usually expressed in percent of the number of passengers to tile number of available seats on a vehicle. (Circulation Element)

Local Agency Formation Commission (LAFCO): A five or seven-member commission within each

county that reviews and evaluates all proposals for formation of special districts, incorporation of cities, annexation to special districts or cities, consolidation of districts and the merger of districts with existing cities. Each county's LAFCO is empowered to approve, disapprove or conditionally approve such proposals. The LAFCO members generally include two county supervisors, two city council members and one member representing the general public. Some LAFCOs include two representatives of special districts. (Land Use Element)

Local Coastal Program (LCP): A combination of a local government's land use plans, zoning ordinances, zoning district maps and (within sensitive coastal resources areas) other implementing actions that together meet the local requirements of, and implement the provisions and policies of, the California Coastal Act of 1976. (Land Use Element)

Local Coastal Program Land Use Plan: The relevant portion of a local government general plan or coastal element that details type, location, and intensity of land use, including applicable resource protection and development policies, and, where necessary, implementation actions. (Land Use Element)

Local Housing Authority (LHA): The State of California does not own or operate public housing; public housing is administered directly through local Public Housing Authorities (PHAs). For those jurisdictions that do not have a local PHA, the Department of Housing and Community Development (HCD) has a Housing Assistance Program (HAP) that administers the Section 8 program in those counties. HCD acts as the local housing authority for twelve rural California counties. (Housing Element)

Long-term: (1) Ten or more years into the future. (Circulation Element) (2) Measured in months to years after a disaster, involving mitigation of social and economic impacts. (Safety Element)

Los Angeles Homeless Services Authority (LAHSA): a City-County Joint Powers Authority, an independent unit of local government, formed to address the problems of homelessness on a regional basis. As an administrative entity, LAHSA contracts with community-based nonprofit agencies to provide homeless services throughout Los Angeles County. LAHSA advocates for the needs of homeless people, plans for and funds homeless services through contracted providers, and ensures effective use of public resources through program and fiscal monitoring of funded programs. (Housing Element)

Low Capital Intensive Strategies: Low cost short-term improvements to maximize the efficiency of the existing transportation system areas for review including traffic engineering, regulations, pricing structures, management and operational improvements. (Circulation Element)

Low-income Household: A household with an annual income usually no greater than 80 percent of the area median family income adjusted by household size, as determined by a survey of incomes conducted by a city or a county, or in the absence of such a survey, based on the latest available eligibility limits established by the U.S. Department of Housing and Urban Development (HUD) for the Section 8 housing program. (Housing Element)

Low-income Housing Unit: Units meeting the standard for "Affordable Housing" by "Low-income Households". (Housing Element)

Low-income Housing Tax Credits: Tax reductions provided by the federal and State governments for investors in housing for low income households. (Housing Element)

L10: A statistical descriptor indicating peak noise levels—the sound level exceeded ten percent of the time. It is a commonly used descriptor of community noise and has been used in Federal Highway Administration standards and the standards of some cities and counties. (Noise Element)

Maintenance: The activity of keeping a residential property in a state of good repair and sound condition. (Housing Element)

Major Utility Facilities: Any major facility of a public or municipal utility that is vital to the continued utility service to county residents. A pipeline or newer line over 36 inches in diameter may be considered a "major utility facility". A public utility facility will not be considered a "major utility facility" if changes to or control of a project affecting the facility by the county would be preempted by the jurisdiction of the California Public Utilities Commission. (Safety Element)

Mandated Fleet Mileage Requirements: Federally mandated requirements that lead auto manufacturers to achieve average mileage per gallon standards based upon a fleet mix of different car sizes and fuel consumption. (Circulation Element)

Manufactured Housing: Residential structures that are constructed entirely in the factory, and which since June 15. 1976, have been regulated by the federal Manufactured Home Construction and Safety Standards Act of 1974 under the administration of the U.S. Department of Housing and Urban Development (HUD). (See "Mobile Home" and "Modular Unit") (Housing Element)

Masking: Process by which audibility is raised by presence of another, more pleasing sound. (Noise Element)

Master Plan of Highways: Arterial highway system of Los Angeles County first adopted by the Board of Supervisors in 1940 and continually modified and updated ever since. (Circulation Element)

Mean Sea Level: The average attitude of the sea surface for all tidal stages. (Conservation/ Open Space Element)

Median Family Income (MFI): Median income is the amount that divides the income distribution into two equal groups, half having incomes above the median, half having incomes below the median. (Housing Element)

Median Strip: The dividing area, either paved or landscaped, between opposing lanes of traffic on a roadway. (Circulation Element)

Mello-Roos Bonds: Locally issued bonds that are repaid by a special tax imposed on property owners within a "community facilities district" established by a governmental entity. The bond proceeds can be used for public improvements and for a limited number of services. Named after the program's legislative authors. (Implementation Chapter)

Mercalli Intensity Scale: A subjective measure of the observed effects (human reactions, structural damage, geologic effects) of an earthquake. Expressed in Roman numerals from I to XII. (Safety Element)

Methane Gas: A colorless, non-poisonous, flammable organic gas recovered during anaerobic digestion. (Conservation/Open Space Element)

MGD: Millions of gallons per day. Mgd is commonly used to express rate of flow. (Conservation/Open Space Element)

Microclimate: The climate of a small, distinct area, such as a city street or a building's courtyard. Can be favorably altered through functional landscaping, architecture or other design features. (Conservation/Open Space Element)

Microzonation: The detailed mapping of various seismic hazards for use in urban and disaster response planning, including the effect of ground motion on man-made structures. (Safety Element)

Mineral Resource: Land on which known deposits of commercially viable mineral or aggregate deposits exist. This designation is applied to sites determined by the California Geological Survey as being a resource of regional significance, and is intended to help maintain the quarrying operations and protect them from encroachment of incompatible land uses. (Conservation/Open Space Element)

Minipark: Small neighborhood park of

approximately one acre or less. (Conservation/ Open Space Element)

Mitigation Measures: Facility design including landscaping to minimize the impact upon the environment in which a facility is located. (Safety Element)

Mixed-use: Properties on which various uses, such as office, commercial, institutional and residential, are combined in a single building or on a single site in an integrated development project with significant functional interrelationships and a coherent physical design. A "single site" may include contiguous properties. (Housing Element)

Mobile Home: A structure, transportable in one or more sections, built on a permanent chassis and designed for use as a single-family dwelling unit and which (1) has a minimum of 400 square feet of living space; (2) has a minimum width in excess of 102 inches; (3) is connected to all available permanent utilities; and (4) is tied down (a) to a permanent foundation on a lot either owned or leased by the homeowner or (b) is set on piers, with wheels removed and skirted, in a mobile home park. (See "Manufactured Housing" and "Modular Unit") (Housing Element)

Mobile Source Controls: Air pollution abatement techniques applied mainly to motor vehicles, but may refer to ships, trains, planes and other sources. (Conservation/Open Space Element)

Modal Conflict: Situation existing when two or more modes of transportation must share the same right-of-way creating a safety hazard or causing disruption to one or all modes involved. (Circulation Element)

Mode: Any form of transportation such as private motor vehicle, public transit, railroad, bicycle, walking, pipeline, marine or aviation. (Circulation Element)

Moderate-income Household: A household with an annual income between the lower income eligibility limits and 120 percent of the area median family income adjusted by household size, usually as established by the U.S. Department of Housing and Urban Development (HUD) for the Section 8 housing program. (See "Area" and "Low-income Household") (Housing Element)

