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COUNTY OF LOS ANGELES

GENERAL PLAN

INTRODUCTION

INTRODUCTION

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INTRODUCTION

THE NATURE OF THE GENERAL PLAN

The purpose of the General Plan is to protect and further the public interest. The concept of public interest assumes that there are communities of interest having among them widely shared values, goals, and problems that transcend the special concerns of any particular community. The concept extends to protect special communities of interest from discriminatory actions. The concept of public interest also assumes that there are common means or resources. Thus, promoting the public interest involves using common resources responsibly to further common values and to attack shared problems. In a democracy, public interest cannot be separated from due process. Due process involves making public decisions in an accountable, fair and open manner. Fundamental to due process is the principle that those whose interests are affected by a public decision must have an effective voice in the making of that decision. Also fundamental is the right to adequate notice of possible or intended actions, the right of affected parties to present issues for public discussion, the right to be heard in an impartial and responsive forum, and the right of appeal to an independent body for impartial review.

It is in the public interest to satisfy the shared needs of the residents of Los Angeles County, to protect the interests of future generations, and to respond to the special needs of disadvantaged groups which, if left unmet, would endanger public trust. The shared needs of Los Angeles County residents include a healthful, safe, attractive and prosperous environment, the wise use of scarce resources, and effective public services at the lowest possible cost.

The General Plan is a public interest tool for initiating and responding to change. It is a unified statement of public policy for use in making decisions on critical public issues. The Plan provides a framework for coordinating short and medium range actions designed to meet needs and to prevent problems from becoming crises. It sets forth guidelines for how the County of Los Angeles should allocate its resources in meeting identified needs over the next few decades.

The General Plan serves as an advisory document to provide decision-makers with a policy framework to guide specific, incremental decisions so as to move toward achievement of the Plan's stated goals and objectives. At the time specific decisions are made -- whether on land use, the construction of a new highway or an urban renewal project, etc. -- the appropriate decision-making authority must interpret and weigh various Plan policies based on the best information available at that point in time. Thus, the General Plan neither promises nor guarantees the achievement of any goal or objective nor strict adherence to any single policy statement.

The Plan's goals, objectives and policies are the result of considerable public input and professional analysis. They represent a determination, based on existing data and expectations, as to what general course of action should be followed to achieve the kind of environment County citizens wish to be realized by the year 2000.

In addition, since the future is largely unknowable and public expectations may change, the General Plan cannot remain static throughout its lifetime. Appropriate adjustments to its goals, objectives and policies must be made to insure that the General Plan remains relevant to public needs. Thus, the physical, social and economic environment of Los Angeles County must be continuously monitored to identify the emergence of new problems and the solution of old ones.

THE COMPONENTS OF THE GENERAL PLAN

The County of Los Angeles General Plan consists of two major components: (1) the countywide chapters and elements that set the countywide policy framework; and (2) the areawide and community plans* that deal with local issues of unincorporated communities. Their various contents are as follows:

COUNTYWIDE CHAPTERS AND ELEMENTS**

- Introduction
- General Goals and Policies Chapter
- Conservation and Open Space Element
- Land Use Element
- Housing Element
- Transportation Element
- Water and Waste Management Element
- Economic Development Element
- Implementation Chapter
- Technical Supplement
- Safety Element
- Seismic Safety Element
- Noise Element
- Scenic Highway Element
- Plan of Bikeways
- Regional Recreation Areas Plan

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*State law also provides for specific plans, which are sometimes confused with community plans. Community plans are general plans for specific localities within a larger jurisdiction. Specific plans implement general or community plans by providing very detailed designs for specific localities. They are much more detailed than community plans and, unlike community plans, they incorporate regulations and conditions.

**It is proposed that future countywide elements on energy, public facilities and services, human resources, historical and cultural heritage, general recreation, and other subjects be added in the future as funds allow.

The countywide chapters and elements address issues which transcend local community interests, and are intended to identify and promote the broader public interests of the County by addressing issues that, individually or collectively, impact (in terms of costs and benefits) the lives, activities and well-being of all County residents. In this regard, the countywide chapters and elements have three major roles:

1. To provide an overall set of goals and policies to guide countywide activities so that governmental decisions at all levels move in the same direction.

2. To provide policy parameters to integrate more specific planning efforts in order to ensure a compatible and effective regional approach.

3. To provide effective planning for specific functions that can be best addressed at the countywide level.

Each of the countywide chapters and elements has been developed with one or more of the above roles in mind. Thus, their emphasis may be goal-oriented (i.e., General Goals and Policies Chapter), designed to integrate other planning efforts in the County (i.e., Transportation Element) or functional in nature (i.e., Noise Element).

AREAWIDE AND COMMUNITY PLANS*

Unincorporated areawide and community plans are extensions, or refinements of countywide policy. Such local planning programs provide an accessible forum for community residents and interest groups to address issues unique to their area and to express local preferences and attitudes relative to future community growth and development.

*At the present time, the following have been adopted: Santa Clarita Valley Areawide General Plan, Hacienda Heights Community Plan, and East Los Angeles Community Plan. In preparation are the following: Antelope Valley Areawide General Plan, update

Although the content and scope of areawide and community plans are not mandated by State planning law, such plans typically focus on local land use issues including the distribution of specific land use types and intensities, local circulation patterns and the location of neighborhood and community services and facilities. By virtue of the explicit scale and detail that can be achieved through local planning efforts, areawide and community plans serve to refine and provide a local orientation for countywide land use policy.

RELATIONSHIP BETWEEN THE COUNTYWIDE CHAPTERS AND ELEMENTS AND THE AREAWIDE AND COMMUNITY PLANS

Although the major components of the General Plan have different roles, they are not mutually exclusive. As components of the overall General Plan, they serve to provide governmental decision makers with a perspective, and with guidelines appropriate to regional or local issues. Consequently, decisions made must reflect the direction set by both the countywide and local components of the General Plan, if they involve an unincorporated area with an adopted areawide or community plan. The countywide chapters and elements serve to guide decisions involving one or more regional concerns, whereas the areawide or community plans serve to guide local matters. An adopted community, areawide or specific plan may set forth precise standards and criteria

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(Cont'd)
of the Santa Clarita Valley Areawide General Plan, Rowland Heights Community Plan, Malibu/Santa Monica Mountains Areawide General Plan, West Hollywood Community Plan, and Los Angeles County Local Coastal Programs (ultimately to be known as the Coastal Element).

tailored to conditions within the community, provided that such standards and criteria are consistent with the general countywide provisions. In those instances where a decision may involve both local and regional concerns, it is the countywide component that sets the broad policy parameters within which local plans provide more specific direction.* It is in this sense that the local plans are refinements of some of the more important regional issues that the countywide chapters and elements address.

ROLES AND RELATIONSHIPS

Thus, the countywide chapters and elements fulfill a necessary role that transcends and supplements the local plans. In particular, the countywide chapters and elements constitute a collective policy statement addressing issues of countywide or regional importance that cannot be resolved at the local level. Moreover, they provide a coherent and consistent approach throughout the County with regard to the following factors:

Countywide Policy Framework. The General Goals and Policies Chapter provides basic policy parameters within which all countywide elements and areawide and community plans are formulated. These basic policies address critical needs affecting all, or a significant portion, of the County. They are specifically interpreted and elaborated on by "area development priorities" to provide additional guidance for areawide and community plan development.

*It should be noted that due to local characteristics or preferences, a local plan need not address a particular issue. In such a case, the countywide chapters and elements are to be relied upon exclusively.

Population Growth and Distribution. Also provided by the General Goals and Policies Chapter is a set of interrelated population, housing, employment, and land use (PHEL) projections. These projections quantify the anticipated impact of current countywide policy in terms of future growth and development, and provide a baseline for monitoring population, housing, employment and land use trends within the County's major planning areas.

It is the function of the areawide and community plans to determine specific implications of the PHEL projections and countywide policies within each of their planning boundaries.

Urban Form and General Development Pattern. Urban form and development policies seek to influence the character, timing and distribution of future growth and development insofar as they impact such countywide concerns as: the quality and cost of public services; regional air and water quality; the consumption of energy resources; the enjoyment of major open space areas and natural amenities; and the equitable distribution of public resources.

The countywide chapters and elements set forth a generalized urban form concept through both written and mapped policies. This concept provides an organizational framework for interrelating major activity sub-systems within the County. Such sub-systems include major commercial, employment and cultural centers; regional transportation networks and corridors; and major open space and recreation areas.

General development policies identify and promote the various development processes necessary to accommodate anticipated growth and development within the County and its major subregions. Such development processes include urban expansion into suitable urban fringe areas, infill of bypassed parcels within existing urban communities, and revitalization of deteriorated older urban areas through rehabilitation and/or recycling.

Protection of Life and Property. The countywide chapters and elements of the Plan address certain hazards that threaten both life and property in so many areas of the County that it is cost-effective to develop reasonably uniform standards. This also recognizes that communities have not always internalized the cost of developing in hazardous areas and thus have permitted private development to impose burdens on the public at large. Standards and criteria are identified by the Land Use Element (with specific geographic locations depicted by the Special Management Areas Policy Map), the Water and Waste Management Element, the Noise Element, the Seismic Safety Element and the Safety Element. Their application is in addition to any standards and criteria that the areawide and community plans may provide to address purely local hazards.

Environmental Resource Protection. The Conservation and Open Space Element, the Scenic Highway Element, and Coastal Element (being developed) provide policies to protect environmental, cultural, and aesthetic resources which should be accessible to all residents for their use and enjoyment. Specifically identified are Special Management Areas, potential Scenic Highway Corridors and coastal areas that should be subject to countywide standards and criteria. Their application is in addition to any development policies provided by the areawide and community plans. Policies concerning air quality and energy are also addressed at the countywide level since they involve impacts that transcend the boundaries of any single community.

Major Open Space and Recreational Opportunities. The Conservation and Open Space Element, along with the adopted Regional Recreational Areas Plan and the Plan of Bikeways, identify general areas which have countywide significance because of their open space and/or recreational value. The areawide and community plans should provide the necessary analysis and site identification to ensure adequate opportunities for local parks, trails and scenic features, and may include specific measures to protect hillside areas.

Economic, Housing, and Social Opportunities. The distribution of jobs, housing and social opportunities is appropriately dealt with at the countywide level since only limited public funds are available, and equitable distribution requires a countywide strategy. As a result, the Economic Development Element, the Housing Element and the Human Resources Element (to be developed) provide the necessary policies and implementation guidelines. The role of the areawide and community plans is to provide specific site identification and implementation programs based on strong local citizen input.

Regional Transportation/Service System Needs. Both written and mapped policies are provided by the Transportation Element to ensure an adequate and well-balanced transportation system. In addition, the Water and Waste Management Element, together with the proposed Public Facilities and Services Element, deal with the provision of essential services (i.e. water, sewerage, solid waste disposal, electricity, natural gas and petroleum). These are addressed at the countywide level to ensure that necessary connections exist, adequate capacity is available, and the location of large-scale facilities is cost-effective. Within this context, it is the role of the areawide and community plans to identify the appropriate location and size of collector streets and service lines.

Land Use Policy. The land use classifications, depicted on the Land Use Policy Map in the Land Use Element (Chapter Three) of the General Plan, serve to identify general and dominant uses and intensities. It is the role of the local plans--where an adopted city, areawide or community plan exists--to identify more specific land uses, determine the actual boundaries between land use categories, and establish more specific residential density ranges within the general parameters established by the countywide goals and policies.

PREPARATION OF THE PLAN

The Los Angeles County Regional Planning Commission is committed to public involvement in the planning process. Accordingly, the Commission directed that the General Plan be developed with the participation of individuals, citizens' groups and public agencies from all jurisdictional levels.

Citizen participation has primarily been through the involvement of the Countywide Citizens' Planning Council (CCPC), made up of citizens from a broad range of backgrounds and geographic locations. Throughout the development of the Plan, the CCPC participated in identifying critical needs, formulating major goals, reviewing proposed alternative plans, formulating recommended policies, and reviewing successive drafts of the General Plan.

The work of the CCPC was supplemented by the cooperation of public agencies. The Plan was developed with the assistance of the cities through: (1) area planning councils; (2) individual cities; and, (3) the Los Angeles County Division of the League of California Cities. County departments whose services would be affected by policies and programs of the General Plan advised the Department of Regional Planning through the General Plan Policy Review Board (GPPRB). Comments from the staff of the Southern California Association of Governments (SCAG), which cooperated throughout the preparation of the Plan, helped maintain a Southern California perspective. Many other federal, State and regional agencies were consulted as the Plan was formulated.

Two background studies were of particular value in preparing the Plan. One was a public opinion survey designed to strengthen citizen participation. The survey was conducted among a randomly selected sample of 1,100 residents that represented a cross-section of Los Angeles County's population. It focused on attitudes

toward urban growth and development, transportation, housing, environmental protection, energy, and the costs of government services. The results helped identify issues of public concern and suggested policy directions for the Plan. The other study was a land capability and suitability analysis. It recommended development capacities of land areas throughout the County by focusing on environmental resources (including significant ecological areas), and identified threats posed to public health and safety by natural hazards. This survey provided valuable assistance in making land use allocations and shaping recommendations for environmental management.

A major step in the preparation of the Plan was the development of plan alternatives, which combined two possibilities for population growth and two possibilities for future urban development. The distribution of over 10,000 copies of the report on alternatives helped the staff, advisory groups and the public to assess the most critical needs facing the County and to decide what the future of the County should be. The alternatives were reviewed with the public at community meetings and through mail-back questionnaires. Advisory groups and public agencies also evaluated the alternatives. After carefully considering these reviews, the Regional Planning Commission established the policy direction for the General Plan. It was to: 1) promote a more concentrated urban pattern; 2) focus new development in suitable locations; and, 3) accept moderate population growth. Once this direction was established, the General Plan was prepared.

HOW TO USE THE COUNTY GENERAL PLAN

The General Plan is designed to assist the decision makers of Los Angeles County. Foremost among these are the elected officials of the County and the 81 cities in the County. The General Plan is an instrument for use by County government in managing public

affairs. It provides information on recent and projected trends, constitutes a statement of County policy on major public issues and is a basis for bringing about or responding to change. The Plan serves as a basis for capital budgeting decisions and for coordinating key activities of County agencies, such as the delivery of recreation, utility, transportation, and housing services. It is a basis for regulating land uses through subdivision and zoning ordinances. Plan policies will be used to make decisions on land use proposals. Thus, the Plan will influence decisions on private investment and the future development of the County's tax base.

As a statement of public need and policy, the Plan is designed to encourage the State and federal governments, as well as the private sector, to invest in existing urban areas. This will help implement the strategy for revitalizing older urban areas and inform private investors and developers as to where there is an opportunity or a need to develop new urban areas.

The Plan is also a basis for proposing and evaluating draft legislation. As a statement of County and city policies, the Plan will be used to communicate local policies to regional, State and federal governments.

By defining problems of countywide concern and identifying countywide policy, the Plan can help cities prepare and revise their plans. It will be a means for coordinating land use policies in unincorporated areas with land use policies in adjacent or affected municipalities, and for resolving planning and development issues among cities. The Plan can help in making decisions on annexations and incorporations.

The Plan is an instrument for meeting needs beyond the means and responsibilities of most individual cities, such as: preserving

regional open space; providing regional recreation services; conserving regional resources (i.e., energy, water and prime agricultural land); developing low and moderate income housing; and coordinating inter-city transportation, water and precise facilities.

RELATION TO OTHER PLANS, POLICIES AND PROGRAMS

In Los Angeles County, special districts make many decisions related to urban services and facilities and collectively appropriate large sums for capital improvements. The General Plan provides these districts with information on the development potential of areas in the County and advises them of County policy.

The regional agencies, among them the Southern California Rapid Transit District, the Metropolitan Water District, and the Southern California Association of Governments, are responsible for coordinating with city and county governments on policies and programs. The decisions of these agencies often affect the County's urban form and development.

State and federal agencies have taken an active part in environmental protection and resource conservation. Their involvement has had an increasing impact on the County's population growth, urban development, and housing and transportation policies. The General Plan is an instrument for making local policy known to higher levels of government and for establishing policy positions on issues of regional, state and national significance.

HOW TO INTERPRET THE GENERAL PLAN

The General Plan gives a general policy direction, not a detailed blueprint for action. Nevertheless, it should be used by government for guidance in making day to day decisions to ensure the effective use of public resources and to further the public interest.

Because of the general nature of the Plan, it will always be necessary to interpret its intent. To determine the intent, the written statements of policy contained in the various chapters and elements should be used. The maps in the Plan are graphic statements of policy, and are intended to be general, not precise, policy statements.

COUNTY OF LOS ANGELES

GENERAL PLAN

GENERAL GOALS AND POLICIES CHAPTER

GENERAL GOALS AND POLICIES CHAPTER

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INTRODUCTION

The key content of this Chapter is a statement of general policies, illustrated by the General Development and Urban Form Policy maps and supplemented by projections of population, housing, employment, and land use. This Chapter's statement supports the policy content of the other Plan elements and is supplemented by a general statement of implementation strategy and Plan priorities contained in the Implementation Chapter. The Plan policies are supported by background information, an identification of needs, and a statement of of general goals.

BACKGROUND

Location and Natural Setting

The people of Los Angeles County enjoy an environment and a way of life that is unique and highly diverse. The diversity and the beauty of the County's environment have contributed to its rapid development. Its environmental diversity stems from the close proximity of the sea, desert and mountains and the varied and scenic landscapes.

A variety of climates complements the diversity of the landscape. The coastal basin and the Channel Islands enjoy a Mediterranean climate with warm, dry summers and moist, mild winters. The high central mountain areas have snow in winter. The desert areas have hot dry summers and cool winters. The combination of broad climatic differences and varied terrain creates a complex pattern of microclimates.

The great variation in climate and terrain is paralleled by a unique and diverse system of biological resources. No less than 36 biological communities have been identified in Los Angeles

County.(1) This richness is characteristic of the marine environment along the shoreline as well.

Los Angeles County, however, also has some environmental liabilities. The land is subject to seismic activity, with many active and inactive faults cutting through the bedrock foundations of the region. Peculiarities of climate and terrain make Los Angeles particularly susceptible to air pollution. The arid climate imposes a perpetual water shortage that can be only overcome through careful planning. The combination of vegetation and climate in the mountainous areas creates the basis for a major wildfire threat. Finally, the proximity of plains and rugged mountains together with heavy seasonal rainfall create a serious threat of floods. Despite such liabilities, a recent national survey ranked the County in the top third of 90 major metropolitan areas in terms of its quality of life.(2)

Urban Character

Los Angeles County is part of a major international megalopolis extending along the coast from Santa Barbara, California to Tijuana, Mexico and spreading into the desert to Palm Springs. The heart of the megalopolis, a metropolitan area of more than 1,000 square miles, lies in the southern part of this County.

Los Angeles has been characterized as a sprawling, low density metropolis. This is only partly true. In comparison with most other large American urban areas, Los Angeles suburbs tend to be more intensely developed, while inner city areas are less intensely developed. If we compare the most densely developed 100 square miles of major U. S. metropolitan areas, only New York, Chicago, and Philadelphia show a higher intensity of development than Los Angeles.(3) Single family housing has been characteristic of the Los Angeles urban form, but its low profile is punctuated by numerous high intensity centers, a growing number of which contain clusters of high rise buildings. These clusters make Los Angeles a multi-centered metropolis.

Los Angeles County is distinguished from other large metropolitan areas by its extensive freeway system, a result of the commitment to the automobile; a great variety of ornamental vegetation introduced from around the world; and, its orientation to outdoor living, symbolized in part by the fine system of public beaches. Relative newness and modernity are major aspects of the image of the urban area. Nearly all of the region has been built since 1900, and over 70% of the urban development has occurred since 1940.

The People

The cultural variety of the people is a primary influence on the character of the Los Angeles region. The human diversity of the County matches its environmental richness and the variety of its urban forms. Influenced by a number of great migratory flows, the seven million people of the County are a unique and exciting mixture. Some of the major ethnic and racial communities include: Mexican, Black, Chinese, Jewish, Japanese, Cuban, Korean, and Filipino. The Southern California region is also a very attractive area for a new group of immigrants from such Southeast Asian countries as Vietnam and Cambodia. The cumulative effects of cultural distinctions, income differences, occupational experiences and educational backgrounds also greatly increase the rich human diversity. Any effort to shape the future of the metropolis must recognize the complex system of social values that stems from this diversity.

The Economy

Los Angeles County is the center of a highly developed industrial economy. Major features of the economy include: possibly the world's greatest concentration of high technology industry supported by many advanced research and educational institutions; a high proportion of employment concentrated in services, trades and professions; rapid innovation and change; and an emphasis on education and research as economic activities.

It is the second largest metropolitan economy in the nation (4) and one of the largest markets for goods and services in the world. The advanced features of the economic system point to high productivity. (5) Income, whether expressed in regional or personal/family terms, is high compared to other large regions The regional job market is very large and increasingly diversified.

Initially, the relative isolation of the County from national markets and the scarcity of certain industrial minerals may have helped to delay the growth of a balanced and diversified economy. However, time has witnessed an adjustment to these factors. Today, the County has a diversified economy. In addition to strong manufacturing, services and trade sectors, the County also has developed into a center of international business and finance. Many key industries are oriented to communication and transportation (television, movies, electronics and aerospace). The challenge to planning is to foster continued economic health and diversity without physical, environmental and social degradation.

Recent Trends: The Maturing of Los Angeles County

The late sixties and early seventies were periods of dramatic population growth for Los Angeles County. More recently the County has experienced a significant change in growth trends. Between 1969 and 1975, the population remained at about 7 million and since 1975 moderate population gains of about 40,000 per year have been noted (6); however, the makeup and distribution of the population changed significantly: newer suburban areas continued to grow, but many older neighborhoods suffered sharp population losses. Lower income families replaced middle income families in many older areas and the elderly and certain racial minorities increased both in numbers and as a percentage of the total population.

Long term job growth has continued at a healthy pace and business firm out-migration has declined. In addition, new business formation, expansion of existing industries and inmigration of firms have shown a healthy increase during the late seventies. However, some uncertainty about the County's otherwise promising economic future has been created by an apparent shortage of industrial land. Inflation has had a far reaching impact and has reduced the living standards for many people with fixed incomes. Unemployment has remained a serious problem among minorities.

The supply of housing has continued to increase significantly. However, the volume of construction is dramatically lower than during the boom years of the 1960's. Moreover, because of a decline in household size, substantially more housing is needed to serve approximately the same level of population.

The cost of housing has risen sharply, pricing most families out of the market for new homes.(8) Deterioration of housing built in the forties and fifties is accelerating due to aging and the lack of proper maintenance. Thus, due to deterioration and spiraling costs, many low and moderate income households cannot find adequate housing.

The automobile remains the principal mode of travel in Los Angeles County, but the costs of buying and operating a car are increasing sharply. New freeway construction has virtually ceased. The number of people needing public transportation is growing, but the quality of service remains low in many areas.

The era of cheap, abundant resources is suddenly ending. Prime developable land is growing scarce and expensive. Shortages are forcing the price of energy up, and the costs of other key resources are also increasing.

Old environmental problems have persisted as new ones have appeared. Air pollution remains a critical issue despite significant improvements. Limited headway has been made in reducing urban blight. Earthquakes, oil spills, mudslides, floods, and fires have demonstrated the urban area's vulnerability to natural and man-caused disasters. Urban development has encroached upon natural areas and the coastline. Public concern with the threat of damage to these resources has led to new regulations. These trends and events signal the beginning of a new age. The Los Angeles urban area has reached maturity and is beginning to face the problems older cities already have had to confront.

NEEDS

The people of Los Angeles County are faced with pressing problems that will affect the quality of life and will lead to crises if left unresolved. For the most part, these problems arise from the cumulative impact of spillover effects of public and private actions. The needs discussed below are symptomatic of these problems and are the foundation for establishing goals and policies:

- Enhance Equal Opportunity: Limited choice and unequal access to jobs, housing, and services are the most significant problems facing many residents of Los Angeles County. In the past, racial minorities, the young, the elderly, women and the disabled have been most affected by discrimination. More recently, members of middle-income groups have also been affected by narrowing choices. The concerns and unmet needs of these groups must be addressed to increase general prosperity and promote social harmony.

- Promote a Strong and Diversified Economy: A diversified economy provides a wide range of investment opportunities and job choices and is less vulnerable to the harmful consequences of recessions and booms. Although progress has been made in diversifying the economy, government should continue to promote diversification to avoid economic over-dependence on a limited number of industries.

- Provide More Jobs: Although the labor force participation rate is higher than ever before, providing more jobs remains a priority task. The problems of unemployment and under-employment have persisted for years and affect minorities, women, and the young most severely. Between 1975 and 2000, as more women enter the labor force and minority populations increase, unemployment will not be reduced and the labor force

will not be fully productive unless the economic base is diversified and human and natural resources are more effectively used.

- Create a More Equitable Tax System: The present tax system contains many inequities. In the last decade, inner city areas with growing concentrations of lower income groups have experienced major declines in the assessed value of property (when measured in constant dollars). The passage of Proposition 13 in 1978, which afforded significant relief to many homeowners, has forced government to curtail or reduce some services. The areas which have a growing need for services have been experiencing a decline in their ability to meet these needs. The tax system should be improved to provide a more equitable distribution of the tax burden both for individuals and among governmental jurisdictions.

- Prevent Urban Blight and Deterioration: Urban blight, already a serious problem, will become more of a threat in the future. Older suburbs and inner cities can suffer accelerating deterioration as tract housing and related commercial centers built between 1945 and 1965 age and become obsolete. The loss of middle and upper income families to the newer suburbs, a relative decline in personal income, rising maintenance costs, and a reduction in relative market value further increase the potential for urban blight.(9) Preventing the spread of blight and restoring areas already affected cannot be accomplished unless urban sprawl is restrained and scarce investment funds are used to maintain and restore the vitality of existing urban areas.

- Provide More Affordable Homes: Obtaining decent housing at an affordable price is a problem for many of the County's households. Between 1960 and 1978, housing costs rose faster than the cost of living.(10) Many factors contribute to

the high costs of housing, including interest charges that double or triple the monthly payment on a home for the average buyer, the diminishing supply of prime land and a scarcity of resources which raises the cost of building materials. The addition of the 'baby boom' children to the housing market and the growing number of women participating in the labor force increased the demand for housing, both renter and owner occupied. The growing number of would-be purchasers, pursuing an almost fixed supply of single family homes, is forcing prices of single family housing up more rapidly than apartment rents.(11)

In 1978, virtually all new single family housing, the primary consumer of vacant land, was being built for the upper income market.(12) Almost no new housing is being built for middle income households and even less for households with lower incomes. These households are left with older units at inflated prices.

Maintenance costs are increasing even more rapidly than purchase prices, thus increasing the potential for rapid deterioration of the aging housing stock. High monthly payments often prevent homeowners from properly maintaining their homes. A continuation of the present housing situation is likely to damage the urban and natural environments. There is no inexpensive or easy solution to the housing problem, since any remedy would involve changing basic values and revising priorities.

- Improve Health, Education and Crime Control Services:
The availability and fair allocation of essential services, such as those for health, education, and crime control are key factors in maintaining neighborhood quality, attracting investments, and promoting equal opportunity. Rising costs of delivering services, inflation, and declining revenues

are straining the capacity of the County to maintain existing services and correct deficiencies. Extending services to newly developed urban areas while also trying to correct deficiencies in older neighborhoods further burdens the County's service capabilities. It will be necessary to reshape our priorities and more fully utilize the limited capability of our service systems to attract reinvestment to areas threatened by blight and deterioration.

