

ATTACHMENT 1

Chapter 3: Guiding Principles

Guiding Principles

Sustainability requires that planning practices meet the needs of Los Angeles County without compromising the ability of its future generations to realize their economic, social, and environmental goals. The following five guiding principles work to emphasize the concept of sustainability throughout the General Plan.

1. Employ Smart Growth: Shape new communities to align housing with jobs and services; and protect and conserve the County's natural and cultural resources, including the character of rural communities.

The General Plan implements smart growth by using strategies that are tailored to each community. In urban areas, strategies, such as transit-oriented development, will create vibrant neighborhood centers around transit stations that promote neighborhoods where people can live, work, and shop without the need to drive to each destination. Active ~~Another smart growth strategy is to facilitate the creation of vibrant and active corridor developments that will connect major centers and destinations, and thriving neighborhoods centers within the unincorporated areas.~~ In rural areas, land uses and developments that are compatible with the natural environment and landscape will maintain existing community character. These work in conjunction with other smart growth strategies to "green" streets and buildings, and protect and conserve its natural resources.

2. Ensure community services and infrastructure are sufficient to accommodate growth: Coordinate an equitable sharing of public and private costs associated with providing or upgrading community services and infrastructure to meet growth needs.

~~Community services and infrastructure serve as the backbone of a community. Quality of life is dependent upon the quality and availability of schools, parks, libraries, police and fire services, cultural facilities, and open space and community gathering places; as well as roadway networkscirculation systems, water, sewers, flood protectioncontrol, utilities, communication, and waste management systems. Successful land use planning and growth management relies upon the orderly and efficient planning of community services and infrastructure, and. The key to growth management is the commitment to proactively coordinate with the coordination of public and private partners to provide and maintain sufficient services and infrastructure that are commensurate with growth. Planning for community services and infrastructure must be context-sensitive.~~ The General Plan establishes policies and programs to address existing deficiencies in community services and infrastructure, and to ensure the provision of sufficient community services and infrastructure for new developments.

3. Provide the foundation for a strong and diverse economy: Protect areas that generate employment and promote programs that support a stable and well educated workforce. This will provide a foundation for a jobs-housing balance and a vital and competitive economy in the unincorporated areas.

Ensuring the economic vitality and long-term competitiveness of the unincorporated areas requires policies that will promote a stable and well-educated job base, generate tax revenues to support quality services, provide for a jobs-housing balance, and accommodate the businesses and industries that represent the jobs of the future. As planning for future growth and the appropriate land use mix has major impacts on the local and regional economy, the General Plan addresses the

protection of industrial land in the unincorporated areas. The General Plan also provides policies and programs to foster economic development.

4. Excellence in environmental resource management: Carefully manage the County's natural resources, such as air, water, wildlife habitats, mineral resources, agricultural land, forests, and open space in an integrated way that is both feasible and sustainable.

Stewardship of the natural resources in Los Angeles County, such as clean air, clean water, wildlife habitats, mineral resources, agricultural land, forests, and open space, is essential to a successful sustainability strategy. ~~Los Angeles County as a whole is urbanized, and~~ ~~the majority of its~~ ~~the~~ natural resources in Los Angeles County are located in the unincorporated areas. Natural resources are vital for the recreational, scenic and wilderness opportunities they provide, as well as for their role in sustaining the function of natural environments. The General Plan provides policy guidance to protect and conserve natural resources and to improve the quality of its air, water and biological resources. The General Plan also includes goals, policies and programs to minimize risks and discourage development in areas that are prone to safety hazards, such as earthquakes, floods and wildfires.

5. Provide healthy, livable and equitable communities: Design communities that incorporate their cultural and historic surroundings, are not overburdened by nuisance and negative environmental factors, and provide reasonable access to food systems. These factors have a measureable effect on public well-being.

The General Plan promotes the creation of communities that foster physical activity, safety, and health. Land use that promotes physical activity and access to healthy food is a strategy to address the obesity epidemic and corresponding high rates of chronic diseases. In addition, policies to address environmental conditions, such as poor air quality, polluted urban stormwater runoff, deteriorated housing conditions, and ground and surface contamination have a direct impact on public health. Furthermore, promoting safety through improvements in the County's bikeway network, the creation of pedestrian-friendly environments and complete streets that are accessible to all users produce positive outcomes from a land use and public health perspective.

The General Plan addresses environmental justice by providing information and raising awareness to a number of ~~environmental~~ issues that impact the unincorporated areas, including but not limited to ~~impacts from~~ excessive noise, water pollution, air pollution, and heavy industrial uses. The General Plan also emphasizes the importance of sufficient services and infrastructure; protecting and conserving open space, natural and resource areas, and making them accessible; and preventing and minimizing pollution impacts; and stakeholder participation in planning efforts.

Environmental Justice

Environmental justice is the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies.

An environmentally just Los Angeles County is a place where:

- Environmental risks, hazards, and public service related environmental services, such as trash hauling and landfills, are distributed equitably without discrimination;
- Existing and proposed negative environmental impacts are mitigated to the fullest extent to protect the public

- health, safety, and well-being;
- Access to environmental investments, benefits, and natural resources are equally distributed; and
 - Information, participation in decision-making, and access to justice in environment-related matters are accessible to all.

Chapter 4: Background

I. Location and Description

With approximately 4,083 square miles, Los Angeles County is geographically one of the largest counties in the country. Los Angeles County stretches along 75 miles of the Pacific Coast of Southern California, and is bordered to the east by Orange County and San Bernardino County, to the north by Kern County, and to the west by Ventura County. Los Angeles County also includes two offshore islands, Santa Catalina Island and San Clemente Island. Figure 4.1 shows the regional location of Los Angeles County.

Figure 4.1: Regional Location of Los Angeles County Map

Unincorporated Areas

The unincorporated areas account for approximately 65 percent of the total land area of Los Angeles County, as shown in Table 4.1.

Table 4.1: Los Angeles County Distribution of Land Area

County Land Components	Cities (sq. miles)	Unincorporated (sq. miles)	Total (sq. miles)
Mainland	1,45623.07	2,497528.73	3,953.72
San Clemente Island	0	56.4	56.4
Santa Catalina Island	2.9	71.9	74.8
Total	1,45826.96	2,6256.06	4,0843.92

Source: Los Angeles County Department of [Regional Planning](#)Public-Works

The unincorporated areas in the northern portion of Los Angeles County are covered by large amounts of sparsely populated land, and include the Angeles National Forest, part of the Los Padres National Forest, and the Mojave Desert. The unincorporated areas in the southern portion of Los Angeles County consist of many non-contiguous land areas, which are often referred to as the County's unincorporated urban islands.

ATTACHMENT 2

Chapter 6: Land Use Element

I. Introduction

The Land Use Element provides strategies and planning tools to facilitate and guide future development and revitalization efforts. In accordance with the California Government Code, the Land Use Element designates the proposed general distribution and general location and extent of uses. The General Plan Land Use Policy Map and Land Use Legend serve as the “blueprint” for how land will be used to accommodate growth and change in the unincorporated areas.

II. Background

Land Uses

As shown in Table 6.1, more than over half of the unincorporated area is designated for natural resources. The next largest highest is rural, which accounts for approximately 39 percent of the unincorporated areas, followed by residential, which accounts for approximately three percent of the unincorporated areas.

Table 6.1: Total General Land Use Policy Categories, by Acreage

General Land Use Categories	Category	Acres*
Residential		51,480,547,741
Rural		641,321,651,272
Commercial		5,268,588
Industrial		7,304,9162
Natural Resources*		844,224,881,526
Public and Semi-Public		79,920,32,597
Mixed Use		291,758
Specific Plan**		13,556,14,114
Other***		1,0807
Total:		1,644,50,444,845

*—Natural Resources includes all natural resource and categories (including natural areas, developed parks, waterways, golf courses, etc.), and military areas (San Clemente Island and Edwards AFB). Acreage includes all unincorporated territory in the County with the exception of rights-of-way. As a result of the update of Assessor Parcel

~~data, new right-of-ways have been dedicated since August of 2011; so the total acreage between this table and Table C.3 differs by 67 acres.~~

~~** Some area and community plans have special categories that donot fit into the scheme of the proposed Land Use Policy categories (such as "special use sites," parking areas. Specific Plans include a combination of land uses, senior citizen density bonus areas, etc.)~~

~~** Some area and community plans have special categories that do not fit into the scheme of the Land Use Legend categories (such as "special use sites," parking areas, senior citizen density bonus areas, etc.)~~

General Plan Amendments and Implementation Tools

As the constitution for local development, the General Plan guides all activities that affect the physical environment.

General Plan Amendments

The General Plan ~~will~~should be amended periodically and through a comprehensive, community-based effort to address changes to community priorities, demographics or economic trends. Project-specific amendments must be consistent with the General Plan's overall intent, goals and policies.

Zoning

~~The General Plan Land Use Policy Map establishes the long-range vision, and general intended uses, densities and/or intensities of the land. The County's Zoning Code, and Subdivision Code, and Zoning mMap, are General Plan implementation tools of the General Plan that provide details on specific allowable uses, design and development standards, and procedures. Zoning and subdivision regulations set the standards that govern the division, design and use of individual parcels of land, including minimum lot size, lot configuration, access, height restrictions, and front and rear yard setback standards for structures. The Zoning Map is required to be consistent with the General Plan Land Use Policy Map.~~

For more information on the Los Angeles County Subdivision Zoning and Zoning Subdivision Codes (Titles 21 and 22), please visit the Los Angeles County Department of Regional Planning's web site at <http://planning.lacounty.gov>.

Specific Plans

A specific plan is a tool to systematically implement the General Plan within an identified project area. Specific plans are used to ensure that multiple property owners and developers adhere to a common plan or coordinate multiple phases of a long-term development. Specific plans must further the goals and policies of the General Plan. ~~No specific plans must be~~ may be adopted or amended unless the proposed plan or amendment is consistent with the General Plan. No local public works project may be approved, no tentative map or parcel map for which a tentative map was not required may be approved, and no zoning ordinance may be adopted or amended within an area covered by a specific plan unless it is consistent with the adopted specific plan.

California Government Code Sections 65450 et seq. require specific plans to include text and a diagram(s) to detail the following:

- Distribution, location, extent of the uses of land, including open space, within the project area;
- Proposed distribution, location and extent and intensity of major components of public and private transportation, sewage, water, drainage, solid waste disposal, energy, and other essential facilities proposed to be located within the project area and needed to support the land uses described in the specific plan;
- Standards and criteria by which development will proceed and, where applicable, standards for conservation, development, and utilization of natural resources; and
- Implementation measures, including regulations, programs, public works projects, and financing measures necessary to carry out the above.

Specific plans must include a statement of the relationship of the specific plan to the General Plan, and may also include provisions regarding affordable housing, resource management, development requirements or any other matter relevant to the project area. In addition, a specific plan must be prepared, adopted, and amended in the same manner as a general plan, except that a specific plan may be adopted by resolution or by ordinance and may be amended as often as deemed necessary by the Board of Supervisors. A specific plan may be repealed in the same manner as it is required to be amended. Furthermore, a specific plan may be initiated by the public or private sector; however, the responsibility for the adoption, amendment, and repeal lies with the Board of Supervisors.

The Specific Plan Overlay in the General Plan Land Use Legend identifies the boundaries and shows the relationship of specific plans to the General Plan Land Use Policy Map.

The following is a list of specific plans in the unincorporated areas:

- Canyon Park Specific Plan (adopted 1986)
- La Viña Specific Plan (adopted 1989)
- Santa Catalina Island Specific Plan (component of Local Coastal Program; adopted 1989)
- Marina Del Rey Specific Plan (component of Local Coastal Program; adopted 1996 and amended in 2012)
- Northlake Specific Plan (adopted 1993)
- Newhall Ranch Specific Plan (adopted 1999)
- Universal Studios Specific Plan (adopted 2013)

Development Agreements

A development agreement is a negotiated contract between the County and a private developer that, among other things, secures—“locks-in” land use and zoning regulations for the duration of the agreement. A development agreement provides assurance to an applicant that a development project may proceed in accordance with existing policies, rules and regulations, and conditions of approval in effect at the time the agreement is adopted. The agreement in turn allows the County to negotiate a wider range of public benefits, including but not limited to, affordable housing, civic art, open space, or other amenities not authorized or required by current ordinances.

A development agreement must specify the duration of the agreement, the permitted uses of the property, the density or intensity of use, the maximum height and size of proposed buildings, and provisions for reservation or dedication of land for public purposes. It may include fees, conditions, terms, restrictions, and requirements for subsequent discretionary actions. However, any future actions must not prevent the development of the land for the uses and the density or intensity of development set forth in the agreement. Furthermore, the agreement may also include timeframes for commencing or completing construction, and terms and conditions for financing necessary public facilities and subsequent reimbursement.

Government Code Sections 65865 et seq. authorize the Board of Supervisors to adopt development agreements ~~ss by ordinance~~. At the time of adoption, a development agreement must be consistent with the General Plan and any applicable specific plan. ~~A development agreement is subject to referendum.~~

Special Management Areas

The County's Special Management Areas require additional development regulations that ~~are necessary to~~ prevent the loss of life and property, and to protect the natural environment and important resources. ~~The extent of the~~ County's Special Management Areas are shown in Figure 6.1.

The General Plan minimizes risks to hazards and discourages development in Special Management Areas through goals and policies. The Hazard, Environmental and Resource Constraints Model, which is a visual representation of some of the Special Management Areas, ~~is intended to~~ can be used to inform applicants and property owners of potential site constraints, as well as to guide land use policies that are developed as part of future community-based planning efforts; inform applicants of potential site constraints and regulations; and to direct land use policies and the development of planning regulations and procedures to address hazards, environmental and resource constraints. For more information on the Hazard, Environmental and Resource Constraints Model, please refer to Appendix C.

Figure 6.1: Special Management Areas Policy Map

Special Management Areas are comprised of the following:

Agricultural Resource Areas

Agricultural Resource Areas (ARAs) consist of farmland identified by the California Department of Conservation and farms that have received permits from the ~~Los Angeles County~~ Agricultural Commissioner/Weights and Measures. The County encourages the preservation and sustainable utilization of agricultural land, agricultural activities, and compatible uses within these areas. ARAs are described in greater detail in the Conservation and Natural Resources Element.

Airport Influence Areas

Airport Influence Areas are comprised of airport property, noise contours and runway protection zones, and noise contours ~~airport property~~. With certain exceptions, all developments located in an Airport Influence Area are subject to review by the Los Angeles County Airport Land Use Commission (ALUC) for compliance with noise and safety regulations, per Title 21 of the California Code of Regulations. The Airport Influence Areas are shown in Figure 6.2.

Figure 6.2: Airport Influence Areas Policy Map

Coastal Zone

The coastal zone is comprised of land and water areas regulated by the California Coastal Commission. There are five unincorporated areas in the state-designated coastal zone: Santa Catalina Island, Marina Del Rey, Santa Monica Mountains, Ballona Wetlands, and San Clemente Island. In accordance with the California Coastal Act, all development within the coastal zone must first obtain a Coastal Development Permit (CDP). Local Coastal Programs (LCPs) establish detailed land use policy and development standards within their respective coastal zone segments.

The County has certified LCPs for Santa Catalina Island and Marina Del Rey, which give the County authority over proposed developments. In areas where Prior to the certification of an LCP has not yet been certified, specific development proposals are reviewed by the County for consistency with the General Plan, but the final authority to issue CDPs lies with the California Coastal Commission.

In the coastal zone, tThe County has designated several types of coastal resources that are important to protect. These resources include: Environmentally Sensitive Habitat Areas; Significant Woodlands and Savannahs; Significant Watersheds; the Malibu Cold Creek Resource Management Area; and the Wildlife Migration Corridor. Coastal resources are described in greater detail in the Conservation and Natural Resources Element.