Modular Unit: A factory-fabricated, transportable building or major component designed for use by itself or for incorporation with similar units on-site into a structure for residential, commercial, educational, or industrial use. Differs from mobile homes and manufactured housing by (in addition to lacking an integral chassis or permanent hitch to allow future movement) being subject to California housing law design standards. California standards are more restrictive than federal standards in some respects (e.g., plumbing and energy conservation). Also called Factory-built Housing and regulated by State law of that title. (See "Mobile Home" and "Manufactured Housing") (Housing Element)

Mortgage Credit Certificate (MCC): A program that offers first-time homebuyers a federal income tax credit. (Housing Element)

Mud or Debris Flow: The rapid downward movement of predominately saturated, unconsolidated mud or earth, commonly including boulders and trees. (Safety Element)

Multi-modal Facilities: A transportation system comprised of more than one modal network to provide the user with a reasonable choice. (Circulation Element)

Multiple (Multi) Family Housing Unit: A housing unit contained in a structure having five or more housing units. (Housing Element)

Multiplier Effect: The recirculation of money through the economy multiplies its impact on jobs and income. For example, money paid as salaries to industrial and office workers is spent on housing, food, clothes and other locally-available goods and services. This spending creates jobs in housing construction, retail stores (e.g., grocery and drug stores) and professional offices. The wage paid to workers

in those industries is again re-spent, creating still more jobs. Overall, one job in basic industry is estimated to create approximately one more jobs in non-basic industry. (Implementation Chapter)

Municipal Services: Services traditionally provided by local government, including water and sewer, roads, parks, schools and police and fire protection. (Introduction Chapter)

National Affordable Housing Act: Enacted in 1990, this legislation, also known as the Cranston-Gonzalez 1990 National Affordable Housing Act, reauthorized many old housing programs and introduced several new ones to expand the supply of decent, safe, sanitary and affordable housing, with primary attention to rental housing, for very low-income and low-income Americans. It also aims to mobilize and strengthen the abilities of States and units of general local government nationwide to design and implement strategies for achieving an adequate supply of decent, safe, sanitary and affordable housing, and provide participating jurisdictions, on a coordinated basis, with the various forms of Federal housing assistance, including capital investment, mortgage insurance, rental assistance and other Federal assistance necessary to accomplish its goals and objectives. (Housing Element)

National Ambient Air Quality Standards: The prescribed level of pollutants in the outside air that cannot be exceeded legally during a specified time in a specified geographical area. (Conservation/Open Space Element)

National Earthquake Hazards Reduction Program (NEHRP): A 1977 federal law amended in 1990 to facilitate improved understanding, characterization and prediction of hazards and vulnerabilities; improved model building codes and land use practices; risk reduction through post-earthquake investigations and education; development and improvement of design and construction techniques; improved mitigation capacity; and accelerated application of research results. (Safety Element)

National Environmental Policy Act (NEPA): An Act passed in 1969 establishing federal legislation for national environmental policy, a council on environmental quality and the requirements for environmental impact statements. (Conservation/Open Space Element)

National Flood Insurance Program: A federal program that authorizes the sale of federally subsidized flood insurance in communities where such flood insurance is not available privately. (Safety Element)

National Historic Preservation Act: A 1966 federal law that established a National Register of Historic Places and the Advisory Council on Historic Preservation. It authorized grants-in-aid for preserving historic properties. (Land Use Element)

National Register of Historic Places: The official list established by the National Historic Preservation Act, of sites, districts, buildings, structures, and objects significant in the nation's history or whose artistic or architectural value is unique. (Land Use Element)

Natural State: The condition existing prior to development. (Land Use Element)

Near Field Earthquake: Used to describe the effects of a local earthquake within tens of kilometers of the source area. A near field earthquake is characterized by high frequency ground motion that is destructive to above ground utilities and short period structures. (Safety Element)

Neighborhood: A planning area commonly identified as such in a community's planning documents, and by the individuals residing and working within it. Documentation may include a map prepared for planning purposes on which the names and boundaries of the neighborhood are shown. (Housing Element)

Neighborhood Park: City or county-owned land intended to serve the recreation needs of people living or working within one-half mile radius of the park. (Conservation/Open Space Element)

Neighborhood Unit: According to one widely accepted concept of planning, the neighborhood unit should be the basic building block of the city. It is based on the elementary school, with other community facilities located at its center and arterial streets at its perimeter. The distance from the school to the perimeter should be a comfortable walking distance for a school-age child; there should be no through traffic uses. Limited industrial or commercial would occur on the perimeter where arterials intersect. This was a model for American suburban development after World War II. (Housing Element)

Neotraditional Development: An approach to land use planning and urban design that promotes the building of neighborhoods with a mix of uses and housing types, architectural variety, a central public gathering place, interconnecting streets and alleys and edges defined by greenbelts or boulevards. The basic goal is integration of the activities of potential residents with work, shopping, recreation and transit all within walking distance. (Land Use Element)

Nitrogen Oxides: The sum of nitric oxide and nitrogen dioxide that is produced when fuel is burned at a high temperature in vehicle engines and boilers in industrial operations and electric power plants, and causes irritation to eyes, nose and throat. Nitrogen oxide is responsible for the brown haze over most cities, restricts plant growth and contributes to photochemical smog. (Conservation/Open Space Element)

Noise: Any sound that is undesirable because it interferes with speech and hearing, or is intense enough to damage hearing, or is otherwise annoying. Noise, simply, is "unwanted sound." (Noise Element)

Noise Attenuation: Reduction of the level of a noise source using a substance, material or surface such as earth berms and/or solid concrete walls. (Noise Element)

Noise Barriers: Existence or insertion of objects (natural or man-made) that impede or mitigate the sound level from a source to a receptor. (Noise Element)

Noise Contour: A line connecting points of equal noise level as measured on the same scale. Noise levels greater than the 60 Ldn contour (measured in dBA) require noise attenuation in residential development. (Noise Element)

Noise Control Act of 1972: A federal law that requires all federal agencies to administer their programs to promote an environment free of noise, which jeopardizes public health or welfare. (Noise Element)

Noise Generators (Sources): Includes such uses as industrial plants, transportation routes including freeways and railroad lines, etc. (Noise Element)

Noise Insertion Loss: The amount of sound level loss or attenuation by a noise barrier, usually expressed in decibels. The actual acoustical benefit derived from a noise barrier. (Noise Element)

Noise Sensitive Land Uses (Receptors): Land uses such as residences, churches, schools, parks, day care centers, rest homes, libraries, hospitals and other similar uses. Uses that are typically associated with indoor and/or outdoor human activities that may be subject to interference by noise. (Noise Element)

Non-attainment: The condition of not achieving a desired or required level of performance. Frequently used in reference to air quality. (See "Attainment") (Conservation/ Open Space Element)

Non-conforming Use: A use that was valid when brought into existence, but by subsequent regulation becomes no longer conforming. "Non-conforming use" is a generic term and includes (1) non-conforming structures (by virtue of size, type of construction, location on land or proximity to other structures), (2) non-conforming use of a conforming building, (3) non-conforming use of a non-conforming building and (4) non-conforming use of land. Thus, any use lawfully existing on any piece

of property that is inconsistent with a new or amended general plan, and that in turn is a violation of a zoning ordinance amendment subsequently adopted in conformance with the general plan will be a non-conforming use. Typically, non-conforming uses are permitted to continue for a designated period of time, subject to certain restrictions. (Land Use Element)

Non-hazardous Solid Waste: As defined by the California Code of Regulations, Title 23, Chapter 15, Section 2523, non-hazardous solid waste is "all putrescible and nonputrescible solid, semisolid, and liquid wastes—including garbage, trash, refuse, paper, rubbish, ashes, industrial wastes, demolition and construction wastes, etc.—provided that such wastes do not contain wastes that must be managed as hazardous wastes or wastes that contain soluble pollutants in concentrations that exceed applicable water quality objectives, or could cause degradation of waters of the state. (Conservation/Open Space Element)