- Improve Public Transportation: The transportation situation in Los Angeles County is an illustration of the dilemma of private plenty and public poverty. Billions of dollars, both public and private, are spent each year on the private auto while the public transportation system starves. A large investment has been made in a transportation system built around the private auto, but every year the private auto becomes more expensive for the public and private sectors and less effective as a solution to transportation needs. Making public transit a more viable alternative to the private auto is a primary need. The need is particularly acute for those who cannot afford or are not able to drive and who are consequently denied full access to occupational, educational, recreational, residential, and public service opportunities. In addition to serving the growing transit dependent population, a more adequate public transportation system would lessen congestion, reduce energy consumption and improve air quality. It would, along with car and vanpooling, provide transportation in case of a fuel shortage or other unforeseen circumstance when automobile use would be severely reduced.

- Conserve Energy: Worldwide industrialization, population growth, and policies of energy producers and consumers are placing increased demands on a finite stock of fossil fuels. Locally produced energy supplies are declining and

the County, like the nation, is increasingly dependent upon foreign sources. Although alternative energy resources may eventually help resolve the imbalance between supply and demand, there is an immediate need for government at all levels to take strong conservation measures.

- Improve Air Quality: Over the past thirty years, actions have been taken to reduce air pollution from stationary and mobile sources in the Los Angeles basin. But air pollution remains the most critical environmental problem for the County, with an estimated 8,317 tons of air pollutants produced daily in 1976.(13) Not only is air pollution a well-documented threat to health, but it also adversely affects the prospects for new investments and can irreparably harm both the man-made and natural environments. In recognition of this continuing problem, additional actions have been proposed by the federal and State governments and the South Coast Air Quality Management District to further reduce mobile and stationary source emissions. The County generally endorses these proposals, even though it does not have jurisdiction over emissions regulation. Appropriate County measures are suggested in the Land Use, Conservation and Open Space and Transportation Elements of this document.

- Conserve Water: Los Angeles County is a semi-arid area dependent on water imported from other regions. Continued urban growth will increase this dependency. At the same time, growth in the rest of the Southwest is creating more competition for the limited supply of water. Intensified competition and higher delivery costs will raise the price of water substantially, and the situation could be made worse by droughts and other emergencies. Because the prospects for a major increase in the availability of water are poor, a strong conservation program is essential to ensure an adequate supply.

- Preserve the Natural Environment: Los Angeles County has one of the most varied natural environments in the nation. Natural amenities were a primary factor in bringing investments and people to the region. But rapid, large scale urban development and the belief that natural resources are only useful for economic production have caused widespread damage to these assets. Sacrificing our remaining environmental assets in order to stimulate economic growth would be a grave mistake. Economic growth and environmental preservation are complementary, not competitive. Social and economic well-being are linked to a restored and healthy environment.

- Protect Against Natural Hazards: Earthquakes, wildfires and floods are three scourges of Southern California. They not only take a toll in terms of life, but are also a drain on the public and private economic sectors. The declining availability of prime land is increasing the pressure to develop in more hazardous areas.* Unmanaged development of these areas will mean higher costs to property owners for fire, flood, and earthquake protection. The pressure to consume hazardous lands comes mostly from the demand for single family housing in the high-priced, luxury category. Urbanizing hazardous areas means incurring obligations and costs which may add to basic housing and economic problems and, in fact, may restrict public capacity to respond to such urgent problems.

- Promote the Effective Use of Governmental (Public) Resources: Rising costs, inflation, property tax relief and the slow growth of the tax base are reducing revenues

*The land capability study revealed that by 1975 the south County had less than 50,000 acres of vacant land with high or moderately high capability for urban development.

necessary for government to provide and improve essential services. Revenue deficiencies make the maintenance of services over a huge urban area more difficult each year. The difficulty of financing the revitalization of older urban areas and of underwriting new urban expansion with limited resources demonstrates the need to establish clear priorities. A careful balance of priorities designed to provide and maintain needed services is important to the vitality of the region. To balance priorities and to allocate resources fairly, government agencies should work toward increased citizen participation in the public decision-making process.

GENERAL GOALS

The goals are a link between needs, on the one hand, and policies and implementing programs on the other. In addition, the general goals express the purpose of all elements of the Plan and should be used as a guide for implementation. The general goals of the County of Los Angeles General Plan are to:

- Provide Full and Equal Opportunity: This goal expresses the human dimension of the Plan. It embodies a concept of equity that emphasizes the relationship of rewards and benefits to effort and needs. The same treatment must be accorded to individuals and groups in similar situations. The key to equity is a stable, diversified economy that extends a wider share of employment and investment opportunities to disadvantaged groups.

  The fulfillment of this goal will involve improvements in the quality of education, public safety, health, job training and placement, housing, welfare and other services in declining neighborhoods; and, an end to discrimination based on age, sex, race, religion and physical disability.

- Conserve Resources and Protect the Environment: This goal is a recognition of man's dependence on the physical environment for his prosperity and well-being, and of his responsibility to be sensitive to the environmental consequences of his actions.

  The fulfillment of this goal will involve preserving the natural environment; eliminating air, noise, and water pollution to protect health and safety; avoiding or mitigating the effects of natural hazards; and, conserving all resources, including natural habitats and wildlife, for the use and enjoyment of present and future generations.

- Revitalize Declining Urban Areas: The existing urban area is a resource we cannot afford to neglect or abandon. Revitalizing declining areas will reduce the pressure to use limited natural and man-made resources and to develop new urban areas.

  The fulfillment of this goal will involve conserving and improving the residential, commercial, and industrial sections of the older urban areas of the County. Improving residential neighborhoods means eliminating blight; providing neighborhood facilities, including facilities for education and recreation; and increasing the quantity and protecting the quality of housing. In order to support improvements in residential neighborhoods, blight in deteriorated commercial and industrial areas should be eliminated. Revitalization will also involve improving transportation services, in particular, expanding public transit and improving the design of developments.

- Develop a Strong Diversified Economy and Ensure Full Employment: The key to social improvement is a strong, stable and diversified economy that provides a range of employment and investment opportunities. Upgrading the standard of living and the quality of life without a strong local economy is impossible.

  The fulfillment of this goal will involve: creating new jobs for the residents of Los Angeles County; revitalizing older industrial and commercial districts; expanding the industrial base; reinforcing the major regional centers; improving air, rail, highway, public transit, and harbor facilities; supporting educational, medical, and civic institutions; and encouraging private investment and reinvestment in Los Angeles County.

Physical planning cannot be separated from social, economic, and environmental concerns. Progress toward a goal in one area influences opportunities to achieve goals in another. Thus, a strong, stable economy creates conditions to reduce poverty, and also provides the revenues to preserve the natural and man-made environment. Preserving and revitalizing existing communities conserves human resources by realizing potentials and preventing dislocations, enhances efficiency by using existing service systems, and relieves pressure on the natural environment by reducing the need for development in urban fringe areas.

PLAN POLICIES

POLICY DIRECTION

Policies are the link between goals and implementing programs. They express commitment to a course of action to meet the goals. The policies of the General Plan are made up of written statements of policy, projections, and maps.

The policies contained in this Plan emerged from an analysis of four plan alternatives (14). The alternatives had two basic dimensions: population and urban pattern. Combining two population levels and two urban patterns yielded four alternatives, described in the following matrix:

GENERAL PLAN ALTERNATIVES

Population Level	Urban Pattern	
	Dispersed	Concentrated
7 million	A	B
8 million	C	D

The Los Angeles County Regional Planning Commission adopted a resolution which set a policy direction for the revised General Plan after receiving citizen and public agency review and testimony. Although the decision lay within the bounds defined by the four alternatives, the policy direction emerged from a mixed strategy rather than a single alternative. The policy direction was to:

- Promote a more concentrated urban pattern;
- Focus new development in suitable locations; and,
- Accept a moderate population growth equivalent to natural increase (the Commission did not want to adopt a policy position that would force people to migrate out of the County).

The decision to promote a more concentrated urban pattern is based on the assumption that concentration will generally minimize the costs of extending and providing public services and maximize the potential for energy conservation by reducing energy consumption. In addition, a concentrated urban pattern will help avoid the problems engendered by developing hazardous or environmentally sensitive areas, as well as conserve natural resources.

While concentration is viewed as the principal means of achieving an efficient and environmentally attractive pattern of development -- and thus was chosen as a basic policy of this Plan -- all development need not fit a concentrated pattern, especially where developers agree to pay the marginal public costs (service, economic, social and environmental) that their developments may impose. The Plan, of course, is designed to provide for a variety of living styles and dwelling unit types.

Furthermore, the Commission believes that concentration can be encouraged more effectively by the use of incentives than by restrictive regulatory controls. Indeed, regulatory controls could be counterproductive by encouraging out-migration of residents to regional fringe areas.

The Commission also stressed strengthening the economy, protecting the environment, and ensuring sensitivity to local plans. The policy direction was designed to: revitalize older urban areas by extending the life of the sound housing stock; encourage the efficient use of land by discouraging urban sprawl and focusing new development into the areas most suitable for urban expansion; conserve natural and man-made resources; protect the ecological diversity of the natural environment; strengthen the economy; provide expanded employment and investment opportunities; promote equitable access to the benefits of society; and achieve a more effective use of public resources. The policy direction chosen was judged to provide these benefits more effectively than any single alternative or any other combination of the alternatives.

The Commission's resolution, supplemented by a statement of policies and guidelines, was used to develop the following general policy statements which are the foundation of the General Plan. The policy statements provided the basis for developing the population, housing, employment, and land use projections and the policy maps in this chapter. The policies, projections, and policy maps in other elements of the Plan are elaborations of the policies stated below.

GENERAL POLICIES

HUMAN RESOURCES DEVELOPMENT

1. ERADICATE DISCRIMINATION IN HOUSING, JOBS AND INCOME, EDUCATION, RECREATION, AND OTHER FACETS OF LIVING; AND GUARANTEE FULL AND EQUAL OPPORTUNITY IN ORDER TO PROMOTE INDIVIDUAL AND GROUP DEVELOPMENT.

2. IMPROVE EMPLOYMENT AND EDUCATIONAL OPPORTUNITIES FOR MINORITIES AND THE DISADVANTAGED THROUGH AFFIRMATIVE ACTION PROGRAMS.

3. MAXIMIZE INDIVIDUAL AND FAMILY SELF-SUPPORT AND REDUCE THE NEED FOR INSTITUTIONAL TREATMENT OF NEEDY, DISABLED, AND HANDICAPPED PEOPLE BY PROVIDING ADEQUATE FACILITIES AND SERVICES IN THE COMMUNITY.

4. ENCOURAGE CULTURAL AND SOCIAL DIVERSITY AND THE PRESERVATION OF THE CULTURAL HERITAGE OF LOS ANGELES COUNTY.

5. ENCOURAGE THE MAINTENANCE AND ENHANCEMENT OF CULTURAL VALUES AND THE ETHNIC VARIETY OF COMMUNITIES.

POPULATION GROWTH AND DISTRIBUTION

6. ACCEPT AND PLAN FOR A LEVEL AND RATE OF POPULATION AND ECONOMIC GROWTH CONSISTENT WITH IMPROVED ENVIRONMENTAL QUALITY AND THE AVAILABILITY OF AIR, WATER AND ENERGY RESOURCES.

7. PROMOTE A REVERSAL OF THE TREND TOWARD POPULATION LOSSES IN OLDER URBAN AREAS.

8. PROMOTE A DISTRIBUTION OF POPULATION CONSISTENT WITH SERVICE SYSTEM CAPACITY, RESOURCE AVAILABILITY, ENVIRONMENTAL LIMITATIONS AND ACCESSIBILITY.

RESOURCE CONSERVATION AND PROTECTION OF ENVIRONMENTAL QUALITY

9. DIRECT URBAN DEVELOPMENT AND REVITALIZATION EFFORTS TO PROTECT NATURAL AND MAN-MADE AMENITIES AND TO AVOID SEVERE HAZARD AREAS, SUCH AS FLOOD PRONE AREAS, ACTIVE FAULT ZONES, STEEP HILLSIDES, LANDSLIDE AREAS AND FIRE HAZARD AREAS.

10. PROTECT AREAS THAT HAVE SIGNIFICANT NATURAL RESOURCES AND SCENIC VALUES, INCLUDING SIGNIFICANT ECOLOGICAL AREAS, THE COASTAL ZONE AND PRIME AGRICULTURAL LANDS.

11. PROTECT CULTURAL HERITAGE RESOURCES.

12. CONSERVE ENERGY TO ENSURE ADEQUATE SUPPLIES FOR FUTURE USE.

13. CONSERVE THE AVAILABLE SUPPLY OF WATER AND PROTECT WATER QUALITY.

14. RESTORE AND PROTECT AIR QUALITY THROUGH THE CONTROL OF INDUSTRIAL AND VEHICULAR EMISSIONS, IMPROVED LAND USE MANAGEMENT, ENERGY CONSERVATION AND TRANSPORTATION PLANNING.

15. PROMOTE MORE EFFECTIVE RECYCLING AND REUSE OF RESOURCES, ESPECIALLY THOSE THAT ARE NONRENEWABLE.

16. STRESS THE DEVELOPMENT OF COMMUNITY PARKS PARTICULARLY IN AREAS OF THE GREATEST DEFICIENCY, AND TAKE ADVANTAGE OF OPPORTUNITIES TO PRESERVE LARGE NATURAL AND SCENIC AREAS.

LAND USE AND URBAN DEVELOPMENT PATTERN

17. PROMOTE THE EFFICIENT USE OF LAND THROUGH A MORE CONCENTRATED PATTERN OF URBAN DEVELOPMENT, INCLUDING THE FOCUSING OF NEW URBAN GROWTH INTO AREAS OF SUITABLE LAND.

18. MAINTAIN A BALANCE BETWEEN INCREASED INTENSITY OF DEVELOPMENT AND THE CAPACITY OF NEEDED FACILITIES SUCH AS TRANSPORTATION, WATER AND SEWAGE SYSTEMS.

19. REVITALIZE DECLINING PORTIONS OF EXISTING URBAN DEVELOPMENT, WITH PARTICULAR ATTENTION TO DETERIORATED INDUSTRIAL AND LOW INCOME RESIDENTIAL AREAS.

20. MAINTAIN AND CONSERVE SOUND EXISTING DEVELOPMENT.

21. PROMOTE COMPATIBLE, ENVIRONMENTALLY SENSITIVE DEVELOPMENT OF BY-PASSED VACANT LAND IN URBAN AREAS.

22. ENSURE THAT NEW DEVELOPMENT IN URBAN EXPANSION AREAS WILL OCCUR IN A MANNER CONSISTENT WITH STATED PLAN POLICIES AND WILL PAY FOR THE MARGINAL PUBLIC COSTS (ECONOMIC, SOCIAL AND ENVIRONMENTAL) THAT IT GENERATES*

23. ENSURE THAT DEVELOPMENT IN NON-URBAN AREAS IS COMPATIBLE WITH RURAL LIFE STYLES, DOES NOT NECESSITATE THE EXPANSION OF URBAN SERVICE SYSTEMS, AND DOES NOT CAUSE SIGNIFICANT NEGATIVE ENVIRONMENTAL IMPACTS OR SUBJECT PEOPLE AND PROPERTY TO SERIOUS HAZARDS.

*This is not intended to preclude the public subsidization of low and moderate income housing which may require special consideration.

URBAN FORM

24. FOCUS INTENSIVE URBAN USES IN AN INTERDEPENDENT SYSTEM OF ACTIVITY CENTERS LOCATED TO EFFECTIVELY PROVIDE SERVICES THROUGHOUT THE URBAN AREA AND SUPPORTED BY ADEQUATE PUBLIC TRANSPORTATION FACILITIES.

25. FOSTER COMMUNITY IDENTITY AND IMPROVE ENVIRONMENTAL QUALITY BY THE COMPATIBLE INTERRELATION OF A SYSTEM OF CENTERS, MAJOR TRANSPORTATION FACILITIES AND OPEN SPACE AREAS.

26. PROMOTE THE RECOGNITION AND ORDERLY DEVELOPMENT OF THE REGIONAL CORE AND LINEAR ACTIVITY AREAS.

27. MAINTAIN AND REINFORCE THE MULTIFOCUSED PATTERN OF REGIONAL LINEAR ACTIVITY AREAS AND CENTERS.

28. ENCOURAGE THE DEVELOPMENT OF REGIONAL MULTIPURPOSE CENTERS THAT PROVIDE A DIVERSITY OF PUBLIC AND PRIVATE SERVICES TO THE COMMUNITIES THEY SERVE.

29. ENCOURAGE THE DEVELOPMENT OF ETHNIC COMMUNITY THEME CENTERS THAT WOULD PRESERVE AND ENHANCE CULTURAL DIVERSITY.

30. GIVE PRIORITY TO THE DEVELOPMENT AND ENHANCEMENT OF REGIONAL CENTERS LOCATED IN, OR NEAR, HIGH PRIORITY REVITALIZATION AND HEAVY MAINTENANCE AREAS.

31. ENCOURAGE THE LOCATION OF EMPLOYMENT OPPORTUNITIES IN REGIONAL CENTERS AND IN THE REGIONAL CORE AND LINEAR ACTIVITY AREAS.

32. ENCOURAGE THE LOCATION OF MEDIUM AND HIGH DENSITY HOUSING IN CLOSE PROXIMITY TO REGIONAL MULTIPURPOSE CENTERS.

33. EMPHASIZE THE LOCATION OF LOW AND MODERATE INCOME HOUSING WITHIN EASY COMMUTING RANGE OF MULTIPURPOSE AND SINGLE PURPOSE CENTERS WITH HIGH CONCENTRATIONS OF EMPLOYMENT.

34. PROMOTE THE DEVELOPMENT OF AN IMPROVED PUBLIC TRANSPORTATION SYSTEM TO LINK REGIONAL CENTERS.

35. PROMOTE THE DEVELOPMENT OF COMMUNITY TRANSIT SYSTEMS THAT WOULD LINK RESIDENTIAL AREAS TO SERVICE AND JOB CENTERS, AND SERVE AS A FEEDER SYSTEM TO THE PUBLIC TRANSPORTATION SYSTEM.

36. PROMOTE THE DEVELOPMENT OF INTERNAL CIRCULATION SYSTEMS IN MULTIPURPOSE CENTERS.

37. PROMOTE THE PRESERVATION AND ENHANCEMENT OF LANDMARKS, SITES, AND AREAS OF CULTURAL, HISTORICAL, ARCHAEOLOGICAL AND URBAN DESIGN SIGNIFICANCE.

38. PROTECT AND ENHANCE THE VISUAL UNIQUENESS OF NATURAL EDGES AND ENCOURAGE SUPERIOR DESIGN OF MAJOR ENTRYWAYS.

HOUSING AND COMMUNITY DEVELOPMENT

39. EMPHASIZE THE PRESERVATION, CONSERVATION, AND MAINTENANCE OF STABLE RESIDENTIAL AREAS.

40. PROMOTE THE REHABILITATION AND REVITALIZATION OF DETERIORATING NEIGHBORHOODS.

41. ENCOURAGE THE PROVISION OF ADEQUATE RENTAL HOUSING.

42. FOSTER REHABILITATION RATHER THAN REPLACEMENT OF HOUSING UNITS WHEREVER ECONOMICALLY FEASIBLE AND CONSISTENT WITH NEIGHBORHOOD PLANS.

43. PROMOTE A BALANCED MIX OF DWELLING UNIT TYPES TO MEET PRESENT AND FUTURE NEEDS, WITH EMPHASIS ON FAMILY OWNED, MODERATE DENSITY DWELLING UNITS (TWINHOMES, TOWNHOUSES AND GARDEN CONDOMINIUMS AT GARDEN APARTMENT DENSITIES).

44. PRESERVE SOUND RESIDENTIAL AREAS AND PROTECT THEM FROM INTRUSION OF INCOMPATIBLE USES.

45. INCREASE THE AVAILABILITY OF LOW AND MODERATE INCOME HOUSING AND ENCOURAGE ITS DISTRIBUTION THROUGHOUT THE URBAN AREA.

46. PROMOTE OPEN AND FREE CHOICE OF HOUSING FOR ALL.

47. PROMOTE THE PROVISION OF AN ADEQUATE SUPPLY OF HOUSING BY LOCATION, TYPE AND PRICE.

TRANSPORTATION

48. EMPHASIZE DEVELOPMENT OF AN IMPROVED PUBLIC TRANSPORTATION SYSTEM THAT WILL SUPPORT URBAN REVITALIZATION.

49. UPGRADE THE EXISTING ROAD SYSTEM IN A MANNER CONSISTENT WITH THE POLICIES AND STRATEGIES OF THE PLAN FOR RESOURCE PROTECTION AND URBAN DEVELOPMENT.

50. SUPPORT THE DEVELOPMENT OF A TRANSPORTATION SYSTEM THAT WILL MADE A POSITIVE CONTRIBUTION TO THE IMPROVEMENT OF AIR QUALITY.

51. PROMOTE THE COMPLETION OF GAPS OR MISSING SEGMENTS IN PARTIALLY COMPLETED FREEWAYS.

52. PROVIDE FOR MORE EFFICIENT MULTIMODAL USE OF THE CURRENT FREEWAY SYSTEM.

53. ENCOURAGE THE DEVELOPMENT AND IMPROVEMENT OF COMMUNITY LEVEL TRANSIT SYSTEMS.

PUBLIC SERVICES

54. PROMOTE THE FULL USE OF EXISTING SERVICE SYSTEMS IN ORDER TO GAIN MAXIMUM BENEFIT FROM PREVIOUS PUBLIC INVESTMENTS.

55. GIVE PRIORITY TO UPGRADING EXISTING FACILITIES AND SERVICES IN AREAS NEEDING OR UNDERGOING REVITALIZATION OR LACKING ADEQUATE FACILITIES.

56. EXTEND NEW URBAN FACILITIES AND SERVICES ONLY WHERE NEW URBAN DEVELOPMENT IS PLANNED AND PERMITTED.

57. IMPROVE THE QUALITY AND ACCESSIBILITY OF CRITICAL URBAN SERVICES INCLUDING CRIME CONTROL, HEALTH, RECREATIONAL AND EDUCATIONAL SERVICES.

58. MAINTAIN HIGH QUALITY EMERGENCY RESPONSE SERVICES.

59. PROMOTE THE DEVELOPMENT AND USE OF NEW AND IMPROVED WATER AND WASTE MANAGEMENT TECHNOLOGY.

ECONOMIC DEVELOPMENT

60. ENCOURAGE A STRONG, DIVERSIFIED ECONOMY THAT WILL PROVIDE BUSINESS OPPORTUNITIES, AN ADEQUATE NUMBER OF JOBS FOR THIS COUNTY'S LABOR FORCE AND AN IMPROVED STANDARD OF LIVING.

61. PROMOTE IMPROVED ECONOMIC AND EMPLOYMENT OPPORTUNITIES FOR YOUTH, ETHNIC/RACIAL MINORITIES, WOMEN, THE HANDICAPPED AND THE ELDERLY.

62. ENCOURAGE IMPROVEMENTS IN JOB SKILLS TO ENHANCE OPPORTUNITIES FOR THE UNDEREMPLOYED.

63. ENCOURAGE THE RETENTION OF JOBS AND INVESTMENTS IN OLDER URBAN AREAS AND PREVENT LOSSES TO OTHER COUNTIES, REGIONS, AND STATES.

64. PROMOTE JOBS WITHIN COMMUTING RANGE OF URBAN RESIDENTIAL AREAS IN ORDER TO REDUCE COMMUTING TIME, SAVE ENERGY, REDUCE AIR POLLUTION, AND IMPROVE PUBLIC CONVENIENCE.

GOVERNMENTAL EFFECTIVENESS

65. IMPROVE COMMUNICATION BETWEEN GOVERNMENT AND CITIZENS BY SOLICITING GREATER CITIZEN INVOLVEMENT IN PUBLIC AFFAIRS, AND BY INCREASING THE SENSITIVITY AND RESPONSIVENESS OF GOVERNMENT TO CITIZEN NEEDS AND VALUES.

66. PROMOTE AN EQUITABLE DISTRIBUTION OF THE COSTS AND BENEFITS OF GOVERNMENTAL ACTIONS.

67. IMPROVE THE EFFECTIVENESS OF INTERGOVERNMENTAL COORDINATION.

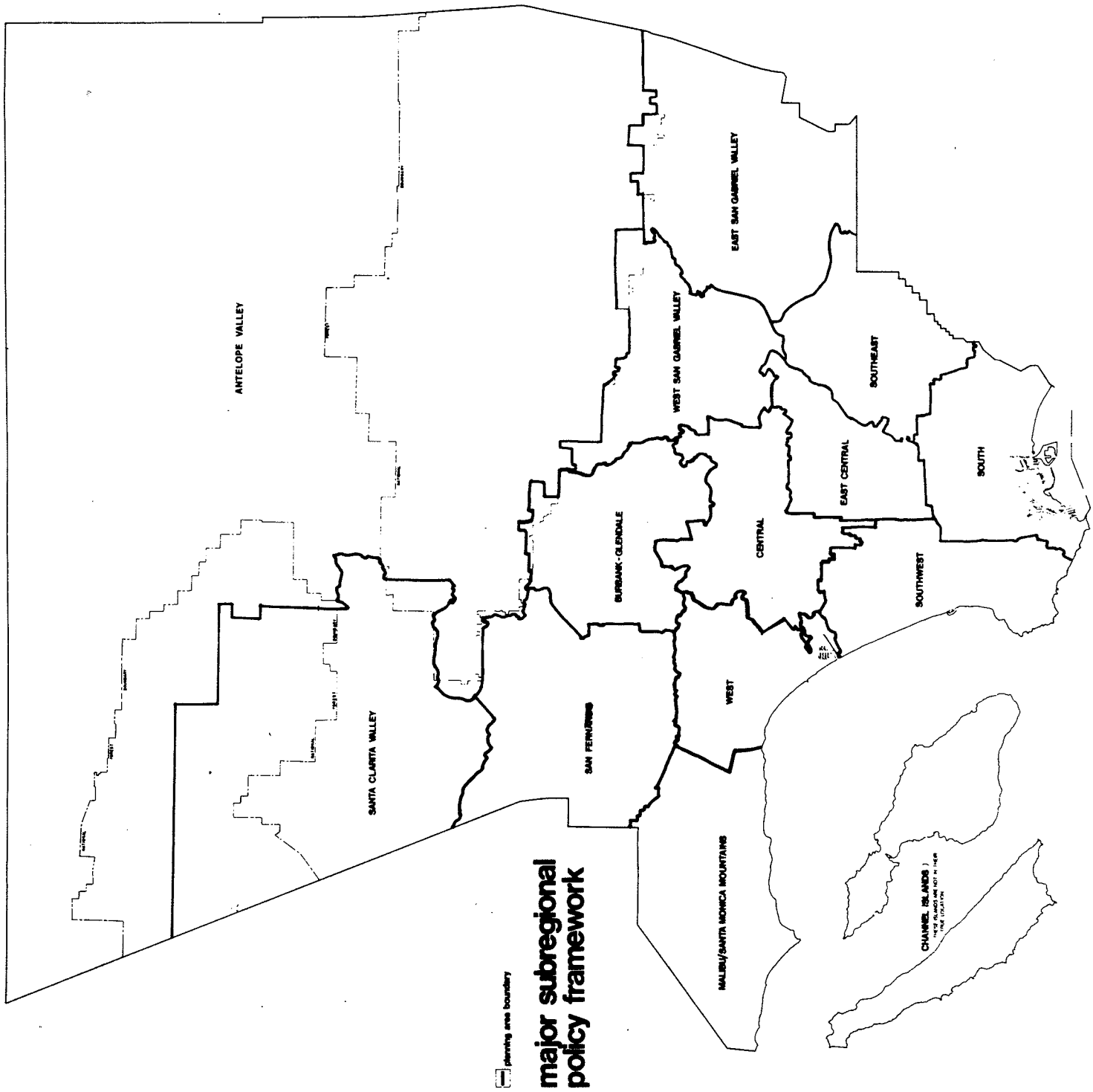
68. MAXIMIZE THE COORDINATION OF PUBLIC AND PRIVATE ACTIVITIES FOR SOCIAL, ECONOMIC AND ENVIRONMENTAL IMPROVEMENTS.