Historic, Cultural and Paleontological Resources

Historic, Cultural and Paleontological Resources include historic buildings, structures, Native American artifacts or sites, and districts of historical, architectural, archaeological, or paleontological significance that, which are officially recognized by the California Office of Historic Preservation or identified in authoritative surveys of archaeological societies, historical societies, or academic studies. Historic, Cultural and Paleontological Resources are described in greater detail in the Conservation and Natural Resources Element.

Flood Hazard Zones

Flood Hazard Zones are areas subject to flooding. The Federal Emergency Management Agency (FEMA) delineates flood hazard zones. They are delineated as special hazard areas, or areas of moderate or minimal hazard on a Federal Emergency Management Agency (FEMA)-issued flood insurance rate maps. The identification of a Flood Hazard Zone does not imply that areas beyond, or the uses permitted within its boundaries will be free from flooding or flood damage. Flood Hazard Zones are described in greater detail in the Safety Element.

Mineral Resource Zones

Mineral Resource Zones are commercially viable mineral or aggregate deposits, such as sand, gravel, and other construction aggregate. The County's Mineral Resources consist of the California Geological Survey's identified deposits of regionally significant aggregate resources. Mineral Resource Zones are described in greater detail in the Conservation and Natural Resources Element.

Military Installations and Operation Areas

The U.S. Department of Defense is responsible for thousands of acres within Los Angeles County, including installations and facilities. Coordination between the County and the U.S. Department of Defense is important to ensure compatibility between military installations and operation areas, and adjacent land uses (see Figure 6.2). The management of natural resources within the military installations and operation areas are described in greater detail in the Conservation and Natural Resources Element.

Figure 6.2 shows the boundaries and minimum altitudes for the Military Operation Areas (MOAs). A Military Operation Area (MOA) is a three-dimensional airspace designated for military training and transport activities that have a defined floor (minimum altitude) and ceiling (maximum altitude). Within Los Angeles County, there are several MOAs used by military aircraft to practice high and low altitude training exercises and travel routes between military installations. Additionally, in and around MOAs, testing is conducted to maintain military readiness. Figure 6.3 shows the boundaries and minimum altitudes for the MOAs.

In guiding growth and development in the unincorporated areas, it is important to consider the critical role of MOAs in support of national defense. The General Plan considers all future land uses that seriously impact or hinder the military's training and testing capabilities to be incompatible land uses.

Figure 6.32: Military Installations and Operation Areas Map

National Forests

The Los Padres National Forest and Angeles National Forest encompass nearly 650,000 acres of land within Los Angeles County. Nearly 40,000 acres are privately-owned. For these parcels, commonly referred to as in-holdings, the County retains responsibility for land use regulation. Any privately-owned parcels in the national forests should be regulated in a manner that is consistently with the overall mission and management plans of the national forests, which the U.S. Forest Service prepares and periodically updates. The national forests are described in greater detail in the Conservation and Natural Resources Element.

Open Space Resource Areas

Open Space Resource Areas refer to public and private lands, and waters that are preserved in perpetuity or for long-term open space and recreational uses. Existing open spaces in the unincorporated areas include County parks and beaches, conservancy lands, state parklands, and federal lands. Open spaces can also include deed-restricted open space parcels and easements. Open Space Resource Areas are described in greater detail in the Conservation and Natural Resources Element.

Scenic Resources

The County recognizes that scenic features in the region, such as the coastline and mountain vistas, and other scenic features of the region, are significant natural resources for the County. One type of scenic resource is the Hillside Management Areas (HMAs), which are mountainous or foothill terrain with a natural slope of 25 percent or greater. The purpose of the Hillside Management Ordinance in Title 22 of the County Code is to regulate development within Hillside Management Areas to 1) protect the public from natural hazards associated with steep hillsides, and 2) to minimize/mitigate the effects of development and grading on the scenic resources. In addition to

HMAs, the General Plan protects ridgelines, scenic viewsheds, and areas along scenic highways. Scenic resources are described in greater detail in the Conservation and Natural Resources Element.

Seismic and Geotechnical Hazard Zones

Seismic and Geotechnical Hazard Zones include active and potentially active faults identified by the California State Division of Mines and Geology under the provisions of the Alquist-Priolo Earthquake Fault Zones Act (California Public Resources Code, Division 2, Chapter 7.5), as well as faults that are considered active based on published and unpublished information. The Seismic and Geotechnical Hazard Zones also include seismically-induced liquefaction and landslide areas. Seismic and Geotechnical Hazard Zones are described in greater detail in the Safety Element.

Significant Ecological Areas and Coastal Resource Areas

A Significant Ecological Area (SEA) designation is given to land in the County that contains irreplaceable biological resources. Cumulatively, the 21 SEAs and nine Coastal Resource Areas (CRAs) represent the wide-ranging biodiversity of Los Angeles County, and contain its most important biological resources. Individual SEAs include undisturbed or lightly disturbed habitat that supporting valuable and threatened species, linkages and corridors that facilitate promote species movement, and are sized to support sustainable populations of its component species. SEAs and CRAs are described in greater detail in the Conservation and Natural Resources Element.

Very High Fire Hazard Severity Zones

Very High Fire Hazard Severity Zones (VHFHSZ) are woodland and brush areas with high fire potential. In conjunction with the Forestry Division of the Los Angeles County Fire Department, woodland and brush areas with high fire potential have been identified as Very High Fire Hazard Severity Zones (VHFHSZ). VHFHSZs are discussed in greater detail in the Safety Element.

Disadvantaged Unincorporated Legacy Communities (SB 244)

SB244, which became effective in 2011, requires cities and counties to identify and study the infrastructure needs of disadvantaged unincorporated communities. The County used the following criteria to identify “disadvantaged unincorporated legacy communities” as required by state law:

- Parcels are at least 50 years old.
- Parcels are outside of a city’s sphere of influence.
- Parcels are clustered with 10 or more units in close proximity.
- Households earn less than 80% of the state median income.

As shown in Figure 6.43, the majority of parcels identified for SB 244 are concentrated in the eastern portion of the Antelope Valley. The remaining parcels are located in the western portion of the Antelope Valley, Lopez Canyon, Kagel Canyon, Altadena, Hacienda Heights, and Rowland Heights.

Figure 6.43: Disadvantaged Unincorporated Communities (SB 244)

For a general assessment of structural fire protection for the unincorporated areas, please refer to the Fire Hazards section of the Safety Element. For information on water service and sanitary

sewers, please refer to the Drinking Water and Sanitary Sewer sections of the Public Services and Facilities Element. For information on stormwater management, please refer to the Local Water Resources section of the Conservation and Natural Resources Element. The intent of the General Plan is to address the specific needs of the disadvantaged legacy communities through area planning efforts. Please refer to Program PS/F-1: Planning Area Capital Improvement Plans in Chapter 16: General Plan Implementation Programs.

III. Issues

1. Creating Opportunities for Infill Development

Infill development contributes to compact development, which consumes less land and resources. It also can reduce the costs of providing public infrastructure and services. It is important to recognize the opportunities as well as challenges of infill development in the unincorporated areas.

Transit Oriented Development

Urban and suburban areas with access to major transit and commercial corridors have the most potential for infill development. Transit-oriented development is well-suited for higher density housing and mixed uses, with nodes and commercial, employment, and civic activities. Transit-oriented development connects neighborhoods, and community and employment centers through a broad network of pedestrian, bicycle, transit, and roadway facilities.

Transit Oriented Districts (TODs)

Transit Oriented Districts (TODs) are areas within a 1/2 mile radius from a major transit stop, with that have development and design standards, and incentives to facilitate transit-oriented development. Figure 6.53 shows the location of the following 11 TODs:

- Aviation/LAX Station TOD (Metro Green Line)
- Hawthorne Station TOD (Metro Green Line)
- Vermont Station TOD (Metro Green Line)
- Rosa Parks Station TOD (Metro Green Line/Blue Line)
- Slauson Station TOD (Metro Blue Line)
- Florence Station TOD (Metro Blue Line)
- Firestone Station TOD (Metro Blue Line)
- Del Amo Station TOD (Metro Blue Line)
- Sierra Madre Villa Station TOD (Metro Gold Line)
- Third Street TOD Corridor (Metro Gold Line)
- 110 Freeway/Carson Station TOD (connection to Metro Silver Line)

As stated in Program LU-2 Transit Oriented District Program, All TODs will be implemented by a TOD specific plan, or a similar mechanism, with standards, regulations, and infrastructure plans that tailor to the unique characteristics and needs of each community, and address access and connectivity, pedestrian improvements, and safety. For more information, please refer to Program LU-2 Transit Oriented District Program in Chapter 16 General Plan Implementation Programs.

The TOD plans will address existing challenges within many of the County's TODs. For example, many of the transit stations that serve the unincorporated areas are located in the middle of freeways, which limit access to the station, expose users to traffic and noise pollution, and create unsafe hostile environments for pedestrians. Another challenge to implementing TODs is the existing development patterns around the transit stations. As many of the lots are small, developments will require lot consolidation and incentives to utilize higher densities.

Figure 6.54: Transit Oriented Districts Policy Map

Vacant and Underutilized Parcels

Infill potential in urbanized areas is measured by the availability of vacant and underutilized parcels. Many vacant or underutilized parcels in infill areas have site constraints and in some cases, do not meet current zoning regulations and development standards. For example, many infill parcels along major commercial corridors are shallow or narrow, and new parking, landscaping or drainage requirements may require more land area than physically or financially feasible. Regulatory incentives, such as lot consolidation provisions and parking reductions, are needed to encourage development on these sites.

Brownfields

Brownfield sites are former industrial or commercial sites that are abandoned or underutilized due to real or perceived environmental contamination from previous or current uses. Brownfield sites present infill development opportunities, as well as opportunities to clean up environmentally damaged sites in the unincorporated areas.

The costs and liability associated with remediating brownfield sites, however, is a deterrent to redevelopment. The availability of Technical assistance, financing and other programs isare necessary to promote brownfields redevelopment.

Adaptive Reuse

Adaptive reuse can play a key role in revitalizing older, economically-distressed neighborhoods. Older and often historically significant buildings can be recycled and converted into other uses, such as multifamily residential developments, live and work units, mixed use developments, or commercial uses. Adaptive reuse can play a key role in revitalizing older, economically-distressed neighborhoods. However, preexisting conditions, such as building location, lack of onsite parking, footprint and size can add to the difficulty in, may not meet current zoning regulations and development standards. Regulatory incentives, such as flexibility in zoning, are needed to encourage the adaptive reuse of older buildings.

2. The Impacts of Sprawl

Sprawl is a low-density land use pattern that extends development into areas with limited or no infrastructure, such as roads, public utilities, and public transit. greenfields and other undeveloped

lands with limited or no infrastructure and transit options. A sprawling land use pattern puts the unincorporated areas at risk of losing resources, such as agricultural lands, and will contribute to the fragmentation and isolation of open space areas. In addition, as sprawl is commonly located in areas with limited or no transit options, continuing this land use Sprawl also pattern contributes to traffic congestion, air pollution, and greenhouse gas emissions.

3. Land Use Compatibility and Distribution

Land Use Compatibility

Land use conflicts over noise, odor, exposure to hazards, and community character are important considerations in land use planning. The placement and distribution of land uses has a significant impact on a community's the quality of life. For example, a rResidential uses, for example, could be impacted by noise or odor from an adjacent should be buffered from intensive land uses, such as heavy industrial or heavy agricultural uses, for health and safety reasons. The General Plan addresses land use compatibility by mapping and regulating uses and intensities, and including policies and programs that mitigate land use conflicts through design, such as the use of landscaping, walls, building orientation, and performance standards. The General Plan also encourages developments that are compatible with community identity and character and existing conditions, such as rural and natural environmental settings.

The General Plan encourages the protection of mMajor facilities, such as landfills, solid waste disposal sites, energy facilities, natural gas storage facilities, military installations, and airports should be protected from the encroachment of incompatible uses. For example, the County's Airport Land Use Plan, which was adopted by the Airport Land Use Commission (ALUC) in 1991, addresses compatibility between airports and surrounding land uses by addressing noise, overflight, safety, and airspace protection concerns to minimize the public's exposure to excessive noise and safety hazards within Airport Influence Areas. The Airport Influence Areas are shown in Figure 6.4.

Figure 6.5: Airport Influence Areas Policy Map

Planning for Various Needs through Land Use Planning

Land use planning can contribute to addressing community needs. For example, complementary land uses, such as local-serving grocery stores, parks and schools in residential neighborhoods, or community-serving uses near employment centers, can promote a balanced distribution of jobs, housing and services. As discussed in theThe Housing Element identifies the need to plan for, denser and more compact housing types are necessary in the unincorporated areas to accommodate changingthe housing needs for populations, such as aef the growing senior citizen population, younger individuals living alone, low-income households, and others who need and/or desire apartments, condominiums, and smaller, more affordable housing units. There is also a need

As discussed in the Economic Development Element, land suitable for employment-rich businesses and industrial uses is an invaluable economic resource. The County must identify a to plan for areas that are appropriate to accommodate job growth and support increased demand for goods and services. Furthermore, While land intensive commercial activities generally serve regional and local needs, and are best located within major transportation corridors, there there is also a need to plan for community-serving commercial uses in proximity to residential neighborhoods. The inclusion of complementary land uses within local communities, such as local-serving grocery stores, parks and schools in residential neighborhoods, or community-serving uses near employment centers, can promote a balanced distribution of jobs, housing and services.

~~Land use planning can also provide access to amenities that~~ Furthermore, ~~access to amenities that promote health, such as healthy food, is a strategy can lead to important health outcomes, such as to reducing address the the occurrence of obesity epidemic and corresponding high rates of chronic diseases.~~

In particular, ~~access to~~ food systems are a critical component of planning for healthy, livable, and equitable communities. Ensuring that opportunities exist to grow, sell, and consume healthy foods promotes public health and supports efforts to reduce obesity rates. ~~Land use patterns that encourage access to healthy food provide the foundation necessary to build healthier communities and address equitable access to healthy food.~~

Among community-serving uses, early care and education falls short of meeting demand. There is a need to ensure that all households have access to a sufficient supply of quality early care and education and supervised school-age enrichment options for children from birth to age 13. In conjunction with the goals, strategies and objectives of the County's Child Care Policy Framework and Child Care Planning Committee, the General Plan encourages and facilitates the development of early care and education in the unincorporated areas. For more information, please visit the CEO Office of Child Care web site at <http://childcare.lacounty.gov>.

4. Community Wellness

Community design and sustainable developments are two concepts that contribute to land use patterns and community infrastructure that promote health and wellness in communities.

Community Design

Community design relates to the physical character and order of a community, and the relationship between people and their environment, ~~W,~~ and with each other. ~~Community design is the understanding that what constitutes "good" design is entirely dependent on the context and perspective of each individual community. Community design in rural areas in the Antelope Valley is could be different from community design in urbanized communities, such as East Los Angeles and Florence-Firestone.~~

Successful community design standards build upon the characteristics of both the natural and man-made environments that are unique to each community. Community design is more than ~~adoes not~~ focus on the architectural style of a specific building or site. ~~It involves, but rather~~ groups of related elements and uses that when taken together, define a community. ~~In some areas, c~~Community design considers the adjacency of building entry and sidewalk, the scale of new buildings relative to neighboring structures, and the relationship of the street to the sidewalk. ~~Other examples include designing neighborhood gateways and, streetscape improvements on a commercial corridor. Examples of c~~Community design elements can include, ~~consistent landscaping for streets or, and uniform signage that can designates a special district within a community in an urbanized setting; or large minimum lot sizes, standards to minimize the visual impact of man-made structures on the rural landscape, and design standards for equestrian trails in a rural setting. . Successful community design standards build upon the characteristics of both the natural and man-made environments that are unique to each community.~~

The General Plan ~~establishes the foundation for~~ provides general community design policies that help create a "sense of place" and uniqueness within the diverse communities of the unincorporated areas.