Non-impulsive Noise: A noise not included with definition for impulsive noise. Also known as background or ambient noise. (Noise Element)

Notice (of Hearing): A legal document announcing the opportunity for the public to present their views to an official representative or board of a public agency concerning an official action pending before the agency. (Implementation Chapter)

Occupation Site: Site of artifact assemblage, including a full range of tool types indicative of long-term occupancy by a pre-existing culture. (Conservation/Open Space Element)

Office of Planning and Research (OPR): A California agency that provides policy and legislative research for the Governor's office. (Implementation Chapter)

Official County Scenic Highway: A segment of state highway identified in the Master Plan of State Highways Eligible for Official Scenic Highway Designation and designated by the Director of the Department of Transportation (Caltrans). (Circulation Element)

Open Space: An area dedicated to low intensity land uses often undeveloped with structures. (Introduction Chapter)

Open-Space Land: Any parcel or area of land or water that is essentially unimproved and devoted to an open-space use for the purposes of (1) the preservation of natural resources, (2) the managed production of resources, (3) outdoor recreation or (4) public health and safety. (Conservation/Open Space Element)

Ordinance: A law or regulation set forth and adopted by a governmental authority, usually a city or county. (Introduction Chapter)

Outdoor Advertising Structure: Any device used or intended to direct attention to a business, profession, commodity, service or entertainment conducted, sold or offered elsewhere than upon the lot where such device is located. (Land Use Element)

Outdoor Recreation Use: A privately or publicly owned or operated use providing facilities for outdoor recreation activities. (Land Use Element)

Outer Approach Zone: Airspace in which an air traffic controller initiates radar monitoring for incoming flights approaching an airport. (Safety Element)

Outfall: The mouth of sewer, drain or conduit where an effluent is discharged into the receiving waters. (Conservation/Open Space Element)

Overcrowded Housing Unit: A housing unit in which the members of the household, or group, are prevented from the enjoyment of privacy because of small room size and housing size. The U.S. Bureau of Census defines an overcrowded housing unit as one which is occupied by more than one person per room. (Housing Element)

Overlay: A land use designation on the

General Plan Land Use Map, or a zoning designation on a zoning map, that modifies the basic underlying designation in some specific manner. (Conservation/Open Space Element)

Oxidation Pond: A man-made lake or pond in which organic wastes are reduced by bacterial action. (Conservation/Open Space Element)

Ozone: Product of photochemical reaction of hydrocarbons and nitrogen dioxide that forms a thick haze, that may cause eye and lung irritation, and has an offensive odor. (Conservation/Open Space Element)

Paratransit: Those types of public transportation whose characteristics are between those of the private automobile and conventional scheduled transit, e.g., taxis, jitneys, dial-a-ride, carpools, vanpools or subscription bus services. (Circulation Element)

Particulates: Solid and liquid materials directly emitted to the atmosphere, sometimes referred to as aerosols, that are derived from natural sources and man's activities. (Conservation/ Open Space Element)

Paleontology: The study of fossil remains. (Conservation/Open Space Element)

Parcel: A lot in single ownership or under single control usually considered a unit for purposes of development. (Land Use Element)

Park Land; Parkland: Land that is publicly owned or controlled for the purpose of providing parks, recreation or open-space for public use. (Conservation/Open Space Element)

Parking, Shared: A public or private parking area shared jointly by two or more uses. (Circulation Element)

Parking Area, Public: An open area, excluding a street or other public way, used for the parking of automobiles and available to the public, either for free or for compensation. (Circulation Element)

Parking Management: An evolving Transportation Demand Management (TDM) technique designed to obtain maximum utilization from a limited number of parking spaces. Can involve pricing and preferential treatment for HOVs, non-peak period users, and short-term users. (See "High Occupancy Vehicle" and "Transportation Demand Management") (Circulation Element)

Parking Ratio: The number of parking spaces provided per 1,000 square of floor area, e.g., 2:1 or "two per thousand". (Land Use Element)

Parking Space, Compact: A parking space (usually 7.5 feet wide by 16 feet long when perpendicular to a driveway or aisle) permitted in some localities on the assumption that many modem cars are significantly smaller and require less room than a standard automobile. A standard parking space, when perpendicular to a driveway or aisle, is usually 8.5 feet wide by 18 feet long. (Circulation Element)

Parks: Open-space lands whose primary purpose is recreation. (See "Open-Space Land," "Community Park" and "Neighborhood Park") (Land Use Element)

Parkway: An expressway or freeway designed for noncommercial traffic only that is usually located within a strip of landscaped park or natural vegetation. (Circulation Element)

Parkway Strip: A piece of land located between the rear of a curb and the front of a sidewalk, usually used for planting low ground cover and/or street trees, also known as "planter strip". (Circulation Element)

Passenger-mile: A statistical unit denoting one-mile traveled by one passenger, who may also be the vehicle operator, used in measuring the volume of passenger traffic. (Circulation Element)

Peak Hours: Those hours of the day when traffic volumes are at their highest hourly count. (Circulation Element)

People Mover System: A public transportation

system usually consisting of small vehicles or continuous conveyance operating over short distances where waiting time is minimal, e.g., moving sidewalks or automated cars. A specific type of circulation distribution system. (Circulation Element)

Percolation: Downward flow or infiltration of water through the pores or spaces of rock or soil. (Conservation/Open Space Element)

Performance Standards: Zoning regulations that permit uses based on a particular set of standards of operation rather than on a particular type of use. Performance Standards provide specific criteria limiting noise, air pollution, emissions, odors, vibration, dust, dirt, glare, heat, fire hazards, wastes, traffic impacts and visual impact of a use. (Land Use Element)

Plan Line: A precise line that establishes future right-of-way along any portion of an existing or proposed street or highway and which is depicted on a map showing the streets and lot line or lines and the proposed right-of-way lines and the distance thereof from the established center line of the street or highway, or from existing or established property lines. (Circulation Element)

Planned Community: A large-scale development whose essential features are a definable boundary, a consistent, but not necessarily uniform, character, overall control during the development process by a single development entity, private ownership of recreation amenities and enforcement of covenants, conditions and restrictions by a master community association. (Land Use Element)

Planned Unit Development (PUD): A description of a proposed unified development, consisting at a minimum of a map and adopted ordinance setting forth the regulations governing, and the location and phasing of all proposed uses and improvements to be included in the development. (Land Use Element)

Planning Area: The area directly addressed by the general plan. A city's planning area typically encompasses the city's limits and potentially annexable land within its sphere of influence. (Growth Policy Chapter)

Planning Commission: A body, usually having five or seven members, created by a city or county in compliance with California law (§65 100), which requires the assignment of the planning functions of the city or county to a planning department, planning commission, hearing officers and/ or the legislative body itself as deemed appropriate by the legislative body. (Introduction Chapter)

Pollution, Non-Point: Sources for pollution that are less definable and usually cover broad areas of land, such as agricultural land with fertilizers that are carried from the land by runoff, or automobiles. (Conservation/Open Space Element)

Pollution, Point-source: In reference to water quality, a discrete source from which pollution is generated before it enters receiving waters, such as a sewer outfall, a smokestack, or an industrial waste pipe. (Conservation/Open Space Element)

Potable Water: Water suitable for drinking or cooking purposes from both health and aesthetic considerations. (Conservation/Open Space Element)

Potentially Active Fault: A fault showing evidence of movement within the last 11,000 to 750,000 years. (Safety Element)