69. ENCOURAGE THE ANNEXATION OF SMALL URBAN UNINCORPORATED ISLANDS THAT LIE WITHIN CITIES' SPHERES OF INFLUENCE.

AREA DEVELOPMENT PRIORITIES

The area development priorities below indicate how the general policies apply to major planning areas of the County (see Major Subregional Policy Framework Map - Figure 1.1). These priorities link countywide policies to those of cities and unincorporated communities. Many of these priorities are related to mapped policies on the General Development Policy and Urban Form Policy Maps; their meaning may be more apparent after viewing the maps and reading the accompanying discussions.

FIGURE 1.1


ANTELOPE VALLEY
SANTA CLARITA VALLEY
SAN FERNANDO
BURBANK-GLENDALE
WEST SAN GABRIEL VALLEY
EAST SAN GABRIEL VALLEY
CENTRAL
WEST
EAST CENTRAL
SOUTHEAST
SOUTHWEST
SOUTH
MALIBU/SANTA MONICA MOUNTAINS
CHANNEL ISLANDS
planning area boundary
major subregional policy framework

San Fernando

1. Encourage the revitalization of declining neighborhoods in the communities of Pacoima and Van Nuys.
2. Encourage the development of multipurpose centers in Van Nuys and San Fernando.
3. Promote an expanded economic base in the San Fernando Valley to provide more jobs within convenient commuting range of residential areas.
4. Focus new urban growth on suitable land near existing urban areas and on by-passed vacant urban land in the northern and western San Fernando Valley.
5. Discourage the spread of urban uses into unsuitable lands in the Santa Monica Mountains, Simi Hills and the Santa Susana Mountains.

Burbank/Glendale

6. Encourage the revitalization of declining neighborhoods in Glendale, Burbank and North Hollywood.
7. Encourage the development of multipurpose centers in Glendale, Burbank and North Hollywood.
8. Maintain the Verdugo Mountains as a predominantly open land area.

West San Gabriel Valley

9. Encourage the revitalization of declining neighborhoods in Altadena, Northwestern Pasadena and El Monte.
10. Encourage the development of multipurpose centers in Pasadena and El Monte.
11. Maintain the foothills of the San Gabriel Mountains in non-urban uses.
12. Promote the completion of the Long Beach Freeway.

East San Gabriel Valley

13. Encourage the revitalization of older declining neighborhoods in Pomona.

East San Gabriel Valley (Continued)

14. Encourage the development of an expanded multipurpose center in Pomona.
15. Encourage the development of new regional centers in the Diamond Bar and the Glendora/San Dimas areas.
16. Encourage the development of an expanded economic base in the East San Gabriel Valley to provide more jobs within convenient commuting range of residential areas.
17. Focus new urban growth on the most suitable lands near existing urban areas and into by-passed vacant land within the eastern and southern parts of the planning area.
18. Discourage the spread of urban uses into unsuitable lands in the Puente and San Jose hills, and the San Gabriel Mountain foothills.
19. Seek maximum protection for resource values in identified significant ecological areas.

Malibu/Santa Monica Mountains

20. Focus urban development in the most suitable areas in and near the Agoura/Calabasas corridor and in selected areas of the coastal corridor.
21. Concentrate non-urban population growth within rural communities while maintaining the non-urban character of those communities.
22. Protect significant ecological areas and marine habitats, and maintain hillside areas, water courses, flood plains and ecological area buffer zones in open space and low-intensity non-urban uses.
23. Promote expanded access, including public transit service, to beaches and shorelines consistent with public safety needs, the protection of natural resource areas from overuse, and the rights of private property owners and the public.
24. Support the acquisition and development of the Santa Monica Mountains National Recreation Area.

West

25. Encourage the revitalization of declining neighborhoods in the Venice area.
26. Retain low and moderate income housing in Venice and other coastal areas.
27. Concentrate high intensity uses near existing centers in the Wilshire regional corridor and the regional core district.
28. Encourage the development of a mass transit system in the Wilshire corridor.

Central

29. Encourage the revitalization of declining neighborhoods in the Crenshaw, Hollywood, and central Los Angeles areas.
30. Concentrate high intensity uses in the regional core district.
31. Support the development or enhancement of multipurpose centers in Westlake-Wilshire, Downtown Los Angeles, Crenshaw, County-U.S.C. Medical, and Atlantic-Brooklyn (East Los Angeles College) areas.
32. Encourage replacement or rehabilitation of apartments and public assembly buildings that do not meet current fire or earthquake standards.
33. Encourage the development of additional neighborhood and community parks.
34. Give high priority to the expansion of the economic base in the planning area and prevent the loss of jobs to other areas.
35. Preserve and enhance the identity and economic life of major ethnic centers including Chinatown, Little Tokyo, the Korean community (Olympic Boulevard), East Los Angeles, and the Jewish community (Fairfax Avenue).

East Central

36. Encourage the revitalization of older industrial areas and declining neighborhoods in Huntington Park, Watts/ Compton, and Cudahy/Bell Gardens areas.
37. Support the development of multipurpose centers in Compton and Huntington Park.

East Central (Continued)

38. Encourage the development of a community and ethnically oriented cultural center in the planning area.
39. Encourage transportation improvements that will give residents within the planning area access to services and employment in other parts of the metropolitan area.
40. Promote the construction of the I-105 (Century) Freeway. (Also applicable to Southeast and Southwest areas.)

Southeast

41. Encourage the revitalization of declining neighborhoods in Paramount.
42. Encourage the development of a multipurpose center in Whittier.
43. Encourage the infilling of by-passed vacant urban lands in the Cerritos area.

South

44. Encourage the revitalization of declining neighborhoods in San Pedro, Wilmington, the central Long Beach area and Carson.
45. Encourage the continued development of regional multipurpose centers in Long Beach and San Pedro.
46. Promote the expansion of the Los Angeles and Long Beach harbors to accomodate increased trade and expand the area's economic base in a way compatible with environmental concerns.
47. Encourage the replacement or rehabilitation of apartments and public assembly buildings that are fire or earthquake hazardous.
48. Encourage the infilling of by-passed vacant land in the Carson area to uses compatible with the general pattern of neighboring activity.

Southwest

49. Encourage revitalization of declining neighborhoods in Inglewood, Hawthorne and Gardena.
50. Encourage the development of a multipurpose center in Inglewood.

Southwest (Continued)

51. Promote the expansion of the Los Angeles International Airport as a center of economic development with due regard to the protection of surrounding areas against environmental degradation.
52. Promote improved public access to beaches and shorelines.
53. Encourage non-urban uses in the Palos Verdes Hills.
54. Promote the improvement of public transportation to the Los Angeles Airport.

Antelope Valley

55. Focus new urban growth in a compact pattern in and around Palmdale, Lancaster and Quartz Hill.
56. Promote the development of an autonomous urban area with an expanded and diversified economic base that will minimize the need for long distance commuting to southern Los Angeles County.
57. Encourage the development of new regional centers, as needed, in Lancaster and Palmdale.
58. Support the efforts of the City of Los Angeles to develop a commercial airport at Palmdale.
59. Encourage the concentration of population growth within rural communities while maintaining the non-urban character of those communities
60. Encourage the continuation of agriculture in Antelope Valley.
61. Maintain the open and rural character of the non-urban areas of the Antelope Valley.
62. Permit the development of resort and outdoor recreation uses in the Gorman area which are compatible with its existing character.

Santa Clarita Valley

63. Focus new urban growth in a compact pattern on suitable land in and around the existing communities of Newhall, Saugus, Valencia, Canyon Country and Castaic.

Santa Clarita Valley (Continued)

64. Encourage the development of a new regional center in Valencia.
65. Maintain the non-urban character of the remainder of the Santa Clarita Valley.
66. Maintain non-urban hillside areas in open space and low density non-urban uses.

National Forests

67. Promote the public acquisition of private inholdings within the national forests.
68. Permit only those uses on private inholdings that are fully compatible with the surrounding environment, safe from significant hazards and do not require added public costs for services.
69. Promote recreation uses compatible with the environmental capacity of the national forests.
70. Maintain the mountains in open space and non-urban uses similar to the present pattern of use.
71. Discourage incompatible uses in areas adjacent to the national forests.

The Channel Islands

72. Maintain the Channel Islands largely in open and rural uses.
73. Discourage large-scale urban development and cluster future growth on the most suitable lands in and near Avalon.
74. Allow specialized educational, research, and recreational facilities with supportive residential development and community facilities to be situated in the Two Harbors (Isthmus) area of Catalina Island. A Precise Plan identifying specific uses and intensities for this area shall be included as part of the Local Coastal Program for Santa Catalina Island.
75. Permit visitor accommodations, services and housing at Catalina airport (Airport-in-the-Sky) that are compatible with the recreational nature of the airport, and consistent with scenic and environmental values in the vicinity.

The Channel Islands (Continued)

76. Encourage the use and development on Santa Catalina Island of resort and recreational facilities consistent with the protection of environmental and scenic values.
77. Maintain the shoreline areas of Santa Catalina Island in predominantly open space use.
78. Promote improved access to the open space easement and other natural and recreational areas on Catalina Island.
79. If military use is terminated, support the conversion of San Clemente Island to an open space preserve.
80. Encourage the protection of marine resources in the near-shore waters of the islands.

PROJECTIONS FOR THE GENERAL PLAN

INTRODUCTION

Summarized below is a set of population, housing, employment and land use (PHEL) projections for the General Plan. The projections are based, in part, on an analysis of significant demographic, economic, housing and land use trends and, in part, reflect the intent of the previously stated general policies. They reflect policies which are either intended to alter trends and conditions detrimental to the County's residents or to strengthen trends and conditions which are favorable.

The projections amplify and make more explicit the intent of the general policies. Projections contribute to the analysis of the impacts of the Plan. They are a basis for establishing explicit implementation objectives. They provide a quantitative tool for monitoring progress in carrying out the policies and achieving the goals. Plan monitoring will provide a basis for reevaluating and adjusting the projections as conditions change.

In the discussion which follows, the projections are presented in a generalized form in keeping with the nature of the General Plan. Only the broad assumptions and policy implications are identified. A separate Technical Supplement contains the detailed projections together with their methodological basis and more explicit assumptions.

The PHEL analysis and projection of population are at the base of almost all major planning decisions. Even though projections serve to identify the level of demand necessary for future facilities and services, it should be emphasized that projecting into the future is not an exact science. In fact, there is no such thing as a "right or correct" projection in the sense that it will be an accurate prediction of what will be in the future.

Rather, the projections in this Plan are extensions of trends modified to be consistent with Plan policies.* The figures for population, housing, employment and land use are approximations that are, of course, uncertain. The state of the art does not provide for precise quantification of the future.**

POPULATION PROJECTIONS

The General Plan provides for a population increase of 859,000 between 1975 and 2000 (See Table 1.1). The increase results largely from natural increase, although migration will of course continue to occur. This level of growth neither forces out-migration, nor does it significantly encourage in-migration.

Countywide population was projected by using a computer model that calculates a future population for a region by applying projections of birth, death, and migration rates to the present or benchmark population. Births and deaths are the determinants of natural increase (which is not subject to policy control by the General Plan). While death rates tend to remain stable, fertility rates fluctuate widely and are the key determinant of natural increase. In recent years local and national fertility rates have declined steadily. In making this projection, the 1976 County fertility rate of 2.00 children per woman of childbearing age is assumed to persist to the year 2000. Although below the population replacement level of 2.11 births, it is somewhat higher

*Policies are commitments to exert some degree of control or influence over given variables. For example, in population projections, policies most strongly influence migration and distribution of population while they do not deal with natural increase which is not subject to direct policy influence.

**See Technical Supplement "A" for a discussion on potential error and how the Plan compensates for such shortcomings.

TABLE 1.1

POPULATION PROJECTIONS BY PLANNING AREA

1975 - 2000

Planning Area	1975	2000	Change 1975 - 2000	Percent Change
San Fernando	781,000	877,000	96,000	12
Burbank/Glendale	543,000	578,000	35,000	6
West San Gabriel Valley	652,000	687,000	35,000	5
East San Gabriel Valley	627,000	723,000	96,000	15
Malibu/Santa Monica Mtns.	44,000	79,000	35,000	80
West	405,000	449,000	44,000	11
Central	1,246,000	1,336,000	90,000	7
East Central	577,000	619,000	42,000	7
Southeast	613,000	649,000	36,000	6
South	642,000	706,000	64,000	10
Southwest	708,000	762,000	54,000	8
Santa Clarita Valley	63,000	165,000	102,000	162
Antelope Valley	89,000	218,000	129,000	145
Channel Islands	2,000	3,000*	1,000	50
LOS ANGELES COUNTY	6,992,000	7,851,000**	859,000	12

Source: Los Angeles County Department of Regional Planning.

* The projection for the Channel Islands assumes that all growth will take place on Santa Catalina Island.

** These projections use census figures as a baseline; however, it is recognized that there is a substantial population that is not included. For example, it has been estimated that the population undercount for Los Angeles County may be as much as 250,000 of which 125,000 are located in the City of Los Angeles. In addition, there are estimates that up to 1,000,000 undocumented aliens may be located in Los Angeles County, of which 400,000 may be located in the City of Los Angeles (see Technical Supplement "A" for a discussion of census measurement deficiencies).

*** The preliminary 1980 census figures show that the present population of Los Angeles County is 7,441,000 which is approximately 250,000 higher than anticipated in this Plan. If the final census figures bear out this increase, the year 2000 total population projection is increased to 8,000,000 and will be redistributed in accordance with Plan policies.

than the 1976 national rate of 1.77.* This assumption reflects the expectation that the decline in birth rates will level off and remain at a relatively low level.

Differences in the birth rates of major ethnic groups complicate the problem of projecting population for Los Angeles County. In 1975, the fertility rate for Caucasians (non-Spanish surname) was estimated to be 1.24. The comparable rates for the Black and Spanish surname populations were 2.49 and 4.06, respectively.(15) Among these groups, the birth rate of the Spanish surname population is likely to be the critical determinant of natural increase. The volume of natural increase in this group is difficult to estimate because of uncertainty about the total Spanish surname population present. This uncertainty is due largely to uncounted population including undocumented alien persons. In addition, even were a reliable estimate of the total undocumented alien population available, there would be a need to assess the demographic characteristics (i.e., male/female ratio, percentage of unmarried, etc.), as is already done for the general population. Each one of these characteristics has an implication with respect to the manner in which the undocumented alien population should be interrelated with the general population estimates and ultimately the employment, housing and land use projections. Because of this, the impact will be unknown until adequate surveys and accompanying methodologies can be developed.

For decades, in-migration was the principal factor generating explosive growth in Los Angeles County.(16) In 1969 this trend reversed dramatically with an estimated net out-migration of 320,000 people between 1970 and 1975.(17) Since 1975, there have

*Statistically, 2.11 births per woman are necessary to guarantee the eventual replacement of the parents by their children. The excess over two births is accounted for by pre-adult deaths and the larger incidence of male births.

been strong indications that this trend toward heavy out-migration has become more moderate. The projections assume a decline in net out-migration, based in part on the implementation of Plan policies that will improve economic opportunities and living conditions in the County. As a result, net out-migration is projected to drop from an average of 20,000 per year in the 1975-1980 period to zero in the 1995-2000 period.

County population was allocated to the 14 major planning areas on the basis of an examination of recent and historical trends in planning area population, economic development, housing and land use; the nature and condition of existing development; the suitability of vacant land for development; service availability; and local projections for cities and unincorporated communities. Also, the projections for planning areas were adjusted to be consistent with Plan policy.

The projections provide for the reversal of trends toward population losses in the Central, East Central, Burbank/Glendale, South, and West San Gabriel planning areas in recognition of the policy emphasis on revitalization and rehabilitation of existing urban areas. Because of the characteristically long lead time needed to design a countywide revitalization program and put it into effect, through coordination with numerous centers of local control, the revitalization strategy of the Plan probably cannot fully impact current trends before 1990.

Those areas currently experiencing growth, but not yet fully developed (such as the Malibu-Santa Monica Mountains including Agoura and Westlake, the Santa Clarita Valley, the East San Gabriel Valley and the San Fernando planning areas) are also projected to experience significant increases. These areas are expected to continue their current rapid rate of growth for the short term. However, their growth rates are expected to decline as their prime

land supply diminishes and the development of marginal lands is subject to programs aimed at protecting public health and safety and environmental resources.

Relation to Other Population Projections

In preparing population projections for the General Plan, the projections of various other private firms and public agencies were reviewed. Of primary importance were those of the State of California Department of Finance (DOF) and the Southern California Association of Governments (SCAG). DOF's current preferred forecast indicates a year 2000 population of 8,045,000. The difference between DOF's projection and that for the General Plan arises primarily from different birth rate assumptions. DOF's higher projection is predicated on an immediate reversal of declining birth rates. DOF assumed that a fertility rate slightly higher than 2.11 will persist through the remainder of this century. SCAG's adopted projection for the year 2000 in Los Angeles County is 7,789,000, which is substantially the same as the General Plan projection.(18)

HOUSING PROJECTIONS*

Housing projections for Los Angeles County (Table 1.2) were influenced by the population projections. The major link between the housing and population projections is the estimated average number of persons per housing unit. Based on an analysis of recent trends, extrapolated into the future, an assumption was made that the average number of persons per housing unit will decline at a diminishing rate (Table 1.2), reflecting such factors as lower fertility rates, smaller families and more single person households. The projections indicate new construction totaling 630,000 units and a net increase of 486,000 housing units by the year 2000. Both the estimates of new construction and net change reflect a

*Detailed tables may be found in the Housing Element.

TABLE 1.2

HOUSING PROJECTIONS FOR LOS ANGELES COUNTY

1975 - 2000

	Low Density Units*	Medium & High Density Units**	Total Units	Persons Per Housing Unit***
Housing Units 1975	1,718,000	989,000	2,707,000	2.58
Demolitions 1975 - 2000	87,000	57,000	144,000	
New Construction 1975 - 2000	182,000	448,000	630,000	
Housing Units 2000	1,813,000	1,385,000	3,194,000	2.46
Net Change 1975-2000	95,000	391,000	486,000	

Source: Los Angeles County Department of Regional Planning.

* These include residential developments at densities of one to twelve units per gross acre. Typical developments include single family detached and semi-detached (twinhomes), duplexes, newer mobilehome parks and family-owned townhomes.

**These include residential densities of twelve units and over. Included are row housing, garden apartments and medium to high rise residential structures.

***The average household size for 2000 is estimated at 2.53, assuming a five percent vacancy in the housing stock and a 180,000 non-household population. For 1975, it was estimated at 2.69 persons per household.

long term trend toward medium density housing construction and the policy of promoting a more concentrated urban form.

The demolition estimates (Table 1.2) were derived from the policy of rehabilitating and conserving older housing. The projection of single family demolitions reflects a policy of conserving an essentially fixed stock of detached single family housing. The projected increase in demolitions of medium and high density units represents an acceleration of recent trends and the policy of gradually replacing older apartment buildings susceptible to fire and earthquake hazards.

Planning area allocations were based on an analysis of such factors as construction and demolition trends by housing type (single family, duplex and multiple family housing), the condition and value of existing housing, availability of suitable vacant land zoned for residential use, service system capacity, and potential for recycling and rehabilitation. The Plan policies were applied to influence trends and conditions, and were a strong influence on housing distribution.

The housing projections, reflecting Plan policies that emphasize maintenance of stable neighborhoods and sound housing and promotion of a more concentrated urban form, forecast a higher proportion of medium density units constructed between 1975 and 2000.

EMPLOYMENT PROJECTIONS*

It is estimated that the number of jobs in Los Angeles County will increase by 691,000 through the year 2000 (Table 1.3). This estimate is derived from two countywide projections: one for the resident labor force and the other for jobs by industry. The projection of the resident labor force was developed by applying

*Detailed tables may be found in the Economic Development Element.

TABLE 1.3

EMPLOYMENT PROJECTIONS FOR LOS ANGELES COUNTY

1975 - 2000

	1975	2000	CHANGE 1975-2000	% CHANGE
Population	6,992,000	7,851,000	859,000	12
Resident Labor Force	3,228,000	3,997,000	769,000	24
Unemployed	319,000	200,000	-119,000	-37
Jobs by Industry				
Agriculture	12,000	7,000	-5,000	-42
Mining	10,000	8,000	-2,000	-20
Construction	122,000	102,000	-20,000	-16
Manufacturing	829,000	967,000	138,000	17
Transportation, Communications, Public Utilities	181,000	216,000	35,000	19
Finance, Insurance, Real Estate	204,000	259,000	55,000	27
Services	736,000	942,000	206,000	28
Trade	756,000	958,000	202,000	27
Government	480,000	562,000	82,000	17
Total Jobs by Industry	3,330,000	4,021,000	691,000	21
Resident Employment	2,909,000	3,797,000	888,000	31
Net In-commuting	421,000	224,000	-197,000	-47

Sources: California Employment Development Department, and the Los Angeles County Department of Regional Planning.

assumptions about future male and female labor force partici pation rates to the population projection previously described. Male participation is assumed to remain stable while female participation is assumed to increase significantly. The assumed rates are based on an analysis of actual labor force participation trends and upon an assumption of no more than a 5 percent unemployment rate in the year 2000.

The projection of jobs by industry is based on an analysis of economic trends modified by Plan policy. Thus, the projection reflects a policy of reversing job losses in the manufacturing industries. It also reflects the intent to enhance the trend toward rapid increase in jobs related to finance, services and trades which, because of characteristically high worker densities in these activities, is consistent with the basic policy direction of promoting a more concentrated urban form. The major increase in resident employment incorporates the policy of preventing losses in the economic base to other regions. The reduction in net in-commuting of workers from outside the County reflects the policy of locating jobs and housing in close proximity to each other, so as to conserve energy and improve air quality.

The job projections were allocated to planning areas (Table 1.4) on the basis of local trends in job growth (which indicate demand for jobs), and the availability of land (sites or locations) for jobs, both of which were influenced by Plan policies.

Most new jobs are located in older suburban and inner city areas where they create a basis for an improved public transportation system and provide improved employment opportunities for inner city residents. The urban fringe areas and new suburbs also show relatively high increases in employment, reflecting policies to reduce job deficiencies and to locate jobs within convenient commuting range of fast growing residential areas in order to reduce

TABLE 1.4

EMPLOYMENT PROJECTIONS BY PLANNING AREA

1975 - 2000

	1975	2000	Change 1975-2000	Percent Change
San Fernando	280,000	350,000	70,000	25
Burbank/Glendale	260,000	289,000	29,000	11
West San Gabriel Valley	259,000	300,000	41,000	16
East San Gabriel Valley	202,000	275,000	73,000	36
Malibu/Santa Monica Mtns.	10,000	24,000	14,000	140
West	236,000	281,000	45,000	19
Central	957,000	1,037,000	80,000	8
East Central	297,000	348,000	51,000	17
Southeast	185,000	236,000	51,000	28
South	288,000	361,000	73,000	25
Southwest	312,000	376,500	64,500	20
Santa Clarita Valley	15,000	60,000	45,000	300
Antelope Valley	29,000	82,000	53,000	183
Channel Islands	1,000	1,500*	500	50
LOS ANGELES COUNTY**	3,330,000	4,021,000	691,000	21

Sources: California Employment Development Department, and Los Angeles County Department of Regional Planning.

* This projection assumes all new employment in the Channel Islands will be located on Santa Catalina Island.

** Planning area sums do not equal Los Angeles County because of rounding.

commuting and air pollution, save energy and promote public convenience.

The preparation of projections for jobs and resident employment involved mutual adjustment of these and the population projections. This process of local area allocation based on consideration of land use factors helped test the realism of the countywide projections.

LAND USE PROJECTIONS*

The land use projections indicate estimated changes in urban and non-urban land use between 1975 and 2000. The projections, an estimate of demand for land, are based largely on housing and employment forecasts. The land use projections are linked to housing projections by forecasts of housing densities and to employment projections by estimates of worker densities on commercial and industrial land. The housing and worker densities and the land use projections are based on an analysis and extrapolation of trends, modified in turn by the Plan policies. By the year 2000, urban land use is estimated to increase over 100 square miles, or an average of 4 square miles per year, through 48 square miles of new urban expansion and approximately 56 square miles of infilling.** About 52 square miles are projected to be recycled between 1975 and 2000.

The infill projection implies a reversal in historical trends and reflects the disappearance of prime vacant land in south Los Angeles County as well as the rapid rise in the cost of servicing urban fringe land. The land use projections also reflect basic

*Detailed tables may be found in the Land Use Element.

**Expansion does not include 17,300 acres for the development of a major airport in Palmdale.

policies of the Plan such as those promoting a more concentrated urban form, revitalizing older urban areas, and imposing restraints on the use of hazardous or highly sensitive natural environments.

Land use projections, developed for each of the planning areas by land use type, were aggregated to obtain countywide totals. Factors considered in developing planning area projections were an analysis of trends by land use type; the current land use pattern; the availability of suitable vacant land; land use plans of cities and unincorporated communities; the pattern and intensity of recent development projects; the availability of services; and population, housing, and employment trends and projections. The land use projections thus closely interrelate with the projections of population, employment and housing.

Separate projections for recycling, urban infilling and new urban expansion were prepared for each planning area. Recycling projections were based upon clearance and rebuilding trends and policies. Clearance was based on an extrapolation of demolition trends modified by Plan policy. Rebuilding was governed largely by Plan policy, including unincorporated community and city land use plans. Infilling of vacant land and new urban expansion were based on the available supply of suitable vacant land and an analysis of local land use trends as modified by Plan policy.

THE POLICY MAPS

Two generalized maps express major policy direction: the "General Development Policy Map" and the "Urban Form Policy Map". These maps are based on the statements of general policy, the Plan projections, and city and unincorporated community plans. Their function is to amplify General Plan policy by indicating the geographic or spatial aspects of policy, which cannot be adequately expressed in written statements or in the projections.

The locations of all features and boundaries shown on the maps are general and diagrammatic in character. The scale of the countywide policy maps does not allow small parcels to be shown clearly. Thus, the character of areas less than 50 acres is not generally determinable from the maps. For these reasons the policy maps should not be interpreted literally.

GENERAL DEVELOPMENT POLICY MAP

The basic function of the General Development Policy Map (to be found in the pocket at the end of the Plan) is to indicate areas where urban development would be appropriate and those areas which should remain in a non-urban state to the year 2000. Urban areas are further divided to indicate where: 1) rehabilitation and recycling is encouraged; 2) efforts to maintain the existing character of neighborhoods are supported; and, 3) new development can take place by infilling or urban expansion.

Urban/Non-Urban Determination

The General Plan distinguishes between urban and non-urban areas, principally to identify those areas where it is believed urban services can be provided in a reasonably cost-effective manner. As a result, general areas of urban use have been depicted to optimally utilize such existing urban facilities as roads, sewers, police and fire stations, etc. These urban areas are identified

as representing a logical extension of existing urban areas and their infrastructure.

In the most general terms, urban densities are appropriate wherever the users are willing to pay for the marginal public costs (economic, social and environmental) of development. That is, urban development is appropriate wherever the marginal capital and operating costs for urban services are paid for by the development: where critical regional resources are protected or the general public is recompensed in some manner for its full or partial loss, where hazards to life or property are avoided or adequately mitigated, and so on. The possible creation of a system to adjust the urban/non-urban boundary as these costs are internalized (paid for by the development itself) is proposed in the Implementation Chapter of the Plan.

The General Plan, however, takes a broader approach to determining where development may occur. That is, urban and non-urban designations were ultimately based on several policy assumptions, the most significant of which is that a more concentrated pattern of development, focusing new development and striving to revitalize older existing urban areas, will achieve the primary objective of minimizing the net public costs of new development. Furthermore, the predesignation of land as urban or non-urban is advantageous in that public and private decision-makers know with greater certainty where new urban development will be supported by government policy and actions.*

Thus, the map is not a prediction, but an indication of where various processes of development or conservation are appropriate. The map, like the projections, should be reviewed and adjusted as necessary to keep it abreast of changing conditions. The General Development Policy map legend is discussed below:

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*See Technical Supplement "B" for a further discussion of the five factors on which the General Plan's urban/non-urban boundary was based.