The Role of the Arts

Artistic and cultural resources are important components of livable communitiescommunity design. Civic art, which ~~contributes significantly to the vitality of a region by improving~~ the quality of the environment and fostering a positive community identity, can be used in conjunction with community design efforts to sustain and enhance ~~policy direction,~~ community character, and a sense of place ~~in planning initiatives and policies~~. The arts can play a central role in comprehensive community revitalization efforts that include public safety, health, education, affordable housing, transportation, planning, and design.

The General Plan protects existing artistic and cultural assets, and promotes the creation of new art to enhance communities. The General Plan also includes implementation programs that promote creative place-making to enhance the physical and social character of healthy, livable communities.

Sustainable Developments

Below are techniques that could help achieve a range of sustainable development.

Energy Efficient Developments

Sustainable practices, such optimizing the solar orientation of buildings to maximize passive and active solar design techniques, results in healthier and energy efficient environments. In addition, providing substantial tree canopy cover, and utilizing light colored paving materials and reflective energy-efficient roofing materials, can reduce the urban heat island effect.

Sustainable Subdivision Design

Energy Efficient Lot Design

The size, shape and orientation of a lot are important considerations in achieving energy-efficient building designs. Energy-efficient lot design maximizes solar access during the cooler months, while minimizing solar access during the warmer months. The slope of the land also has implications for lot design and energy-efficiency. Constructing roads to follow slope contours can reduce construction costs and minimize energy inputs to the development of the site.

Density Controlled Design, Natural Resource Conservation, and Hazard Mitigation

Density controlled subdivision design allows buildings to locate closer together on a smaller portion of land so that larger, contiguous natural resource areas may be conserved in a cohesive manner. Density controlled design can also mitigate the exposure of residential uses to hazards, such as wildfires, through the siting and design of open space.

Street Patterns, Public Transportation and Implications for Accessibility

An interconnected street pattern that minimizes cul-de-sacs and dead ends provides increased safety and a greater number of route options for pedestrians, bicyclists and motorists. Interconnected streets also provide direct access to schools and neighborhood shopping without cars. Interconnected streets disperse rather than concentrate vehicular traffic, decrease trip lengths for all road users, and improve local and regional accessibility.

IV. Land Use Legend

The General Plan Land Use Legend, Table 6.2, describes the designations that guide land use and development activities in the unincorporated areas. There are two exceptions to the applicability of the General Plan Land Use Legend. One exception is for land use legends in Currently, each existing community-based plans, which differ from the General Plan Land Use Legend has a different land use legend. Nonetheless, the land use legends in all existing community-based plans are within the range of the General Plan Land Use Legend, and are considered consistent with the General Plan Land Use Legend. As described in LU Policy 2.12, as part of a comprehensive area planning effort, the land use legends for existing community-based plans and existing specific plans willshall be updated, as needed, usingto reflect the General Plan Land Use Legend through a comprehensive area plan effort. Another exception is An exception to this is for coastal land use plans, which are subject to the California Coastal Act and to review by the California Coastal Commission, per the California Coastal Act, and may result in different land use designations than those described in the General Plan Land Use Legend.

The General Plan Land Use Legend provides general intended uses and development intensities for each land use designation. Each land use designation is primarily designed to encourage the general intended uses listed in Table 6.2. However, Land uses are not limited to the general intended uses listed under each designation; other uses that are allowed through zoning may be deemed compatible with the general intended uses. For specific use types, development procedures, and design standards and procedures, please refer to the Zoning Code or the any applicable specific plan. For an estimate of population and employment density for each land use designation, please refer to Appendix C.

Intensity Calculations

Allowable Residential Units Calculation

Residential density shall be calculated using the net area of the project site, unless the property is on land that is designated Rural Land. The net area excludes dedicated streets and private easements (e.g., access) where the owner of the underlying parcel does not have the right to use the entire surface. All proposed residential densities must fit within the range specified by the land use designation in the General Plan Land Use Legend.

For any Rural Land designation, the residential density shall be calculated using the gross area of the parcel(s). The gross area of a parcel includes dedicated streets and private easements.

Floor Area Ratio (FAR) Calculation

Floor Area Ratio (FAR) is the ratio of the total above-ground gross floor area of all buildings to the area of the project site. As a formula, $FAR = \frac{\text{total above-ground gross floor area of all buildings}}{\text{area of the project site}}$.

When specified, and under limited circumstances, the General Plan permits deviations to the Land Use Legend and Land Use Policy Map, such as an increase in density above the maximum allowable density. These include the allowance of density bonuses for affordable and senior citizen housing, as well as other incentive-based local ordinances that implement the goals of the General Plan.

Table 6.2: Land Use Designations

Land Use	Code	Permitted	Purpose
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Land Use Code Permitted Density or FAR Purpose

PUBLIC AND SEMI-PUBLIC			
Public and Semi-Public	P	Residential: <u>Density Varies*</u> Non-Residential: Maximum FAR 3.0	<p>Purpose: Public and semi-public facilities and community-serving uses, including public buildings and campuses, schools, hospitals, cemeteries, and fairgrounds; airports and other major transportation facilities.</p> <p>Other major public facilities, including planned facilities that may be public-serving but <u>may generally-not be</u> publicly accessible, such as landfills, solid and liquid waste disposal sites, multiple use stormwater treatment facilities, and major utilities.</p> <p>*In the event that the public or semi-public use of mapped facilities is terminated, alternative uses that are compatible with the surrounding development, in keeping with community character, are permitted.</p>
NATURAL RESOURCES			
Conservation	OS-C	N/A	Purpose: The preservation of open space areas and scenic resource preservation in perpetuity. Applies to land that is legally dedicated for open space and conservation efforts.
Parks and Recreation	OS-PR	N/A	Purpose: Open space recreational uses, such as regional and local parks, trails, athletic fields, community gardens, and golf courses.
National Forest	OS-NF	N/A	Purpose: Areas within the national forest and managed by the National Forest Service.
Bureau of Land Management	OS-BLM	N/A	Purpose: Areas that are managed by the Federal Bureau of Land Management.
Water	OS-W	N/A	Purpose: Bodies of water, such as lakes, reservoirs, natural waterways, and man-made infrastructure, such as drainage channels, floodways, and spillways. Includes active trail networks within or along drainage channels.
Mineral Resources	MR	N/A	Purpose: Areas appropriate for mineral extraction and processing as well as activities related to the drilling for and production of oil and gas.
Military Land	ML	N/A	Purpose: Military installations and land controlled by U.S. Department of Defense.

	Policy LU 2.7: Set priorities for Planning Area-specific issues, including transportation, housing, open space, and public safety as part of community-based planning efforts.
	Policy LU 2.8: Coordinate with the Los Angeles County Department of Public Works and other infrastructure providers to analyze and assess infrastructure improvements that are necessary for plan implementation.
	Policy LU 2.9: Utilize the General Plan Land Use Legend and the Hazard, Environmental and Resource Constraints Model to inform the development of land use policy maps.
	Policy LU 2.10: Ensure consistency between land use policy and zoning by undergoing a comprehensive zoning consistency analysis that includes zoning map changes and Zoning Code amendments, as needed.
	Policy LU 2.11: Update community-based plans on a regular basis.
	Policy LU 2.12: Community-based plans and existing specific plans shall be updated, as needed, to reflect the General Plan Land Use Legend as part of a comprehensive area planning effort. An exception to this is for coastal land use plans, which are subject to the California Coastal Act and to review by the California Coastal Commission.
Goal LU 3: A development pattern that discourages sprawl and protects and conserves greenfield areas, natural resources, and SEAs.	
Topic	Policy
Growth Management	Policy LU 3.1: Protect and conserve greenfield areas, natural resources, and SEAs.
	Policy LU 3.2: Discourage development in areas with environmental resources and/or safety hazards.
	Policy LU 3.3: Discourage development in greenfield areas where infrastructure and public services do not exist.
Goal LU 4: Infill development and redevelopment that strengthens and enhances communities.	
Topic	Policy
Infill Development	Policy LU 4.1: Encourage infill development <u>in urban and suburban areas</u> on vacant, underutilized, and/or brownfield sites.
	Policy LU 4.2: Encourage the adaptive reuse of underutilized structures and the revitalization of older, economically distressed neighborhoods.
	Policy LU 4.3: Encourage transit-oriented development <u>in urban and suburban areas</u> with the appropriate residential density along transit corridors and within station areas.
	Policy LU 4.4: Encourage mixed_use development along major commercial corridors.
Goal LU 5: Vibrant, livable and healthy communities with a mix of land uses, services and amenities.	

Rural Character	Policy LU 6.7: Protect rural communities from the encroachment of incompatible development <u>that conflict with existing land use patterns and service standards.</u>
	Policy LU 6.8: Encourage land uses and developments that are compatible with the natural environment and landscape.
	Policy LU 6.9: Encourage <u>low density and low intensity</u> development in rural areas that is compatible with rural community character, preserves open space, <u>and</u> conserves agricultural land, <u>and promotes efficiencies in services and infrastructure.</u>
Goal LU 7: Land uses that are compatible with military operations and military readiness, and enhance safety for military personnel and persons on the ground.	
Topic	Policy
Military Compatible Uses	Policy LU 7.1: Facilitate the early exchange of project-related information that is pertinent to military operations with the military for proposed actions within MOAs and within 1,000 ft. of a military installation.
	<p>Policy LU 7.2: Evaluate the potential impact of new structures within MOAs to ensure the safety of the residents on the ground and continued viability of military operations within the MOAs. In the review of development within MOAs, consider the following:</p> <ul style="list-style-type: none"> • Uses that produce electromagnetic and frequency spectrum interference, <u>which could impact military operations;</u> • Uses that release into the air any substance such as steam, dust and smoke, which impair pilot visibility; • Uses that produce light emissions, glare or distracting lights, which could interfere with pilot vision or be mistaken for airfield lighting; and • Uses that physically obstruct any portion of the MOA due to relative height above ground level.
Goal LU 8: Land use patterns and community infrastructure that promote health and wellness.	
Topic	Policy
Community Wellness	Policy LU 8.1: Promote community health for all neighborhoods.
	Policy LU 8.2: Encourage patterns of development, <u>such as sidewalks and bikeways</u> that promote physical activity.
	Policy LU 8.3: Encourage patterns of development that increase convenient, safe access to healthy foods, especially fresh produce, in all neighborhoods.
Goal LU 9: Well-designed and healthy places that support a diversity of built environments.	
Topic	Policy

Community Design	Policy LU 9.1: Encourage community outreach and stakeholder agency input early and often in the design of projects.
	Policy LU 9.2: Design development adjacent to natural features in a sensitive manner to complement the natural environment.
	Policy LU 9.3: Consider the built environment of the surrounding area <u>and location</u> in the design and scale of new or remodeled buildings, architectural styles, and reflect appropriate features such as massing, materials, color, detailing or ornament.
	Policy LU 9.4: Promote environmentally-sensitive and sustainable design.
	Policy LU 9.5: Encourage the use of distinctive landscaping, signage and other features to define the unique character of districts, neighborhoods or communities, and engender community identity, pride and community interaction.
	Policy LU 9.6: Encourage pedestrian activity through the following: <ul style="list-style-type: none"> • Designing the main entrance of buildings to front the street; • Incorporating landscaping features; • Limiting masonry walls and parking lots along commercial corridors and other public spaces; • Incorporating street furniture, signage, and public events and activities; and • Using wayfinding strategies to highlight community points of interest.
	Policy LU 9.7: Promote public spaces, such as plazas that enhance the pedestrian environment, and, <u>where appropriate</u> , continuity along commercial corridors with transit or active <u>transportation pedestrian activities</u> .
	Policy LU 9.8: Promote public art and cultural amenities that support community values and enhance community context.
	Policy LU 9.9: Encourage land uses and design that stimulate positive and productive human relations and foster the achievement of community goals.
	Policy LU 9.10: Promote architecturally distinctive buildings and focal points at prominent locations, such as major commercial intersections and near transit stations or open spaces.
	Policy LU 9.11: Facilitate the use of streets as public space for activities that promote civic engagement, such as farmers markets, parades, etc.
	Policy LU 9.12: Discourage gated entry subdivisions ("gated communities") to improve neighborhood access and circulation, improve emergency access, and encourage social cohesion.
	Policy LU 9.13: Discourage flag lot subdivisions unless designed to be compatible with the existing neighborhood character.
Goal LU 10: Development that utilize sustainable design techniques.	

Topic	Policy
Energy Efficient Development	Policy LU 10.1: Encourage new development to employ sustainable energy practices, such as utilizing passive solar techniques and/or active solar technologies.
	Policy LU 10.2: Support the design of developments that provide substantial tree canopy cover, and utilize light colored paving materials and reflective <u>energy-efficient</u> roofing materials to reduce the urban heat island effect.
	Policy LU 10.3: Encourage development to optimize the solar orientation of buildings to maximize passive and active solar design techniques.
Sustainable Subdivisions	Policy LU 10.4: Encourage subdivisions to utilize sustainable design practices, such as maximizing energy efficiency through lot configuration, maximizing interconnectivity, and utilizing public transit.
	Policy LU 10.5: Prohibit the use of private yards as required open space within subdivisions, unless such area includes active recreation or outdoor activity areas dedicated for common and/or public use.
	Policy LU 10.6: Ensure that subdivisions in VHFHSZs site open space to minimize fire risks from flammable vegetation , <u>as feasible</u> .
	Policy LU 10.7: Encourage the use of density controlled design techniques to conserve natural resource areas.
	Policy LU 10.8: Encourage sustainable subdivisions that meet green neighborhood standards, such as Leadership in Energy and Environmental Design–Neighborhood Development (LEED-ND).

VI. Land Use Element Implementation Programs

- Planning Areas Framework Program
- TOD Program
- Airport Land Use Compatibility Plans
- Growth Management Program
- Civic Art Program
- Transfer of Development Rights Program
- Adaptive Reuse Ordinance
- Art and Cultural Resources Program
- Community Design Guidelines
- Early Care and Education Program

ATTACHMENT 3

Furthermore, the Los Angeles County Department of Public Works (DPW) operates fixed route shuttle services in the following unincorporated areas: Willowbrook and King Medical Center Shuttle services in Willowbrook; Athens Shuttle service in West Athens-Westmont; Lennox Shuttle service in Lennox; Florence-Firestone/Walnut Park Shuttle service in Florence-Firestone and Walnut Park; El Sol Shuttle service in East Los Angeles; Sunshine Shuttle service in South Whittier; Avocado Heights/Bassett/West Valinda Shuttle service in Avocado Heights, Bassett and West Valinda; East Valinda Shuttle service in East Valinda; Edmund D. Edelman's Children's Court Shuttle service in East Los Angeles; Los Nietos Shuttle service in Los Nietos; and Acton/Agua Dulce Shuttle service in Acton and Agua Dulce. For detailed information on these shuttle services, please visit <http://www.lagobus.info>. For data on monthly average boardings for the County shuttles, please refer to Appendix D.

Paratransit

Paratransit is an alternative mode of flexible transportation that does not follow fixed routes or schedules. Demand-responsive paratransit contractors are used to meet the needs of seniors and mobility-impaired individuals living in the unincorporated areas.

The Whittier paratransit service operating in the unincorporated communities of North Whittier, West Whittier–Los Nietos and South Whittier–Sunshine Acres has, on average, the highest number of monthly boardings at 3,207. Unincorporated East Los Angeles has the second highest demand with 2,049 boardings on average per month. For detailed information on the County's paratransit services, please visit <http://www.lagobus.info>. For additional data on average monthly boardings, please refer to Appendix D.