Poverty Level: As used by the U.S. Census, families and unrelated individuals are classified as being above or below the poverty level based on a poverty index that provides a range of income cutoffs or "poverty thresholds" varying by size of family, number of children and age of householder. The income cutoffs are updated each year to reflect the change in the Consumer Price Index. (Housing Element)

Precipitation: The discharge of water in liquid or solid form from the atmosphere to the earth's

surface, which includes rainfall, snow, hail and sleet. (Conservation/Open Space Element)

Presbycusis: The process by which hearing acuity is diminished through aging. (Noise Element)

Primary Effluent: Liquid discharge after primary treatment. (Conservation/Open Space Element)

Primary Treatment: The first stage in wastewater treatment in which all substantially floating or settleable solids are mechanically removed by screening and sedimentation. (Conservation/Open Space Element)

Prime Agricultural Land: (1) Land used actively in the production of food, fiber, or livestock. (2) All land which qualifies for rating as Class I or Class II in the Natural Resources Conservation Service land use compatibility classifications. (3) Land which qualifies for rating 80 through 100 in the Storie Index Rating. (See "Storie Index") (Conservation/Open Space Element)

Prime Buildable Land: Undeveloped land that presents few or no physical constraints to development, is served by appropriate levels of infrastructure and public services, and is reasonably near existing urbanization. (Land Use Element)

Prime Farmland: Land that has the best combination of physical and chemical characteristics for the production of crops. Prime Farmland must have been used for the production of irrigated crops within the last three years. Prime Farmland does not include publicly owned lands for which there is an adopted policy preventing agricultural use. (Conservation/Open Space Element)

Private Road/Private Street: Privately owned (and usually privately maintained) motor vehicle access that is not dedicated as a public street. Typically the owner posts a sign indicating that the street is private property and limits traffic in some fashion. For density calculation purposes, some jurisdictions exclude private roads when establishing the total acreage of the site. However, aisles within and driveways serving private parking lots are not considered private roads. (Circulation Element)

Probabilistic: Analysis that considers the probability of a particular hazard occurring at a particular location, expressed in percent per year. (Safety Element)

Project: Development proposals including public works projects, and applications for development such as zone changes, variances, conditional use permits, tentative parcel maps, tentative tract maps and plan amendments. (Land Use Element)

Pro Rata: Refers to the proportionate distribution of something to something else or to some group, such as the cost of infrastructure improvements associated with new development apportioned to the users of the infrastructure on the basis of projected use. (Land Use Element)

Pseudostatic Analysis: A simplified engineering analysis of the stability of a site or structure that translates motion into a static force in performing stability calculations. (Safety Element)

Public and Quasi-public Facilities: Institutional, academic, governmental and community service uses, either owned publicly or operated by nonprofit organizations, including private hospitals and cemeteries. (Introduction Chapter)

Public Housing Agency (PHA): A federal agency under the oversight of U.S. Department of Housing and Urban Development that aims to provide decent and safe rental housing for eligible low-income families, the elderly and persons with disabilities. (Housing Element)

Public Services: (See "Municipal Services")

Ramp Metering: Traffic signal control on an entry ramp to a freeway for regulating vehicle access. (Circulation Element)

Ranchette: A single dwelling unit occupied

by a non-farming household on a parcel of 2.5 to 20 acres that has been subdivided from agricultural land. (Land Use Element)

Rare Species: Any species that, although not presently threatened with extinction, is in such small numbers that it may be endangered if its environment worsens. (Conservation/Open Space Element)

Recharge: To restore, usually water into an aquifer. (Conservation/Open Space Element)

Reclamation: The reuse of resources, usually those present in solid wastes or sewage. (Conservation/Open Space Element)

Reconstruction: As used in historic preservation, the process of reproducing by new construction the exact form and detail of a vanished structure, or part thereof, as it appeared during a specific period of time. Reconstruction is often undertaken when the property to be reconstructed is essential for understanding and interpreting the value of an historic district and sufficient documentation exists to insure an exact reproduction of the original. (Conservation/Open Space Element)

Recreation, Active: A type of recreation or activity that requires the use of organized play areas including, but not limited to, softball, baseball, football and soccer fields, tennis and basketball courts and various forms of children's play equipment. (Conservation/Open Space Element)

Recreation, Passive: Type of recreation or activity that does not require the use of organized play areas. (Conservation/Open Space Element)

Recycling: The process by which waste materials are transformed into new products in such a manner that the original products may lose their identity. (Conservation/Open Space Element)

Redevelop: To demolish existing buildings or to increase the overall floor area existing on a property, or both irrespective of whether a change occurs in land use. (Land Use Element)

Reflection: The return of a sound wave from a surface. (Noise Element)

Refraction: The bending of a sound wave from its original path. (Noise Element)

Regional: Pertaining to activities or economies at a scale greater than that of a single jurisdiction, and affecting a broad geographic area. (Introduction Chapter)

Regional Housing Needs Assessment (RHNA): Process performed by the regional planning agency whereby population and housing projections, vacancy rates and market conditions are used to determine what the housing unit need will be for the future of a given area. The housing unit need is further analyzed to determine local jurisdictions' fair share of affordable housing within that region. (Housing Element)

Regional Housing Needs Plan/Share: A quantification by a Council of Governments (COG) or by Housing and Community Development (HCD) of existing and projected housing need for all localities within a region by household income group. (Housing Element)

Regional Park: A park typically 150-500 acres in size focusing on activities and natural features not included in most other types of parks and often based on a specific scenic or recreational opportunity. (Conservation/Open Space Element)

Rehabilitation, Housing: The repair, preservation and/or improvement of substandard housing. (Housing Element)

Rehabilitation, Community: The repair, preservation and/or improvement of substandard neighborhoods and districts within a given community. (Land Use Element)

Relocation, Residential: Settlement of households in new locations who have been dislocated from their previous places of residence by actions involving removal of

the structures in which they lived. (Housing Element)

Reservoir: A body of water stored in either a natural or man-made basin. Reservoirs are usually used for the storage and regulation of water resources. (Conservation/Open Space Element)

Retrofit: To add materials and/or devices to an existing building or system to improve its operation, safety, or efficiency. Buildings have been retrofitted to use solar energy and to strengthen their ability to withstand earthquakes, for example. (Circulation Element)

Revitalization: The process involved in stimulating public and private re-investments to enhance the social, economic and physical environment of declining urban areas. (Introduction Chapter)

Rezoning: An amendment to the map and/or text of a zoning ordinance to effect a change in the nature, density, or intensity of uses allowed in a zoning district and/or on a designated parcel or land area. (Land Use Element)

Richter Scale: A measure of the size or energy release of an earthquake at its source. The scale is logarithmic where the wave amplitude of each number on the scale is 10 times greater than that of the previous whole number. (Safety Element)

Ridgeline: A line connecting the highest points along a ridge and separating drainage basins or small-scale drainage systems from one another. (Conservation/Open Space Element)

Right-of-way: A strip of land occupied or intended to be occupied by certain transportation and public use facilities, such as roads, railroads and utility lines. (Circulation Element)

Riparian: A type of environment, usually referring to stream banks or other areas that are adjacent to and dependent on a watercourse or body of water. (Conservation/Open Space Element)

Riparian Lands: Riparian lands are comprised of the vegetative and wildlife areas adjacent to perennial and intermittent streams. Riparian areas are delineated by the existence of plant species normally found near freshwater. (Conservation/Open Space Element)

Rock Art: Paintings (pictographs) or engravings (petrographs) on rock surfaces. (Conservation/Open Space Element)

Rock Shelter: A cave or rock overhang which has served as a temporary camp or chipping station for a pre-existing culture. (Conservation/Open Space Element)