URBAN AREAS

Urban areas shown on the General Development Policy Map generally have, or are planned to have, a full range of urban land uses and public facilities and services. Residential densities would typically be greater than one dwelling unit per acre. Urban areas are subdivided into five categories:

- Revitalization;
- Conservation/Maintenance;
- Infill:
- Urban Expansion; and
- Urban Open Space.

Annual review of these urban categories and recommendations for adjustments, where necessary, will be a key part of the plan monitoring process.

Revitalization

Revitalization areas are urban areas where existing uses are being rehabilitated or recycled, or where such action is desirable to restore and protect physical, economic, and social health. For a significant number of buildings, rehabilitation involves major repairs, rather than normal maintenance. Recycling involves the replacement or rebuilding of existing uses and structures supplemented by a full range of public improvements. Many sound structures and viable uses may be found even in the most deteriorated areas. Thus, revitalization does not imply wholesale rehabilitation or recycling actions.

Except in those localities where market forces are generating spontaneous change, a neighborhood improvement approach based on a cooperative effort between citizens and government will usually be necessary for revitalization. Supportive social action programs should also be incorporated where needed. This approach involves the coordinated application of a whole range of programs designed to enhance physical, social and

economic conditions. In portions of the revitalization area, publicly sponsored redevelopment projects may be necessary to recycle neighborhoods. In such areas, citizen participation and supplemental social service programs will be particularly important.

The policy intent of this category is to encourage revitalization in areas with deteriorated environments and to recognize and facilitate desirable market pressures for change, intensification of land use or modernization. Major areas are delineated where the processes of recycling and rehabilitation should operate (separately or jointly) with sufficient impact to cause significant change in or to alter the character of the areas in question.

The criteria for defining revitalization areas include the concentration of unsound or obsolete structures, indications of neighborhood deterioration, existing or planned public redevelopment efforts, announced private plans for major new construction, and areas with a recent history of major private investment in recycling or major rehabilitation without public intervention.

Conservation/Maintenance

Conservation/maintenance areas are localities of basically sound quality which should be protected from a general change in character and in some cases enhanced. Only a limited government effort, beyond normal services, should be required to maintain good quality living environments and to prevent the intrusions of blight and deterioration. Of course, efforts to enhance individual old neighborhoods should always be encouraged. Maintenance means normal repairs but in some areas may involve major structural alterations or replacement of major systems such as electrical or plumbing systems. Conservation means encouragement of the full use of the resource

represented by a structure or neighborhood and the extension of its useful life.

The designation of an area as conservation/maintenance is intended to foster a process which includes maintenance, repair and enhancement of existing structures and facilities. Development of by-passed vacant properties (infilling), limited recycling and limited use intensification (alterations and additions) can take place if these actions result in development which is compatible with the surrounding environment, do not significantly alter the character of the neighborhood and do not overload existing or programmed service systems. All 1975 urbanized areas not included in revitalization areas were designated as conservation/maintenance areas. As urban expansion and infill lands are developed after 1975, those newly developed areas are to be treated as conservation/maintenance areas.

Infill

Infilling areas are parcels of vacant or agricultural land, within developed urban areas, which are appropriate for development to urban uses. Many of these parcels have been by-passed because of physical and environmental problems which must be mitigated. Urban development on these parcels may actually be taking place now or is expected to occur by the year 2000. Infill areas should generally be developed to uses that are of slightly higher intensity than, yet compatible with, the character of the surrounding area.

The infill lands are generally located in areas which can accommodate additional development without a major impact on existing services and facilities. The limited need for improvements will mean substantial service cost savings for public agencies and more efficient utilization of existing services and facilities.

The infill areas were identified from the 1975 Land Use Inventory which identified existing vacant and agricultural land uses within the urban area. The General Development Policy Map, however, only depicts infill parcels generally 50 acres or larger. The Plan recognizes that there are numerous by-passed parcels of less than 50 acres within all existing urban areas suitable for urban infilling but, due to the scale of the countywide map, does not attempt to depict them.*

Urban Expansion

Urban expansion areas are those areas where suitable non-urban land may be converted to urban uses as demand develops. Within these areas, new urban development is now occurring or is expected to occur during the life of the Plan. These areas are not a prediction of the extent of new urbanization by the year 2000. The general intent is to delineate major areas within which the process of urban development may take place; to direct development toward areas having either appropriate services or where it is most feasible to extend necessary services; to direct urban growth away from areas with severe potential hazards to the public health and welfare; and to protect areas exhibiting high environmental sensitivity from intensive urban development.

Within the framework of the population allocations, the expansion areas were defined by use of the following criteria: areas committed for urban development and planned for urban use in the near future, including areas shown on city and community plans; areas with existing or programmed services, or in close proximity to existing urban areas and service systems; and, unincorporated land suitable for urban use, i.e., without major hazards or significant natural resources.

*The 1975 Land Use Inventory estimates about 67,000 acres of vacant and agricultural parcels of two acres or larger were located within existing urban areas.

While land in urban expansion areas is generally viewed as the most suitable land available for new urbanization, the designation of this land as available for new urbanization does not automatically constitute an entitlement. In keeping with the aforementioned intent and criteria, new development within urban expansion areas should occur in a logical, orderly manner. The Implementation Chapter proposes the creation of a review procedure based on clearly articulated criteria which will work towards ensuring that the marginal public costs of new development (economic, social and environmental) are paid for by that development.

Urban Open Space

Urban open space includes major areas of public and private lands, in or adjacent to urban areas, permanently reserved (or expected to be permanently reserved) for open space during the life of the Plan. These include existing and proposed parks, public beaches, military lands, golf courses, cemeteries and other open areas. Urban open spaces typically are subject to more intensive use than non-urban open spaces.

This designation is for areas that the Plan purports to preserve and protect for urban open space. These areas are to be managed primarily for the purpose of recreation, the conservation of natural resources and/or the promotion of public health and safety. Urban open space may contain structures and facilities compatible with an appurtenant to open space and recreation uses and the character of the surrounding area.

NON-URBAN AREAS

Non-urban areas shown on the General Development Policy Map include those parts of the County not designated for urban use and not programmed to receive an urban level of services. Residential densities would typically be less than one dwelling unit per acre although some low intensity urban uses are recognized in rural

communities. Density standards for non-urban areas are dealt with in more detail in the Land Use Element. Non-urban areas are subdivided into five categories:

Rural Communities;
Non-Urban Hillside;
Other Non-Urban and Agricultural;
Non-Urban Open Space; and
Significant Ecological Areas.

The Conservation and Open Space and Land Use Elements further elaborate Plan policy for non-urban areas and set forth performance review criteria and standards for non-urban development.

Rural Communities

These are clustered non-urban residential uses with a non-urban level of commercial and public services located within or near the community. They are defined primarily on the basis of existing clusters of development or by use of community plans and zoning.

The intent of this category is to recognize clustered rural communities and protect their character and life style. These areas may develop to low intensity urban uses if such development does not create a demand for investment in major urban service systems, and does not substantially change the character of the areas in question or cause significant harmful environmental impacts.

Non-Urban Hillside

These are mountainous and hilly areas which may include dispersed non-urban settlements without urban service systems. The intent of the non-urban hillside category is to permit uses which are compatible with, but do not alter the character of, the hillsides and do not create a need for urban services or cause significantly detrimental environmental impacts.

The category generally defines areas where hillside management programs may be applied to meet the specific problems of various localities. Hillside protection measures may vary to reflect local needs and problems. Generally, areas with natural slopes of 25 percent or more, outside existing or planned urban areas, are recognized as non-urban hillsides. Private inholdings in national forests, not otherwise mapped, are considered to be subject to hillside management review procedures. The Land Use and Conservation and Open Space Elements deal in greater detail with the use of hillside areas and inholdings in the national forests.

Other Non-Urban and Agricultural

These are areas of dispersed settlement or agricultural uses not included in non-urban hillsides or rural communities. They cover land which is generally level to gently sloping. The intent is to maintain the current character of these areas. Developments are permitted which are compatible with the existing character, do not create a need for urban services, and do not cause significantly detrimental environmental impacts.

Non-Urban Open Space

This includes major public and private lands located in non-urban areas and used, or intended to be used, for open space purposes including outdoor recreation, resource production and preservation, and protection of health and safety. These areas include, for example, the national forests, national recreation areas, and off-road vehicle parks. The intent of this category is to conserve areas for open space uses. Non-urban open spaces may contain improvements that are appurtenant to primary open space uses and compatible with the character of the area.

Significant Ecological Areas

Significant ecological areas include lands with important biological resources, including the habitats of rare and

endangered species, sites with critical fish and game values, relatively undisturbed areas of typical natural habitats and regionally scarce biotic resources. The intent is to preserve and/or enhance the ecological resources present. The Land Use and Conservation and Open Space Elements contain further guidelines for the management of these areas.

How to Use the General Development Policy Map

The General Development Policy Map designates those areas where urban development and revitalization are to be accommodated and encouraged. These are the urban expansion, infilling and revitalization areas. The intent of the map is to maintain the general character of the remainder of the County substantially as it existed at the time of Plan adoption. The intent is determined by considering the map in the context of the statement of general policies, the policy statements of other elements and other Plan policy maps.

The map will be used to assist in making decisions concerning the location, design, construction and management of urban development of countywide significance. In determining a proposal's consistency with map intent, it is necessary to judge the proposal in relation to policies of the Plan in addition to the map itself. Accordingly, even if a proposal is not literally supported by the map, it may be judged consistent if the proposal is clearly compatible with the criteria and policies used to draw the map. On the other hand, a proposal which is superfically consistent with mapped policy should be judged inconsistent if it is found to be in major conflict with the criteria and principles underlying the map.

URBAN FORM POLICY MAP

The purpose of the Urban Form Policy Map (to be found in the pocket at the end of the Plan) is to establish Plan policy on the organization and pattern of the metropolitan urban area. The Urban Form

Policy Map identifies several major elements of regional form: a system of multipurpose and special purpose centers, a regional core, linear activity areas, and several other form-giving features. The Urban Form Policy Map shows the relative magnitude and character of intensive activity areas.

Major transportation routes and facilities, major open spaces, and other form features (such as natural edges and regional entryways) are shown in relation to the activity centers and areas.

REGIONAL FOCAL POINTS AND AREAS

Regional Focal Points and Areas indicate regional centers (multipurpose and single purpose), the regional core and the regional linear activity areas providing, or expected to provide, services to all or a major part of the County.

CENTERS

The map shows a system of regional centers which provides, or is expected to provide one or more major functions for all of, or some substantial portion of, the metropolitan area. Major functions of a regional center include regional retail activities emphasizing shopping good sales, office uses, high density residential uses, institutional uses, cultural uses and/or commercial recreational activities of regional significance. The policy map shows a total of 117 multipurpose and single purpose center in the County designed to provide an interdependent system of activity centers and located to effectively provide a diversity of public and private services to the communities they serve.

Multipurpose Centers

Multipurpose centers serve two or more major functions for all or a mjaor portion of the metropolitan area. There are 44 multipurpose regional centers shown on the map. Multipurpose centers are divided into three levels:

A level one multipurpose center provides several major functions for all of the metropolitan area and contains a major concentration of high rise buildings. It is the principal focus of the regional transportation network and the major regional employment center.

A level two multipurpose center provides two or more major functions to a substantial part of the metropolitan area. It contains, or is expected to contain, a significant amount of floor space in medium and/or high rise buildings and is a major regional employment center located on, or near, the regional transportation network.

A level three multipurpose center provides two or more major functions to a substantial part of the metropolitan area, but does not necessarily contain a significant amount of floor space in high rise structures. It need not be located on the regional transportation network and may not be a regionally significant employment center.

Single Purpose Centers

Single purpose centers provide only one major regional function. There are two classes of single purpose centers: centers that are special purpose because they provide an institutional, cultural or recreational service; and centers that focus on a retail commercial or office function.

Institutional, Cultural or Recreational Centers

An institutional, cultural or recreational center is a special purpose facility providing some specialized service, other than regional retail or commercial office space, for all or a substantial part of the metropolitan area. Examples are universities, hospitals, recreation

facilities (other than outdoor recreation), and cultural facilities of regional significance as measured by size and volume of activity. Included in this category are concentrations of commercial or other uses serving as regional centers for major ethnic or cultural communities. These may also be major tourist attractions. The Plan recognizes 50 institutional, cultural or recreation centers.

Single purpose Commercial or Office Centers

A single purpose commercial or office center serves as a regional retail shopping center, or as a significant office center, for a substantial portion of the metropolitan area. Twenty-three commercial or office centers, shown on the map, are divided into two levels:

A level one commercial or office center is either a major shopping facility, emphasizing shopping goods as opposed to convenience goods and containing or expected to contain three or more major department stores, or is a center with a significant amount of medium and/or high rise office space serving a substantial part of the metropolitan area.

A level two commercial or office center is a major commercial shopping or office node serving a substantial part of the metropolitan area. Shopping centers in this category contain one or two major department stores. Office centers may include some high rise structures.

CORE AND LINEAR ACTIVITY AREAS

Core and linear activity areas include concentrations of regional facilities and activities dispersed over large areas and forming patterns of development that cannot be treated as centers.

Core Activity Area

The regional core is a very large area of predominantly high intensity and diversified activities containing a concentration of regional centers and linear (corridor) development. The regional core is the major concentration of high rise structures and public and private headquarter functions for Southern California. It also includes the principal concentration of regional retail, cultural, educational, entertainment and medical facilities. It functions as the "Downtown" of Southern California.

Linear Activity Areas

This category includes linear patterns of high intensity land use serving one or more regional functions for all or a major part of the County. The linear activity areas connect two or more regional centers.

MAJOR TRANSPORTATION CORRIDORS AND FACILITIES

The map shows major transportation corridors and terminal facilities as they relate to regional focal points and areas. The intent is to illustrate the interrelation between regional systems, therefore the map does not represent the official transportation policy contained in the Transportation Element.

Major Transportation Corridors

Major transportation corridors serve, or are expected to serve, one or more major land transportation nodes and provide linkages among regional centers and to major regions outside of metropolitan Los Angeles.

Major Terminal Facilities

Major transportation terminal facilities include major harbors, commercial airports, and other region-serving terminals. Eleven major terminals are shown on the Urban Form Policy Map.

MAJOR URBAN AND NON-URBAN AREAS

This map category includes a generalized representation of urban areas and major open and non-urban areas.

Urban Areas

This map category includes the areas that are presently urban or where urban development may take place by the year 2000.

Non-Urban Areas

This map category includes major open spaces, rural communities, potential agricultural preserves and other non-urban areas.

OTHER FORM FEATURES

Other form features include natural edges and regional entryways.

Natural Edges are major natural boundaries which have special visual significance in defining urban forms. Urban development decisions and designs should recognize and reinforce these boundaries.

Regional Entryways are the major regional entryways to metropolitan Los Angeles. Special design treatment should be encouraged at these locations.

How to Use the Urban Form Policy Map

The Urban Form Policy Map complements the General Development Policy Map and other General Plan policy maps. The map establishes the general location and character of a system of regional focal points and areas where high intensity activities of regional significance are to be concentrated. It relates this system to major transportation corridors and facilities and to features which further define the urban form of the area, including major open and rural spaces and visually prominent edges and entryways.

The Urban Form Policy Map recognizes the existence of systems of centers and other activity patterns, open spaces, visual features, and transportation facilities at the neighborhood and community level, but does not attempt or intend to portray these systems. These features are dealt within community and city plans.

This map provides a basis for decisions about the general location and enhancement of the region serving high intensity activities and major transportation system investments.

RELATION OF THE CHAPTER TO THE GENERAL PLAN ELEMENTS

The General Goals and Policies Chapter establishes the general framework and foundation of the Plan. It identifies general goals and policies and establishes the basic emphases of urban revitalization and resource conservation. The special province of this Chapter is urban revitalization and the closely related subject of regional centers development. The Chapter also deals with the social and economic implications of the Plan. The succeeding countywide elements of this document, beginning with the Conservation and Open Space Element, support and reinforce the emphasis of this Chapter; furthermore, they amplify the goals and policies and make them more specific.

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GENERAL GOALS & POLICIES
GLOSSARY

AREA WIDE PLAN
A general plan for a major region or area of the County.

BLIGHT
A visible manifestation of deteriorating or dilapidated urban environment caused by such factors as improper and misused maintenance. On the community level, blight is symptomatic of negative environmental and social conditions, such as unemployment, overcrowding and poor public and private services.

CIVILIAN LABOR FORCE
All persons employed or unemployed but seeking work, excluding members of the armed forces.

COMMUNITY PLAN
A general plan for a specific locality within the unincorporated territory of the County which has a community identity.

CRITERIA
A qualitative decision, rule or norm.

DEVELOPMENT
The establishment of an activity, use or function on a given unit of land, either urban or non-urban in character.

ELEMENT
A major component of the General Plan. California law now requires the following mandatory elements: land use, circulation, housing, conservation, open space, seismic safety, noise, scenic highways and safety.

ENVIRONMENT
The sum of all natural and man-made conditions external to an organism or community, which influences its growth and development.

FERTILITY RATE
The average total number of births per woman among a defined group of women.

GENERAL PLAN
The Plan is an officially adopted statement of public policy. It contains a statement of development policies and includes diagrams and text setting forth objectives, principles, standards and plan proposals.

GOAL
A general expression of an ideal or value toward which effort is directed for achievement; a long term end state or target.

HOUSING STOCK
All housing units, occupied or vacant, within a specific geographic area.

IN-COMMUTING WORKERS
The number of people who regularly travel from an outside area into a given area to work.

INNER CITY
That part of a metropolitan area which contains the historic center of the area. It usually contains the oldest and the most intensively developed parts of the metropolis. In the case of older cities, it is characterized by the presence of, or the need for, substantial rehabilitation and recycling activities.

LABOR FORCE PARTICIPATION RATE
This is a rate calculated by the following formula:

$$\frac{\text{Total employed + Total unemployed}}{\text{Total population over 15 years}}$$

MAINTENANCE
The making of normal repairs to a building to keep it in good repair and sound condition, generally without major structural alterations, or replacement of major systems such as electrical wiring or plumbing. (See the Housing Element Glossary for definitions of heavy and light maintenance).

MARGINAL PUBLIC COST
The net increase in public cost (economic, social and environmental) caused by each addition to the existing stock of residential, commercial, industrial and recreational facilities, public or private; that exceed the typical public costs associated with development in existing urban areas.

NET MIGRATION
The difference between the number of people who move into a given area and the number that move out of the same area during a given period of time.

NON-URBAN
A way of life characterized by living in a non-urban or agricultural environment at low densities without typical urban services. Urban services and facilities not normally found in rural areas include curbs, gutters and sidewalks; street lighting, landscaping and traffic signalization; public solid waste disposal, integrated water and sewerage systems; mass public transit; and commercial facilities dependent on large consumer volumes such as regional shopping centers, sports stadia and theaters. For the plan maps, residential densities less than one dwelling unit per acre were generally considered rural.

OBJECTIVE
A measurable intermediate point on the way to achieving a goal; a short-range end state.

POLICY
An expression of government commitment to a course of action intended to reach a goal or goals.

PROGRAM
Specific action or a schedule of actions for achievement of an objective or objectives.

PROJECTION
An estimate of possible future conditions and growth levels based on past performance, assumptions about the future, or policies.

RECYCLE (REDEVELOPMENT)
The replacement of a use or structure with other uses or structures either by private (market) intervention or by public action. Recycling implies either complete or selective rebuilding sufficient to alter the character of an area.

REHABILITATION
The making of major alterations to a structure, or the replacement of major portions of a structure such as electrical and plumbing systems. Rehabilitation may be carried out on a selective or wholesale basis. The concept of rehabilitation implies that the condition of a structure endangers the health, safety and well-being of occupants and users; and that it is economically feasible to correct the condition by repairs.

RESOURCE
Any material, structure, process or condition considered to have value. It may be man-made or natural, such as water, land, air, climate, minerals, structures or facilities.

REVITALIZATION
A comprehensive approach to the problem of urban decline, involving the elimination of adverse social conditions and blight in a neighborhood or area and the creation of community assets and positive social conditions through recycling, rehabilitation, conservation and maintenance actions supported by social and economic improvements.

RURAL (SEE NON-URBAN)

STANDARD
A quantitative decision, rule, or norm.

SUBURBAN
Those portions of the urban area outside the inner city.

URBAN
A way of life characterized by living in an area where the intensively man-altered physical environment predominates over the natural. The urban physical environment includes: industry, trade, service and professional occupations and the presence of collective or public service systems (See Non-Urban). An urban environment is usually achieved when there is a cluster of population of 2,500 or more persons at a density of not less than 1,000 persons per square mile. For plan maps, residential densities equal to or greater than one dwelling unit per acre were generally considered urban.

URBAN FORM
The physical arrangement of urban areas including the three dimensional pattern of built and open spaces.

URBAN FRINGE
Those areas which are transitional areas between rural and urban areas. They may include the active development of vacant land to urban uses. More often, it is characterized by a development pattern and urban service level intermediate to those found in rural and urban areas.

COUNTY OF LOS ANGELES

GENERAL PLAN

CONSERVATION AND OPEN SPACE ELEMENT

CONSERVATION AND OPEN SPACE ELEMENT

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INTRODUCTION

The Conservation and Open Space Element sets policy direction for the open space related resources of Los Angeles County. These resources include land and water areas devoted to recreation, scenic beauty, conservation and use of natural resources, agriculture, and mineral production. The Element's policies are based on the need to conserve natural amenities, protect against natural hazards, and meet the public's desire for open space experiences.

The State of California declares that open space is necessary to maintain the State economy, for the enjoyment of scenic beauty and recreation, for the protection and use of natural resources, and for the production of food and fiber. State policy discourages premature conversion of open space to urban use. The Element supports this policy and the general policy direction of the General Plan to encourage a more concentrated urban pattern by directing urban growth to environmentally suitable locations.

The conservation emphasis of this Element consists of measures for the conservation, management and use of natural and manmade resources. The open space emphasis addresses biotic resources, agricultural and mineral resources, major outdoor recreation, and public health and safety concerns. The two elements are combined because of the highly interrelated nature of the subject matter. Open space preservation affords a major means of conserving resources. In addition, natural hazards and resources often occur in the same location; therefore, the need to ensure public safety and protect resources requires an integrated and coordinated approach to the management of these lands.

To protect areas of significant natural resources the Element recommends the retention of these areas in non-urban or open space use. Special emphasis is placed on protection of hillside character and significant ecological areas.

BACKGROUND

OPEN LANDS INVENTORY

Los Angeles County contains 2,613,000 acres (4,083 square miles) of land and inland water. Seventy-five percent of this area is either vacant, in agricultural use or existing open space (committed to a long term open space use). The County's inventory of open land in 1980 amounted to almost 2 million acres.

Table 2.1 shows the amount of each type of open land in Los Angeles County by planning area. Ninety percent of the uncommitted open lands (privately owned vacant and agricultural lands) are in the Santa Monica and Santa Susana Mountains, the Puente Hills, the Santa Clarita Valley, and the relatively flat lands of the Antelope Valley. (See Table 2.3 for a capability analysis of this land for urban development.)

TABLE 2.1
OPEN LANDS IN LOS ANGELES COUNTY
BY PLANNING AREA
(In acres)

Planning Area	Vacant	Agricultural	Existing Open Space	Total Open Land
San Fernando	30,800	3,100	8,200	42,100
Burbank/Glendale	17,300	200	10,900	28,400
W. San Gabriel Valley	12,000	400	5,800	18,200
E. San Gabriel Valley	42,900	8,800	14,500	66,200
Malibu/Santa Monica Mtns.	84,100	500	9,600	94,200
West	11,700	100	13,700	25,500
Central	3,600	0	4,300	7,900
East Central	1,800	400	1,200	3,400
Southeast	6,800	1,500	3,400	11,700
South	4,300	1,300	8,100	13,700
Southwest	7,100	1,500	2,900	11,500
Antelope Valley	632,900	66,100	78,100	777,100
Santa Clarita Valley	106,600	8,000	14,400	129,000
Channel Islands	5,300	200	78,000	83,500
National Forests	-	-	649,600	649,600
TOTAL	967,200	92,100	902,700	1,962,000

SOURCE: Los Angeles County Department of Regional Planning, 1975.

Table 2.2 shows the major uses of the County's existing open space. Although nearly one-half of the open land in the County is committed to long term open space and can be considered protected, 80 percent of this area is in the National Forests and on the Channel Islands. Thus, much existing open space is not situated where most people can use it for their daily enjoyment. In the urban area, the 1978 deficiency in local park space amounted to 20,000 acres (based on the adopted County standard of 4 acres per 1,000 persons).

TABLE 2.2
USE OF EXISTING OPEN SPACE
IN LOS ANGELES COUNTY
(In acres)

	Public	Private	Total
Outdoor Recreation	67,800*	4,000	71,800
Natural Areas & Arboreta	43,900	1,100	45,000
Water Supply & Conservation	13,000	200	13,200
Military Reservations	85,700	-	85,700
Other Committed Open Lands	28,500	8,900	37,400
Sub-Total	238,900	14,200	253,100
National Forest Lands	649,600	-	649,600
TOTAL	888,500	14,200	902,700

SOURCE: Los Angeles County Department of Regional Planning, 1975.
*Includes 8,300 acres of local parks and 59,500 acres of regional parks, beaches and specialized facilities.

LAND CAPABILITY AND SUITABILITY

Better use of environmental data can be made in making decisions on the use of vacant and agricultural lands and in developing controls to protect against natural hazards and conserve valuable watersheds, natural habitats, scenic areas, and agricultural and mineral resources.

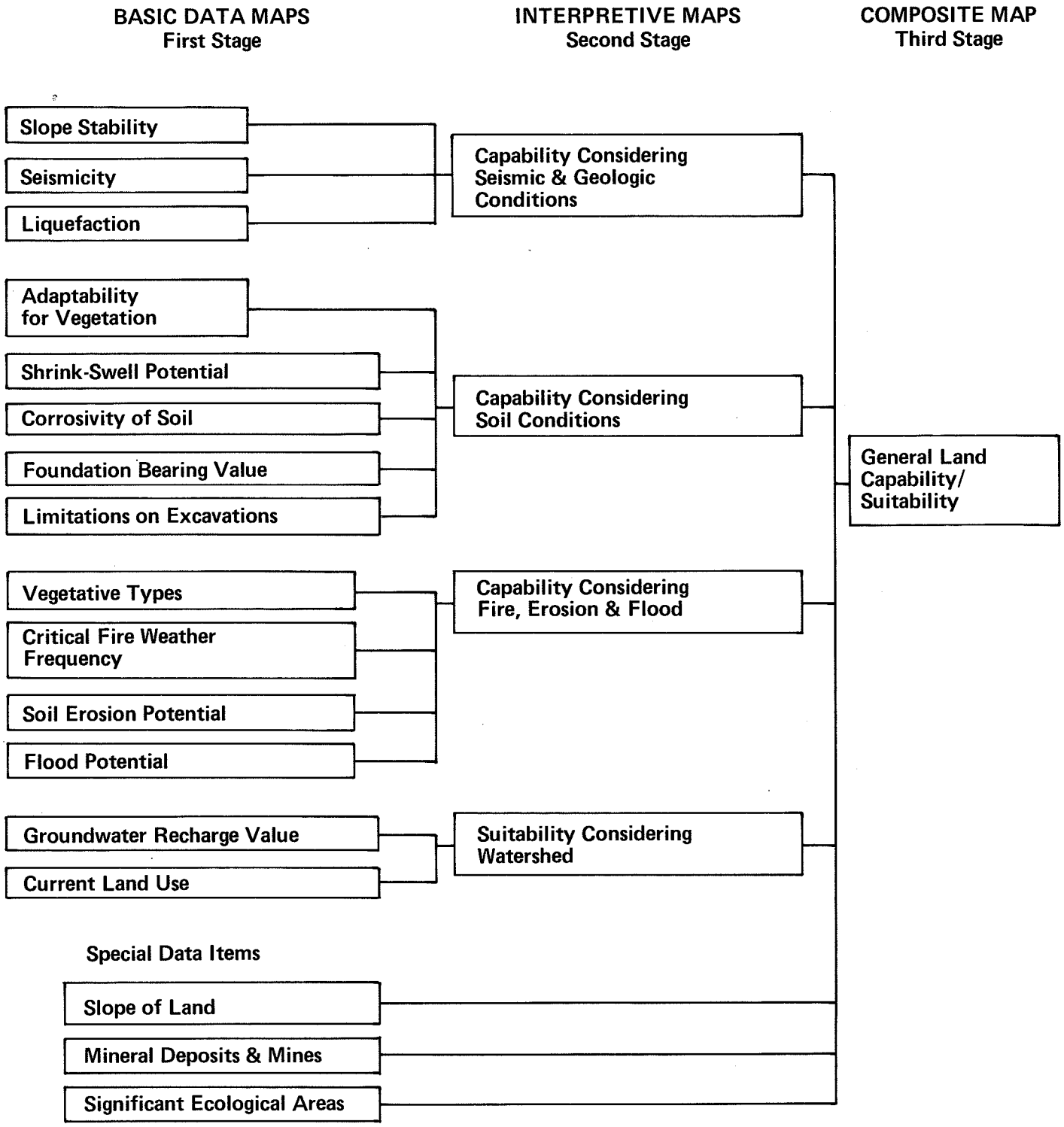
In 1977 the County conducted a comprehensive, scientific computerized study to determine the capability of more than one million acres of vacant and agricultural land to support various land uses. The objective of the study was to help locate areas where urban development would be most appropriate, and, by directing development to these areas, to reduce risks to life and property, decrease the high mitigation costs in areas of natural hazards, conserve natural resources and minimize environmental disruption.