Bikeways

The State Vehicle Code allows roadways to be used by bicyclists. Therefore, the entirety of surfaced roadways, excluding freeways, may be used by the bicycling public even though they are not all identified as bikeways. However, the lack of public awareness and the safety concerns associated with road sharing create a need for bikeways with a grade separation, lane delineation, or designated trail/path construction for bicycle users.

Bicycle Master Plan

The Los Angeles County Bicycle Master Plan, adopted in March 2012, provides policy guidance for building a comprehensive bicycle network throughout the unincorporated areas. The Bicycle Master Plan identifies bikeways and transportation systems that are available for use by bicyclists, such as roadways with bike lanes or designated bike routes, and dedicated off-road bike paths, such as bike paths along the flood protection channels. The purpose of the Bicycle Master Plan is to: 1) guide the development of infrastructure, policies and programs that improve the bicycling environment; 2) depict the general location of planned bikeway routes; and 3) provide for a system of bikeways that is consistent with the General Plan.

The Bicycle Master Plan maps depict bikeways along roadways in the unincorporated areas and along rivers, creeks, and flood protection facilities countywide. These bikeways may be used for both recreational use and commuter travel.

The Bicycle Master Plan also includes data on collisions involving bicyclists and motor vehicles in the unincorporated areas between the years 2004 and 2009. In total, there were 1,369 collisions, including 25 fatalities. One of the goals of the Bicycle Master Plan is to reduce the number of collisions by making bicycling more safe through the implementation of education programs and

network improvements. For more detailed data on collisions in the unincorporated areas, please refer to Appendix D. To view the Bicycle Master Plan, including policies, programs, and the mapped bicycle network, please visit DPW's Bicycle Master Plan web site at <http://dpw.lacounty.gov/go/bikeplan>.

Pedestrian Networks

The diversity of communities in Los Angeles County creates distinct conditions, opportunities and challenges for pedestrians. There are a number of trails and paths that are available for use by pedestrians, such as sidewalks, hiking trails, over and under passes, and skywalks. Together, these systems constitute a network for accommodating pedestrian travel.

Community Pedestrian Plans

The County is committed to improving the environment to allow for increased alternative transportation uses. The General Plan includes a program to prepare community pedestrian plans for the unincorporated areas that will set standards for sidewalks, street crossings, sidewalk continuity, street connectivity, and topography. The community pedestrian plans will emphasize the connectivity of pedestrian paths to and from public transportation, major employment centers, shopping centers, and government buildings.

For more information on community pedestrian plans, please refer to Chapter 16: General Plan Implementation Programs.

Freeway, Highway, and Local Road Networks

The highway network is comprised of the State Highway System, which consists of 915 freeway and highway miles, and includes U.S. Interstate freeways and state-maintained freeways and highways, High Occupancy Vehicle (HOV) lanes, and county and city highways. The California Department of Transportation (Caltrans) is the state agency responsible for the maintenance of freeways and highways. Caltrans estimates that on average there are more than 100 million vehicle miles traveled per day in Los Angeles County via the State Highway System. Figure 7.2 is a map of Statethe Highways and Freeways System that serves Los Angeles County.

Figure 7.2: Highways and Freeways Map

The County is responsible for the design, construction, operation, maintenance, and repair of roads in the unincorporated areas, as well as in a number of local jurisdictions that contract with the County for these services. DPW maintains over 3,100 miles of major roads and local streets in the unincorporated areas and over 1,700 miles in 22 cities.

Highway Plan

The Los Angeles County Highway Plan provides policy guidance for building a comprehensive highway network throughout the unincorporated areas. The Highway Plan provides a highway system that is consistent with and supportive of the goals and policies outlined in the Land Use Element. More specifically, the Highway Plan maintains right-of-way corridors to ensure space for future facility improvements to accommodate alternative modes. This is important in urbanized areas, which often have limited room for expansion, but are in need of additional facilities and improvements, such as bike lanes, sidewalks, and bus service. This is also important in rural areas

to accommodate trails and landscaping, which encourage active transportation, provide shade, and reduce runoff from pollutants.

The purpose of the Highway Plan is to: 1) depict the general location of planned highway routes; 2) provide a means for protecting highway rights-of-way within the unincorporated areas; 3) establish a plan and process for coordinating highway policies with neighboring cities and counties; and 4) provide for a system of highways that is consistent with the General Plan.

The Los Angeles County Interdepartmental Engineering Committee (IEC), which is comprised of the Director of Planning, the Road Commissioner, and the County Engineer, is charged with maintaining the Highway Plan.

Figure 7.3 shows the Highway Plan, which includes locations of existing and proposed major arterial highways. Although the County has no jurisdiction over roads in the 88 cities, or the freeways and other state routes maintained by Caltrans, these roadways are included in the map for reference and visual continuity. The Highway Plan roadway classifications and descriptions are provided in Table 7.1.

Figure 7.3: Highway Plan Policy Map

Table 7.1: Highway Plan Roadway Classifications

Classification	Description
Major Highway	<p>This classification includes urban highways that are of countywide significance and are, or are projected to be, the most highly traveled routes. These roads generally require four or more lanes of moving traffic, channelized medians and, to the extent possible, access control and limits on intersecting streets. This width may vary to meet extraordinary circumstances.</p> <p>Also classified as major highways are key connectors, non-urban access ways and recreational roads. The bulk of these routes are not planned for urban type improvement. However, the full major highway right-of-way width of 100 feet or more is generally required to maintain adequate safety and vehicular capacity.</p>
Secondary Highway	<p>Secondary highways include urban routes that serve or are planned to serve an areawide or countywide function, but are less heavily traveled than major highways. In a few cases, routes that carry major highway levels of traffic are classified as secondary highways because it is impractical to widen them to major highway standards. In addition to the countywide function, secondary highways frequently act as oversized collector roads that feed the countywide system. In this capacity, the routes serve to remove heavy traffic from local streets, especially in residential areas.</p> <p>In urban areas, secondary highways normally have 4 moving lanes of traffic on 80 feet of right-of-way. However, configuration and width may vary with traffic demand and conditions on the ground. Access control, especially to residential property and minor streets, is desirable along these roads.</p>
Limited Secondary Highway	<p>Limited secondary highways are located in <u>rural communities and remote</u> foothill, mountain and canyon areas. Their primary function is to provide access to low-density settlements, ranches and recreational areas. The standard improvement for limited secondary highways is 2 traffic lanes on 64 feet of right-of-way. Typically,</p>

			speed is between 50% and 67% of the base free-flow speed.
D	Approaching unstable flow		Small increases in flow may cause substantial increases in delay and decreases in travel speed. The travel speed is between 40% and 50% of the base free-flow speed.
E	Unstable flow		Significant delay is commonly experienced. The travel speed is between 30% and 40% of the base free-flow speed.
F	Forced flow		Congestion is likely occurring at intersections, as indicated by high delay and extensive queuing. The travel speed is 30% or less of the base free-flow speed.

Source: Highway Capacity Manual, 2010

Although DPW utilizes the above described LOS criteria for assessing the performance of, and determining impacts to, roadways, DPW is currently working on the development of a multimodal transportation planning function. This effort will ensure that transportation facilities are planned, designed, and maintained to provide safe and efficient mobility for all users, including bicyclists, pedestrians, and motor vehicles. Please refer to Program M-4, Multimodal Transportation Planning Function in Chapter 16: General Plan Implementation Program, for more details.

Aviation Network

There are 15 public-use airports located in Los Angeles County and one military airport located on San Clemente Island, as shown in Figure 7.4. The majority of passenger air transportation is serviced through Los Angeles International Airport (LAX), Burbank Airport, and the Long Beach Airport. Table 7.3 is a list of the airports and owners.

Figure 7.4: Airports Map

Table 7.3: Los Angeles County Airports

Airport	Location	Owner
Agua Dulce Airport	Agua Dulce	Private
Burbank (Bob Hope) Airport	City of Burbank	Airport Authority
Brackett Field Airport	City of La Verne	Los Angeles County
Catalina Island Airport	Santa Catalina Island	Private
Compton/Woodley Airport	City of Compton	Los Angeles County
El Monte Airport	City of El Monte	Los Angeles County
Frederick Sherman Field	San Clemente Island	U.S. Navy
General William J. Fox Airfield Airport	City of Lancaster	Los Angeles County

Supportive Facilities

Harbors

The ports of Los Angeles and Long Beach are key links in the global economy and can handle a variety of cargo, including containers, bulk products, and automobiles. Combined, they are one of the largest and most efficient international shipping ports in the country, and the fifth busiest container port in the world. According to SCAG, the ports handled just under 120 million metric tons of cargo imports and exports, valued at \$336 billion in 2010. The ports also serve as a significant tourism driver, as the largest cruise ship terminal on the West Coast, serving over a million passengers per year.

Parking

A limited number of public parking lots are maintained in the unincorporated areas by a variety of agencies, including Caltrans, Metro, the Los Angeles County Departments of Beaches and Harbors, and DPW. Metrolink and Caltrans maintain park-and-ride lots adjacent to commuter rail stops. The County owns and operates the following four park-and-ride lots: Studio City (Ventura Boulevard); Pomona (Fairplex); San Dimas (Via Verde); and Acton (Acton/Vincent Grade Metrolink Station).

The County regulates on-street parking in certain high-traffic areas through restricted parking zones enforced by the Sheriff's Department and California Highway Patrol. In addition, the Los Angeles County Department of Regional Planning regulates parking for new developments by requiring an adequate number of spaces to meet anticipated demand.

Terminals

Terminal facilities provide multiple uses, from park-and-ride lots for daily commuter vehicles to the heavily used freight terminals that serve the ports. Fierce competition among West Coast cities for international trade business has led to the planning and construction of an efficient terminal network. The most notable terminal facilities are the intermodal terminal networks located in and around the ports of Los Angeles and Long Beach, the goods transfer stations located near Downtown Los Angeles, and several freight and trucking facilities in the City of Industry.

III. Issues

1. Providing Streets That Accommodate All Users

Historically, transportation planning and street design have focused on the automobile, resulting in hostile-unsafe environments for pedestrians, equestrians, and bicyclists. In order to create safer places to walk, ride and bicycle, as well as to take transit, more emphasis needs to be placed on these other viable modes of transportation. Furthermore, street designs should accommodate all users, including children, seniors, and the disabled. Streets designed to incorporate all potential users, including pedestrians, bicyclists, equestrians, transit users, and conventional vehicular traffic are known as complete streets.

Aesthetics and function are also important considerations when creating comfortable places to walk, bicycle, and take transit. This can include landscaping, street furniture, and amenities, such as benches and shelters at transit stops.

In a jurisdiction as diverse as the unincorporated areas, the approach to complete streets must be flexible and street designs must be context-sensitive. For example, complete streets in rural areas, such as the Antelope Valley, could look and feel very different from complete streets in urban communities, such as Willowbrook and Florence-Firestone.

2. Creating a Multimodal Transportation System

Single occupant vehicle use is associated with the highest level of land consumption among all transportation modes, and generates the highest level of environmental impacts. Estimates from the American Community Survey suggest that 74 percent of residents in the unincorporated areas drive alone to work, compared with 13 percent that carpool and 6 percent that use public transportation. The percentages for walking and bicycling are even lower, at less than 2 percent each. To encourage alternative modes and discourage single occupant vehicle use, the County can facilitate an interconnected, multimodal network of streets, equestrian trails, alleys, paths, greenways, and waterways where people can choose to walk, bicycle, ride, take transit or drive. The key to achieving a functional and sustainable multimodal transportation system is to provide efficient connections between different modes. For example, bicyclists can conveniently travel to farther destinations if they have the option to board the transit system with their bicycles. Multimodal options, such as bicycling and walking are cost-effective, energy efficient and healthy alternatives to driving. Additionally, creating bike-friendly and walkable communities is a critical component in meeting the County's greenhouse gas emission and energy reduction goals, while enhancing vibrant, livable communities.

Mobility management is an important component of a multimodal transportation system. Highway congestion results in major social costs, and long travel times and congestion increase energy and oil usage, exacerbate automobile emissions, and diminish the region's quality of life. In addition, long delays and congestion negatively impact the region's economy. According to SCAG, by failing to address congestion in the region, jobs have been lost—every 10 percent decrease in congestion can bring an employment increase of about 132,000 jobs.

Mobility management is an important strategy for improving congestion and reducing VMTs. Mobility management strategies are designed to be used alone, or in concert with other policies to have a cumulative effect on the efficiency of the transportation system. Such strategies include the use of technologies in the development of transportation facilities and infrastructure, such as liquid and compressed natural gas, and hydrogen gas stations, Intelligent Transportation Systems (ITS), and electric car plug-in ports. Mobility management also refers to transportation demand management (TDM), which includes strategies that change travel behavior and discourage the single occupant driver, such as offering employer-based transit passes or increasing transit availability; regional carpooling programs; and parking management. One of the most effective TDM strategies is arguably congestion pricing.

Achieving a multimodal transportation system will require a greater investment in transit, pedestrian, and bicycle infrastructure. New proposals, such as tolling major freeways, double-decking highways, and/or raising the gas tax, all have varying levels of political and popular support. However, paying for transportation infrastructure will remain a critical planning issue. To plan efficient, functional and cost-effective transportation networks, including public transit, roadways, and alternative transportation, the County should leverage investment with the planning, financing and management of other jurisdictions' transportation efforts. The County must work with transportation planning agencies on infrastructure, capital improvements and programming in areas where the General Plan focuses growth.

3. Connecting Transportation and Land Use Planning

For any transportation system to be effective, healthy and sustainable, all aspects—streets, freeways, public transit, highways, sidewalks, bicycle facilities, and freight movement—must be coordinated with land use planning. Land use and mobility are inherently linked. For example, low-density sprawling with single use development encourages driving. In another example, alternatively, denser, communities with a mix of land uses that encourage transit use, walking, and bicycling are healthier and sustainable.

Land use planning and urban design are important factors in developing transit use and multimodal transportation options. Historically, streets have been designed to move the maximum amount of automobile traffic. Congested roadways and high on-street parking demand create insufficient space to accommodate bike lanes. In addition, a frequent complaint of bicyclists is the absence of adequate facilities to secure bicycles at public and private buildings or facilities. Many of the commercial corridors in mature urbanized areas are underutilized and in need of redevelopment. Strengthening mixed land uses and promoting compact development in these areas, in concert with design standards for rights-of-way, can help encourage walking and bicycling for shorter trips, as well as make transit more accessible. An important consideration in rural areas is to ensure that land uses account for equestrian uses, including the development of feeder trails and backbone trails, to address equestrian mobility issues.

Because of the nature and financing of regional transportation networks, transportation planning is fragmented among many jurisdictions, agencies and County departments. Effective inter-jurisdictional collaboration, and public-private partnerships are essential to creating an efficient and multimodal transportation network.

4. Safe and Efficient Movement of Goods

The safe and efficient movement of goods is an important mobility issue that significantly impacts the economy. Goods movement has been negatively impacted by inefficient transportation networks. The ports, airports, rail lines and intermodal transit terminals have existing capacity constraints that undermine the efficiency and productivity of the goods movement system. In addition, the existing roadway and rail networks are reaching capacity. As a result, the system is susceptible to disruptions, which causes delays that reduce the quality of services and increase costs to consumers. Furthermore, the roadways and rail networks that accommodate the movement of goods are shared by motorists and passengers, which raises additional concerns over efficiency and safety.

The ports of Long Beach and Los Angeles are heavily investing in infrastructure to handle a projected doubling of container volumes. However, the ports have also been identified as one of the largest sources of air pollution in the region. In addition, terminal operations and supporting infrastructure are consumptive land uses, and are often characterized as having heavily polluting activities. The ports have created a Clean Air Action Plan in conjunction with the U.S. Environmental Protection Agency, the California Air Resources Board, and the South Coast Air Quality Management District to reduce emissions related to port operations.