Rural: A way of life characterized by living in a non-urban or agricultural environment at low densities without typical urban services. Urban services and facilities not normally found in rural areas include curbs, gutters and sidewalks; street lighting, landscaping an traffic signalization; mass public transit; and commercial facilities dependent on large consumer volumes such as regional shopping centers. (Introduction Chapter)

San Bernardino Freeway Express Busway: 11.2-mile exclusive bus and carpool lane that extends from El Monte to downtown Los Angeles. (Circulation Element)

Sanitary Landfill: The controlled placement of refuse within a limited area, followed by compaction and covering with a suitable thickness of earth and other containment material. (Conservation/Open Space Element)

Sanitary Sewer: A system of subterranean conduits that carries refuse liquids or waste matter to a plant where the sewage is treated, as contrasted with storm drainage systems (that carry surface water) and septic tanks or leech fields (that hold refuse liquids and waste matter on-site). (See "Septic System") (Conservation/Open Space Element)

Scenario: An outline or synopsis of a

hypothesized chain of events. (Safety Element)

Scenic Highway Corridor: The area outside a highway right-of-way that is generally visible to persons traveling on the highway. (Land Use Element)

Scenic Highway/Scenic Route: A highway, road, drive or street that, in addition to its transportation function, provides opportunities for the enjoyment of natural and man-made scenic resources and access or direct views to areas or scenes of exceptional beauty or historic or cultural interest. The aesthetic values of scenic routes often are protected and enhanced by regulations governing the development of property or the placement of outdoor advertising (billboards). Until the mid-1980s, general plans in California were required to include a Scenic Highways Element. (Circulation Element)

Scenic Quality: The total impression made by components of a natural or man-made landscape that provide an attractive and memorable visual experience to the viewer, including natural landforms, water features, rock outcroppings, trees and other vegetation, and rural and urban structures of interest. (Conservation/Open Space Element)

Second Unit: A self-contained living unit, either attached to or detached from, and in addition to, the primary residential unit on a single lot. "Granny Flat" is one type of second unit intended for the elderly. (Housing Element)

Section 8 Rental Assistance Program: A federal (HUD) rent-subsidy program that is one of the main sources of federal housing assistance for low-income households. The program operates by providing "housing assistance payments" to owners, developers and public housing agencies to make up the difference between the "Fair Market Rent" of a unit (set by HUD) and the household's contribution toward the rent, which is calculated at 30 percent of the household's adjusted gross monthly income (GMI). "Section 8" includes programs for new construction, existing housing and substantial or moderate housing rehabilitation. (Housing Element)

Sediment: Fragments of material such as soil or rock that is swept away by water and deposited in another location. (Conservation/ Open Space Element)

Seiche: An earthquake-generated wave in an enclosed body of water such as a lake, reservoir or bay. (Safety Element)

Seismic: Caused by or subject to earthquakes or earth vibrations. (Safety Element)

Seismic-Geologic or Hazardous Area Overlay Zone: A zone used to implement certain measures or regulations to protect public safety within hazard areas either as defined on a particular hazard plate or a composite of hazard areas shown on two or more plates referred to in the Technical Appendix of the Safety Element. (Safety Element)

Seniors: Persons age 62 and older. (See "Elderly") (Housing Element)

Senior Housing: (See "Elderly Housing") (Housing Element)

Sensitive Populations: (See "Sensitive Receptors") (Land Use Element)

Sensitive Receptors: Defined in Figure 5-1 of the SCAQMD CEQA Air Quality Handbook (1993) as: Long-term health care facilities, rehabilitation centers, convalescent centers, retirement homes, residences, schools, playgrounds, child care centers and athletic facilities. (Land Use Element)

Septic System: A sewage-treatment system that includes a settling tank through which liquid sewage flows and in which solid sewage settles and is decomposed by bacteria in the absence of oxygen. Septic systems are often used for individual-home waste disposal where an urban sewer system is not available. (See "Sanitary Sewer") (Conservation/Open Space Element)

Settlement: (1) The drop in elevation of a ground surface caused by settling or compacting. (2) The gradual downward movement of an engineered structure due to compaction. Differential settlement is uneven settlement, where one part of a structure settles more or at a different rate than another part. (Safety Element)

Shadowing: Refers to shadows cast be structures onto surrounding land uses. (Land Use Element)

Shall: That which is obligatory; an unequivocal direction (The California General Plan Glossary)

Shielding: Attenuation of sound by placing barriers between sound source and the receiver. (Noise Element)

Short-Term: (1) Now to five years into the future. (Circulation Element) (2) Measured from the occurrence of a disaster to weeks or months later, involving activities ranging from rescue and emergency sheltering to initial reconstruction. (Safety Element)

Should: Signifies a directive to be honored if at all possible; a less rigid directive than "shall", to be honored in the absence of compelling or contravening considerations (The California General Plan Glossary).

Significant Ecological Areas (SEAs): Ecologically important or fragile land and water areas valuable as plant and animal communities. (Conservation/Open Space Element)

Siltation: (1) The accumulating deposition of eroded material. (2) The gradual filling in of streams and other bodies of water with sand, silt, and clay. (Conservation/Open Space Element)

Single-family Housing Unit: A housing unit contained in a structure separated from other structures and designed for only one household. (Housing Element)

Single Room Occupancy (SRO): A single room, typically 80-250 square feet, with a sink and closet, but which requires the occupant to share a communal bathroom, shower and kitchen. (Housing Element)

Slope Stability: The ability of a slope of soil or rock materials to resist moving downhill. (Safety Element)

Small Craft Harbor: A small harbor or boat basin providing dockage, supplies and services for small pleasure craft. (Circulation Element)

Smart Growth: A set of policies governing transportation and land use planning practice for urban areas that benefits communities and preserves the natural environment by implementing development patterns that are compact, transit-oriented, walkable, bicycle-friendly, and include mixed-use buildings with a range of housing choices to keep density concentrated in the center of a town or city, combating urban sprawl. (Land Use Element)

Sociocusis: The loss of hearing ability by noise exposure to the social environment such as occupational noise and disease. (Noise Element)

Soft-Story Construction: A structure with at least one story, often the ground floor, with significantly less resistance to strong earthquake shaking than other floors in the structure. (Safety Element)

Solar Access: The provision of direct sunlight to an area specified for solar energy collection when the sun's azimuth is within 45 degrees of true south. (Land Use Element)

Solar System, Active: A system using a mechanical device, such as a pump or a fan, and energy in addition to solar energy to transport a conductive medium (air or water) between a solar collector and the interior of a building for the purpose of heating or cooling. (Conservation/Open Space Element)

Solar System, Passive: A system that uses direct heat transfer from thermal mass instead of mechanical power to distribute collected

heat. Passive systems rely on building design and materials to collect and store heat and to create natural ventilation for cooling. (Conservation/Open Space Element)

Solid Waste: Any unwanted or discarded material that is not a liquid or gas. Includes organic wastes, paper products, metals, glass, plastics, cloth, brick, rock, soil, leather, rubber, yard wastes, and wood, but does not include sewage and hazardous materials. Organic wastes and paper products comprise about 75 percent of typical urban solid waste. (Introduction Chapter)

Southern California Association of Governments (SCAG): As the designated Metropolitan Planning Organization, the Association of Governments is mandated by the federal government to research and draw up plans for transportation, growth management, hazardous waste management, and air quality. Additional mandates exist at the state level. (Introduction Chapter)

Southern California Housing Finance Agency (SCHFA): A joint powers authority between Los Angeles and Orange Counties formed in June 1988 to issue tax-exempt mortgage revenue bonds for low and moderate income first time homebuyers. The program is administered by the Community Development Commission of the County of Los Angeles and County Executive Office of the County of Orange on behalf of the SCHFA. (Housing Element)