Land capability is the relationship between land development potential and negative environmental factors that reduce this potential, such as fire, flood, seismic and slope stability hazards. Land suitability, on the other hand, deals with other types of factors, including: (1) natural resources requiring protection and (2) existence of urban infrastructure. Figure 2.1 lists environmental factors considered in the study as well as the process used to determine composite capability/suitability ratings. Of course, before land use decisions are made based on these environmental factors many other urban suitability factors must also be considered, including social and economic needs, existing development, the availability of water and other urban services, and the costs of extending services to outlying development.

The key finding of the land capability and suitability study is that little prime or completely problem-free land remains for urban development in the south County. Table 2.3 shows that in the south County less than 50,000 acres of vacant land have a high or moderately high capability for urban development. Another important finding is that much of the remaining vacant land deemed suitable in terms of natural factors (not including accessibility, market factors, etc.) is located in remote areas of the Antelope Valley where the demand for urban development has been significantly less in the past than demand in the south County.

Figure 2.1

PROCESS FOR DETERMINING GENERAL LAND CAPABILITY/SUITABILITY FOR DEVELOPMENT*



*Urban suitability factors not included in this study are:
accessibility, availability of public services, cost of public services and public need.

TABLE 2.3

CAPABILITY OF VACANT LANDS FOR URBAN DEVELOPMENT

IN LOS ANGELES COUNTY

(In acres)

Level of Capability for Urban Development	South County	North County	Total
High	5,000	263,800	268,800
Moderately High	44,700	154,400	199,100
Moderate	19,700	6,800	26,500
Low	101,800	133,800	235,600
Very Low	63,000	240,400	303,400
TOTAL	234,200	799,200	1,033,400*

NOTE: Study area does not include Santa Catalina Island, San Clemente Island, and the National Forests because of their general status as existing open space.

SOURCE: Los Angeles County Department of Regional Planning, from Environmental Systems Research Institute source material, 1977.

*Includes all vacant land except existing open space and about 26,000 acres of agricultural land in an urban setting. The analysis leading to the designation of Potential Agricultural Preserves included such factors as water availability and historic farming patterns, considered essential to convey a realistic picture of agricultural potential. Using these factors, the Agricultural Commissioner prepared a detailed analysis indicating major areas where agricultural activity was considered viable.

The land capability/suitability study was one of the major tools used to determine where urban development would be most appropriate and where special management provisions would apply. It is intended that the data base used in the study will be updated with new information as it becomes available, as part of Plan implementation.

ENVIRONMENTAL RESOURCES AND NATURAL HAZARDS

Many of the resources and natural hazards, discussed below, were the subject of intensive evaluation as input to the land capability/suitability study.

AIR RESOURCES

Good air quality is essential to all forms of life. Clean air is an environmental asset and an economic resource which encourages residents to live here, permits specialty crop agriculture, and enhances recreation and tourism. These benefits, however, are being threatened because of regional air quality problems.

The concentrations of air pollutants, such as hydrocarbons, nitrogen oxides, ozone, sulfur dioxide, carbon monoxide, and particulates, are high enough to threaten health. Air pollution causes or aggravates emphysema, bronchitis, asthma, lung cancer, and heart disease. It also damages wildlife and vegetation, and reduces visibility.

Several factors contribute to poor air quality. Along with the rapid growth of the region, population has dispersed over a wide area, and the automobile, a major source of air pollution, remains the dominant mode of travel. The dispersal of air pollutants out of the region often is hampered by light winds and persistent temperature inversions which suppress vertical motions in the atmosphere and inhibit the upward dispersion of pollutant emissions. The concentration of pollutants is a particular problem on sunny days when inversion layers are low and winds are slight. In the presence of sunlight, various pollutants react to produce photochemical smog, the region's worst air pollution problem.(1)

Public concern and governmental action to reduce air pollution dates back to the mid-1940's when the City and County of Los

Angeles developed smoke abatement programs. Over the past 30 years, additional measures to improve air quality were taken. Open-air trash burning was prohibited, stringent controls were placed on stationary sources of pollution, and steps to reduce automobile and airplane emissions also were taken. As a result, air quality significantly improved between 1950 and 1977.

Ozone concentrations now rarely exceed .35 parts per million (ppm) (stage two episode), defined as very unhealthful to hazardous, (2) and the number of days-per-year when concentrations exceed .20 ppm have been reduced to under 100.(3) The number of stage one alert episodes, defined as very unhealthful,(4) for ozone were reduced from 213 days in 1956 to 89 days in 1977. The number of carbon monoxide stage one episodes has remained about the same. No carbon monoxide or ozone stage three episodes, defined as hazardous have occurred since 1972.(5) Despite such improvements, air quality appeared to deteriorate in 1979 and 1980 and still remains a major problem. Vigorous cost-effective actions will be needed if pollutant emissions are to be further reduced.

Current controls, which are administered by the Federal and State governments as well as the South Coast Air Quality Management District, reduce automobile and stationary source emissions, and with new technology these controls can be further strengthened. Additional measures have been suggested to substantially improve air quality, such as stricter controls on emissions from small businesses/industries and on heavy duty and fleet vehicles, and stronger inspection/maintenance programs. Although local government has little authority to administer these regulations, Los Angeles County supports them in concept. The coordinated implementation of various elements of the General Plan, particularly land use and transportation can help improve air quality. Land use and transportation strategies are intended to make shorter trips possible by providing services and employment closer to residential areas.

A more concentrated urban pattern can also reduce vehicle trips by encouraging use of public transit for longer trips and bicycling and walking for shorter trips. While local land use may not significantly affect private auto use, it may contribute to reducing vehicle miles traveled and/or the number of trips, contributing to improved air quality. As recommended in this Element, the preservation of non-urban land and major open spaces such as the Santa Monica Mountains and Chino Hills provide areas for the protection of air quality. This is true because open space virtually free of air contaminant emission sources produces lower pollution levels than the same area developed to urban uses.(6)

Air quality regulations should be strictly enforced, and research to determine the most effective means of improving air quality must be supported.(7)

ENERGY RESOURCES (8)

Residential uses, manufacturing, retail services and transportation are all dependent on energy. In Southern California, oil and natural gas meets over 90 percent of all energy demand. The rate of consumption of these two fuels has been rising rapidly over the past decade. Should this trend continue, energy consumption could double between 1980 and the year 2000.

In Los Angeles County, as in the rest of the State, the demand for energy has led to an increasing dependence on out-of-state and foreign sources. Natural gas imports have increased from Texas, New Mexico and to a lesser extent, Canada. As of 1977, Los Angeles County was producing only about 5 percent of its natural gas consumption.

Without new sources of liquified natural gas (LNG) supplementing dwindling national supplies, Los Angeles County could face

natural gas shortages by the early 1980's. This potential shortage could be alleviated by the construction of port facilities to receive shipments of LNG from Alaska and from other nations. Currently, there are no LNG import projects operating in California. Although the Point Conception site has been conditionally selected by the Public Utilities Commission, several locational concerns could delay construction of the facility.

In the past, natural gas was the major fuel used for generating electricity in Southern California, but decreasing supplies have forced local utilities to rely more on petroleum. Some out-of-state utilities have begun using coal-fired generating plants to keep pace with the growing demand for electricity. In California, however, air quality concerns have prevented utilities from burning coal. As a result, coal-generated electricity to serve Los Angeles County must be transmitted from out-of-state sources. According to recent projections, petroleum will be substituted for natural gas in electrical generation plants by 1985. By the year 2000, coal will be substituted for petroleum. In each instance, the shift will be from a "clean" to a "dirtier" source of energy and air quality may be adversely affected.(9)

TABLE 2.4

ENERGY CONSUMPTION PATTERNS

IN LOS ANGELES COUNTY

Sector	Percent of Total Energy Consumed
Residential	20.8%
Commercial & Industrial	48.6%
Transportation	30.6%
	100.0%

SOURCE: Los Angeles County Department of Regional Planning, Background Report for the Energy Element, Part I, The Current Energy Situation (March 1978).

Current energy consumption patterns in Los Angeles County are shown in Table 2.4. The greater mobility of residents and the heavy reliance on automobiles and trucks is evident in the high proportion of total energy consumed for transportation. While Los Angeles County consumes proportionally more energy for transportation than the nation as a whole -- 30 percent of total energy expended as compared to the national average of 26 percent -- this difference is surprisingly small. In fact, Los Angeles County uses approximately 8 percent less energy for transportation than the average for the State of California. Moreover, transportation energy use is projected to drop about 48 percent by the year 2000 if federal regulations for improved auto efficiency are met. In the short run, however, the transportation sector, because it depends almost exclusively on petroleum, is especially vulnerable to fluctuations in oil prices and supply.

Fuel resources are diminishing, and fuel costs are increasing; nevertheless, the demand for energy continues to rise. To conserve resources for the future, energy must be used more efficiently. Innovative conservation programs that encourage prudent use of energy supplies and the use of recycled and renewable resources are needed. The number of vehicle miles per capita traveled must also be reduced. Energy conservation not only conserves petroleum and other resources, but also reduces the need for new power-generating facilities which may produce additional pollution.

But even with an effective conservation program, population growth will increase energy demands. New sources of energy will be needed. Usable energy from the sun, wind, geothermal sources, timber and crop vegetation (biomass), waste products, and the ocean may offer long-range solutions to energy shortages.

WATER RESOURCES (10)

Los Angeles County has three natural drainage systems: the Los Angeles River, the Santa Clara River, and the Antelope Valley

basins. The Los Angeles, Rio Hondo and San Gabriel rivers, with their tributaries, drain the Los Angeles basin and empty into the Pacific Ocean. The Santa Clara River and its tributaries drain the Santa Clarita Valley. In the Antelope Valley basin, there are no perennial streams, but washes such as Big and Little Rock creeks flow from nearby foothills, and disappear into the highly permeable valley soils. In the Santa Monica Mountains, Malibu Creek, a perennial stream, and many intermittent streams provide drainage and valuable habitat. In addition to surface streams, man-made lakes and reservoirs provide storage for fresh water, and offer such recreation as swimming, boating and fishing.

The coastal waters are recreational and scenic assets. They provide habitat for a rich marine life. In addition, these waters are used for commercial fishing, industrial cooling and coastal shipping routes.

Ground water provides about one-third of the water supply. Runoff from foothills and mountains percolates through the soil to underground aquifers. From these aquifers, water is pumped to the surface through wells for local use. Water reclamation projects provide additional water for non-domestic water users.

Because local precipitation is variable and seasonal, local ground water supplies are supplemented with imported water. Water is imported from three major sources: the Owens Valley and Mono Basin via the Los Angeles aqueduct; the Colorado River via the Colorado River aqueduct; and Northern California water via the California aqueduct.

The water supply from all these sources is expected to meet projected demands for urbanization through the year 2000, assuming that Owens Valley water importation continues, flow (although at a diminished rate) from the Colorado River continues, and the State Water project is able to meet contractual obligations.

Water conservation, recycling, and ground water replenishment programs may be required to stretch available water supplies through the year 2000. Such programs should include: the construction of systems to reclaim waste water (for nondomestic uses) and to recapture stormwater runoff; the restructuring of user charges to discourage wasteful water consumption; and public education.(11)

County government, in cooperation with water districts, should encourage developers to plan for dual water systems that will use reclaimed waste water for non-domestic purposes. In addition, water can be saved by irrigating parks, natural landscape areas and agricultural areas from dual systems. Food can be produced through hydroponic farming, replacing soils with nutrient solutions.

Los Angeles County does not have the types of water pollution problems faced in many other parts of the nation. Generally, residents of Los Angeles County enjoy the use of very high quality water at reasonable rates. However, salt-water intrusion, mineral buildup in underground storage basins, oil leakage from drilling operations and other industrial pollutants have impaired the quality of some local water supplies. The mineral content of water from the Colorado River has increased. These problems are presently being addressed, but without adequate precautions they could increase in severity.

AGRICULTURAL AND SOIL RESOURCES

Agriculture is considered a mining-manufacturing process. Plants extract minerals and organic matter from the soil and process them into edible form. Agriculture is different than other mining-manufacturing processes however because the resources extracted are renewable from year to year.

Soil is a mixture of weathered mineral particles and organic material. Soil depth, texture, permeability, water-holding capacity, and nutrient-supplying capability affect plant growth. These factors, along with climate, water supply and proximity to markets, determine where crops can be grown.

The U.S. Soil Conservation Service groups soils into eight classes based on agricultural potential. This classification depends on slope, organic matter, and flooding and erosion hazards. Class I and II soils, often referred to as prime soils, are best for agricultural production. Such soils are deep, generally well drained, and easily worked.

Based on this soil classification system, more than 450,000 acres of prime agricultural soil remain undisturbed by urbanization. However, much of this land is in the Antelope Valley where water costs and climatic conditions limit productivity. Nonetheless, of the 55,000 acres in agricultural production in 1979, 73 percent were located in the north County where large amounts of land are under production in alfalfa and dry farming crops such as barley and sugar beets (see Table 2.6).

In the south County where the climate is exceptional for growing a number of high-value crops, urban growth has eliminated most agricultural acreage. As a result, the remaining agricultural activity has become very specialized, shifting to crops of high value, such as nursery products, cut flowers, vegetables and fruits. Generally, only small amounts of land are needed for these operations.

As shown in Table 2.5, the County recorded $217 million in agricultural cash receipts in 1979. The leading agricultural commodities, in terms of 1979 revenues, were: ornamental trees and shrubs ($70 million), alfalfa hay ($18 million), milk products ($12 million), miscellaneous vegetables ($11 million), indoor foliage plants ($10 million) and bean sprouts ($8 million).(12)

Table 2.6 shows the trend of agricultural acreage production between 1970 and 1975.

TABLE 2.5

VALUE OF AGRICULTURAL PRODUCTION IN LOS ANGELES COUNTY

1975 - 1979

(Gross Cash Receipts, in $1,000)

	1975	1976	1977	1978	1979
Nursery & Cut Flower	$ 62,468	$ 74,660	$ 86,769	$ 97,331	$104,481
Livestock Products	47,489	47,216	44,283	42,401	45,573
Vegetable Crops	20,874	26,632	39,499	33,565	34,309
Field & Seed Crops	13,332	16,016	15,265	17,475	23,210
Fruit & Nut Crops	8,409	9,286	13,725	12,636	9,685
TOTAL RECEIPTS	$152,572	$173,810	$199,541	$203,408	$217,268

SOURCE: Los Angeles County Agricultural Commissioner, Annual Reports, 1975-1979.

TABLE 2.6

AREA IN AGRICULTURAL PRODUCTION IN LOS ANGELES COUNTY*

1970-1979

(In Acres)

	1970	1975	1979	Change 1970-1979
South County	25,029	17,138	15,093	- 9,936
North County	77,759	58,884	40,518	-37,241
TOTAL	102,788	71,022	55,611	-47,177

*Excludes rangeland.

SOURCE: Los Angeles County Agricultural Commissioner, 1980.

To provide for the future production of needed food supplies, there is a need to preserve lands where agriculture (including grazing) is economically viable or which have a high potential based on the presence of prime soils. With possible future shortages of fuel, chemical fertilizers, water and other materials, it is desirable to maintain naturally fertile areas near the source of demand.

BIOTIC RESOURCES

Los Angeles County has a diverse topography of coastline, flatlands, mountains, and desert. Elevations range from sea level to over 10,000 feet. The climate ranges from moist, moderate temperatures along the ocean front to temperature extremes in the mountains and deserts. This variety of environments has produced 24 unique and diverse biotic communities defined as assemblages of plant and animal species in specific physical habitats. They are ecological units where diverse organisms exist together in an orderly, predictable manner in close, complex relationships. They may be located by geographic region as follows:

- Coastline: marine aquatic, coastal dune, coastal strand, coastal salt marsh, sage scrub, chaparral, tidal flats and sea cliff.

- Hill and Mountain Ranges: freshwater aquatic, riparian woodland, coastal and inland sagebrush, grassland, southern oak woodland, mixed chaparral, pinyon woodland, Pacific and Sierran coniferous forests (on higher slopes).

- Desert: Great basin sagebrush scrub, joshua tree woodland, creosote bush scrub, desert rock plant, riparian woodland, shadscale scrub and alkali sink scrub.

- Lowlands and inland valleys: inland sage scrub, southern oak woodland, and grassland (despite intensive development); lowland riparian (in unchannelized streams); and freshwater aquatic.

In Los Angeles County, 64 significant ecological and habitat management areas have been identified representing a wide range of biotic communities (13). Their complex ecological relationships are the subject of scientific study and outdoor educational programs, and the diverse animal and plant life provide the opportunity for activities such as nature photography, birdwatching, insect collecting, and other aspects of nature study and esthetic enjoyment. (More detailed information on these ecological areas is found in Appendix "E" of the Technical Supplement.)

Many biotic resources of the County have been lost due to the encroachment of urban and agricultural development. These resources are especially vulnerable to destruction as a result of unmanaged development.

Since biotic communities are affected by an area much larger than their own boundaries, attention should be directed to the compatibility of future development in areas adjacent to important habitats identified as significant ecological and habitat management areas.

MINERAL RESOURCES

A continuous and assumed supply of minerals for industrial production, construction, transportation, and chemical processing is essential to Southern California's economic well-being. Major local mineral resources consist of oil and deposits of rock, sand and gravel (14).

Most of Southern California's on-shore oil deposits are located in Los Angeles County. In 1979 more than 67 million barrels of oil, amounting to 20 percent of the State's oil production were produced in the County. Wilmington, the most productive oil field produced about 45 million barrels, more than two-thirds of the County's production.(15)

California is the largest producer of sand and gravel in the nation, and the greater Los Angeles area (an area within a 60-mile radius of the downtown Los Angeles Civic Center) is the nation's leading producer for its geographic size.

The County has several deposits of high quality sand and gravel which are located close to the market and available at low costs. The main uses of these products are: portland cement concrete aggregate; asphaltic concrete aggregate; base and sub-base aggregate; and clean fill. Sand and gravel are basic materials for the construction of homes, commercial and industrial buildings, sewers, dams, bridges and highways.

Major sand and gravel extraction sites are found in the alluvial fans of the Big Tujunga Wash in the San Fernando Valley and in the San Gabriel River (Irwindale and adjacent areas). Other sites are in the Santa Clara River and Little Rock and Big Rock washes in the north County. The average annual production for the period 1971-75 for the greater Los Angeles area was 44.5 million tons. Known sand and gravel reserves, defined as commercially recoverable deposits, in the Los Angeles area were estimated at 1,315 million tons in 1976. These reserves will reach depletion shortly after the turn of the century if current patterns of consumption continue.(16)

In the past, valuable sand and gravel reserves have been lost when incompatible urban uses have encroached upon productive areas. To ensure adequate supplies for future production, these resources must be protected and conserved. On the other hand, mineral operations should not be abandoned and left as a scar on the environment. Depleted excavations and drilling sites should be reclaimed for beneficial uses or restored to a natural condition. It is also important to evaluate the extent and commercial potential of additional rock, sand, and gravel deposits in the County. The State of California is now conducting such an investigation, the results of which will permit better identification of sites for preservation and production.

SCENIC RESOURCES

Scenic resources contribute to tourism and the intellectual and emotional development of local inhabitants. A varied landscape invites exploration and stimulates curiosity. Distinctive scenery gives residents a sense of place, heightens the feeling of belonging, and instills a sense of uniqueness and civic pride.

Los Angeles County is endowed with a physical setting of great beauty. The peaks of the San Gabriel Mountains rise 10,000 feet over the basin, and the waters of the Pacific Ocean and broad sandy beaches define the western margin of the land. Stands of pine, fir, and other evergreens cover the higher slopes of the San Gabriel Mountains, and the desert floor of the Antelope Valley is carpeted with fragile wildflowers in the early spring.

The urban setting offers a variety of scenic resources ranging from California bungalows to modern skyscrapers. Many historical sites have been identified by State and local groups. Buildings designed by notable architects and other buildings of special significance offer outstanding examples of many architectural styles. Museums, amphitheaters, schools, and parks also display excellence in both landscaping and design. The developing skyline of downtown Los Angeles is a vivid landscape, and many residential areas in the County such as the Palos Verdes Peninsula, Woodland Hills, Westlake Village, and Flintridge have developed or retained scenic qualities as urbanization took place.

Many scenic drives connect urban areas with natural regions in other parts of the County. For example, Mulholland, in the Santa Monica Mountains, offers spectacular views of the urban pattern, steep canyons, bold geologic formations, and significant ecological areas. Other roads pass through areas of diverse scenery such as the Angeles National Forest and the San Andreas fault zone.

Many scenic resources have been diminished by urban development. In some areas, insensitive hillside grading has been destructive of the natural character of the land, particularly ridgelines. Roads and freeways have sometimes visually separated communities and caused scars on hillsides. Programs are needed to protect scenic resources from unsightly development and urban sprawl. The countywide scenic highway system, for instance, as provided for in the Scenic Highway Element of the General Plan, is designed to increase outdoor scenic and recreational opportunities and protect scenic quality. Also, innovative and sensitive design of development in hillsides can protect natural features such as ridgelines.

CULTURAL HERITAGE RESOURCES

Los Angeles County has numerous archaeological and historical sites from the Indian, Hispanic and American periods of California history. The County also has paleontological sites and important geological formations from periods many millions of years before the first appearance of man.

As we look farther into the past, we must depend upon the local geology and the study of fossil remains for an understanding of past environmental conditions. The source of information regarding more than 90 percent of our cultural history is the artifacts and sites left by older cultures. Native American peoples who lived in Los Angeles County developed a complex culture before the arrival of Europeans as evidenced by many archaeological finds, including occupation sites, temporary camps, chipping stations, quarries, rock shelters, bedrock mortars, burial sites and rock art.

Many monuments to the historical past still abound in Los Angeles County: missions, remains of the great ranchos, routes of early explorers and historical trails. Also still evident are stagecoach

stations, forts, railroad depots, and the homes of prominent people whose lives are a part of the area's history.

The cultural heritage of Los Angeles County is rich and reflects the influence of cultures from almost every continent. The County also has one of the largest Native American populations in the United States.

Our cultural heritage is nonrenewable and irreplaceable. Resources continue to be haphazardly protected, and often there are insufficient funds for saving a threatened site or structure. Programs and procedures to identify and protect our cultural resources are needed. Public awareness of their value should be encouraged, and their public enjoyment should be fostered whenever possible.

RECREATIONAL RESOURCES

The National Forests and Santa Catalina Island are the largest recreational areas in the County. The visitor can hike and camp or sightsee in isolated natural areas abundant in wildlife and vegetation. Large water conservation projects such as Whittier Narrows and Castaic Lake are used for nature study and fishing. State Parks and Recreation Areas in the Santa Monica Mountains, Antelope Valley, and Puente Hills provide thousands of acres for scenic enjoyment and riding and hiking in relatively undisturbed terrain. The State also operates historic parks at El Pueblo de Los Angeles and Pacific Palisades (Will Rogers).

The shoreline is one of the most intensively used recreational resources in the County. It offers swimming, surfing, fishing, boating, and nature study. Long Beach Marina, King Small Craft Harbor, Marina Del Rey, and Avalon Harbor are used by boaters.

A system of regional parks has been developed through County and city efforts. These parks are used for water and field

sports, hiking, biking, and nature study. A local park system complements the regional park system and is designed to meet neighborhood and community outdoor recreation needs (17).

A highly urbanized population generally has more leisure time, a fact that has increased the recreational demands in Los Angeles County and contributed to deficiencies in outdoor recreation facilities. The facilities must serve not only a large and diverse population, but also millions of visitors each year. Because of these reasons, and projected population increases, additional outdoor recreation facilities, especially urban parks, riding and hiking trails, nature areas and water recreation areas will be needed.

In a County geared to mobility, the poor, the aged, the young, and the handicapped have the least recreational opportunities. Greater public access, including improved public transportation, and a wider choice of leisure activities are important in expanding recreational opportunities for all.

Additional outdoor recreational facilities can be provided by developing small parks, integrating open space into redevelopment projects, using completed landfills and abandoned school sites and planning for more bikeways and hiking and riding trails. The Santa Monica and Santa Susana Mountains and the Puente and San Jose Hills should be used for trail systems and recreational connectors. Where compatible with resource preservation, natural and cultural heritage resources may also provide recreational opportunities. The Plan strongly endorses the National Recreation Area for the Santa Monica Mountains as a way to preserve the scenic, recreational and ecological values of one of the County's major open space assets.

GEOLOGIC AND SEISMIC HAZARDS

The land in Los Angeles County, in a youthful stage of geological evolution, is unstable. Many active and potentially active earthquake faults are found in this area.(18) Liquefaction, landsliding, shattered ridges, land settlement, and tsunamis and seiches are other seismic-related hazards found locally. Many areas are subject to local earth movement such as landslides, rockslides, and subsidence. Rocks and soils prone to instability include alluvium, terrace deposits, shale, metamorphic schist and siltstone (see the Seismic Safety Element of the General Plan).

FLOOD, MUDFLOW AND EROSION HAZARDS

Some areas are subject to overflow, inundation, deposition of debris, or erosion caused by flooding. Areas exposed to the greatest flood hazard are in the fire-flood fringe in the foothills of the San Gabriel Mountains, the Malibu coast, the Santa Clarita Valley and the Antelope Valley. The urban area south of the San Gabriel Mountains is relatively free from flood hazard because of the extensive system of flood control channels, dams, debris basins, and storm drains.

Erosion is the wearing away of the land surface by wind, gravity, moving water and other geologic agents. Road construction, grading, changes in water drainage and increased runoff may accelerate erosion. Soil, vegetation and rock eroded by water often becomes a mudflow, a moving wall of debris. The central Santa Monica Mountains and hilly and mountainous areas in the San Fernando, East San Gabriel, Santa Clarita, and Antelope Valleys are subject to mudflow.