The 2012–2035 RTP/SCS describes a goods movement system with initiatives and projects totaling nearly \$50 billion through 2035 for SCAG's six-county region, including Los Angeles County. Key regional initiatives include a comprehensive system of zero- and/or near-zero-emission freight corridors, alleviation of major bottlenecks, a rail package totaling approximately \$12 billion, and an environmental strategy to address emissions through both near term initiatives and a long term action plan for technology advancement. The comprehensive system of zero- and/or near-zero-

IV. Goals and Policies

Goal M 1: Street designs that incorporate the needs of all users.	
Topic	Policy
Complete Streets	Policy M 1.1: Provide for the accommodation of all users, including pedestrians, motorists, bicyclists, equestrians, users of public transit, seniors, children, and persons with disabilities when requiring or planning for new, or retrofitting existing, roads and streets.
	Policy M 1.2: Ensure that streets are safe for sensitive users, such as seniors and children.
	Policy M 1.3: Utilize industry standard rating systems, such as the Institute for Sustainable Infrastructure (ISI) Rating System, to assess sustainability and effectiveness of street systems for all users.
Goal M 2: Interconnected and safe bicycle- and pedestrian-friendly streets, sidewalks, paths and trails that promote active transportation and transit use.	
Topic	Policy
Active Transportation Design	Policy M 2.1: Design streets that accommodate pedestrians, <u>equestrians</u> and bicyclists, and reduce motor vehicle accidents through a context-sensitive process that addresses the unique characteristics of urban, suburban, and rural communities.
	<p>Policy M 2.2: Accommodate pedestrians and bicyclists, and reduce motor vehicle accidents by implementing the following street designs, whenever appropriate and feasible:</p> <ul style="list-style-type: none"> • Lane width reductions to 10 or 11 feet in low speed environments with a low volume of heavy vehicles. • Wider lanes may still be required for lanes adjacent to the curb, and where buses and trucks are expected. • Low-speed designs. • Access management practices developed through a community-driven process. • Back in angle parking at locations that have available roadway width and bike lanes, where appropriate.

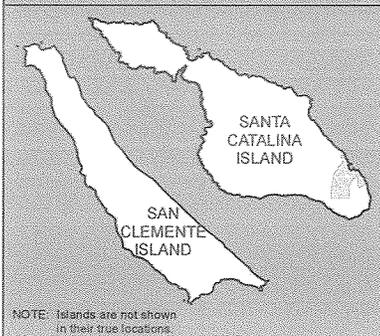
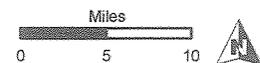
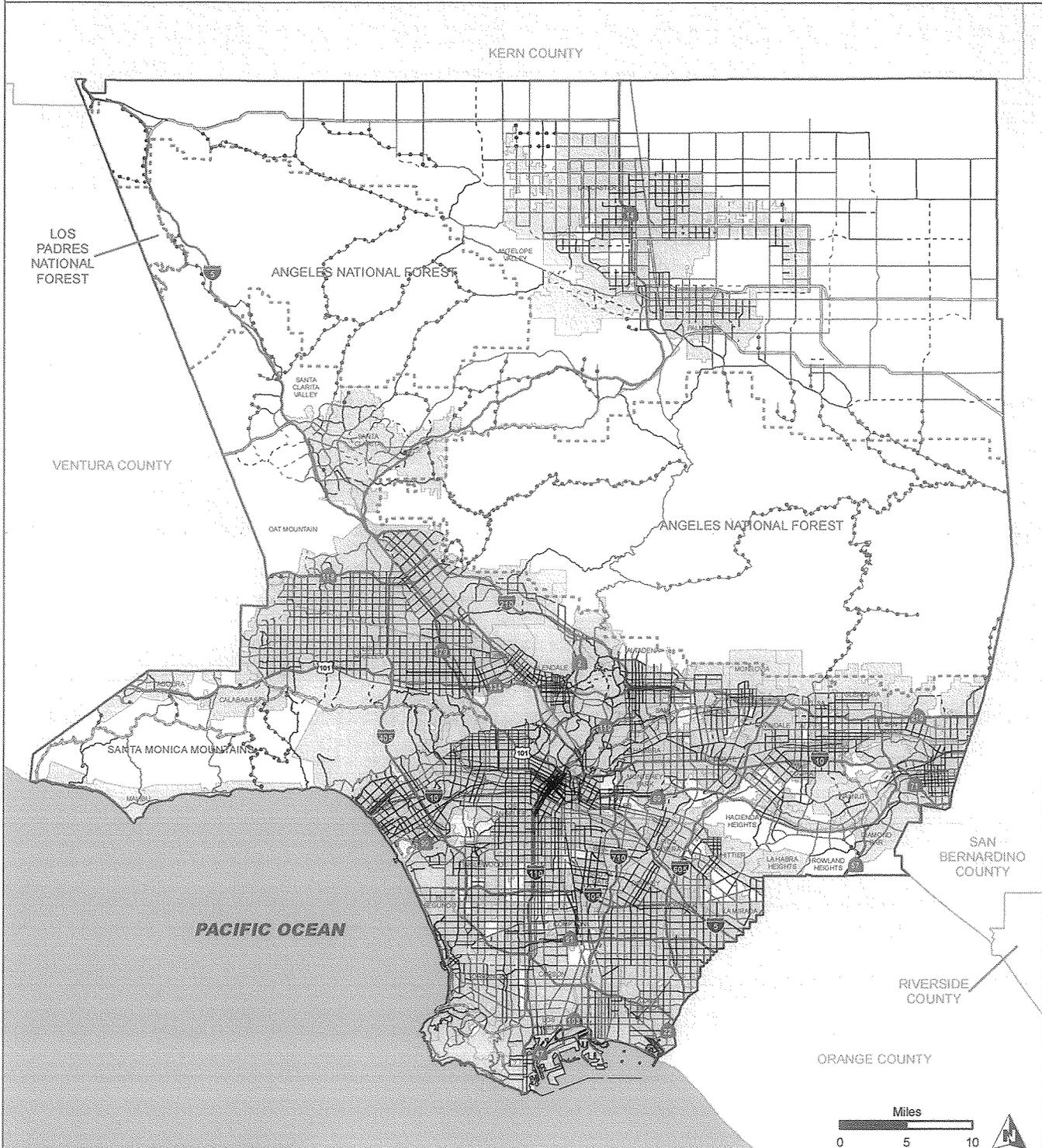
	<p>Policy M 2.5: Ensure a comfortable bicycling environment by implementing the following, whenever appropriate and feasible:</p> <ul style="list-style-type: none"> • Bicycle signal heads at intersections. • Bicycle signal detection at all signalized intersections. • Wayfinding signage. • Road diet techniques, such as lane narrowing, lane removal, and parking removal/restriction. • Appropriate lighting on all bikeways, including those in rural areas. • Designs, or other similar features, such as: shoulder bikeways, cycle tracks, contra flow bike lanes, shared use paths, buffered bike lanes, raised bike lanes, and bicycle boulevards. <p>Policy M 2.6: Encourage the implementation of future designs concepts that promote active transportation, whenever available and feasible.</p> <p>Policy M 2.7: Require sidewalks, <u>trails</u> and bikeways to accommodate the existing and projected volume of pedestrian, <u>equestrian</u> and bicycle activity, considering both the paved width and the unobstructed width available for walking.</p> <p>Policy M 2.8: Connect <u>trails and</u> pedestrian and bicycle paths to schools, public transportation, major employment centers, shopping centers, government buildings, residential neighborhoods, and other destinations.</p> <p>Policy M 2.9: Encourage the planting of trees along streets and other forms of landscaping to enliven streetscapes by blending natural features with built features.</p> <p>Policy M 2.10: Encourage the provision of amenities, such as benches, shelters, secure bicycle storage, and street furniture, and comfortable, safe waiting areas near transit stops.</p> <p>Policy M 2.11: <u>In urban and suburban areas,</u> promote the continuity of streets and sidewalks through design features, such as limiting mid-block curb cuts, encouraging access through side streets or alleys, and promoting shorter block lengths.</p>
<p>Goal M-3: Streets that incorporate innovative designs.</p>	
<p>Topic</p>	<p>Policy</p>
<p>Innovative Street Design</p>	<p>Policy M 3.1: Facilitate safe roadway designs that protect users, preserve state and federal funding, and provide reasonable protection from liability.</p> <p>Policy M 3.2: Consider innovative designs when part of an accepted standard, or when properly vetted through an appropriate engineering/design review, in compliance with all state and federal laws.</p>

	<p>Policy M 3.3: Complete the following studies prior to the implementation of innovative design concepts:</p> <ul style="list-style-type: none"> • An analysis of the current and future context of the community and neighborhood in which they are proposed; • A balanced assessment of the needs of all users and travel modes (i.e., pedestrian, bicycle, transit, vehicular, and equestrian, where appropriate); • A technical assessment of the operational and safety characteristics for each mode; and • A consistency check with transportation network plans, including the Highway Plan, Bicycle Master Plan, and Community Pedestrian Plans. <p>Policy M 3.4: Support legislation that minimizes or eliminates liability associated with the implementation of innovative street designs that accommodate all users.</p>
<p>Goal M 4: An efficient multimodal transportation system that serves the needs of all residents.</p>	
<p>Topic</p>	<p>Policy</p>
<p>Transit Efficiency, Multimodal Transportation</p>	<p>Policy M 4.1: Expand transportation options that reduce automobile dependence.</p>
	<p>Policy M 4.2: Expand shuttle services to connect major transit centers to community points of interest.</p>
	<p>Policy M 4.3: Maintain transit services within the unincorporated areas that are affordable, timely, cost-effective, and responsive to growth patterns and community input.</p>
	<p>Policy M 4.4: Ensure expanded mobility and increase transit access for underserved transit users, such as seniors, students, low income households, and persons with disabilities.</p>
	<p>Policy M 4.5: Encourage continuous, direct routes through a connected system of streets, with small blocks and minimal dead ends (cul-de-sacs), <u>as feasible</u>.</p>
	<p>Policy M 4.6: Support alternative LOS standards that account for a multimodal transportation system.</p>
	<p>Policy M 4.7: Maintain a minimum LOS D, where feasible; however, allow LOS below D on a case by case basis in order to further other General Plan goals and policies, such as those related to environmental protection, infill development, and active transportation.</p>
	<p>Policy M 4.8: Provide and maintain appropriate signage for streets, roads and transit.</p>
	<p>Policy M 4.9: Ensure the participation of all potentially affected communities in the transportation planning and decision-making process.</p>
	<p>Policy M 4.10: Support the linkage of regional and community-level transportation systems, including multimodal networks.</p>
	<p>Policy M 4.11: Improve the efficiency of the public transportation system with bus lanes, signal prioritization, and connections to the larger regional transportation network.</p>

	Policy M 4.12: Work with adjacent jurisdictions to ensure connectivity and the creation of an integrated regional network.
	Policy M 4.13: Coordinate with adjacent jurisdictions in the review of land development projects near jurisdictional borders to ensure appropriate roadway transitions and multimodal connectivity.
	Policy M 4.14: Coordinate with Caltrans on mobility and land use decisions that may affect state transportation facilities.
Travel Demand Management	Policy M 4.15: Reduce vehicle trips through the use of mobility management practices, such as the reduction of parking requirements, employer/institution based transit passes, regional carpooling programs, and telecommuting.
	Policy M 4.16: Promote mobility management practices, including incentives to change transit behavior and using technologies, to reduce VMTs.
Goal M 5: Land use planning and transportation management that facilitates the use of transit.	
Topic	Policy
Land Use and Transportation	Policy M 5.1: Facilitate transit-oriented land uses and pedestrian-oriented design to encourage transit ridership.
	Policy M 5.2: Implement parking strategies that facilitate transit use and reduce automobile dependence.
	Policy M 5.3: Maintain transportation right-of-way corridors for future transportation uses, including bikeways, or new passenger rail or bus services.
Transportation Funding	Policy M 5.4: Support and pursue funding for the construction, maintenance and improvement of roadway, public transit, <u>and equestrian</u> , pedestrian and bicycle transportation systems.
	Policy M 5.5: Encourage financing programs, such as congestion pricing, bonding and increasing parking costs, to implement transportation systems and facilities.
Goal M 6: The safe and efficient movement of goods.	
Topic	Policy
Goods Movement	Policy M 6.1: Maximize aviation and port system efficiencies for the movement of people, goods and services.
	Policy M 6.2: Support the modernization of aviation systems, including LAX.
	Policy M 6.3: Designate official truck routes to minimize the impacts of truck traffic on residential neighborhoods and other sensitive land uses.
	Policy M 6.4: Minimize noise and other impacts of goods movement, truck traffic, deliveries, and staging in residential and mixed-use neighborhoods.

Highway Plan Policy Map

Figure 7.3



NOTE: Islands are not shown in their true locations.

- | | |
|--|-------------------------|
| — Freeway - Existing | — Parkway - Existing |
| — Major Highway - Existing | — Parkway - Proposed |
| - - - Major Highway - Proposed | — Expressway - Existing |
| — Secondary Highway - Existing | — Expressway - Proposed |
| - - - Secondary Highway - Proposed | □ Unincorporated Areas |
| — Limited Secondary Highway - Existing | □ Cities |
| - - - Limited Secondary Highway - Proposed | |

Sources: Departments of Regional Planning and Public Works, December, 2013.

ATTACHMENT 4

LOS ANGELES COUNTY
INTERDEPARTMENTAL ENGINEERING COMMITTEE
NOTICE OF PUBLIC MEETING

February 6, 2014

SUBJECT: PROPOSED CHANGES TO THE MASTER PLAN OF HIGHWAYS AS PART OF THE GENERAL PLAN UPDATE

On February 6, 2014, the Los Angeles County Interdepartmental Engineering Committee (IEC) will conduct a public meeting at the time and place below to discuss Project No. 02-305 (1-5), the General Plan Update. The General Plan Update includes several changes to the Master Plan of Highways throughout the unincorporated areas of Los Angeles County. The proposed Master Plan of Highways can be viewed at the following link: http://planning.lacounty.gov/assets/upl/project/gp_2035_2014-FIG_7-3_hwy_plan.pdf. The proposed Master Plan of Highways can also be viewed in greater detail on GIS-NET3, which can be accessed at the following link: <http://planning.lacounty.gov/gisnet3>. The IEC will discuss these proposed amendments in order to provide a recommendation to the Regional Planning Commission.

More information on the General Plan Update is available at the following link: <http://planning.lacounty.gov/generalplan>.

Meeting Date: February 6, 2014

Meeting Time: 10:30 a.m.

Meeting Place: Department of Regional Planning

320 W. Temple Street, Room 150 (Hearing Room)

Los Angeles, CA 90012

IEC is comprised of representatives of the Los Angeles County Departments of Public Works and Regional Planning, and makes recommendations to the Regional Planning Commission and the Board of Supervisors on highway-related issues.

Any persons having an interest in this matter may attend the meeting and comment. For further information, contact Connie Chung of the Department of Regional Planning at (213) 974-6417 between 7:30 a.m. and 5:30 p.m., Monday through Thursday.

LOS ANGELES COUNTY

INTERDEPARTMENTAL ENGINEERING COMMITTEE

AGENDA

County of Los Angeles
Department of Public Works
Department of Regional Planning

Meeting Place: Department of Regional Planning
Room 150 (Hearing Room)
320 West Temple Street
Los Angeles, CA 90012

Meeting Date: February 6, 2014

Meeting Time: 10:30 am

-
1. Project No. 02-305 (1-5) (C. Chung)

General Plan Update

A discussion of the proposed changes to the Master Plan of Highways throughout the unincorporated areas of Los Angeles County as part of the General Plan Update.

For further information, contact Connie Chung of the Department of Regional Planning at (213) 974-6417, between 7:30 a.m. and 5:30 p.m., Monday through Thursday.