Special Generator: Any facility that produces a significant demand for transportation facilities. (Circulation Element)

Special Purpose Centers: A location of high traffic generation such as a sports area, airport, park, beach, university, etc. (Circulation Element)

Specific Plan: A tool authorized by Government Code §65450 et. seq. for the systematic implementation of the general plan for a defined portion of a community's planning area. A specific plan must specify in detail the land uses, public and private facilities needed to support the land uses, phasing of development, standards for the conservation, development and use of natural resources, and a program of implementation measures, including financing measures. (Land Use Element)

Speed of Sound: 1128 feet per second at 70 degrees Fahrenheit. (Noise Element)

Sphere of Influence: The probable physical boundaries and service area of a local agency, as determined by the Local Agency Formation Commission of the County. (Land Use Element)

Sprawl: The expansion of a metropolitan area, with largely uncontrolled new land use of previously less developed areas surrounding a more urban core, typically used to describe suburban style developments at the fringe of the existing urban boundary. (Land Use Element)

Standards: (1) A rule or measure establishing a level of quality or quantity that must be complied with or satisfied. Government Code §65302 requires that general plans spell out the objectives, principles, "standards" and proposals of the general plan. Examples of standards might include the number of acres of park land per 1,000 population that the community will attempt to acquire and improve, or the "traffic Level of Service" (LOS) that the plan hopes to attain. (2) Requirements in a zoning ordinance that govern building and development as distinguished from use restrictions, for example, site design regulations such as lot area, height limit, frontage, landscaping, and floor area ratio. (Introduction Chapter)

State Responsibility Areas: Areas of the state in which the financial responsibility for preventing and suppressing fires has been determined by the State Board of Forestry (pursuant to Public Resources Code §4125) to be primarily the responsibility of the State. (Safety Element)

Stationary Source Controls: Air pollution abatement techniques applied to non-mobile sources, usually industrial plants or utility

facilities. (Conservation/Open Space Element)

Stock Cooperative Housing: Multiple-family ownership housing in which the occupant of a unit holds a share of stock in a corporation that owns the structure in which the unit is located. (Housing Element)

Storie Index: A numerical system (0-100) rating the degree to which a particular soil can grow plants or produce crops, based on four factors: soil profile, surface texture, slope, and soil limitations. (See "Prime Agricultural Land") (Conservation/Open Space Element)

Street Tree Plan: A comprehensive plan for all trees on public streets that sets goals for solar access, and standards for species selection, maintenance and replacement criteria, and for planting trees in patterns that will define neighborhood character while avoiding monotony or maintenance problems. (Conservation/Open Space Element)

Streets, Local: (See "Streets, Minor") (Circulation Element)

Streets, Major: The transportation network that includes a hierarchy of freeways, arterials and collectors to service through traffic. (Circulation Element)

Streets, Minor: Local streets not shown on the Circulation Plan, Map or Diagram whose primary intended purpose is to provide access to fronting properties. (Circulation Element)

Streets, Through: Streets that extend continuously between other major streets in the community. (Circulation Element)

Structure: Anything constructed or erected that requires location on the ground (excluding swimming pools, fences and walls used as fences). (Land Use Element)

Subdivision: The division of a tract of land into defined lots, either improved or unimproved, which can be separately conveyed by sale or lease, and which can be altered or developed. "Subdivision" includes a condominium project as defined in §1350 of the California Civil Code and a community apartment project as defined in §11004 of the Business and Professions Code. (Land Use Element)

Subdivision Map Act: Section 664 10 et seq. of the California Government Code, this act vests in local legislative bodies the regulation and control of the design and improvement of subdivisions, including the requirement for tentative and final maps. (Land Use Element)

Subregional: Pertaining to a portion or a region. (Growth Policy Chapter)

Subscription Bus Service: A custom commuter bus service or ride pool provided to a group of people having a common trip origin and destination for a premium monthly rate. (Circulation Element)

Subsidence: The sudden sinking or gradual downward settling and compaction of soil and other surface material with little or no horizontal motion. Subsidence may be caused by a variety of human and natural activity, including earthquakes. (See "Settlement") (Conservation/Open Space Element)

Subsidize: To assist by payment of a sum of money or by the granting of terms or favors that reduce the need for monetary expenditures. Housing subsidies may take the forms of mortgage interest deductions or tax credits from federal and/or state income taxes, sale or lease at less than market value of land to be used for the construction of housing, payments to supplement a minimum affordable rent, and the like. (Housing Element)

Substandard Housing: Residential dwellings that do not provide safe and sanitary housing because of their physical condition. (Housing Element)

Sulfur Dioxide: Chemical combination of sulfur and oxygen that are affected by photochemical reactions between hydrocarbons and nitrogen oxides to form sulfuric acid in the atmosphere, and are extremely corrosive and may contribute to reduced visibility and respiratory irritation.

(Conservation/Open Space Element)

Surface Runoff: Excess water that does not percolate into the ground, but travels over the soil surface to the nearest water channel or storm drain. Runoff can carry with it sediment, debris and pollutants. (Conservation/Open Space Element)

Sustainability: Community use of natural resources in a way that does not jeopardize the ability of future generations to live and prosper. (Element Goals and Policies Chapter)

Sustainable Development: Development that maintains or enhances economic opportunity and community well-being while protecting and restoring the natural environment upon which people and economies depend. Sustainable development meets the needs of the present without compromising the ability of future generations to meet their own needs. (State of California Office of Planning Research, General Plan Guidelines)

Tax Increment: Additional tax revenues that result from increases in property values within a redevelopment area. State law permits the tax increment to be earmarked for redevelopment purposes, but requires at least 20 percent to be used to increase and improve the community's supply of very low and low-income housing. (Housing Element)

Telecommunications: Refers to a technological industry that includes telephone service (both local and long distance), wireless, microwave, satellite, cable, video and, with the addition of the computer, transmission of voice, data and video along with sophisticated networks of electronic mail, telecommuting and video conferencing. (Circulation Element)

Telecommuting: An arrangement in which a worker is at home or in a location other than the primary place of work, and communicates with the workplace and conducts work via wireless or telephone lines, using modems, fax machines, or other electronic devices in conjunction with computers. (Circulation Element)

Temporary Assistance for Needy Families (TANF): Replaces the former AID to Families with Development Children (AFDC) program. Under TANF, states determine the eligibility of needy families and the benefits and services those families will receive. States must use the TANF funds consistent with the purposes of the new law that contains strong work requirements, places a time limit on most assistance, reduces welfare dependency and encourages two-parent families. (Housing Element)

Temporary Camps: A site briefly occupied by a pre-existing culture for the purpose of accomplishing a special task, ceremony or activity. (Conservation/Open Space Element)

Terrain: The physical features of a piece of land. (Conservation/Open Space Element)

Threatened Species: Any species that is likely to become endangered within the foreseeable future. A species of animal or plant is endangered when its survival and reproduction in the wild are in immediate jeopardy from one or more causes, including loss of habitat, change in habitat, over-exploitation, predation, competition, disease or other factors, or when, although not presently threatened with extinction, the species is existing in such small numbers that it may become endangered if its environment worsens. (Conservation/Open Space Element)

Ton Miles Per Gallon: A measurement of the number of miles one ton of goods can be transported using one gallon of fuel. (Circulation Element)

Traffic Model: A mathematical representation of traffic movement within an area or region based on observed relationships between the kind and intensity of development in specific areas. Many traffic models operate on the theory that trips are produced by persons living in residential areas and are attracted by various non-residential land uses. (See "Trip") (Circulation Element)

Traffic Operation Improvements: Regulation

and control of the movement of traffic to expedite flow and reduce congestion. Techniques include signal synchronization, re-stripping, channelization, etc. (Circulation Element)