WILDLAND FIRE HAZARDS

The frequency of fires in wildlands is determined by the type of vegetation, climate, and weather patterns, and the proximity to human habitation or activities; arson is a frequent cause of wildfires. The major fuels for wildland fires are chaparral, sage, and grasses. When the vegetation dries out in the hot, dry weather of the summer and fall, the area becomes highly susceptible to brush fires. The risk of wildland fires is compounded when isolated development occurs in and near brush-covered areas, particularly hillsides. In steep, rugged hillside terrain, fires spread rapidly (fire is drawn up hillsides from canyon bottoms by updrafts -- the chimney effect), control efforts are thwarted and the cost of fire-fighting goes up. Even with moderate slopes fire-fighting vehicles are no longer effective, and fire-fighting crews and expensive aerial fire-fighting equipment becomes necessary. Wildland fires can destroy property, threaten lives, and damage vegetation, animal habitats, grazing land, and scenic views.

OBJECTIVES

The objectives of the Conservation and Open Space Element are:

- To support local efforts to improve air quality.

- To conserve energy resources and develop alternative energy sources.

- To conserve water and protect water quality.

- To preserve and protect prime agricultural lands, forests, fisheries, significant ecological areas and other biotic resources.

- To protect mineral resources.

- To preserve and protect sites of historical, archaeological, scenic and scientific value.

- To reduce the risk to life and property from seismic occurrences, flooding, erosion, wildland fires and landslides.

- To improve opportunities for a variety of outdoor recreational experiences.

NEEDS AND POLICIES

POLICY STATEMENTS

Improve Air Quality

Air quality in Los Angeles County is severe enough to threaten health. Unfocused development and the dependence of the population on the automobile contribute to the problem.

POLICY

1. Actively support strict air quality regulations for mobile and stationary sources, and continued research to improve air quality. Promote vanpooling, car pooling and improved public transportation.

Conserve Energy

In the face of scarce fuel resources and rising fuel costs, energy must be conserved and new sources of energy found.

POLICY

2. Support the conservation of energy and encourage the development and utilization of new energy sources including geothermal, thermal waste, solar, wind and ocean-related sources.

3. Promote the use of solar energy to the maximum extent possible.

Conserve Water Supply and Protect Water Quality

The supply and quality of local water must be conserved and protected. Otherwise, the County could face critical shortages in the future.

POLICY

4. Protect ground water recharge and watershed areas, conserve storm and reclaimed water, and promote water conservation programs.

5. Encourage the maintenance, management and improvement of the quality of imported domestic water, ground water supplies, natural runoff and ocean water.

Preserve Prime Agricultural Lands

Agricultural production in Los Angeles County provides food products and landscaping materials close to major population centers.

POLICY

6. Preserve significant agricultural resource areas and encourage the expansion of agricultural activities into under-utilized lands such as utility rights-of-way and flood prone areas.

Conserve Natural Areas

The variety and stability of plant and animal communities requires the preservation of important natural habitat areas. These are threatened by land development and the resultant extension of roads through environmentally sensitive areas.

POLICY

7. Preserve significant ecological areas and habitat management areas by appropriate measures, including preservation, mitigation and enhancement.

8. Protect the quality of the coastal environment. Maximize public access to and along the coast and maximize public recreational opportunities in the coastal zone consistent with sound resource conservation principles.

9. Preserve and restore marine resources emphasizing the shore and near shore zone, especially lagoons and salt water marshes.

10. Support an offshore marine sanctuary from the Mexico border to Ventura County, extending fifty miles seaward.

11. Cooperate with the U. S. Forest Service in developing a comprehensive management program for the National Forests which will maintain high-quality watershed, protect against natural hazards, provide recreational opportunities, and protect fish and wildlife habitats and designated wilderness areas. Encourage public acquisition of private inholdings in the Forests.

12. Protect watershed, streams, and riparian vegetation to minimize water pollution, soil erosion and sedimentation, maintain natural habitats, and aid in ground water recharge.

13. Encourage open-space easements and dedications as a means of meeting scenic, recreational and conservation needs.

14. Encourage maintenance of fisheries through improved commercial and sport fishing practices, habitat improvement programs, and research on fish propagation.

Protect Mineral Resources

In the past, valuable mineral reserves have been lost when incompatible urban uses were moved into productive areas. These reserves must be protected, and potential sites identified. At the same time, mineral production must not be allowed to conflict seriously with the goals of environmental protection.

POLICY

15. Protect and conserve existing mineral resources, evaluate the extent and value of additional deposits, and require future reclamation of depleted sites.

Protect Scenic Resources

Stronger controls are needed to protect scenic resources from unsightly development and urban sprawl.

POLICY

16. Protect the visual quality of scenic areas including ridge-lines and scenic views from public roads, trails and key vantage points.

Protect Cultural Heritage Resources

Our cultural heritage is nonrenewable and irreplaceable. These resources must be identified and protected. Public awareness and use of these resources should be encouraged.

POLICY

17. Protect cultural heritage resources, including historical, archaeological, paleontological and geological sites, and significant architectural structures.

18. Encourage public use of cultural heritage sites consistent with the protection of these resources.

19. Promote public awareness of cultural resources.

20. Encourage private owners to protect cultural heritage resources.

Protect Public Safety

Our society places high value on the protection of human life. Development in areas subject to fires, floods, seismic and geologic hazards can result in loss of life and property, and increased governmental costs. Steep sloping lands are particularly vulnerable to fire, landslide, mudslide and erosion hazards. Protection and proper management of lands subject to these hazards are needed.

POLICY

21. Restrict urban development in areas subject to seismic and geologic hazards.

22. Restrict urban development in flood prone areas, and thus avoid major new flood control works. Maintain natural watershed processes by regulating development in tributary watersheds. Minimize increased runoff, erosion, and siltation of streambeds that would limit the uses of streams and water-bodies for recreation and other beneficial water-related uses.

23. Encourage the multiple use of flood prone areas for recreation, agriculture, ground water recharge and wildlife habitat.

24. Manage development in hillside areas to protect their natural and scenic character and to reduce risks from fire, flood, mudslides, erosion and landslides.

25. Discourage isolated development in wildland fire hazard areas and develop stricter brush clearance ordinances to protect existing structures.

Provide Additional Outdoor Recreation Areas

The highly urbanized, diverse population of the County and the millions of tourists who visit the area every year place increased demands on recreational facilities. Deficiencies in outdoor recreation areas have resulted. There is a need for more recreation sites and better public access to recreation facilities.

POLICY

26. Actively participate in the planning for acquisition and development of the Santa Monica Mountains National Recreation Area. Strongly encourage Congress to maintain a funding level

adequate to meet the objectives of the National Recreation Area legislation.

27. Provide low intensity outdoor recreation in areas of scenic and ecological value compatible with protection of these natural resources.

28. Develop local parks in urban areas as part of urban revitalization projects, wherever possible.

29. Encourage improved public transportation to recreation sites.

30. Develop a system of bikeways, scenic highways, and riding and hiking trails; link recreational facilities where possible.

31. Encourage safe conversion of sanitary landfills for recreational use when no longer needed for waste disposal.

32. Support the provision of appropriate areas for off-road recreational vehicles, so as to reduce their impact on environmentally sensitive areas.

33. Support improved public access to coastal recreation areas, including the Channel Islands, consistent with protecting marine and land environments.

Promote Landscaping

Landscaping is needed to provide scenic beauty, make the urban environment more attractive and pleasant, improve air quality (19), reduce energy consumption, and separate and screen urban uses from noise and unsightly views. Properly managed landscaping can improve soil conditions and retard wildland fires. Certain trees are also valuable because of their beauty, age, rarity, unusual dimensions, or historical importance (heritage trees).

POLICY

34. Encourage the maintenance of landscaped areas and pollution-tolerant plants in urban areas. Integrate landscaping and open space into housing, commercial and industrial developments especially in urban revitalization areas. Use drought-resistant vegetation.

35. Support preservation of heritage trees. Encourage tree planting programs to enhance the beauty of urban landscaping.

CONSERVATION AND OPEN SPACE POLICY MAP

The Conservation and Open Space Policy Map (to be found in the back pocket of the Plan) depicts existing and recommended open space of regional significance and areas generally recommended for acquisition by public agencies. The map also depicts areas requiring special management of natural resources or hazards. Together these areas identify open space resources of regional significance. Policies and programs of the General Plan directed toward the management and protection of these areas constitute the Open Space Plan of Los Angeles County.

Legend Explanation

a. Existing Open Space*

Existing open space includes public or private land and water areas devoted to recreational and other uses such as parks, golf courses, beaches and nature preserves. Other existing open space includes National Forests, cemeteries, sanitary landfills, military lands, flood control channels, lands under utility power lines, and other dedicated open areas. While the National Forests are depicted entirely as open space, there are limited private landholdings within Forest boundaries not currently committed to open space uses. Also shown are dedicated open space areas in private developments set aside for scenic and recreational uses. Normally, such areas are not available for public use.

*Due to the scale and generalized nature of the Conservation and Open Space Policy Map, it is conceivable that small privately owned parcels, not intended for open space use, have been included within the Existing Open Space classification. It is not the intent of the Conservation and Open Space Element to preclude reasonable use of such properties. Decisions regarding the most appropriate use of specific parcels in such instances, should be guided by compatibility with open space uses and land suitability criteria.

Existing mineral operations and new, renewed or expanded operations are considered compatible uses within the open space category provided they:

1) Comply with applicable Los Angeles County Codes and Ordinances, and any applicable permits; and

2) Do not significantly degrade other identified open space resources.

Reasonable conditions may be imposed to minimize adverse impacts on the environment while protecting the production and conservation of mineral resources.

The intent of this category is to maintain these land and water surfaces in an open character for public safety, recreation, scenic enjoyment, resource production and for the protection and study of natural ecosystems. Structural improvements may be consistent with this intent if supportive of the primary open space uses.

b. Recommended Open Space

Recommended open space includes proposed national, State and regional parks and recreation areas. These recommended areas are based on current federal, State, city and County proposals; acquisition is subject to available funding.

Within areas recommended for eventual public recreation use under the Recommended Open Space designation, a variety of compatible uses may continue, subject to applicable standards and conditions (see Land Use Element, page III-37). These uses include mineral operations, agriculture, private recreation, and semi-public activities and services.

Existing mineral operations and new, renewed or expanded operations are considered compatible uses within the open space category provided they:

1) Comply with applicable Los Angeles County Codes and Ordinances, and any applicable permits; and

2) Do not significantly degrade other identified open space resources.

Reasonable conditions may be imposed to minimize adverse impacts on the environment while protecting the production and conservation of mineral resources.

c. National Recreation Area*

The Santa Monica Mountains are a unique and valuable natural resource. The mountains possess highly scenic areas, and diverse topographic, geologic and vegetative features. Thus, the mountains afford opportunities for a variety of recreational pursuits. In addition, several of the County's most important significant ecological areas are found here. For these reasons, and especially because of the mountains close proximity to millions of urban residents, a portion of the Santa Monica Mountains is to be acquired as part of a National Recreation Area (NRA). The intent of establishing the NRA is to create a variety of outdoor recreation facilities, and to protect the mountains' scenic resources and wildlife habitats for the enjoyment of local residents and visitors. Further, the intent is to incorporate existing State, County and city parks and anticipated federal land acquisitions into a unified management system generally administered by the National Park Service. While major land

*Boundary reflects National Park Service's Land Acquisition Plan boundaries proposal as of June 1980.

acquisitions are proposed, not all properties within the NRA boundaries are likely to be purchased. For those properties not acquired, this category recognizes the responsibilities of local government to plan in a manner compatible with the management of the mountains as a major recreation area and natural resource.

d. Special Management Areas

The area shown is a composite of special management areas. These areas include the national forests, open space easements, significant ecological/habitat management areas and buffers, hillside management areas, potential agricultural preserves, coastal zone, flood prone areas, and major fault zones.* The intent of this category is to designate those areas where comprehensive management is needed to protect natural and scenic resources, and to minimize the threat to life and property. It is specifically not the intent of the Conservation and Open Space Element to preclude reasonable use of private property in these areas, but to ensure that where development takes place, identified natural resources are protected and natural hazards are avoided or appropriately mitigated. A further elaboration of individual management areas can be found under the Special Management Areas Policy Map description.

*The boundaries of the scenic highway corridor and mineral resource management areas have not been determined to the extent of other Special Management Areas and are, therefore, shown only as symbols on the Special Management Areas Policy Map.

SPECIAL MANAGEMENT AREAS POLICY MAP*

This policy map (to be found in the pocket at the back of the Plan) depicts areas that require special management due to the presence of natural and scenic resources or hazards. Adherence to special criteria for development in these areas is necessary to prevent loss of, or severe damage to, life, property, and the natural environment. The individual special management areas shown on this map elaborate upon the general areas depicted on the Conservation and Open Space Policy Map. General and special conditions for development within management areas are found in the Land Use Element.

Legend Explanation

a. Significant Ecological Areas/Habitat Management

Significant Ecological Areas (SEAs)/Habitat Management areas are ecologically important or fragile land and water areas valuable as plant and animal communities.(20) These areas (21) are classified as one or more of the following: 1) habitats for rare and endangered species of plants and animals; 2) restricted natural communities -- ecological areas which are scarce on a regional basis; 3) habitat restricted in distribution in the County; 4) breeding or nesting grounds; 5) unusual biotic communities; 6) sites with critical wildlife and fish value; and, 7) relatively undisturbed habitat.

This category recognizes the importance of protecting significant natural resources as living laboratories where examples of the County's diverse ecological heritage are preserved for

*Note: Due to the scale and generalized nature of this map, special management boundaries will be determined on a site analysis basis as needed, after a review of more detailed mapping and additional environmental data submitted.

the purpose of public education, research, and other non-disruptive outdoor use. The intent is to preserve these resources in an ecologically viable state.

The identification of specific SEAs, however, does not preclude the need to manage and protect all natural streams, riparian habitats, and larger habitat areas such as the San Gabriel, Santa Susana, and Santa Monica Mountains. Future additions or deletions to identified SEAs may be appropriate, based on updated, more detailed biological surveys, especially where cities or unincorporated communities have made subsequent boundary determinations based on biotic studies and have adopted protective measures. Since identification of significant ecological areas involved only limited field verification, the Plan sets forth a procedure for further verification of specific resources within these areas (see General Conditions and Standards for Development, Land Use Element, page III-43).

Preservation techniques may include County and city land use regulations, density transfers (commonly resulting in clustering), transfer of development rights, open space easements, deed restrictions, private land gifts and public acquisitions. The specific protective mechanism recommended for each SEA requires individual consideration based upon the nature of the specific resource value, land suitability, the degree of threat from urbanization, location within or adjacent to existing open space, and jurisdictional responsibility.

b. Significant Ecological Area Buffers

Areas shown include significant ecological area buffers. The intent is to provide additional protection for adjacent SEAs, since biotic communities are influenced by an area much larger than their own boundaries. In most cases, the boundaries of SEAs have been drawn to include self-contained units. However, in a few cases, it was necessary to designate a buffer zone in adjacent areas where special land use regulations may be appropriate to protect the SEA.

c. Hillside Management Areas

Terrain where the natural slope is 25 percent or greater constitutes hillside management areas, shown in generalized form. The intent of this category is to protect the character and natural resource values of hillsides and to manage new residential development so that the risks from fire and flood hazards, soil erosion, and land slippage will be avoided or mitigated.

d. Potential Agricultural Preserves

Potential Agricultural Preserves indicate major contiguous areas where commercial agriculture is taking place and/or is believed to have a future potential based on the presence of prime agricultural soils. The delineation of potential preserve areas was initially identified by the County Agricultural Commissioner. The Agricultural Commissioner, in consultation with the Regional Planning Commission, will review from time to time the areas depicted as Potential Agricultural Preserves to make recommendations on whether the boundaries should be adjusted based on such considerations as water supply, market demand and current farming practices. Agricultural uses and preserves are encouraged throughout the County and are not limited by the mapped boundaries. The intent is to focus government efforts in these areas to establish voluntary agricultural preserves under the California Land Conservation Act (Williamson Act), or other means, and to discourage the location of uses which would be incompatible with further agricultural production.

Prime agricultural soils are most desirable for inclusion in agricultural preserves. Williamson Act preserves should be at least 100 acres in size; however, if a viable commercial agricultural enterprise exists, the size limit may be waived. Preserve contracts are established for an initial term of ten years.

e. Coastal Zone

The coastal zone, as defined by the California Coastal Act of 1976, extends seaward to the outer limit of state jurisdiction and varies considerably inland. Los Angeles County is responsible for the preparation of Local Coastal Programs for the Malibu coast, Marina Del Rey, El Porto, Los Alamitos, and Santa Catalina Island. The intent of the Coastal Act is to protect and enhance the overall quality of the coastal environment, while providing for increased public access to and along the coast, and to maximize public recreation opportunities consistent with sound resource conservation principles.

f. Scenic Highways

Officially designated and first priority proposed scenic highways, as shown in the Scenic Highway Element, are included in this management area. Scenic highways indicate where special land development standards and zoning requirements are recommended. The intent is to protect scenic and visual resources within a highway viewshed.

g. Mineral Resource Areas

A symbol is used to identify where mining is presently occuring and includes surface operations of major oil and gas fields, and known deposits of rock, sand and gravel. Other areas appropriate for mineral resource management may be added as they are identified. The intent is to: 1) encourage the production and conservation of minerals while addressing concerns related to recreation, watershed, vegetation and wildlife, range and forage, and aesthetic enjoyment during and after mining operations 2) minimize adverse impacts on on the environment, including air pollution, impedance of ground water movement, water quality degradation, damage to plant and wildlife habitat, flooding, erosion, and excessive noise; and 3) require that extractive lands ultimately be reclaimed to a usable condition readily adaptable for alternate land uses, with no residual hazards to public health or safety.

h. Flood Prone Areas

Flood prone areas show general locations where potential flood inundation and erosion could occur during major storms. Floodplains identified by the County Engineer, the Flood Control District, the Army Corps of Engineers, or the Department of Housing and Urban Development are included as "Flood Prone Areas". The designation of flood prone generally includes all the major streams and rivers in the County remaining unchannelized. The intent is to apply appropriate development criteria and standards as well as mitigation measures in order to protect against flood hazards and to avoid the necessity to construct major new flood control facilities. In addition, it is the intent to maintain the natural waterflow and preserve streamside vegetation for erosion control. More specific mapping of Flood Protection Districts is being prepared by the County Engineer-Facilities and Flood Control District. These agencies will map both the existing wash or channel and additional areas as necessary to provide reasonable protection.

i. Major Fault Zones

Areas shown as major fault zones include active and potentially active earthquake faults based on mapping provided by the County Engineer-Facilities and the State Division of Mines and Geology under provisions of the Alquist-Priolo Special Studies Zones Act. The highest ground response or damage potential from a seismic event is expected within these zones and follows a general attenuation curve away from the fault that moves. If a moderate (5.0 Richter scale magnitude) or greater intensity earthquake originates from movement on one of the faults shown, surface faulting, fracturing, and fissuring are likely to occur nearby. The intent is to protect public safety and reduce risks to lives and property.

j. National Forest Management Area

The National Forest management area includes the Angeles and the Los Padres National Forests, and all privately owned land within the boundaries of the Forests. The intent of this category is to depict the area where policy is directed toward the comprehensive management of Forest lands and compatible land use regulation of lands adjacent to the Forests.

The management of National Forest lands is the responsibility of the U. S. Forest Service. Its mission is the stewardship of Forest lands and resources through comprehensive programs which provide recreation and multiple use of natural resources, wilderness areas, and significant habitat areas. The County regulates private land within the National Forests. The General Plan does not encourage development within the Forests, nor does it encourage extension of services to communities not already established in the Forests.

k. Open Space Easements

Areas shown as open space easements include the major portion of Santa Catalina Island. Open space easements are cooperative agreements negotiated between landowners and governmental agencies or non-profit conservation groups permitting regulated public use of private property where full fee acquisition costs are prohibitive. The intent is to depict those areas where policy is directed toward scenic and recreational areas, and to protect natural resources. Structural improvements can include maintenance and improvement of existing structures and construction of lodge, hotel or other public accomodations consistent with the intent and language of the open space easement. To qualify for an open space easement under provisions of the California Open Space Easement Act of 1974, preservation of land must be consistent with the General Plan, provide special benefit to the County, and fulfill one or both of the following:

- Have either scenic value, or be valuable as a watershed or as wildlife preserve; and/or
- Add to amenities of neighboring urbanized areas or help preserve the rural character of the area in which the land is located.

Using the above criteria, areas eligible for open space easements might include: 1) National Forest private inholdings; 2) significant ecological areas/habitat management areas and buffers; 3) hillside management areas with scenic values;* 4) coastal zone; 5) areas adjacent to designated scenic highways; 6) flood prone areas suitable for recreation or wildlife observation; and 7) seismic areas suitable for recreation or seismic education.

Open space easements are granted for a minimum of ten years and property assessments are adjusted downward as compensation for restrictions contained in the contract.

1. Cultural Heritage Resources (Unmapped)

Cultural heritage resources require protection to ensure a sense of continuity with the past. In addition, archaeological sites need the additional protection of anonymity, being too fragile to withstand unregulated contact. Mitigation of damage to archaeological and paleontological resources may include excavation and deposition of specimens in scientific institutions.

Various techniques are available to protect and enhance cultural heritage resources including land use regulations, historic district zoning, conservation and open space ease-

*Land with scenic value is defined as having one or more of the following: varied landform, vista points, rock formations, varied or unique vegetation or water features.

ments, registration in the National Register, transfer of development rights, and public acquisition. In addition, historical preservation groups have been able to preserve historic sites and buildings through private agreements such as restrictive covenants.

CONSERVATION AND OPEN SPACE ELEMENT
FOOTNOTES

1. Environmental Research and Technology, Inc., *A Guide for Considering Air Quality in Urban Planning* (U.S. Environmental Protection Agency, 1974), page 26.

2. An episode is declared when the parts per million count is attained for one hour and predicted to persist for an additional hour.

3. South Coast Air Quality Management District, *Annual Reports,* (1955 to 1975); reports prepared by the Los Angeles Air Pollution Control District.

4. In the South Coast Air Quality Management District, stage 1 episodes occur when the pollution standard index (PSI) reaches 200 PSI (very unhealthful); stage 2 when the PSI reaches 280 (very unhealthful to hazardous); and stage 3 when the PSI reaches 400 (hazardous).

5. Sandra Blakeslee, "Smog Pattern Shifting But Quality of Air Improves" (*Los Angeles Times,* Metro, June 25, 1977), page 1.

6. Los Angeles County Air Pollution Control District, "Relationship of Open Space Area and Air Quality", memo from Mr. John S. Nevitt, Senior Air Pollution Analyst (January 1973).

7. See Los Angeles Cities and County, *Draft Air Quality Management Plan* (June 22, 1978).

8. An Energy Element, to be prepared by the Department of Regional Planning, will discuss these issues in greater detail.

9. This scenario is discussed in detail in "California Energy Outlook", a pamphlet prepared by the California Council for Environmental and Economic Balance (1975).

10. See Water and Waste Management Element for more detailed discusssion.

11. California Department of Water Resources, *Water Conservation in California,* Bulletin No. 198 (May 1976).

12. Los Angeles County Agricultural Commissioner, *Annual Crop and Livestock Report* (1979).

13. See Environmental Systems Research Institute (England and Nelson, Environmental Consultants), *Land Capability/Suitability Study, Significant Ecological Areas Report* (1976); Los Angeles County Department of Regional Planning, *Santa Clarita Valley Areawide General Plan* (July 1977) and *Preliminary Antelope Valley Areawide General Plan* (December 1977); and, Center for Natural Areas, *A Conservation and Recreation Plan for Santa Catalina Island* (Smithsonian Institute, 1976).

14. Other extractive mineral production in the County is minimal, consisting of very limited clay, gold, lime, tungsten and soapstone mining.

15. California Division of Oil and Gas, *Summary of Operations – Oil, Gas and Geothermal Production Statistics* (1979).

16. California Division of Mines and Geology, Abstract from "Aggregates in the Greater Los Angeles Area", California, Special Report 139 (1979).

17. Los Angeles County has an adopted park standard of 6 acres of regional park land and 4 acres of local park land per 1,000 residents.

18. See the Safety and Seismic Safety Elements for additional background material.

19. Dan MacMasters, "Goodby to the Green Grass Lawn?" (*Los Angeles Times,* Home Magazine, October 16, 1977), page 59.

20. See footnote No. 13 above.

21. Three other areas, mapped as open space on the Conservation and Open Space Policy Map, have a potential for partial restoration as significant ecological areas: Baldwin Hills, Rio Hondo Spreading Grounds, and the Tujunga Spreading Grounds.

CONSERVATION AND OPEN SPACE ELEMENT
GLOSSARY

ALLUVIAL FAN
A cone-shaped deposit of alluvium (sedimentary material) made by a stream where it issues upon an open plain.

AQUIFERS
Water bearing rock; an underground layer of porous rock, sand or other minerals, containing water.

ARCHAEOLOGY
The science of recovering data about pre-existing or extinct culture and peoples.

BEDROCK MORTARS
A site used by a pre-existing culture for the processing of special plant foods, such as acorns, by pounding them into large boulders or a rock outcrop.

CARBON MONOXIDE
A colorless, poisonous gas released into the air from incomplete combustion of fuels in the internal combustion engine.

CHIPPING STATION
A special activity site utilized briefly by a pre-existing culture to prepare stone tools.

CULTURAL HERITAGE RESOURCES
All sites, features, burials, examples of rock art structures, ruins, artifacts, remains, chemical traces and other data pertaining to or derived from the activities and presence of pre-existing and/or extinct population at a locality, whether above, on or below the surface of land or water.

DUAL WATER SYSTEMS
Local water systems which utilize reclaimed waste water for outside domestic uses such as landscaping and imported or groundwater for indoor domestic uses.

EASEMENT
A method of acquiring partial use rights of land with no transfer of fee title.

ENDANGERED SPECIES
Any species identified by the state or federal government which is in danger of extinction due to one or more causes.

ENVIRONMENT
The aggregate of all the external conditions and influences affecting the life and development of an organism.

FAULT
A plane of breakage in rock or soil, along which significant offsetting of the two sides of the plane have taken place.

FAULT ZONE
A numerous interlacing of small faults.

FISHERY
A place where fish are regularly caught, or other products of the sea or rivers are taken from the water.

HABITAT
The natural abode or locality of a plant or animal.

HYDROCARBONS
Like carbon monoxide, represents unburned and wasted fuel released into the atmosphere; generally not toxic in amounts found in the air. Sunlight causes a reaction with nitrogen oxides to produce photochemical smog.

LAND CAPABILITY
The capacity of the land to sustain development taking into account all natural factors which may constrain development.

LAND SUITABILITY
The appropriateness of land for urban development, taking account land capability, urban infrastructure, and compatibility of development with environmental values.

LANDSLIDES
Downhill movement of masses of earth material under force of gravity.

LIQUEFACTION
The sudden loss of strength of soils under saturated conditions due to earthquake shock.

MOBILE SOURCE CONTROLS
Air pollution abatement techniques applied mainly to motor vehicles, but may refer to ships, trains, planes, and other sources.

NITROGEN OXIDES
The sum of nitric oxide and nitrogen dioxide; produced when fuel is burned at high temperature in vehicle engines and boilers in industrial operations and electric power plants; causes irritation to eyes, nose and throat; responsible for brown haze over most cities, restricts plant growth and contibutes to photochemical smog.

OZONE
Product of photochemical reaction of hydrocarbons and nitrogen dioxide; forms a thick haze; may cause eye and lung irritation; and has an offensive odor.

OCCUPATION SITE
Site of artifact assemblage; includes a full range of tool types indicative of long term occupancy by a pre-existing culture.

PALEONTOLOGY
The study of fossil remains.

PARTICULATES
Solid and liquid materials directly emitted to the atmosphere; sometimes referred to as aerosols, they are derived from natural sources and man's activities.