**INTERDEPARTMENTAL ENGINEERING COMMITTEE
MINUTES**

*County of Los Angeles
Department of Public Works
Department of Regional Planning*

Meeting Place:	Room 150 Department of Regional Planning 320 W. Temple St. Los Angeles, CA 90012	Meeting Date: February 6, 2014 Meeting Time: 10:30 a.m.
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DEPARTMENT REPRESENTATIVES PRESENT

Sam Richards, Department of Public Works
Julian Garcia, Department of Public Works
Mark Child, Department of Regional Planning
Samuel Dea, Department of Regional Planning
Connie Chung, Department of Regional Planning
Nooshin Paidar, Department of Regional Planning
Susan Tae, Department of Regional Planning
Leon Freeman, Department of Regional Planning
Dan Hoffman, Department of Regional Planning

DISCUSSION - DRAFT

1. Project No. 02-305-(1-5) (C. Chung)
Los Angeles County General Plan Update

The IEC reviewed a list of proposed Highway Plan amendments for the General Plan Update.

The IEC recommended that further research be done on some of the proposed amendments in Marina Del Rey. The IEC also recommended that the list of proposed amendments be double-checked to identify any segments that may have already been adopted through a project or another planning process, such as the Santa Clarita Valley Area Plan Update. In addition, as DRP and DPW were working off of different spreadsheets, the IEC recommended that the County use the same spreadsheet for consistency purposes.

The IEC recommended continuing the discussion to February 11, 2014 to allow time to address the tasks outlined above.

ACTION: IEC recommends continuing the meeting to February 11, 2014 at the Department of Public Works.

For further information, contact Connie Chung, Department of Regional Planning at (213) 974-6417 between 7:30 AM and 5:30 PM, Monday through Thursday.

CC

LOS ANGELES COUNTY

INTERDEPARTMENTAL ENGINEERING COMMITTEE

NOTICE OF PUBLIC MEETING

February 11, 2014

SUBJECT: PROPOSED CHANGES TO THE MASTER PLAN OF HIGHWAYS AS PART OF THE GENERAL PLAN UPDATE

On February 6, 2014, the Los Angeles County Interdepartmental Engineering Committee (IEC) conducted a public meeting to discuss Project No. 02-305 (1-5), the General Plan Update. After the discussion, the IEC continued the meeting to February 11, 2014 at the time and place below.

The General Plan Update includes several changes to the Master Plan of Highways throughout the unincorporated areas of Los Angeles County. The proposed Master Plan of Highways can be viewed at the following link: [http://planning.lacounty.gov/assets/upl/project/gp_2035_2014-FIG 7-3_hwy_plan.pdf](http://planning.lacounty.gov/assets/upl/project/gp_2035_2014-FIG_7-3_hwy_plan.pdf). The proposed Master Plan of Highways can also be viewed in greater detail on GP-NET, which can be accessed at the following link: <http://planning.lacounty.gov/generalplan/maps>. The IEC will discuss these proposed amendments in order to provide a recommendation to the Regional Planning Commission.

More information on the General Plan Update is available at the following link: <http://planning.lacounty.gov/generalplan>.

Meeting Date: February 11, 2014

Meeting Time: 10:00 a.m.

Meeting Place: Department of Public Works

900 S. Fremont Ave (Small Dining Room)

Alhambra, CA 91803

IEC is comprised of representatives of the Los Angeles County Departments of Public Works and Regional Planning, and makes recommendations to the Regional Planning Commission and the Board of Supervisors on highway-related issues.

Any persons having an interest in this matter may attend the meeting and comment. For further information, contact Connie Chung of the Department of Regional Planning at (213) 974-6417 between 7:30 a.m. and 5:30 p.m., Monday through Thursday.

LOS ANGELES COUNTY

INTERDEPARTMENTAL ENGINEERING COMMITTEE

AGENDA

County of Los Angeles
Department of Public Works
Department of Regional Planning

Meeting Place: Department of Public Works
Small Dining Room
900 S. Fremont Ave
Alhambra, CA 91803

Meeting Date: February 11, 2014

Meeting Time: 10:00 am

1. (Continued from 2/6/14)

Project No. 02-305 (1-5)

(C. Chung)

General Plan Update

A discussion of the proposed changes to the Master Plan of Highways throughout the unincorporated areas of Los Angeles County as part of the General Plan Update.

For further information, contact Connie Chung of the Department of Regional Planning at (213) 974-6417, between 7:30 a.m. and 5:30 p.m., Monday through Thursday.

**INTERDEPARTMENTAL ENGINEERING COMMITTEE
MINUTES**

*County of Los Angeles
Department of Public Works
Department of Regional Planning*

Meeting Place:	Conference Room D Department of Public Works 900 South Fremont Avenue Alhambra, CA 91803	Meeting Date: February 11, 2014 Meeting Time: 10:00 a.m.
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DEPARTMENT REPRESENTATIVES PRESENT

Sam Richards, Department of Public Works
Jeff Pletyak, Department of Public Works
Guita Sheik, Department of Public Works
Julian Garcia, Department of Public Works
Steve Burger, Department of Public Works
Samuel Dea, Department of Regional Planning
Connie Chung, Department of Regional Planning
Nooshin Paidar, Department of Regional Planning
Susan Tae, Department of Regional Planning
Leon Freeman, Department of Regional Planning

DISCUSSION - DRAFT

1. Project No. 02-305-(1-5) (C. Chung)
Los Angeles County General Plan Update

The IEC reviewed a list of proposed amendments to the Highway Plan for the General Plan Update with a revised format, per IEC's recommendation on February 6, 2014. As part of the review, the IEC made edits for consistency, and verified some of the recommendations by referring back to memoranda provided by DPW.

As recommended on February 6, 2014, the IEC reviewed additional information from the Department of Beaches and Harbors and discussed the proposed changes to Admiralty Way in Marina Del Rey. The IEC recommended deleting proposed changes for the segment from Culver Blvd to Jefferson Rd; and changing the recommendation from expressways to parkways for the segments from Fiji Way to Culver Blvd, and from Via Marina to Fiji Way. As recommended on February 6, 2014, the IEC also reviewed and noted the proposed amendments on the list that had already been adopted through projects or other planning efforts. Furthermore, the IEC recommended the removal of some of the proposed changes in the Santa Clarita Valley from the list until further analyses can be considered.

The IEC concluded their discussion of the proposed amendments to the Highway Plan for the General Plan Update.

ACTION: IEC recommends the approval of the proposed amendments to the Highway Plan for the General Plan Update, as amended (see attached).

For further information, contact Connie Chung, Department of Regional Planning at (213) 974-6417 between 7:30 AM and 5:30 PM, Monday through Thursday.

CC:LF

ATTACHMENT 5

Los Angeles County Dept. of Regional Planning
320 W. Temple Street
Los Angeles, CA 90012
Phone: 213-974-6417
Fax: 213-626-0434
genplan@planning.lacounty.gov

February 19, 2014

Subject: Comments on the Draft General Plan and Its Long Term Implications for Rural Communities like Acton.

Reference: Draft General Plan Dated January, 2014
Planning Commission Hearing Scheduled February 26, 2014

Enclosed please find my comments on the draft General Plan. In particular, they address the extent to which it protects and preserves rural equestrian communities like Acton.

As a preliminary comment, I am particularly troubled that the draft General Plan fails to identify the intrinsic characteristics that make a community "rural" and, by extension, it fails to establish meaningful goals and policies to protect these "rural" characteristics. To the contrary, it offers two vaguely worded policies about protecting "rural communities" and preserving "rural character" without addressing how "rural character" will be preserved or even what "rural character" actually is. The Land Use Implementation Program is particularly deficient in this regard; while it specifically discourages "incompatible development" in rural communities, it fails to provide any insight into what "compatible" rural development actually looks like. The Draft General Plan therefore lacks the foundational elements essential to any determination of what constitutes "compatible" rural development (and, by extension, "incompatible" rural development). Simply put, the rural protection policies offered in the Draft General Plan are not founded on a clear understanding of what constitutes "rural", and will therefore have no weight or effect.

The draft General Plan constitutes a significant departure from the existing General Plan, which

- Specifically defines "rural communities" as dispersed developments that lack urban infrastructure and *which are intended to remain so*, and
- Sets forth specific policies that avoid intensive development and constrain new development to match the density and intensity of the surrounding area and ensure new developments in rural communities do not cause, or rely on, the expansion of existing infrastructure.

All of this is eliminated in the draft General Plan, which presents a fundamental "paradigm shift" in how rural communities are perceived by Los Angeles County Planning staff, and, more to the point, how they will be "managed" in the future.

In the existing General Plan, rural communities are described as:

"Non-Urban lands primarily include mountain, foothill, and high desert areas of the County, not currently planned for urban use or scheduled to receive an urban level of service. The intent of this classification is to maintain the character of dispersed non-urban settlements and communities; provide for agricultural and mineral production, preserve areas of significant natural and scenic resources; and avoid intensive development of areas subject to severe natural hazards or lacking essential services and facilities"

The specific policies set forth in the existing General Plan to protect this “rural community” vision are all but eliminated in the draft General Plan. For instance:

Existing General Plan Policy 23 (page I-21): “Ensure that development in non-urban areas is compatible with rural lifestyles, does not necessitate expansion of urban service systems and does not cause significant negative environmental impacts or subject people and property to serious hazards”. This policy specifically precludes the development of any commercial or residential projects which cause the expansion of urban service systems in rural communities (including traffic signals, street profiles/lights, etc.). It also precludes intense commercial development along established equestrian trails and in pedestrian areas (such as near schools) that would subject people to serious hazards. Not only does the proposed General Plan eliminate this substantial and protective policy, it establishes the contrary principal that limited infrastructure (such as exists in rural communities) constitutes an ongoing “deficiency” which must be addressed. For instance, page 16 of the draft General Plan states: “The General Plan establishes policies and programs to address existing deficiencies in community services and infrastructure, and to ensure the provision of sufficient community services and infrastructure for new developments”. The draft General Plan fails to grasp the simple truth that limited infrastructure is precisely the thing that will preserve rural communities like Acton that wish to remain rural.

Existing General Plan Land Use Policy 9: “Promote neighborhood commercial facilities which provide convenience, goods and services and complement the community character through appropriate scale, design and locational controls.” The Draft General Plan completely eliminates the concept (so critical to rural communities) that the location, scale, and design for new neighborhood commercial development should be informed and guided by the character of the surrounding area^{1,2}. In its place, the Draft General Plan merely establishes a FAR which is so absurdly high that it ensures only high density/high intensity commercial development in Acton (see attached for more details).

Existing General Plan Land Use Policy 7: “Assure that new development is compatible with the natural and man made environment by implementing appropriate locational controls and high quality design standards”. The Draft General Plan eliminates this policy, and replaces it with LU 6.7: “Protect rural communities from the encroachment of incompatible development”. This policy is presented by the Draft General Plan as a perfunctory statement that is not explained, discussed or even addressed anywhere in the document; as such, it provides no protection at all for rural communities.

Existing General Plan Land Use Element Policy 8: “Protect the character of residential neighborhoods by preventing the intrusion of incompatible uses that would cause environmental degradation such as excessive noise and traffic”. This policy is completely eliminated in the draft General Plan and not replaced with any commensurate policy. In fact, the draft General Plan does

¹ It is true that, under the Draft General Plan, Policy LU 9.3 requires the scale and design of new and remodeled buildings to “Consider the built environment of the surrounding area”, but this policy is entirely focused solely on the building “appearance”; it does not address locational controls necessary to the determination of whether a proposed commercial project is properly sited. For example, the existing General Plan compelled DRP to consider the appropriateness of locating the high density, high intensity “Panda Project” (generating 4,382 vehicle trips per day) adjacent to the High Desert Middle School in Acton. These “locational controls” are eliminated in the Draft General Plan.

² The analysis presented herein is based on the assumption that commercial developments in Acton are designated as “Community Commercial [C]”, which consistent with the Antelope Valley Areawide Plan.

not contain a single land use policy that seeks to protect rural residential communities like Acton from excessive traffic resulting from commercial development. To the contrary, the draft General Plan explicitly endorses visitor-serving commercial development in rural communities like Acton which, by definition, will significantly increase traffic loads in our community from the freeway and surrounding highways (see RC [rural commercial] land use description on page 76).

Page III-24: Locally serving commercial and industrial projects should be located so as not to “conflict with established community land use, parking, and circulation patterns”. The notion that local commercial projects should be constrained so as not to conflict with existing land use patterns is eliminated in the draft General Plan and not replaced with any commensurate policy. In fact, and as noted previously, the draft General Plan does not include any land use policy that protects rural communities like Acton from excessive traffic resulting from commercial development.

Existing General Plan Page III-35: The scale of local service commercial uses in terms of acreage and floor area must be “limited to that which can be justified by local community and neighborhood needs. In most cases, such uses in aggregate should not exceed 10 acres”. The draft General Plan completely eliminates the entire concept of limiting local commercial development to that which can be justified by local community needs.

Existing General Plan Page III-36: The overall scale and intensity of local commercial service uses should be “in keeping with the surrounding neighborhood or community setting”. The draft General Plan eliminates any requirement limiting the scale and intensity of local commercial development based on the surrounding neighborhood, and replaces it with a high fixed floor ratio which virtually guarantees high intensity, urban-style commercial development in Acton.

Existing General Plan Page III-37: The size and intensity of local commercial projects “should be confined to the extent that anticipated traffic generation does not adversely affect conditions on adjacent streets and highways”. This protective policy, which minimizes traffic impacts of local commercial projects by limiting the intensity of the project itself, is replaced in the draft General Plan by policies which facilitate intense commercial development by requiring road improvements to accommodate higher traffic loads. These policies will result in high intensity commercial development and heavy traffic loads in Acton,

Existing General Plan Land use Policy Map Notes state that the rural (non-urban) land use designation is assigned to “Areas not currently planned for urban use or scheduled to receive an urban level of service” and within Non-Urban areas, rural residential and certain other uses are permitted subject to established density, design, and service standards. The draft General Plan completely eliminates the concept of limiting growth in rural areas based on existing service standards. Worse yet, it replaces this principal with one which actually requires expansion of public services to facilitate growth (see page 16).

The attached presents additional comments/concerns regarding specific provisions of the draft General Plan. Please give these issues due consideration and revise the draft General Plan accordingly.

Sincerely,

Jacqueline Ayer,
Acton resident

ATTACHMENT – COMMENTS ON THE DRAFT GENERAL PLAN

1. On Page 16, under “Guiding Principles”, the draft General Plan states:

“The General Plan implements smart growth by using strategies that are tailored to each community. Strategies, such as transit-oriented development, will create vibrant centers around transit stations that promote neighborhoods where people can live, work, and shop without the need to drive to each Destination. Another smart growth strategy is to facilitate the creation of vibrant and active corridors that connect major centers and destinations, and thriving neighborhood centers within the unincorporated areas. These work in conjunction with other smart growth strategies to “green” streets and buildings, and protect and conserve its natural resources.”

Acton has a Metrolink transit station, and the freeway and highways in Acton that connect Santa Clarita with Palmdale clearly constitute a “corridor that connects major centers”. Acton is therefore (and without doubt) an obvious candidate for the high density residential development and high intensity commercial/mixed use development that is enthusiastically supported in, and explicitly advanced by, the draft General Plan. If this paragraph is not revised, it is certain that, shortly after the General Plan is adopted, someone will propose an intense commercial or mixed use development in Acton and claim (correctly) that such development is necessary and appropriate because it specifically advances this foundational “smart growth” strategy which essentially underlies the entire General Plan. And there is *nothing* in the draft General Plan that can be used to counter this position. In fact, DRP would be remiss in not approving such development, because doing so would be contrary to the foundational strategy of the entire Land Use Element. This, in combination with the excessively high commercial developmental densities (FAR = 0.5) authorized by the draft General Plan, virtually guarantees high density, high intensity development in Acton. To be clear, this Draft General Plan advocates and encourages commercial developments in Acton that have intensities which are *several times greater* than the “Panda project” (which, incidentally, had a FAR of only 0.14).