Transfer of Development Rights: Also known as "Transfer of Development Credits", a program that can relocate potential development from areas where proposed land use or environmental impacts are considered undesirable (the "donor" site) to another ("receiver") site chosen on the basis of its ability to accommodate additional units of development beyond that for which it was zoned, with minimal environmental, social and aesthetic impacts. (Land Use Element)

Transit: The conveyance of persons or goods from one place to another by means of a local, public transportation system. (Circulation Element)

Transit, Public: A system of regularly scheduled buses and/ or trains available to the public on a fee-per-ride basis. Also called "Mass Transit". (Circulation Element)

Transit-Dependent: Refers to persons unable to operate automobiles or other motorized vehicles, or those who do not own motorized vehicles. Transit-dependent citizens must rely on transit, para-transit, or owners of private vehicles for transportation. Transit-dependent citizens include the young, the handicapped, the elderly, the poor and those with prior violations in motor vehicle laws. (Circulation Element)

Transit-Oriented Development (TOD): A mixed-use community within an average 2,000-foot walking distance of a transit stop and core commercial area. TODs mix residential, retail, office and public uses in a walkable environment, making it convenient for residents and employees to travel by transit, bicycle, foot or car. (Land Use Element)

Transition Zone: Controlled airspace extending upward from 700 or more feet above the ground wherein procedures for aircraft approach have been designated. The transition zone lies closer to an airport than the outer approach zone and outside of the inner approach zone. (See "Approach Zone" and "Outer Approach Zone") (Land Use Element)

Transitional Housing: Shelter provided to the homeless for an extended period, often as long as 18 months and generally integrated with other social services and counseling programs to assist in the transition to self-sufficiency through the acquisition of a stable income and permanent housing. (See "Homeless" and "Emergency Shelter") (Housing Element)

Transitway: Right-of-way reserved for the exclusive use of rail transit, buses or other high occupancy vehicles. (Circulation Element)

Transportation Control Measures: Transportation related strategies designed to implement air quality programs. (Circulation Element)

Transmitted Sound: That portion of sound energy that goes directly through a wall in contrast to the sound that is reflected or diffracted (i.e., bent) over a wall or around the corner of a building. (Noise Element)

Transportation Demand Management (TDM): A strategy for reducing demand on the road system by reducing the number of vehicles using the roadways and/or increasing the number of persons per vehicle. TDM attempts to reduce the number of persons who drive alone on the roadway during the commute period and to increase the number in carpools, vanpools, buses and trains, walking and biking. TDM can be an element of TSM (see below). (Circulation Element)

Transportation Systems Management (TSM): A comprehensive strategy developed to address the problems caused by additional development, increasing trips and a shortfall in transportation capacity. Transportation Systems Management focuses on more efficiently utilizing existing highway and transit systems rather than expanding them. TSM measures are characterized by their low cost and quick implementation time frame, such as computerized traffic signals, metered freeway ramps and one-way streets. (Circulation Element)

Travel Demand: The actual usage or projected desire for use of transportation facilities regardless of the capacity of those facilities. (Circulation Element)

Trees, Street: Trees strategically planted—usually in parkway strips, medians or along streets—to enhance the visual quality of a street. (Conservation/Open Space Element)

Trip: A one-way journey that proceeds from an origin to a destination via a single mode of transportation. The smallest unit of movement considered in transportation studies. Each trip has one "production end," (or origin—often from home, but not always) and one "attraction end (destination)." (See "Traffic Model.") (Circulation Element)

Trip Generation: The dynamics that account for people making trips in automobiles or by means of public transportation. Trip generation is the basis for estimating the level of use for a transportation system and the impact of additional development or transportation facilities on an existing, local transportation system. Trip generations of households are correlated with destinations that attract household members for specific purposes. (Circulation Element)

Truck Route: A path of circulation required for all vehicles exceeding set weight or axle limits. A truck route follows major arterials through commercial or industrial areas and avoids sensitive areas. (Circulation Element)

Tsunami: A large ocean wave generated by an earthquake in or near the ocean. (Safety Element)

Uniform Building Code (UBC): A national, standard building code that sets forth minimum standards for construction. (Housing Element)

Uniform Housing Code (UHC): State housing regulations governing the condition of habitable structures with regard to health and safety standards, and which provide for the conservation and rehabilitation of housing in accordance with the Uniform Building Code (UBC). (Housing Element)

Universal Design: An approach to the design of products, services and environments to be usable by as many people as possible regardless of age, ability or situation. (Land Use Element)

Urban: Of, relating to, characteristic of, or constituting a city. Urban areas are generally characterized by moderate and higher density residential development (i.e., three or more dwelling units per acre), commercial development, industrial development and the availability of public services required for that development, specifically central water and sewer, an extensive road network, public transit and other such services (e.g., safety and emergency response). Development not providing such services may be "non-urban" or "rural." (See "Urban Land Use.") CEQA defines "urbanized area" as an area that has a population density of at least 1,000 persons per square mile (Public Resources Code §21080.14(b)). (Introduction Chapter)

Urban Design: The attempt to give form, in terms of both beauty and function, to selected urban areas or to whole cities. Urban design is concerned with the location, mass and design of various urban components and combines elements of urban planning, architecture and landscape architecture. (Land Use Element)

Urban Expansion: Geographic extension of urban levels of development and service into previously undeveloped or non-urban areas. (Land Use Element)

Urban Growth Boundary: An officially adopted and mapped line dividing land to be developed from land to be protected for natural or rural uses. Urban growth boundaries are regulatory tools, often designated for long periods of time (20 or more years) to provide greater certainty for both development and conservation goals. (Also called "Urban Limit Line") (Conservation/Open Space Element)

Urban Land Use: Residential, commercial or industrial land use in areas where urban

services are available. (Land Use Plan)

Urban Reserve: An area outside of an urban service area but within an urban growth boundary in which future development and extension of municipal services are contemplated but not imminent. (Conservation/ Open Space Element)

Urban Services Area: (1) An area in which urban services will be provided and outside of which such services will not be extended. (2) Developed, undeveloped or agricultural land, either incorporated or unincorporated, within the sphere of influence of a city, which is served or will be served during the first five years of an adopted capital improvement program by urban facilities, utilities and services. The boundary around an urban service area is called the "urban service area boundary" and is to be developed in cooperation with a city and adopted by a Local Agency Formation Commission Government Code §56080. (Land Use Element)

Urban Services: Utilities (such as water, gas, electricity and sewer) and public services (such as police, fire, schools, parks and recreation) provided to an urbanized or urbanizing area. (Land Use Element)

Urban Sprawl: Haphazard growth or outward extension of a city resulting from uncontrolled or poorly managed development. (Land Use Element)

Utility Corridors: Rights-of-way or easements for utility lines on either publicly or privately owned property. (See "Right-of-way" or "Easement") (Circulation Element)

Vacancy Rate: The percentage of the housing stock which is vacant. (Housing Element)

$$\text{Vacancy Rate (VR)} = \frac{\text{total vacant units}}{\text{total units}}$$

Vacant Housing Unit: An unoccupied housing unit intended for permanent or seasonal occupancy. (Housing Element)

Vehicle-Miles Traveled (VMT): A key measure of overall street and highway use. Reducing VMT is often a major objective in efforts to reduce vehicular congestion and achieve regional air quality goals. (Circulation Element)

Very Low-Income Household: A household with an annual income usually no greater than 50 percent of the area median family income adjusted by household size, as determined by a survey of incomes conducted by a city or a county in the absence of such a survey, based on the latest available eligibility limits established by the U.S. Department of Housing and Urban Development (HUD) for the Section 8 housing program. (Housing Element)

View Corridor: The line of sight—identified as to height, width and distance—of an observer looking toward an object of significance to the community (e.g., ridgeline, river, historic building, etc.). The route that directs the viewers attention.