PRIME AGRICULTURAL LAND
All land which qualifies for rating as Class I or Class II in the Soil Conservation Service land use capability classification, plus: land which supports at least one animal unit per acre or which returns not less than $200 per acre on an annual basis.

RARE SPECIES
Any species that, although not presently threatened with extinction, is in such small numbers that it may be endangered if its environment worsens.

ROCK ART
Paintings (pictographs) or engravings (petrographs) on rock surfaces.

ROCK SHELTER
A cave or rock overhang which has served as a temporary camp or chipping station for a pre-existing culture.

SCENIC QUALITY
The total impression made by components of a natural or manmade landscape which provide an attractive and memorable visual experience to the viewer; includes natural landforms, water features, rock outcroppings, trees and other vegetation, and rural and urban structures of interest.

SEICHES
The oscillation or sloshing of water in a lake, bay, or other enclosed body of water caused by seismic activity or landsliding.

SEISMICITY
Relates to the general level of earthquake activity in an area.

SLOPE STABILITY
The ability of a slope of soil or rock materials to resist moving downhill.

STATIONARY SOURCE CONTROLS
Air pollution abatement techniques applied to non-mobile sources, usually industrial plants or utility facilties.

SUBSIDENCE
A local mass movement of earth material in which surface material is displaced vertically downward as an areal settlement with little or no horizontal component.

SULFUR DIOXIDE
Chemical combination of sulfur and oxygen; affected by photochemical reactions between hydrocarbons and nitrogen oxides to form sulfuric acid in the atmosphere; extremely corrosive and may contribute to reduced visibility and respitory irritation.

TEMPORARY CAMPS
A site briefly occupied by a pre-existing culture for the purpose of accomplishing a special task, ceremony or activity.

TERRAIN
The physical features of a piece of land.

THREATENED SPECIES
Any species which is likely to become endangered within the foreseeable future.

TSUNAMI
A sea wave generated by a submarine earthquake, landslide, or volcanic activity.

COUNTY OF LOS ANGELES

GENERAL PLAN

LAND USE ELEMENT

LAND USE ELEMENT

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INTRODUCTION

The Land Use Element sets forth countywide policy for the general location and intensity of land use. It describes important countywide land use objectives and establishes policies based on identified needs. The Element serves as a tool for coordinating future development and revitalization plans of both the public and private sectors.

The objectives and policies of the Land Use Element support the countywide General Plan policy of encouraging a more concentrated urban pattern through the revitalization of deteriorating urban areas, infilling of bypassed lands and focusing of new urban development in the most suitable locations. The Element calls for a distribution of use intensities within urban areas necessary to carry out this policy. It also reinforces the Plan's general policies of conserving natural resources and protecting population from natural hazards by careful management of development in sensitive areas.

The Land Use Element is countywide in scope and addresses land use issues affecting both cities and unincorporated communities. It reflects the philosophy of working closely with cities to improve land use planning, and was prepared in cooperation with city representatives, area planning councils and the League of California Cities. As such, the Element constitutes a collective statement of city and County policy, and provides an instrument for communicating local policy to regional, State and federal agencies.

The County specifically supports the retention and strengthening of decision-making by local governments through an intergovernmental coordination process responsive to local and countywide needs.

BACKGROUND

Los Angeles County encompasses 2,613,000 acres of land (4,083 square miles). In 1975, approximately 1,133 square miles were devoted to urban use, more than 97 percent of which was south of the San Gabriel Mountains.

As Table 3.1 shows, in 1975 nearly 75 percent of the total land in the County was either committed to open space use, in agricultural production, or vacant.* Residential uses accounted for only 16 percent of the total land, but constituted over 55 percent of the urban area. Although major commercial uses (shopping centers, stores, office buildings, etc.) are visually dominant, they accounted for only 2 percent of the total, and less than 7 percent of the urban area.

Trends

Between 1970 and 1975, development trends toward both centralization and decentralization occurred in Los Angeles County. Within established urban areas, where vacant land is scarce, relatively high intensity uses became the dominant form of new development. Medium and high density housing, office and centers, and industrial uses accounted for nearly half of all new development in existing urban communities. Detached single family homes and other low intensity uses, however, continued to be the dominant form of new development in outlying urban fringe areas, constituting over 75 percent of new urban expansion. (See Table 3.2)

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*Nearly 67,000 acres (108 square miles) within the 1975 urban area were bypassed vacant or agricultural parcels of two acres or larger. This figure does not include the sizable inventory of parcels under two acres.

TABLE 3.1

LOS ANGELES COUNTY

1975 LAND USE INVENTORY

BY LAND USE TYPE

(In Acres)

Land Use	Urban	Percent	Nonurban	Percent	Total	Percent
Residential	401,000	55	7,700	*	408,700	16
Low Density	349,500	48	7,500	*	357,000	14
Medium & High Density	51,500	7	200	*	51,700	2
Commercial	47,400	7	1,000	*	48,400	2
Industrial	73,800	10	11,100	*	84,900	3
Public & Semi-Public Facilities	82,300	11	27,100	1	109,400	4
Vacant & Agricultural	66,900	9	992,300	53	1,059,200	41
Open Space**	53,800	7	848,900	45	902,700	34
TOTAL	725,200	100%	1,888,100	100%	2,613,300	100%

* Less than one percent

** Committed to a long-term open space use

NOTE: Totals may not add correctly due to rounding

SOURCE: Los Angeles County Department of Regional Planning, Land Use Survey, 1975.

TABLE 3.2

NEW URBAN DEVELOPMENT

IN LOS ANGELES COUNTY

1970 to 1975

BY LAND USE TYPE

(In acres)

Land Use	Infill on Bypassed Land	Percent	Urban Expansion	Percent	Total	Percent
Residential	4,000	30	5,900	79	9,900	48
Low Density	2,900	22	5,500	74	8,400	41
Medium & High Density	1,100	8	400	5	1,500	7
Commercial	1,300	10	300	4	1,600	8
Industrial	4,000	30	300	4	4,300	21
Other Urban (including parks)	3,800	29	1,000	13	4,800	23
TOTAL	13,100	100%	7,500	100%	20,600	100%

NOTE: Totals may not add correctly due to rounding.

SOURCE: Los Angeles County Department of Regional Planning, Land Use Survey, 1970 and 1975

Centralization takes place through both infilling of by-passed vacant parcels within existing urban communities, and recycling of older urban areas to more intensive use. During the first half of the 1970's, over 13,000 acres (20 square miles) of by-passed vacant land were developed to urban use.* Most of this land was committed to residential and industrial use. Although development of by-passed land has occurred in past decades, the 1970-75 trend analysis indicates that it is taking place at nearly twice the rate of new development on the urban fringe, representing a significant reversal of dominant trends prior to 1970.

The recycling of older urban areas to more intensive use has resulted in significant changes in the urban land use pattern. Between 1970 and 1975, it is estimated that over 4,800 acres were recycled from less intensive uses to medium and high density housing.

This emerging trend toward centralization has many positive aspects. For example, the concentration of new development within existing urban areas allows for more efficient utilization of public services and facilities, reduced energy consumption, and improved air and water quality. Such development further reduces the need to urbanize less suitable urban fringe areas, and diminishes the associated impacts on natural and scenic resources.

Decentralized development has occured at a slower but still significant rate. Between 1970 and 1975, 7,500 acres (nearly 12 square miles) of vacant and agricultural fringe lands were urbanized. Much of this new development consisted of single family residential construction in eastern San Gabriel Valley, northwestern San Fernando Valley, Santa Clarita Valley, Cerritos, Agoura and Calabasas.

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*Excluding parcels of less than two acres.

Decentralization is also occuring in the industrial sector. Major factors contributing toward this trend include the growing obsolescence of existing industrial facilities; the lack of room for expansion within established urban areas; and, modern site design standards for industrial plants, which require more space for on-site parking, loading facilities and landscaping. These factors, in addition to an increase in warehousing and other non-intensive industrial activities, have encouraged many new industries to locate in outlying urban fringe areas where land is more readily available.

While the continuing trend toward decentralized development reflects a demand for additional residential and industrial land, related costs and constraints are becoming apparent. The decreasing supply of land readily convertible to urban use, especially in the southern portions of the County, has increased pressure for development of steep, less suitable fringe lands. Although such lands may offer amenities for upper income residential development, they are generally more expensive to develop and service, increasing both private and public costs.

In addition, such lands are typically subject to a variety of natural hazards including landslides, erosion and brushfires, and are often the most scenic and ecologically significant areas remaining in the County. Inappropriate development in these outlying areas can have adverse consequences including increased exposure to natural hazards, the loss of productive agricultural land and mineral resource areas, and degradation of critical watershed and habitat areas.

A major factor aggravating efforts to control inappropriate development in outlying areas is the extensive number of existing undeveloped lots and parcels. While for a number of reasons the status of such parcels as legal building sites is questionable, it can generally be concluded that most do not meet current

Plan policies and standards for development. As a result, unregulated development of existing substandard lots and parcels could generate additional impacts in terms of the cost of providing public services, the loss of significant resources, the intrusion into natural resource/hazard areas and the possible adverse impact on surrounding communities.

The diverging trends toward both centralized and decentralized development are summarized on Table 3.3. As the Table shows, the amount of new development between 1970 and 1975 differed widely from planning area to planning area. Although there was considerable development of bypassed vacant lands within older urban communities, total land consumption (i.e., infill and expansion) was greatest in newer suburban areas. The East San Gabriel Valley and San Fernando planning areas alone accounted for 35 percent of total new urban development.

Because prime buildable land in established urban areas is growing scarce, and development of less suitable land in urban fringe areas is increasingly costly, remaining land supplies must be treated as a valuable resource and used more efficiently than in the past. Future development proposals will require careful consideration to ensure that proposed uses are compatible with both the natural and manmade environment. Such compatibility serves to maintain and enhance property values, reduce service costs, conserve natural resources and protect the public from natural hazards.

Decision Making

Governmental agencies do not always have sufficient information to monitor development activity on a cumulative basis, particularly during periods of rapid urban growth. As a result, land use decisions are often made incrementally. Considered individ-

TABLE 3.3

NEW URBAN DEVELOPMENT

IN LOS ANGELES COUNTY

1970 to 1975

BY PLANNING AREA

(In acres)

Planning Area	Infill on Bypassed Land	Urban Expansion	Total New Urban Development
San Fernando	2,600	700	3,300
Burbank/Glendale	500	500	1,000
West San Gabriel Valley	900	200	1,100
East San Gabriel Valley	1,900	2,200	4,100
Malibu/Santa Monica Mtns.	200	1,400	1,600
West	600	800	1,400
Central	600	0	600
East Central	400	0	400
Southeast	1,500	100	1,600
South	1,900	0	1,900
Southwest	1,300	0	1,300
Santa Clarita Valley	200	500	700
Antelope Valley	200	1,100	1,300
Channel Islands	*	*	*
TOTAL	13,100	7,500	20,600

*Less than 100 acres

SOURCE: Los Angeles County Department of Regional Planning, Land Use Survey, 1970 & 1975.

ually, these decisions respond to short term market needs, and may appear to create desirable new use patterns. Cumulatively, however, they may create undesirable long-term social, economic and environmental impacts. Improved information systems and monitoring tools are urgently needed to guide the land use decision-making process.

Another major factor influencing the manner in which valuable land resources are used is the diffused nature of the public decision-making process. Eighty-one cities within Los Angeles County have local land use planning and zoning authority. Coordinating the planning activities of the cities with those of the County, the Southern California Association of Governments, special districts, and various State and federal agencies, is exceedingly complex.

Local planning programs sometimes have competing objectives, and at times, the land use decisions of one jurisdiction have external impacts. Conflicts, when they occur, need to be resolved through a cooperative process that is equitable to all parties. At present, no fully adequate mechanisms exist. Although the County's authority is limited, it can provide the necessary leadership to improve interjurisdictional coordination. Both improved tools and cooperative institutional arrangements are necessary if our remaining land resources are to be utilized wisely.

OBJECTIVES

The objectives of the Land Use Element are:

-To provide for land use arrangements that take full advantage of existing public service and facility capacities;

-To maintain and enhance the quality of existing residential neighborhoods;

-To coordinate land use with existing and proposed transportation networks;

-To situate commercial activities in viable clusters that conveniently serve their market areas;

-To provide commercial and industrial lands sufficient to accommodate the projected labor force;

-To encourage high quality design in all development projects, compatible with and sensitive to the natural and manmade environment;

-To foster compatible land use arrangements that contribute to reduced energy consumption and improved air quality;

-To provide a land use decision-making process supported by adequate information and ongoing citizen participation; and,

-To encourage more efficient use of land, compatible with and sensitive to natural ecological, scenic, cultural and open space resources.

NEEDS AND POLICIES

The policies set forth below are designed to address identified critical needs, including the need to use land more efficiently; ensure compatibility of development; conserve resources and enhance environmental quality; improve the land use decision making process; and, improve inter-agency coordination in land use planning.

POLICY STATEMENTS

Use Land More Efficiently

As readily developable prime land becomes increasingly scarce, there is a growing need to treat remaining supplies as a valuable resource.

POLICY

1. Concentrate well designed high density housing in and adjacent to centers to provide convenient access to jobs and services without sacrificing livability or environmental quality.

2. Encourage development of well designed twinhomes, townhouses and garden apartments, particularly on by-passed parcels within existing urban communities.

3. Place major emphasis on channeling new intensive commercial development into multipurpose centers.

4. Protect prime industrial lands from encroachment of incompatible uses.

5. Where appropriate, promote more intensive use of industrial sites, especially in areas requiring revitalization.

6. Encourage the recycling of abandoned mineral extraction sites to recreational, industrial or other productive use.

Ensure Compatibility of Development

Divergent trends toward decentralization of uses in urban fringe areas and concentration of uses in established urban communities require increased efforts to ensure that new development will be compatible with the natural and manmade environment.

POLICY

7. Assure that new development is compatible with the natural and manmade environment by implementing appropriate locational controls and high quality design standards.

8. Protect the character of residential neighborhoods by preventing the intrusion of incompatible uses that would cause environmental degradation such as excessive noise, noxious fumes, glare, shadowing, and traffic.

9. Promote neighborhood commercial facilities which provide convenience goods and services and complement community character through appropriate scale, design and locational controls.

10. Encourage the clustering of well designed highway oriented commercial facilities in appropriate and conveniently spaced locations.

11. Promote planned industrial development in order to avoid land use conflicts with neighboring activities.

12. Protect major landfill and solid waste disposal sites from encroachment of incompatible uses.

13. Prevent inappropriate development in areas that are environmentally sensitive or subject to severe natural hazards,

and in areas where essential services and facilities do not exist and are not planned.

14. Establish and implement regulatory controls that ensure compatibility of development adjacent to or within major public open space and recreation areas including National Forests, the National Recreation Area, and State and regional parks.

15. Require that new developments in non-urban areas have adequate accessibility to paved roads and water lines of sufficient capacity.

16. Prohibit development of existing substandard parcels when it is determined that such development, individually or in combination with adjacent existing and/or proposed development, will significantly increase exposure to unmitigable public health and safety hazards.

17. Discourage the development of existing substandard parcels when it is determined that such development, individually or in combination with adjacent existing and/or proposed development, will result in: (1) significant degradation of natural resources shared by community residents; (2) overburdening of existing and/or planned public services and facilities; and/or (3) disruption of established community character recognized in the Plan.

18. Ensure that future land division activity within Los Angeles County occurs in strict compliance with State and local laws.

19. Ensure that the recognition of lots created in noncompliance with State and County subdivision laws (i.e., issuance of Conditional Certificates of Compliance) occurs only in a

manner which balances the rights and interests of both the general public and individual property owners.

Conserve Resources and Enhance Environmental Quality

Increasing pressures for urban expansion into outlying areas of significant ecological and scenic resources require that effective measures be taken to conserve and enhance our most valuable natural assets.

POLICY

20. Establish land use controls that afford effective protection for significant ecological and habitat resources, and lands of major scenic value.

21. Protect identified Potential Agricultural Preserves by discouraging inappropriate land division and allowing only use types and intensities compatible with agriculture.

22. In non-urban areas outside of Potential Agricultural Preserves, encourage the retention and expansion of agriculture by promoting compatible land use arrangements and providing technical assistance to involved farming interests.

23. In urban areas, encourage the retention of economically viable agricultural production, e.g., high value crops such as strawberries, cut flowers, nursery stock, etc., through the identification and mitigation of significant adverse impacts resulting from adjacent new development.

24. Promote compatible land use arrangements that reduce reliance on the private automobile in order to minimize related social, economic and environmental costs.

25. Promote land use arrangements that will maximize energy conservation.

26. Protect known mineral resource reserves (including sand and gravel) from encroachment of incompatible land uses.

Improve the Land Use Decision-Making Process

The manner in which land use decisions are made must address cumulative social, economic and environmental effects, and ensure opportunity for citizen participation.

POLICY

27. Provide a land use mix at the countywide, areawide and community levels based on projected need and supported by evaluation of social, economic and environmental impacts.

28. Ensure continuing opportunity for citizen involvement in the land use decision-making process.

29. Improve the land use decision-making process by closely monitoring and evaluating the cumulative impacts of individual projects and by modernizing development regulations.

Improve Inter-Agency Coordination in Land Use Planning

There is a growing need to more effectively coordinate the land use planning activities of local, regional, State, and federal agencies in Los Angeles County.

POLICY

30. Promote improved interjurisdictional coordination of land use policy matters between the County, cities, adjacent counties, special districts, and regional and subregional agencies.

31. Ensure that cities have a voice in land use decisions within their adopted spheres of influence.

LAND USE PROJECTIONS

The following section addresses projected land use change between 1975 and 2000. These projections are not offered as an accurate scientific prediction of future conditions, but rather represent an extrapolation of current trends and conditions modified by the policies set forth in the General Plan. The land use projections were developed in concert with projected population levels, housing needs, and job growth, and reflect the Plan's policy emphases on urban revitalization, resource conservation and focused new development.

Countywide land use projections and subregional allocations are predicated on a careful analysis of the existing land use inventory, recent trends in land consumption for various use types, and the availability of vacant land suitable for urban use. Other factors considered were the capacity of various services and facilities to accommodate additional urban development, and the growth policies and projections of State and regional agencies and the incorporated local jurisdictions.

In general, the projections address two aspects of future land use and development. First, countywide development trends are projected by land use type, reflecting the land demand associated with anticipated population, housing and economic growth. Second, the processes by which such land demand will be met within the various subregions of the County are identified. For example, within older urban areas, land required to accommodate additional homes and jobs will primarily be provided through the process of recycling (demolition and reconstruction) and infilling (development of previously by-passed vacant lands). In newer suburban areas, land demand will primarily be met through the conversion of vacant and agricultural land to urban use (urban expansion).

However, while Plan policy promotes a balanced and more concentrated development pattern, many of the factors affecting the distribution of development between existing and future urban areas are beyond the control of County government. The projected amount of recycling, for example, may not be achievable due to the limitations imposed by community opposition to higher densities, by fiscal limitations of local government, the inability to assemble appropriately sized parcels, and the difficulty of relocating existing residents. In addition, projecting into the future is not an exact science. There is no such thing as a "right" or "correct" projection since the state of the art does not provide for precise quantification of the future. In view of these constraints, the Plan should not be viewed as either promising or requiring the achievement of the specific land use projections outlined below.

Table 3.4 summarizes projected countywide land use changes by type. In addition to moderate urban growth, the table reflects a significant retention of non-urban and agricultural lands in long-term open space use. Of the 117,000-acre decline projected in vacant and agricultural lands, approximately 40,000 acres are expected to be committed to open space uses such as local, regional and State parks, and nature preserves.

The projections also indicate a moderate increase in residential densities, reflecting Plan policies encouraging a more concentrated pattern of urban development. In areas undergoing recycling it is projected that residential development would be cleared at an average of 7.7 dwelling units per acre, and rebuilt at an average of 23.6 units per acre. Aggregate residential infill and expansion is projected to take place at 7.8 units per acre, which compares to an average residential density of 6.6 units per acre in 1975.

While the projections indicate a shift away from single family residential development as the dominant form of new housing construction, they do not suggest that high density apartment living

TABLE 3.4

LOS ANGELES COUNTY

LAND USE PROJECTIONS

1975 to 2000

BY LAND USE TYPE

(In Acres)

	1975	%	2000	%	1975-2000
Low Density Residential	357,000	13.7	374,700	14.3	+17,700
Medium/High Density Residential	51,700	2.0	65,900	2.5	+14,200
Commercial	48,400	1.8	56,300	2.2	+ 7,900
Industrial	84,900	3.2	101,000	3.9	+16,200
Public and Semi-Public Facilities	109,400	4.2	130,200	5.0	+20,800*
Vacant, Non-Urban and Agricultural**	1,059,200	40.5	942,600	36.1	-116,700
Open Space***	902,700	34.5	942,600	36.1	+39,000
TOTAL	2,613,300	100%	2,613,300	100%	

* Includes the 17,300 acre proposed Palmdale Airport.

** Includes Significant Ecological Areas/Habitat Management.

***Committed to long term open space use.

NOTE: Totals may not add correctly due to rounding.

SOURCE: Los Angeles County Department of Regional Planning: Land Use Survey, 1975; Population, Housing, Employment and Land Use (PHEL) Projections.

TABLE 3.5

PROJECTED RECYCLE, INFILL, AND URBAN EXPANSION*

1975 to 2000

BY PLANNING AREA

(In Acres)

Planning Area	Recycle	Infill	Urban Expansion
San Fernando	3,000	4,500	2,000
Burbank/Glendale	2,700	900	200
West San Gabriel Valley	3,300	1,600	200
East San Gabriel Valley	1,700	9,200	6,700
Malibu/Santa Monica Mtns.	100	700	3,600
West	3,200	600	700
Central	6,800	1,200	0
East Central	3,800	1,700	0
Southeast	2,300	3,400	200
South	3,500	4,800	0
Southwest	1,900	3,900	0
Santa Clarita Valley	300	1,400	7,900
Antelope Valley	800	1,900	9,100**
Channel Islands	***	***	***
TOTAL	33,300	35,900	30,600

* These projections include land allocated to urban open space.

** Does not include the proposed 17,300-acre Palmdale Airport.

***Less than 100 acres.

NOTE: Totals may not add correctly due to rounding.

SOURCE: Los Angeles County Department of Regional Planning: Population, Housing, Employment and Land Use Projections.

will become the predominant lifestyle. Instead, the Plan promotes a balanced mix of dwelling unit types with an emphasis on owner-occupied, moderate density twinhomes and townhouses.

The second major facet of land use change is summarized on Table 3.5. This table indicates the projected recycle, infill, and urban expansion activity within the 14 planning areas of the County and thereby distinguishes the major development processes anticipated. It should again be noted, however, that the comparative magnitude of these processes (in terms of acreage involved) does not represent a prediction, but rather reflects the intent and direction of countywide urban form and development policy.

Although the maintenance of sound existing housing stock is emphasized, the Plan projects approximately 33,300 acres of recycle activity within older urban communities between 1975 and 2000. Recycling usually results in an intensification of land use, and much of the projected acreage will involve a conversion of land from low density to medium and high density residential development.

Approximately 36,000 acres of by-passed vacant and agricultural land are projected to be developed to urban use by the end of the century.* This represents only 55% of the base resource of parcels two acres or larger, in recognition of the development difficulties that may be associated with by-passed parcels. Countywide, industrial (11,500 acres) and residential (14,900 acres) uses are anticipated to be the primary consumers of by-passed vacant lands.

The Plan further projects that approximately 31,000 acres of vacant and agricultural urban fringe lands will be converted to

* Includes 3,500 acres of open urban space use, primarily local parks.

urban use by the year 2000.* Most of this urban expansion will occur in the East San Gabriel Valley, San Fernando, Antelope Valley, Malibu/Santa Monica Mountains and Santa Clarita Valley planning areas. Apart from the land requirements of the proposed Palmdale Airport and associated uses, low density residential development is projected to be the major consumer of urban fringe lands.

LAND USE POLICY MAP

The Land Use Policy Map (to be found in the pocket at the back of the Plan) is a graphic illustration of selected Plan policies and projections. It portrays a generalized pattern and distribution of land use, and reflects the broad geographic effects of projected recycle, infill and urban expansion activities within the County. The map however, is not predictive, and does not suggest that all lands allocated for future urban use will be developed by the year 2000. Instead, it provides a policy framework for the preparation and review of more detailed areawide, community, and neighborhood plans, and makes more explicit the relationship of General Plan policy to specific development proposals. It should be noted that the Land Use Policy Map was developed concurrently with other countywide and community plan policy maps, and is one of several that should be consulted during the process of making specific land use decisions.

The countywide Land Use Policy Map depicts nine generalized land use classifications, each of which is intended to describe the dominant use characteristics within the area covered. Due to the nature and scale of the map, use patterns of less than fifty acres are generally not shown. In addition to generalized land use patterns, the map illustrates key land development and management concepts discussed in other countywide chapters and elements, and relates these to a

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*Includes 1,800 acres of open space use, but does not include the proposed 17,300-acre Palmdale Airport.

series of general development standards and conditions. The Land Use Policy Map legend is discussed below:

1. Low Density Residential*

   The map depicts areas particularly suitable for single family detached housing units, including large lot estates and typical suburban tract developments. Densities typically range from one to six units per gross acre. The intent of this classification is to maintain the character of existing low density residential neighborhoods and also to provide additional areas to accommodate future market demand.

2. Low-Medium Density Residential

   This classification identifies areas particularly suitable for small lot single family residences, twinhomes, duplexes and townhouse development. The intent of this category is to encourage housing alternatives, at densities ranging from six to twelve units per gross acre.

3. Medium Density Residential

   Medium Density Residential areas are suitable for multiple unit development including garden apartments and multi-plex development in addition to high density townhouse developments. Such areas are typically located along major transportation corridors, in or near urban community centers.

*Note: Within the generalized residential areas mapped, a variety of use types and intensities presently exist. Such uses typically include local commercial and industrial services, schools, churches, local parks and other community-serving public facilities. It is not the intent of General Plan policy to preclude further development or expansion of such uses within areas depicted as residential on the Land Use Policy Map nor is it the intent of the General Plan, including mapped or textual policies, to preclude approval of final maps and development approvals (permits) related thereto which are in substantial conformance with a tentative map approved or extended by the County of Los Angeles since December 31, 1978, except as California State law may otherwise specify.

Development generally does not exceed two stories in height, and ranges in density from 12 to 22 units per gross acre.

4. High Density Residential

High Density Residential areas are suitable for medium and high-rise apartments and condominiums, three or more stories in height. The intent of this classification is to provide for high density residential development in appropriate locations, conveniently accessible to, or within multipurpose urban centers. Densities generally exceed 22 units per gross acre.

5. Major Commercial

The extent of Major Commercial areas depicted on the Land Use Map reflects the County's status as both a major regional employment center and a national and international center of business, trade and finance. Typical use patterns include central business districts, regional office complexes, major shopping malls and centers, major commercial recreation facilities and a range of mixed commercial retail and service activities. Community and neighborhood-serving commercial uses generally are not shown, and can be appropriately established at locations which conveniently serve local market areas.

6. Major Industrial

The Map depicts areas which are generally appropriate for major industrial uses including manufacturing of all types, mineral extraction sites, refineries, warehousing and storage, and product research and development. The intent of this category is to assure that sufficient land is allocated for a wide range of industry and industry-related activities serving both the domestic and export markets and providing jobs for a large portion of the resident labor force. Again, small scale local industrial services are not shown and may be established to serve local needs.

7. Public and Semi-Public Facilities

Major existing and proposed public and semi-public uses depicted on the Map include airports and other major transportation facilities, solid and liquid waste disposal sites, utilities, public buildings, public and private educational institutions, religious institutions, hospitals, detention facilities and fairgrounds. This classification provides for the continued operation, expansion and construction of new facilities, as necessary, to serve current and future County residents.*

8. Non-Urban

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.