While this description of “smart growth” may be applicable to urban and suburban communities, it is NOT applicable to rural communities, and the draft General Plan errs substantially in not making this distinction. Therefore, it is unacceptable to the community of Acton. This paragraph must be revised to explicitly exclude rural communities from any consideration as “vibrant” transit centers or corridors. The following revision is recommended: “The General Plan implements smart growth by using strategies that are tailored to each community. Strategies, such as transit-oriented development in urban and suburban areas, will create vibrant centers around transit stations that promote neighborhoods where people can live, work, and shop without the need to drive to each destination. Another smart growth strategy is to facilitate the creation of vibrant and active corridors in urban and suburban areas that connect major centers and destinations, and thriving neighborhood centers within the unincorporated areas....”

2. On Page 16, under “Guiding Principles”, the draft General Plan states:

“Community services and infrastructure serve as the backbone of a community. Quality of life is dependent upon the quality and availability of schools, parks, libraries, police and fire services, cultural facilities, and community gathering places; as well as circulation systems, water, sewers, flood control, utilities, communication, and waste management. Successful land use planning and growth management rely on the orderly and efficient planning of community services and

infrastructure. The key to growth management is the commitment to proactively coordinate with public and private partners to provide and maintain sufficient services and infrastructure that are commensurate with growth. The General Plan establishes policies and programs to address existing deficiencies in community services and infrastructure, and to ensure the provision of sufficient community services and infrastructure for new developments.”

This paragraph is troublesome. Acton’s ability to retain its rural character in the future will hinge directly on whether or not it will continue to have only limited access to community services and infrastructure. In other words, it is precisely the deficiencies in Acton’s community services and infrastructure which secure our rural lifestyle. Contrary to what the draft General Plan states, the key to growth management in rural communities that wish to remain rural is to *limit* community services and infrastructure in a manner that constrains development and growth (especially “smart growth”). To be clear, a General Plan that is determined to address “existing deficiencies” in rural services and infrastructure is also a General Plan that is determined to ultimately change the rural profile itself. There is no getting around the fact that the application of this “guiding principal” to the rural community of Acton assures its destruction, not its preservation. This paragraph must be revised to address this concern.

3. On Page 17, the draft General Plan states “Los Angeles County as a whole is urbanized...” This statement is completely false; Less than 1/3 of the entire county is urbanized; most of it is rural/open space. More importantly, nearly all the land that is specifically addressed by the Land Use Element (more than 90%) is designated either rural or natural resource (See Table 6.1). As such, the emphasis that the draft General Plan places on urban form and urban-style “smart growth” is completely inappropriate.

4. On Page 17, the draft General Plan states:

“The General Plan also includes goals, policies and programs to minimize risks and discourage development in areas that are prone to safety hazards, such as earthquakes, floods and wildfires.”

It is noted that the entire county is prone to earthquakes and floods, and much of the county is subject to wildfires (including urban and suburban areas). Hundreds of thousands of homes have been built in earthquake-prone areas of Los Angeles County (take Northridge for example) and in fire-prone areas as well. It therefore seems unreasonable and improper to cite earthquake or fire concerns as a reason to “discourage” a property owner in Acton from building a home. Also, what exactly is meant by “discourage development” in earthquake, flood, and wildfire prone areas? Do you intend to withhold building permits from Acton property owners merely because Acton (like the rest of Los Angeles County) is earthquake prone?

5. Why are there no “Opportunity Area Maps” identified for the Santa Clarita Valley area? The Draft General Plan states (on page 49) that this area is one of the fastest growing areas in unincorporated LA County with 33,500 housing units approved just in the last 10 years. Yet, incredibly, no “Opportunity Maps” are presented for this area. This is particularly surprising, given the fact that the draft General Plan presents “Opportunity Maps” for limited growth areas like Acton.

6. On Page 62, the Draft General Plan states:

“Density Controlled Design, Natural Resource Conservation, and Hazard Mitigation. Density controlled subdivision design allows buildings to locate closer together on a smaller portion of land so that larger, contiguous natural resource areas may be conserved in a cohesive manner. Density controlled design can also mitigate the exposure of residential uses to hazards, such as wildfires, through the siting and design of open space.”

“Density Controlled Design” is simply the new term for “clustering”. The community of Acton has, for the last 10 years, made it clear to Regional Planning that it opposes “clustering” in Acton because it provides developers with the means of avoiding the Acton’s minimum lot size standards. Virtually every large subdivision map that Regional Planning has reviewed in Acton over the last 20 years has failed to meet Acton’s 2-acre minimum lot size requirements, yet they are approved anyway. Land Use Policies intended to further “Density Controlled Design” goals without regard for, and even at the price of, Acton’s community development standards is insupportable and must be revised accordingly.

7. On Page 63, the Draft General Plan states

“The Zoning Map is required to be consistent with the General Plan Land Use Policy Map”, and Table 6.2 identifies Rural land use designations which are limited to “Single family residences; equestrian and limited animal uses; and limited agricultural and related activities”.

Over the last 15 years, DRP has routinely approved high density commercial/industrial projects on rural, N1 and N2 parcels that do not have commercial land use designations in the proposed Land Use Map (see Appendix A of the draft General Plan: sheet 3 of the Antelope Valley Land Use Map). These uses are not single family residences, nor are they equestrian or limited animal uses, nor are they limited agricultural/related activities. Therefore, they do not comply with the Rural Land Use designations identified in Table 6.2. Please address this General Plan inconsistency.

8. Please make the following change to page 68:

Transit Oriented Development

Urban and suburban A areas with access to major transit and commercial corridors have the most potential for infill development. Transit-oriented development is well-suited for higher density housing and mixed uses, and commercial and civic activities. Transit-oriented development connects neighborhoods, and community and employment centers through a broad network of pedestrian, bicycle, transit, and roadway facilities.

Without this change, the community of Acton (which is bisected by a freeway, 3 major highways and has its own train station) is deemed well-suited to Transit Oriented development.

9. Page 70 states:

“The Impacts of Sprawl

Sprawl is a low-density land use pattern that extends development into greenfields and other undeveloped lands with limited or no infrastructure and transit options. A sprawling land use

pattern puts the unincorporated areas at risk of losing resources, such as agricultural lands, and will contribute to the fragmentation and isolation of open space areas. In addition, as sprawl is commonly located in areas with limited or no transit options, continuing this land use pattern contributes to traffic congestion, air pollution, and greenhouse gas emissions."

Development in rural communities such as Acton has, by definition "a low density land use pattern" which extends into "undeveloped lands with limited or no infrastructure". This paragraph clearly and explicitly disparages rural communities to such an extent that it seems to actively discourage their continued existence. The County cannot have it both ways; Either rural development and rural communities are to be encouraged and preserved so that they continue to thrive, or they are to be discouraged and ultimately eliminated. Please revise this provision because it is direct conflict with other sections of the draft GP that are ostensibly intended to preserve rural development.

10. Please make the following change on page 71:

"Community design in rural areas in the Antelope Valley ~~could be~~ is different from community design in urbanized communities, such as East Los Angeles and Florence-Firestone."

11. Pages 71-72 state:

"Community design does not focus on the architectural style of a specific building or site, but rather groups of related elements and uses that when taken together, define a community. Community design considers the adjacency of building entry and sidewalk, the scale of new buildings relative to neighboring structures, and the relationship of the street to the sidewalk. Other examples include designing neighborhood gateways, streetscape improvements on a commercial corridor, consistent landscaping for streets, and uniform signage that can designate a special district within a community. Successful community design standards build upon the characteristics of both the natural and man-made environments that are unique to each community."

This section on "Community Design" is troublesome because none of the examples given (such as "streetscape improvements", "landscaping for streets", "adjacency of building entry and sidewalk", "relationship of the street to the sidewalk", "neighborhood gateways") apply to communities like Acton which, as a rural equestrian community that wishes to remain so (and which has limited water supply), generally opposes sidewalks, streetscape improvements, and street landscaping. The examples of development standards expressed here pertain to urban and suburban communities and are in fact contrary to the standards adopted by rural communities such as Acton. This discussion of "urban community design" should be identified as such, and this entire section should be expanded to include at least one example of a "rural community design" feature.

12. Page 72 states:

"In addition, providing substantial tree canopy cover, and utilizing light colored paving materials and reflective roofing materials, can reduce the urban heat island effect."

The term "reflective roofing materials" is troublesome. Presumably, this term refers to either bright white or shiny (specular reflective) roofing materials. Such roofing materials in rural, low

density rural areas cause significant glare problems for the entire community. Anyone located within ½ mile (or more) of a specular reflective roof in Acton will experience painful glare, often throughout the day. More to the point, non-specular, light colored earth-tone roofing materials favored by Acton coupled with radiant barrier construction is highly energy efficient and successfully meets the EPA's "cool roof" energy efficiency objectives. This section should be revised accordingly.

13. Table 6.2 authorizes a FAR of 0.5 for non-residential uses on rural residential lands [see page 74 of the draft General Plan]. Where did this 0.5 value come from? It is *exceedingly* high for a rural area. With this FAR, a 2-acre rural lot is limited to just 1 house, but it can have 43,000 square feet of non-residential structures. How is this reasonable or appropriate?

14. Table 6.2 authorizes a FAR of 0.5 for "Rural commercial" land uses. This high density, high intensity development ratio is *completely inappropriate* for the rural community of Acton. DRP is reminded that the high density, high intensity "Panda Project" which was ultimately deemed inappropriate for Acton (and which included 8 fast food restaurants on 2 acres) had a FAR that was only 0.14. As it is currently written, this draft General Plan clearly and specifically authorizes commercial projects in Acton that are *three times more dense/intense* than the Panda Project.

15. According to Table 6.2, commercial uses on "Rural commercial" lands are supposed to be "visitor serving activities". The community of Acton has repeatedly told DRP that we *do not want* any commercial development that is intended to serve either visitors or the traveling public because such development causes significant traffic, noise and trash impacts in our community. The intent of Rural Commercial development should be to serve the local (rural) community in which it is located. Period. It is notable that, in urban and suburban areas, DRP specifically restricts commercial uses on "General Commercial" lands to local serving purposes, yet, inexplicably, does not place the same local-serving restrictions on "Rural Commercial" uses. This **MUST** be revised and corrected in the Final GP

16: The "warehousing and distribution" uses identified for "Light Industrial" land uses are not appropriate for rural communities such as Acton because of the traffic impacts that such uses generate.

17. If the highest residential density allowed on rural lands is 1 du/acre, why is 5 du/acre appropriate for rural mixed use? How is this consistent with a rural profile and why was it even developed?

18. Land Use Element Policy LU 3.2 states "Discourage development in areas with environmental resources and/or safety hazards". Given that the Draft GP designates the entire community of Acton as a "safety hazard" area (Figures 6.1, 12.1 and 12.6), how precisely will DRP discourage development in Acton? What does this statement actually mean for the residents and property owners of Acton?

19. Land Use Element Policy LU 4.1 states “Encourage infill development on vacant, underutilized, and/or brownfield sites”. This policy is problematic for rural communities, which have low density development and (by definition) consist entirely of parcels which, from an urban perspective, are either “vacant” or “underutilized” parcels. This policy should be revised to read: “Encourage infill development in urban and suburban areas on vacant, underutilized, and/or brownfield sites.
20. Land Use Element Policy LU 4.3 states: “Encourage transit-oriented development with the appropriate residential density along transit corridors and within station areas”. This policy fails to constrain such development to the 11 designated TOD Policy Areas that are explicitly identified in the draft General Plan (see Figure 6.4). Worse yet, it specifically encourages TOD development in rural communities like Acton that have a train station or are located on major highways, even though such development is clearly contrary to preservation of the “rural profile”. This policy must be revised to ensure that Acton and other rural communities cannot ever be construed as potential TOD areas; for instance: “Encourage transit-oriented development within designated TOD Policy Areas identified in Figure 6.4 with the appropriate residential density along transit corridors and within station areas”. [Incidentally, there is a typographical error on page 69, which indicates that the designated TODs are shown on Figure 6.3; in actuality, they are depicted on Figure 6.4]
21. Land Use Element Policy LU 4.4 states: “Encourage mixed use development along major commercial corridors”. As written, this policy is problematic; no map or definition of “major commercial corridor” exists in the draft General Plan. More to the point, since the draft General Plan does not limit its contemplation of “major commercial corridors” to only urban and suburban areas, it could easily be construed to include frontage property in Acton along the 14 freeway and Sierra Highway. This policy must be revised to ensure that it will not be relied upon to facilitate high density mixed use development within Acton in the future. For example: “Encourage mixed use development in urban and suburban areas along major commercial corridors”.
22. Under “Community Serving Uses”, Land Use Element Policy LU 5.1 states: “Encourage a mix of residential land use designations and development regulations that accommodate various densities, building types and styles”. Precisely how is this policy “Community Serving”, particularly for rural communities? This policy applies only to urban and suburban areas, and should be clearly designated as such.
23. Under “Community Serving Uses”, Land Use Element Policy LU 5.2 states: “Encourage a diversity of commercial and retail services, and public facilities at various scales to meet regional and local needs.” This policy is troubling, particularly for rural communities. Commercial and retail development in rural communities should NEVER be intended to serve regional needs. Rather it should be limited in scope, density and intensity to serve local needs ONLY. This policy applies only to urban and suburban areas, and should be clearly designated as such.
24. Land Use Element Policy LU 6.7 states: “Protect rural communities from the encroachment of incompatible development”. The General Plan fails to describe or even address what “incompatible development” in rural communities looks like. For the record, “incompatible” residential development in Acton is any residential development having a density in excess of 1

dwelling unit per 2 acres, and “incompatible” non-residential development is any commercial or industrial development that significantly increases local traffic patterns, expands infrastructure, or has a density, intensity, or FAR pattern that exceeds the established profile surrounding the development. This non-specific policy has no strength, depth or breadth, and it lacks all the elements necessary to actually protect rural communities from “incompatible development”. This term should be defined in such a way that precludes high density, high intensity, or high traffic development in rural communities such as Acton that wish to remain rural in future.

25. Land Use Element Policy LU 6.9 states “Encourage development in rural areas that is compatible with rural community character, preserves open space, conserves agricultural land, and promotes efficiencies in services and infrastructure.” The problem with this policy is that development which “promotes efficiencies in services and infrastructure” is, by definition, compact and dense, and therefore contrary to the low density, low intensity profile of rural communities. This Policy MUST be revised: “Encourage low density, low intensity development in rural areas that is compatible with rural community character, preserves open space, and conserves agricultural land, ~~and promotes efficiencies in services and infrastructure.~~”

26. Land Use Element Policy LU 8.2 states “Encourage patterns of development, such as sidewalks and bikeways that promote physical activity.” The use of sidewalks is specifically contrary to Acton’s rural/equestrian profile and Community Standards District, which calls for street plans with inverted shoulder construction and no sidewalks. As written, this land use policy conflicts with the rural developments that exists throughout most of the Planning Area, thus it should be revised accordingly.

27. Land Use Policy LU 9.7 seeks to promote “continuity along commercial corridors with transit or active pedestrian activities.” What precisely does this policy mean? How precisely will it be implemented in rural equestrian communities such as Acton?