Viewshed: The area within view from a defined observation point. (Appendix A)

Volume-to-Capacity Ratio: A measure of the operating capacity of a roadway or intersection, in terms of the number of vehicles passing through, divided by the number of vehicles that theoretically could pass through when the roadway or intersection is operating at its designed capacity. Abbreviated as "V/C." At a V/C ratio of 1.0, the roadway or intersection is operating at capacity. If the ratio is less than 1.0, the traffic facility has additional capacity. Although ratios slightly greater than 1.0 are possible, it is more likely that the peak hour will elongate into a "peak period." (See "Level of Service") (Circulation Element)

Water-efficient Landscaping: Landscaping designed to minimize water use and maximize energy efficiency. (Conservation/Open Space Element)

Watercourse; Channel: Natural or once natural flowing (perennially or intermittently) water including rivers, streams and creeks. Includes natural waterways that have been channelized,

but does not include man-made channels, ditches and underground drainage and sewage systems. (Conservation/Open Space Element)

Watershed: The total area above a given point on a watercourse that contributes water to its flow. The entire region drained by a waterway or watercourse that drains into a lake or reservoir. (Conservation/Open Space Element)

Waterway: (See "Watercourse") (Conservation/Open Space Element)

Wetlands: Transitional areas between terrestrial and aquatic systems where the water table is usually at or near the surface or the land is covered by shallow water. Under a "unified" methodology now used by all federal agencies, wetlands are defined as "those areas meeting certain criteria for hydrology, vegetation and soils." (Conservation/Open Space Element)

Wildlife Corridor: A natural corridor, such as an undeveloped ravine, that is frequently used by wildlife to travel from one area to another. (Conservation/Open Space Element)

Wildlife Refuge: An area maintained in a natural state for the preservation of both animal and plant life. (Conservation/Open Space Element)

Williamson Act: Known formally as the California Land Conservation Act of 1965, it was designed as an incentive to retain prime agricultural land and open-space in agricultural use, thereby slowing its conversion to urban and suburban development. The program entails a ten-year contract between the city or county and an owner whereby the land is taxed on the basis of its agricultural use rather than its market value. The land becomes subject to certain enforceable restrictions, and certain conditions need to be met prior to approval of an agreement. (Conservation/Open Space Element)

Wireless Telecommunication Facility (WTF): Any unmanned ground or building-mounted communication tower and/or antenna and necessary appurtenances utilized to send or receive radio waves on frequencies reserved for mobile telephone service, utilizing a cellular operating technology, including, but not limited to, analog and digital cellular, personal communication system and enhanced specialized mobile radio technologies, paging and similar wireless services as may be described in the Telecommunications Act of 1996. (Land Use Element)

Woodlands: Lands covered with woods or trees. (Conservation/Open Space Element)

Zero Lot Line: A detached single-family unit distinguished by the location of one exterior wall on a side property line. (Land Use Element)

Zone, Combining: A special purpose zone that is superimposed over the regular zoning map. Combining zones are used for a variety of purposes, such as airport compatibility, floodplain or wetlands protection, historic designation or special parking regulations. Also called "overlay zone." (Land Use Element)

Zone, Interim: A zoning designation that temporarily reduces or freezes allowable development in an area until a permanent classification can be fixed that is generally assigned during general plan preparation to provide a basis for permanent zoning. (Land Use Element)

Zone, Traffic: In a mathematical traffic model, the area to be studied is divided into zones with each zone treated as producing and attracting trips. The production of trips by a zone is based on the number of trips to or from work or shopping, or other trips produced per dwelling unit. (Circulation Element)

Zoning: The division of a city or county by legislative regulations into areas or zones that specify allowable uses for real property and size restrictions for buildings within these areas. A program that implements policies of the General Plan. (Land Use Element)

Zoning District: A designated section of a city or county for which prescribed land use requirements and building and development standards are uniform. (Land Use Element)

Zoning, Exclusionary: (see Exclusionary Zoning) (Land Use Element)

Zoning, Incentive: The awarding of bonus credits to a development in the form of allowing more intensive use of land if public benefits, such as preservation of greater than the minimum required open-space, provision for low- and moderate-income housing or plans for public plazas and courts at ground level are included in a project. (Land Use Element)

Zoning, Inclusionary (See Inclusionary Zoning) (Land Use Element)

IX. FREQUENTLY ASKED QUESTIONS (FAQ)

Q: What is a General Plan?

A: The General Plan is a land use policy document. It establishes how land will be used by setting forth broad guidelines for the extent and nature of growth. It is a "blueprint" for the County and establishes the density, form and character.

Q: Why is the General Plan Update important?

A: The update process is an opportunity for communities throughout the unincorporated areas of Los Angeles County to review and provide input on the direction and form of future development and growth.

Q: How often does a General Plan Update take place?

A: The General Plan is updated after several years when County residents, elected officials and the planning department determine there is a need. There is no defined schedule for comprehensive updates; the frequency typically ranges from 5 years to 10 years, or sometimes more. The Housing Element is updated every 5 years, as mandated by State law. Annual Reports are produced each year to monitor the progress of plan implementation.

Q: How long does the General Plan Update take?

A: Given the size and diversity of the County, the update can often be a long process, scanning several years. The length of time can vary greatly depending on the issues and existing conditions. Community participation, environmental review, and interagency collaboration are some of the traditionally time-consuming components.

Q: Is the General Plan the same as the Community Plan?

A: The "General Plan" refers to the Los Angeles County General Plan, which is the main policy document for the County. It guides the long-term future use and physical development of the land in unincorporated Los Angeles County. A Community Plan, sometimes called a Neighborhood Plan, provides more detailed policies and goals for the community while maintaining consistency with the General Plan.

Q: Is the General Plan the same as Zoning?

A: No, these terms are not interchangeable; however, they are intrinsically linked. Zoning is one of many planning tools for implementing the General Plan. Regulations, policies, guidelines and agreements are other examples of implementation tools, which are often used in combination.

Q: How can I participate in the General Plan Update process?

A: Let us know you are interested! We will make sure you are invited to community meetings, hearings and events where your ideas will help shape future General Plan Updates.

X. CONTACT INFORMATION

The following departments and agencies are prominently mentioned in the General Plan. Please visit their websites for further information on their programs and services.

Agricultural Commissioner/Weights & Measures

http://acwm.co.la.ca.us/

Los Angeles County Department of Public Works

http://ladpw.org/

Antelope Valley Air Quality Management District

http://www.avaqmd.ca.gov/

Los Angeles County Department of Regional Planning

http://planning.lacounty.gov/

California Department of Transportation

http://www.dot.ca.gov/

Los Angeles County Sheriff's Department

http://lasd.org/

Chief Administrative Office

http://cao.lacounty.gov/

Los Angeles County Economic Development Corporation

http://www.laedc.org/

Community Development Commission

http://www.lacdc.org/

Los Angeles Regional Water Quality Board

http://www.swrcb.ca.gov/rwqcb4/

Department of Beaches and Harbors

http://beaches.co.la.ca.us/bandh/main.htm

Los Angeles County Metropolitan Transportation Authority

http://www.metro.net/

Los Angeles County Fire Department

http://fire.lacounty.gov/

Metrolink

http://www.metrolinktrains.com/

Los Angeles County Department of Parks and Recreation

http://lacountyparks.org/

Sanitation Districts of Los Angeles County

http://www.lacsd.org/

Los Angeles County Department of Public Health

http://lapublichealth.org/

South Coast Air Quality Management District

http:www.aqmd.gov/