28. Land Use Element Policy LU 9.13 states: “Discourage flag lot subdivisions unless designed to be compatible with the existing neighborhood character”. What is wrong with flag lot subdivisions, particularly in rural hillside communities like Acton? Why are they explicitly targeted for elimination? Flag lots are an effective way to preserve hillside areas and, at the same time, comply with Acton’s 2 acre minimum lot size. It is also an effective alternative to “clustering”, which the community of Acton has actively opposed for the last 10 years. The fact that this draft policy includes a “workaround provision” which allows flag lots if they are compatible with existing neighborhood character is of no consequence, since DRP planning staff automatically discount and routinely ignore such provisions when reviewing small subdivision plans. It is unacceptable for the general plan to simply prohibit this subdivision design tool which is important in rural communities such as Acton without a very compelling reason.

29. Land Use Element Policy LU 10.2 states “Support the design of developments that provide substantial tree canopy cover, and utilize light colored paving materials and reflective roofing materials to reduce the urban heat island effect.” As stated clearly above, specular and highly reflective roofing materials are *the worst possible choice* within the community of Acton. This fact is undisputed, and it should compel regional planning to revise this policy accordingly.

30. Land Use Element Policy LU 10.6 states: "Ensure that subdivisions in VHFHSZs site open space to minimize fire risks from flammable vegetation". Generally speaking, open space areas created by future subdivisions in VHFHSZs will be located in areas that are covered in native vegetation which is often quite flammable. Indeed, it is precisely the flammable nature of this vegetation which creates the VHFHSZ in the first place. The only way to actually "minimize" fire risks from flammable native vegetation in open space areas in VHFHSZs would be to remove such vegetation which, of course, is contrary to native vegetation protection policies. This policy simply cannot be implemented and should therefore be removed or revised.

31. Land Use Element Policy LU 10.7 states "Encourage the use of density controlled design techniques to conserve natural resource areas." As written, this policy (which advocates "clustered" land developments) is unacceptable to Acton for reasons mentioned previously. At a minimum, it must be revised to secure absolute conformance with community standards pertaining to minimum lot size requirements.

32. Page 93 states: "Figure 7.2 is a map of the Highways and Freeways System that serves Los Angeles County." This statement is inaccurate because Figure 7.2 maps only those state highways/freeways that are maintained by CalTrans; it does not depict any of the "Major Highways" that serve Acton, including Sierra Highway, Soledad Canyon Road, and the Angeles Forest Highway. This statement should be revised as follows: "Figure 7.2 is a map of the State Highways and Freeways System that serves Los Angeles County".

33. On Page 94, the following description is found: "Limited secondary highways are located in remote foothill, mountain and canyon areas." This description is offensive because Acton (which has several limited secondary highways) is NOT a remote area; it is in fact a designated rural community that is located between two major urbanized regions. This description must be changed as follows: "Limited secondary highways are located in rural communities and remote foothill, mountain and canyon areas".

34. Page 96 states: "Although DPW utilizes the above described LOS criteria for assessing the performance of, and determining impacts to, roadways, DPW is currently working on the development of a multimodal transportation planning function. This effort will ensure that transportation facilities are planned, designed, and maintained to provide safe and efficient mobility for all users, including bicyclists, pedestrians, and motor vehicles." The scope of transportation modes described here as part of DPW's "multimodal transportation planning function" must be broadened to take into consideration equestrian uses that are crucial to Acton. Both the County Code and the State Vehicle Code classify horses as vehicles, and for this reason, DPW has continually and persistently contended that equestrian use of pedestrian areas in Acton is a violation of law. Yet, at the same time, DPW insists that equestrian use of the roadway itself is not appropriate or authorized. To ensure this conflict is properly addressed by the Draft General Plan, this section must be revised to include equestrian uses in the list of transportation issues that will be addressed by DPW's "multimodal transportation planning function".

35. Please make the following revisions to page 98: "Historically, transportation planning and street design have focused on the automobile, resulting in hostile environments for pedestrians,

equestrians, and bicyclists. In order to create safer places to walk, ride and bicycle, as well as to take transit, more emphasis needs to be placed on these other viable modes of transportation. Furthermore, street designs should accommodate all users, including children, seniors, and the disabled. Streets designed to incorporate all potential users, including pedestrians, equestrians, bicyclists, transit users, and conventional vehicular traffic are known as complete streets. Aesthetics and function are also important considerations when creating comfortable places to walk, ride, bicycle, and take transit.”

36. Section 2 “Creating a Multimodal Transportation System” (on page 99) should be expanded to address equestrian issues.

37. Section 3 “Connecting Transportation and Land Use Planning” (beginning on page 99) should be expanded to address equestrian mobility issues to ensure all land use decisions in Acton account for equestrian uses, including the development of feeder trails and backbone trails.

38. Mobility Element Policy M 2.1 should be revised as follows: “Design streets that accommodate pedestrians, equestrians and bicyclists, and reduce motor vehicle accidents through a context-sensitive process that addresses the unique characteristics of urban, suburban, equestrian and rural communities”.

39. Mobility Element Policy M 2.7 should be revised as follows: “Require sidewalks, trails and bikeways to accommodate the existing and projected volume of pedestrian, equestrian and bicycle activity, considering both the paved width and the unobstructed width available for walking.”

40. Mobility Element Policy M 2.8 should be revised as follows: “Connect trails and pedestrian and bicycle paths to schools, public transportation, major employment centers, shopping centers, government buildings, residential neighborhoods, and other destinations.

41. Mobility Element Policy M 2.11 should be revised as follows: “In urban and suburban areas, promote the continuity of streets and sidewalks through design features, such as limiting mid-block curb cuts, encouraging access through side streets or alleys, and promoting shorter block lengths.” . This recommendation is based on the fact that the traditional street design features described in M2.11 such as sidewalks and streetlights are opposed in rural communities and are in fact contrary to the Acton CSD.

42. Mobility Element Policy M 4.5 should be revised as follows: “Where feasible, encourage continuous, direct routes through a connected system of streets, with small blocks and minimal dead ends (cul-de-sacs).” This policy is infeasible in several areas of Acton.

43. Mobility Element Policy M 5.4 should be revised as follows: “Support and pursue funding for the construction, maintenance and improvement of roadway, public transit, pedestrian, equestrian, and bicycle transportation systems”.

44. Mobility Element Policy M 7.5 states "In rural areas, require rural highway and street standards that minimize the width of paving and the placement of curbs, gutters, sidewalks, street lighting, and traffic signals, except where necessary for public safety". The problem with this policy is that it will not successfully protect rural communities such as Acton from inappropriate infrastructure such as curbs, gutters, sidewalks, and streetlights. The fact is, DPW routinely and persistently requires this infrastructure in Acton without any actual showing that it is "necessary for public safety". DPW merely declares that it is, and then requires it to be installed. This policy should be revised to prevent DPW from making such peremptory decisions regarding "necessary street improvements" without first showing that such improvements are indeed "necessary". The following language is recommended: "In rural areas, require rural highway and street standards that minimize the width of paving and the placement of curbs, gutters, sidewalks, street lighting, and traffic signals, except where an engineering study clearly demonstrates that such curbs, sidewalks, and street lighting are indeed necessary for public safety".

45. Air Quality Element Policy AQ 3.5 states: "Encourage maximum amounts of energy conservation in new development and municipal operations". What exactly is "maximum amounts of energy conservation"? Is it really appropriate to pursue "maximum amounts of energy conservation" without regard for cost or impact? For instance, as written, this policy compels the county to deny a permit for any residential construction project that fails to fully offset its entire energy footprint via solar panels merely because such offsets are theoretically possible. This policy should be revised as follows: "Policy AQ 3.5: Encourage ~~maximum amounts of~~ energy conservation in new development and municipal operations."

46. Conservation and Natural Resource Element Policy C/NR 3.10 states: "Require that development mitigate 'in-kind' for unavoidable impacts on biologically sensitive areas—onsite or nearby as feasible, but allow flexible off-site application to the benefit of other County SEAs or connectivity among them if onsite is not feasible, and permanently preserve mitigation sites." What exactly is meant by "in-kind" mitigation? Does it mean that a 4,000 square foot residential development on a 20 acre lot within an Acton SEA must be mitigated by the dedication of 4,000 square feet of the same lot to "open space" preservation? Or does it mean mitigation by the dedication of a separate 20 acre parcel to "open space" preservation? Or will property owners just be able to pay into a fund that banks mitigation fees that are intended for open space acquisition purposes? For the record, SCE had destroyed hundreds of acres within the proposed "Santa Clara River SEA" without any "in-kind" mitigation.

47. Conservation and Natural Resource Element Policy C/NR 3.11 states: "Discourage new development from increasing the urban-wildland interface in undisturbed natural areas through compact design". Precisely what portions of Acton are considered to be "the urban-wildland interface" where compact design will be implemented?. Compact design is not a policy that is supported by the community of Acton because it has been inappropriately and continually used by DRP to approve subdivisions that do not meet Acton's 2-acre minimum lot size requirement.

48. Conservation and Natural Resource Element Policy C/NR 5.6 states: "Minimize point and non-point source water pollution". How does the County intent to implement this policy vis a vis new residential septic systems in Acton?

49. Figure 9.6 superposes an assumed “county windspeed” profile onto a mineral, oil and gas resource map. This figure is both clumsy and fails to consider current renewable energy generation trends:

- a. “Wind” is not a legitimate natural resource, and it is not an important renewable energy source, either. Of the 150 new generation sources that have applied for connection to the California grid in the last 4 years, only 5 are wind projects [Pgs 2-5 of the “CAISO Generation Queue” at <http://www.caiso.com/Documents/ISOGeneratorInterconnectionQueue.pdf>]. Of the 71 generation projects that have been completed since 1999, only 13 are wind projects [Pgs 6-7]. Nearly 100 wind energy projects proposed for connection to the California grid have been cancelled/withdrawn since 2006. Clearly, “wind” is not a resource in Los Angeles County, and DRP’s attempt to show otherwise (by including windspeed profiles in Figure 9.6) is unsupported by the facts.
- b. Given the fact that solar generation is much more widespread and has a much higher generation potential than wind, it is very odd that wind is emphasized in Figure 9.6, and solar is completely ignored.
- c. Within Acton, utility-scale wind generation projects could only be viable if they are placed along the scenic hillside and ridgelines of this community. Such construction violates the hillside and ridgeline preservation provisions of the Acton CSD. Yet, incredibly, Figure 9.6 depicts these areas as “natural resource areas” that should be exploited for energy generation purposes.
- d. The high speed wind “resource” areas depicted in Figure 9.6 are all located in and along steep hillsides which are supposedly inappropriate development areas. DRP cannot and should not tell wind developers that hillside construction is appropriate, and at the same time, tell private property owners that hill side construction is inappropriate.

50. Conservation and Natural Resource Element Policy C/NR 12.1 states “Expand the production and use of renewable energy resources”. This statement is particularly troublesome because it advocates the unfettered expansion of renewable energy production without regard for the significant and deleterious impacts that such projects create. Even small (100 MW) renewable energy projects require the clearance of more than 1,000 acres of open space habitat, and they often cause significant visual (even blindingly bright) impacts not to mention excessive water demand. The only type of renewable energy production that should be actively supported without limit is the expansion of photovoltaic generation on existing structures in developed areas. There is sufficient roofspace in the greater Los Angeles area to accommodate urban electrical demand via in-situ generation. This policy MUST be revised to strongly encourage the installation of photovoltaics on existing structures in developed areas and strongly discourage renewable energy projects on undeveloped open space areas.

51. Has the county considered designating the 14 freeway in Acton and Agua Dulce as a scenic highway? If so, what happened? It seems that if the section of the 5 freeway north of the 14 freeway transition qualifies, then the 14 freeway should qualify as well.

52. Many of the ridgelines in Agua Dulce are designated as "significant ridgelines" in Figure 9.8. Why are there no "significant ridgelines" designated in the community of Acton? There are certainly several ridgelines which meet the criteria identified on page 152 of the Draft General Plan.

53. Parks and Recreation Element Policy P/R 3.3 (which seeks the expansion of lighting districts in subdivisions) is in conflict with Acton's goal to minimize "light pollution". Streetlights are strongly discouraged in Acton and many other rural communities, and if they are constructed, they must be fully shielded. This policy must be revised to ensure that it is not improperly applied to subdivisions where streetlighting is actively discouraged.

54. Parks and Recreation Element Policy P/R 4.3 is deficient because it lacks any definitive language regarding how feeder trails will be secured. It must be strengthened to ensure that feeder trail dedications and offers to dedicate are properly secured through the subdivision and the land development processes. DRP is reminded that the Acton CSD specifically requires that trails be developed in every land division in Acton. If the county can obtain park land through the subdivision process via the Quimby act, and it can require LLADs as part of the subdivision process and land development process (see Policy P/R 3.3), then it can secure feeder trails for Acton in the same manner.

55. Acton anticipates that, when it is released, the noise contour map (Fig 11.2) will address the significant noise coming from high voltage power lines and substations; this is a significant noise source in the community of Acton.

56. Noise Element Policy N 1.10 states: "Orient residential units away from major noise sources (in conjunction with applicable building codes). Where feasible, exterior walls should have minimal surface openings (i.e. windows, balconies, sliding doors, etc.) not to exceed 10% of the total wall surface". This requirement is far too stringent, and it should only be implemented in areas with significant (>50 dB) ambient noise levels. Most areas in Acton do not have significant ambient noise levels, so Acton property owners should not have such a significant restriction placed on them. Moreover, limiting the total surface area openings in a residence to only 10% creates dark interior spaces and prevents homeowners from obtaining full benefit of passive solar design options. It also unduly restricts a homeowner's viewshed by limiting the location and orientation of the windows in the home. Finally, it must be pointed out that this policy is unnecessary, since modern window and door construction methods can eliminate virtually all exterior sound impacts.

57. Safety Element Policy S 3.1 "discourages" development in very high fire hazard severity zones (VHFHSZ). The entire community of Acton is in a VHFHSZ. Specifically in what way will this "discouragement" occur in Acton and how will it affect Acton land owners?

58. Public Services and Facilities Element Policy PS/F 2.1 states "Implement water conservation measures, such as drought tolerant landscaping and restrictions on water used for landscaping." This policy is not discussed or even alluded to anywhere in the entire Public Services and Facilities Element; it simply appears without any supplemental information. Does this policy apply to new developments or existing? Does it apply to property owners on private wells that do not use

municipal water systems? This policy will significantly impact tens of thousands of property owners if it requires the removal and replacement of existing landscapes. This policy should be discussed in detail in the General Plan, and if such discussion is not provided, it should be deleted.

59. Why isn't the Acton-Agua Dulce Library included as a "Library Site" in Figure 13.2?

60. Public Services and Facilities Element Policy PS/F 6.6 should be revised as follows: "Require electrical distribution lines to be constructed underground. Encourage the construction of electrical transmission utilities underground, where feasible." Placing electrical distribution lines underground will significantly reduce fire risks, particularly in VHFHSZs. It will also reduce the severity of vehicular accidents along rural highways and roads.

61. Economic Development Element Policy ED 4.4 should be revised as follows: "Incentivize urban and suburban infill development that revitalizes underutilized commercial and industrial areas." Such incentives are not appropriate for rural communities which, by definition, have dispersed, low density commercial development that, from an urban perspective, is intrinsically "underutilized".

62. Economic Development Element Policy ED 4.6 should be revised as follows: "Retrofit and reuse vacant and underutilized industrial and commercial sites in urban and suburban areas for emerging and targeted industries". This policy is inappropriate for rural communities for reasons mentioned above (Item 61).

63. Page 136 states "In rural areas, hundreds of households depend solely on private wells that tap into local ground water sources". This statement is problematic because water extracted from private wells is NOT deemed to come from a "local" source, it comes from a privately-owned "point source". To be clear, private well owners extract privately owned water from privately owned "point sources" which occur on and under their privately owned land. Secondly, this statement significantly understates the number of households that depend on private wells.

64. Program #P/R-2 on Page 261 should be expanded to include a provision for obtaining feeder trail dedications or offers to dedicate from subdivision and development projects in rural equestrian communities to ensure trail connectivity.