Within non-urban areas, a wide variety of uses and activities may be appropriate. Non-urban residential uses are permitted subject to established density, design and service standards. Local and highway-oriented commercial and industrial uses may also be appropriately located in non-urban areas to serve the needs of local residents and travelers. In addition to local industrial uses, a number of manufacturing activities requiring remote or secluded locations for product

*General Plan policy in this regard applies to a range of public facilities not reflected on the Land Use Policy Map. In the event that public use of mapped or unmapped facilities is terminated, alternative uses compatible with surrounding development, in keeping with community character, and consistent with the intent of overall Plan objectives may be permitted.

development, testing and storage can be appropriately situated in outlying non-urban areas.

Public and semi-public uses typically located in non-urban environs include solid and liquid waste disposal sites, utility and communication installations, schools and other public facilities necessary to serve the needs of non-urban populations. Most major existing facilities of this type, however, are shown within the Public and Semi-public and Open Space land use classifications.

A range of private and commercial recreation uses and specialized activities are also appropriate within non-urban areas of the County. Resort and recreational uses, including visitor accommodations, services and facilities, are appropriate in non-urban areas when designed in a manner compatible with, and sensitive to, surrounding natural resources and scenic amenities. Permitted specialized activities include nature study centers, scientific research and educational facilities, camps, lodges and retreats. Other specialized uses may be appropriate within non-urban areas depending on their specific impact, compatibility and growth inducing characteristics.

9. Open Space

Open space areas include both public and privately owned lands committed to long term open space use, and lands intended to be used in a manner compatible with open space objectives. Major open space areas reflected on the map include regional parks, beaches, golf courses, cemeteries, sanitary landfills and military reservations. Two of the major open space areas depicted are the Angeles and Los Padres National Forests and the open space easement on Santa Catalina Island.

Private holdings within the National Forests are not shown. These lands, however, are generally characterized by high

fire, geologic, and/or flood hazards, and are subject to applicable non-urban land management provisions of the Plan (see General Conditions and Standards for Development).

The agreement for the Catalina Island Open Space Easement sets forth specific uses permitted. These include passive recreation, regulated scientific study and agricultural uses. Under some circumstances, utility and communication facilities and low intensity visitor accommodations may be permitted, subject to review by the Regional Planning Commission. However, facilities designed to enhance access to and enjoyment of this open space and recreational resource are encouraged.

A variety of activities and uses, including those permitted within the Catalina Island Open Space Easement, uses essential to the protection of public health and safety, activities involving the extraction of mineral resources, and certain forms of commercial recreation may be appropriate within open space lands identified on the Land Use Policy Map. Specific determinations as to the appropriateness of the proposed use should be based upon the need for the proposed use, its compatibility with identified resource or hazard factors and the degree to which it furthers the objectives of the open space designation.

It should be noted that due to the scale and generalized nature of the Land Use Policy Map it is conceivable that parcels not intended for long term open space use have been included within the Open Space classification. It is not the intent of the Land Use Element to preclude reasonable use of such properties. Decisions regarding the most appropriate use of specific parcels in such instances should be guided by compatibility and land suitability criteria (see General Conditions and Standards for Development).

The remaining two legend items (i.e., Rural Communities and Significant Ecological Areas/Habitat Management) reflect key land development and management concepts of the Plan, and directly influence future land use and development activities within the areas covered. They are identified on the Land Use Policy Map to graphically link selected general development, conservation, open space and land use policies, and to illustrate areas in which various conditions and standards for development will apply. Due to graphic limitations, the various types of Special Management Areas identified in the Conservation and Open Space Element are not reflected on the Land Use Policy Map. They are however, addressed in later sections of this chapter (see General Conditions and Standards for Development).

10. Rural Communities

As described in the General Goals and Policies Chapter, Rural Communities are essentially clustered non-urban settlements served by a non-urban level of commercial and public facilities. These communities vary in terms of size and intensity of development, and range in function from rustic bedroom communities within or near highly urbanized communities, to focal points or activity nodes serving more dispersed non-urban areas.

In most instances, the Rural Communities depicted will experience little significant growth by the year 2000. Where further development does occur, it should be of an "infill" nature, consistent with existing community character and service levels. The intent of Plan policy is to permit such future development at non-urban, and in some instances, low urban intensities.

There are instances, however, where identified Rural Communities are associated with existing or emerging regional recreational areas (Gorman and the Santa Catalina Island Two Harbors areas are prime examples*). In these cases,

*The Two Harbors area will be the subject of a detailed plan, to be included as part of the Local Coastal Program for Santa Catalina Island.

provision of visitor accommodations and services may accelerate normal community growth. Such development may be appropriate within the Rural Community classification, providing that it is compatible with the recreational and natural resource assets of the area, and does not create a demand for public investment in major urban service systems.

11. Significant Ecological Areas/Habitat Management

The Significant Ecological Areas/Habitat Management classification (SEA) identifies lands having important biological resources. This classification, as set forth in the Conservation and Open Space Element, includes habitats of rare and endangered species, sites with critical fish and wildlife values, relatively undisturbed areas of typical natural habitat and regionally scarce biotic resources.* The intent of the countywide General Plan is to preserve and enhance, to the extent possible, SEAs for the benefit of prevent and future County residents.

In addition to regulated scientific study and limited recreational activities, a range of more intensive uses may be permitted within SEAs where it can be demonstrated by a detailed biotic survey and project analysis that the proposed development is highly compatible with the resource values present. In the absence of specific project proposals and detailed biotic data, the countywide Land Use Element has not attempted to identify, in other than the most general terms, appropriate use types and intensities within significant ecological areas. The Element does however set forth the general process and criteria for evaluating specific use proposals as they arise (see General Conditions and Standards for Development).

*The Significant Ecological Area/Habitat Management classification includes Buffer Areas depicted on the Special Management Areas Policy Map of the Conservation and Open Space Element.

GENERAL CONDITIONS AND STANDARDS FOR DEVELOPMENT

It has been previously noted that the textual and mapped policies of the Land Use Element are countywide in scope, and to a large degree reflect the land use plans of other local jurisdictions and unincorporated communities. As such, the Element provides an overview of countywide land use policy and the perspective necessary to identify and resolve regional land use issues. In this capacity, the General Plan Land Use Element serves as a key tool for improving interjurisdictional coordination in land use planning matters.

In addition to this countywide perspective, the Element must also provide a basis for more specific land use planning and decision-making activities within unincorporated areas. To this end, the County has emphasized the development of relatively detailed land use plans for its major unincorporated communities. These community and areawide plans are referenced and included here as localized refinements of General Plan land use policy. Together, they constitute the primary tools for guiding decisions relative to local land use and development patterns.*

The introductory chapter of the General Plan discusses in broader context the relationship between the countywide and

*Areawide and community plans adopted or in preparation include the following: Hacienda Heights Community Plan; Rowland Heights Community Plan; East Los Angeles Community Plan; West Hollywood Community Plan; Diamond Bar Community Plan; Malibu/Santa Monica Mountains Areawide General Plan; Santa Clarita Valley Areawide General Plan; Antelope Valley Areawide General Plan; and the Los Angeles County Local Coastal Program. There are, in addition, a number of other local and community planning programs envisioned in the coming years. Upon adoption, such plans will be formally incorporated as Community Elements of the General Plan.

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

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

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

URBAN RESIDENTIAL DEVELOPMENT

General: The residential use classifications of the Land Use Policy Map are intended to describe dominant housing characteristics within the areas covered and are representative of permitted density ranges established by various city and community plans throughout Los Angeles County. Within unincorporated areas, adopted community and areawide plans serve to refine these generalized classifications and establish more specific density standards and conditions for development. Where no such local plan exists, the density ranges established by the countywide General Plan will guide decision-making relative to specific residential development proposals.* In addition, such countywide standards may be interpreted to reflect more specific use provisions of an adopted city plan

*Minor density variations may be permitted to accommodate specific lot size and net area provisions of the Zoning Ordinance.

applicable to unincorporated territory within its designated sphere of influence.

Within the range of entitlements established by urban residential land use classifications, transfer of density within a project site is generally encouraged as a means of reducing potential adverse impacts, preserving scenic areas and providing increased open space and design amenities. However, density transfer should be discouraged when it is determined that:

1) the proposed development is not in keeping with established community character recognized in a locally adopted plan; and/or,

2) the proposed project will overburden existing and/or planned services, facilities or infrastructure.

Unincorporated community and areawide plans may -- and are encouraged to -- refine and expand upon the above provisions governing density transfer.

Residential Infill: General Plan policy supports a more concentrated form of urban development. More specifically, it encourages residential infill at densities compatible with and slightly higher than those of surrounding uses. In light of this policy emphasis, new residential development within existing urban areas, not covered by a more detailed community or areawide plan, may be permitted at densities exceeding those depicted on the Land Use Policy Map subject to conformance with the following criteria:

1) The proposed project will not disrupt sound residential neighborhoods nor adversely affect the character of the established community;

2) The proposed project site is of sufficient size to accommodate design features (setbacks, landscaping, buffering, etc.) necessary to ensure compatibility with surrounding uses;

3) The proposed project will not overburden existing public services and facilities;

4) The proposed use will not disrupt or adversely impact local traffic and parking conditions; and

5) Compatibility of the proposed project with surrounding uses, in terms of scale, intensity and design, is ensured through specific site plan review.*

Low and Moderate Income Housing: General Plan policy strongly supports the provision of critically needed low and moderate income housing.** In support of this policy emphasis, the Plan proposes the development and application of density bonus and other programs designed to stimulate production of such housing by both the public and private sectors.

The General Plan further recognizes, however, that the precise design and location of future low and moderate income housing cannot adequately be reflected by mapped land use policy at either the countywide or local areawide/community levels. Thus,

*While at present the Conditional Use Permit process is the primary mechanism available to assure compliance with an approved site plan, new and improved development controls may be employed as they become available.

**The Housing Element discusses in detail the topic of low and moderate income housing, sets forth applicable locational criteria, and describes a variety of mechanisms which may be employed to encourage the provision of critically needed units.

adopted programs for the development of low and moderate income housing units may modify the urban use type and intensity standards established by generalized countywide, areawide and community land use plans. Such programs shall include appropriate design and density parameters for specific development proposals that reflect the following considerations:

1) The compatibility of the proposed project, in terms of scale and design, with surrounding land uses and established community character;

2) The viability of the proposed project in terms of a long term commitment and ability to meet identified low and moderate income housing needs; and,

3) The location of the proposed project relative to shopping and employment opportunities, and accessibility to necessary public services and facilities.

NON-INDUSTRIAL USES WITHIN MAJOR INDUSTRIAL AREAS

The countywide General Plan recognizes the limited supply of prime land available for future industrial growth and development. This scarcity is particularly acute in the southern portions of the County where the majority of the current and projected labor force will reside. The Plan also recognizes, however, that the Major Industrial category depicted on the Land Use Policy Map is, due to mapping scale and data resource factors, generalized in nature, and may in fact include areas with limited potential for industrial development. Therefore, establishment of non-industrial uses within identified Major Industrial areas, not covered by a more detailed areawide or community plan, may be permitted subject to findings of compliance with the following conditions:

1) The area in question is not suitable for present or future industrial use due to conflicts with existing or emerging

land use patterns, lack of sufficient and adequate access, or the presence of site specific physical characteristics posing severe constraints for industrial development; or the proposed use demonstrates a desirable, compatible and well-integrated pattern of employment and housing opportunities, and thereby furthers General Plan objectives pertaining to reduced energy consumption and improved air quality.

2) The proposed non-industrial use, individually or in combination with adjacent uses, will not adversely impact the viability of surrounding areas for the maintenance or expansion of industrial activities.

3) Compatibility of the proposed non-industrial use with current and future industrial activities in the area is ensured through specific site plan review and approval.

LOCAL COMMERCIAL AND INDUSTRIAL SERVICES

Due to the scale and nature of the countywide Land Use Policy Map, locally-serving commercial and industrial uses are generally not shown. Such localized land use types and associated development standards are more appropriately addressed by detailed community and areawide plans. However, in order to provide guidance for decision making in the absence of an adopted local plan, the following general conditions and standards are provided.

Definition: For purposes of the countywide Land Use Element, local commercial and industrial uses are defined as individual enterprises, or small scale multi-use centers, serving the needs of the local community. Such uses include:

1) Facilities providing neighborhood or community convenience goods and services;

2) Highway or roadside facilities and services of a minor nature (i.e., gas stations, cafes, motels, etc.);

3) Local community/neighborhood-serving office and professional services; and

4) Light industrial uses of a minor nature, as defined by the scale of the facility, number of employees, service area, and general compatibility within the community setting (it is not the intent of countywide land use policy to prohibit the establishment or continued operation of local "cottage industry" uses where compatible with surrounding land use patterns).

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

Location:

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

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

Scale:

1) The scale of local service uses, in terms of acreage and permitted floor area, should be limited to that which can be justified by local community and neighbor-

hood needs. In most instances, such uses, individually or in aggregate, should not exceed 10 acres in size.

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

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

Design:

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

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

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

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

5) Off-site signs should be prohibited.

Access and Traffic:

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

2) Access, egress and onsite parking should be provided in a manner which maximizes safety and convenience, and minimizes adverse impacts on surrounding neighborhood and community land use patterns.

OPEN SPACE AREAS

Due to the scale and generalized nature of the Land Use Policy Map, it is conceivable that privately owned lands not intended for long term open space use have been included within the Open Space classification. The Plan therefore seeks to provide a mechanism to guide detailed land use consideration in instances where mapped policy, by itself, is unclear or inadequate. In combination with the textual and mapped policies of the Plan, the general standards and conditions set forth below are intended to provide such a mechanism.

Compatible Uses: Land within the Open Space classification of the countywide General Plan may, as a matter of course, be developed to any use permitted in Zones O-S (Open Space) and W (Watershed) of the Los Angeles County Zoning Ordinance, subject to the conditions and standards of those zones.* Such uses include a variety of agricultural, recreational, mineral extraction, and public and semi-public activities and services.

*Private inholdings within the Angeles and Los Padres National Forests are dealt with separately on page III-52 of the Land Use Element, and are not subject to the conditions and standards set forth for Open Space areas.

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

Finding: In reviewing a proposal for development within the Open Space classification of the countywide Land Use Policy Map, the Regional Planning Commission shall make a specific finding that the proposed project site was inadvertently included within the open space classification.

Criteria:

1. Land Compatibility/Suitability

   It shall be demonstrated that the subject property is capable of supporting the proposed development without increasing exposure to significant natural hazards or degrading identified critical natural resources. It shall further be established that access to the site is adequate to serve the intended use, and that the provision of necessary services and facilities will not result in undue public costs.

2. Compatibility

   It shall be demonstrated that the proposed development is compatible, in terms of scale and designed character, with surrounding land use patterns. Appropriate use type and intensity standards shall be reflective of those existing or proposed for adjacent non-open space properties.

   It shall further be demonstrated that the scale, design and overall character of the proposed development will not adversely afffect or significantly diminish the open space and recreational potential of adjacent resource areas.

3. Special Considerations

The countywide Land Use Element sets forth a variety of general standards and conditions for development to guide land use decision making in the absence of specific mapped policy (i.e., urban and non-urban residential development standards, residential infill, low and moderate income housing, local commercial and industrial facilities, special management areas, etc.). Where applicable, such general standards and conditions for development shall be employed to guide decisions relative to appropriate alternative use of lands within the Open Space classification.

4. Site Design Review

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

NON-URBAN RESIDENTIAL DEVELOPMENT

The intent of the General Plan policy with regard to use types and intensities permitted in non-urban areas is outlined in the countywide Land Use Policy Map discussion. The general conditions set forth below expand upon that statement of intent, and are designed to provide guidance for decision-making in the absence of more specific standards and performance criteria.

Except as otherwise provided for by an adopted areawide, community or specific plan, or as modifed by the special management and rural community provisions of the General Plan, non-urban residential development may be permitted at densities ranging from a baseline of one unit per five acres, to a maximum of

one unit per acre.* All proposals for non-urban residential development which exceed the countywide density baseline shall be subject to substantial compliance with the following conditions:**

1) The proposed use will not adversely affect local environmental quality or degrade significant natural resources such as sensitive habitat areas, riparian woodlands, and scenic vistas.
2) The proposed use will not be detrimental to public health and safety because of hazardous or special conditions.
3) The proposed use will not substantially contribute to the deterioration of air or water quality.
4) The proposed use, individually or in combination with other existing and proposed use patterns, will not require extension or expansion of urban services and facilities.
5) The proposed use is conveniently accessible by paved road, and will not, individually or in combination with other existing and proposed use patterns, overburden existing non-urban roadways.
6) The proposed use is served by water supplies and distribution facilities of sufficient capacity to meet anticipated domestic and fire protection needs.
7) The proposed use is compatible with the character of surrounding development patterns.

Density transfer from urban to non-urban areas is not permitted. Within non-urban areas, density transfer is generally encouraged

*In no event shall non-urban densities authorized by an adopted areawide or community plan exceed a maximum of one dwelling unit per acre.

**The performance criteria for non-urban hillside development articulate in greater detail the general conditions set forth. Where applicable, such performance criteria will augment general conditions for non-urban residential development.

as a means of reducing potential adverse impacts, preserving scenic areas and providing increased open space and other design amenities. Precluded, however, are density transfer proposals which result in the creation of new urban communities, noncontiguous to existing or planned urban areas and requiring an urban level of services and facilities not consistent with the intent of General Plan policy.

NON-URBAN HILLSIDE DEVELOPMENT

Hillside management areas are defined as mountainous and foothill terrain having a natural slope of 25% or more. Such lands are generally illustrated as Hillside Management Areas on the Special Management Areas Policy Map (see Conservation and Open Space Element). While the General Plan provides for limited urban hillside development, most hillside management areas fall within the non-urban land use classification.* In these areas, it is the intent of Plan policy to permit uses which are compatible with hillside character and suitability factors, which do not create a demand for public investment in urban services and facilities, and which do not cause significant adverse environmental impacts.

Uses compatible within non-urban hillside management areas include: recreation; non-urban residential uses subject to the density threshold set forth below; limited commercial and highway oriented uses serving local residents and travelers; and certain industrial, extractive, agricultural, and public uses, which by their nature can appropriately be located in remote hillside areas.

Residential development within non-urban hillside management areas is subject to the following density standards:

*See Appendix A for a more detailed discussion of urban hillside development standards.

COUNTYWIDE DENSITY THRESHOLD

Natural Slope	Low	High
25 to 50%	1 d.u./10 acres	1 d.u./2 acres
Greater than 50%	Not Applicable	1 d.u./20 acres

In areas of greater than 50% natural slope, a maximum density of one dwelling unit per 20 acres shall apply in all unincorporated areas. In areas with slopes ranging from 25% to 50%, development proposals exceeding the low density threshold are subject to the Hillside Management/Performance Review Procedure*. The density granted will reflect the extent to which performance criteria are met.

Adopted areawide, community and specific plans may establish the maximum permitted non-urban densities for lands ranging from 25% to 50% natural slope. However, in no case will such densities be greater than the one dwelling unit per acre maximum established for all non-urban areas.

Under the Performance Review Procedure, development proposals with densities above the low threshold shall be required to demonstrate the following:

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

*The Hillside Management/Performance Review Procedure, set forth in Appendix A, takes precedence over the Hillside Management Area procedures in the Santa Clarita Valley Areawide General Plan, adopted on July 12, 1977.

2. Resource Protection:
   The proposed project is compatible with the natural biotic, cultural, scenic and open space resources of the area.

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

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

Performance review criteria and the process for determining compliance are set forth in Appendix A of this Element.

SIGNIFICANT ECOLOGICAL AREAS/HABITAT MANAGEMENT (SEAs)

It is the intent of General Plan policy to preserve the County's significant ecological resources and habitat areas in as viable and natural condition as possible. Major factors influencing the realization of Plan objectives in this regard include the County's ability to accurately identify areas of significant resource value; the availability of financial and other resources necessary to support preservation, restoration and enhancement efforts; and, competing priorities between resource preservation and other critical public needs.

Recognizing the resource values at stake and the constraints imposed by competing priorities and objectives, the General

Plan seeks to provide a process for reconciling specific conflicts between proposed land use and the preservation of identified Significant Ecological Areas. The Plan does not, however, suggest that this can be accomplished by applying a single set of regulatory standards to all SEAs. Nor does it infer that reasonable use of privately held lands within such areas shall be precluded without just compensation. Instead, the Plan recognizes that measures necessary to preserve and enhance Significant Ecological Areas will vary depending on the nature of resource values present and the degree of threat implied by potentially incompatible development. Within this context, the following general conditions and standards are provided to guide specific land use decisions.

SEA Compatible Land Uses: Within Significant Ecological Areas the following activities are considered compatible by definition: regulated scientific study; passive recreation including wildlife observation and photography; and limited picnicking, riding and hiking, and overnight camping. In addition, the following uses may be compatible as determined by a detailed biotic survey and such conditions as may be necessary to ensure protection of identified ecological resources:

1) Residential uses at densities compatible with the resource values present, and consistent with community character in terms of both overall density and magnitude as defined in adopted community, areawide, or countywide plans;

2) Where provided for in an adopted community or areawide plan, commercial uses of a minor nature serving local residents and visitors;

3) Where no alternative site or alignment is feasible, public and semi-public uses essential to the maintenance of public health, safety and welfare;

4) Agricultural uses compatible with the resource values present; and,

5) Where compatible with identified biotic resources, extractive uses including oil and gas recovery, and rock, sand and gravel quarrying.

SEA Design Compatibility Criteria: Each development proposed within a designated SEA will be reviewed for compliance with the following design criteria:

1) The development is designed to be highly compatible with biotic resources present, including the setting aside of appropriate and sufficient undisturbed areas;

2) The development is designed to maintain waterbodies, watercourses, and their tributaries in a natural state;

3) The development is designed so that wildlife movement corridors (migratory paths) are left in a natural and undisturbed state;

4) The development retains sufficient natural vegetative cover and/or open spaces to buffer critical resource areas from the proposed use;

5) Where necessary, fences or walls are provided to buffer important habitat areas from development; and,

6) Roads and utilities serving the proposed development are located and designed so as not to conflict with critical resources, habitat areas or migratory paths.

SEA Performance Review: The key components and participants in the Significant Ecological Area/Performance Review Procedure are

generally identified below. The countywide Land Use Element leaves for further definition the specific procedural steps and regulatory mechanisms to be employed.

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

2) Technical Review/Development Guidelines - The biotic analysis will be submitted with the preliminary project plan to an appointed Significant Ecological Area Technical Advisory Committee. This committee will function to review the biotic data submitted for its adequacy, and recommended conditions and guidelines for final project design.

3) Project Design Review - Planning staff in cooperation with the Technical Advisory Committee will review project plans submitted by the applicant for compliance with recommended conditions and guidelines.

4) Impact Analysis - Based on the biotic data previously generated and such other information as may be requested from the applicant, planning staff shall prepare a draft environmental impact report identifying potential project impacts and possible mitigation measures.

5) Regional Planning Commission Review and Action - Considering the recommendations of the Technical Advisory Committee,

potential impacts and mitigation measures identified in the Draft EIR, and such other provisions of countywide and local plans as may be applicable, the Regional Planning Commission shall consider and act upon the proposed development plan. Recommendations for approval shall be accompanied by a finding that the proposed project is sensitive to and compatible with the biotic resources of the area. In the event that such a finding cannot be made, the Commission may deny the project, request a revised development plan, or approve and forward the proposal together with a statement of overriding considerations to the Board of Supervisors for further review and action.

FLOOD PRONE AREAS

Areas subject to substantial flood hazard as determined by the County Engineer and Flood Control District are shown as Flood Prone Areas on the Special Management Areas Policy Map (see Conservation and Open Space Element). This classification includes both the watercourse itself and adjacent areas subject to overflow of flood waters during major storms. The County is in the process of mapping flood protection districts for major flood prone areas. These maps will precisely delineate the existing watercourse and additional areas necessary to provide reasonable protection from overflow, erosion and debris deposition.

At such time as a flood protection district is established by ordinance, no permanent structures shall be constructed, altered, modified, or enlarged within the boundaries of the district, except: a) those accessory structures that will not substantially impede the flow of water, and, b) flood control structures approved by the County Flood Control District.

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

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

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

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

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

MAJOR FAULT ZONES

Major Fault Zones depicted on the Special Management Areas Policy Map (see Conservation and Open Space Element) reflect both the active and potentially active faults identified in the countywide Seismic Safety Element, and the more detailed fault mapping prepared by the California State Division of Mines and Geology under the provisions of the Alquist-Priolo Special Study

Zones Act.* Strategies and programs for minimizing risks to public health and safety within potential fault rupture zones are more specifically addressed in the adopted countywide Seismic Safety Element. In support of these strategies and programs, the following general standards and conditions for development will apply in all unincorporated areas, and may be expanded and elaborated upon by local community or areawide plans.

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

1) A geology report, prepared by a registered geologist, shall be submitted to the appropriate local agency for review prior to approval of proposed development within a Special Study Zone; and,

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

Other Major Fault Zones: In addition to the provisions of the County building codes**, the following general conditions for development will apply within major fault zones identified on the Special Management Areas Map:

1) Applications for zoning or tentative subdivision approval or renewal shall be submitted to the County Engineer for review. On the basis of this review, the County Engineer

*California Public Resources Code, Division 2, Chapter 7.5.

**See Los Angeles County Building Code, Sections 310 and 311.

shall determine the necessity for additional geologic data, and establish such conditions for development as may be appropriate.

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

POTENTIAL AGRICULTURAL PRESERVES

Potential Agricultural Preserves include large contiguous land areas either devoted to agricultural production or highly suitable for agricultural use due to the presence of favorable growing conditions such as climate, soils, and water (see Conservation and Open Space Element). The intent of General Plan policy is to preserve and protect such resource areas from the intrusion of incompatible uses which conflict with or preclude viable agricultural activity.

To this end, the Plan supports voluntary establishment of agricultural preserves such as those provided for by the California Land Conservation Act. The Act provides incentives for the preservation of prime agricultural lands, and sets forth specific criteria governing the creation and maintenance of recognized preserves.

The General Plan further recommends improved planning and tools to preserve agricultural resource areas. Efforts in this regard should involve the cooperative participation of farming interests, resource conservation districts, the County Agricultural Commissioner and other concerned State and federal agencies. More specifically, the Plan recommends the development and application

of exclusive agricultural zones designed to minimize conflicts between agricultural and other urban and non-urban land uses. Such zones define compatible use types and intensitites based upon the characteristics and needs of local agricultural activities.

The general standards and conditions provided below will guide land use decisions relative to Potential Agricultural Preserves in the absence of more refined resource management devices. New mechanisms, such as exclusive agricultural zoning and preserve programs, may supplement or replace these standards and conditions as they are developed and applied.

1) Use of lands within identified Potential Agricultural Preserves shall be subject to the use standards and conditions established by exclusive agricultural zoning. Uses may include but are not limited to the growing of field, tree, bush, berry and row crops including nursery stock. In addition, processing and sales of agricultural commodities, dairies, feed mills, livestock, poultry and horse keeping may be appropriate where compatible with surrounding uses.

In cases where residential development is proposed within Potential Agricultural Preserves, the following guidelines shall govern.

2) In addition to the zoning/use standards referenced above, legally created parcels within identified Potential Agricultural Preserves, less than five acres in size, may be developed for non-urban residential use subject to conditions and density standards established by adopted community, areawide, and countywide plans. Approval of such non-urban residential development shall be subject to a finding that the proposed use will not, individually or in combination with surrounding residential use patterns,

substantially impair or have a significantly adverse affect on adjacent agricultural activities.

3) In addition to the zoning/use standards referenced above, parcels within identified Potential Agricultural Preserves, five acres in size or larger, may be developed for non-urban residential use at densities not exceeding one dwelling unit per ten acres. Approval of such non-urban residential development shall be subject to compliance with applicable provisions of adopted community, areawide, and countywide plans, and shall be accompanied by a finding that the proposed use will not, individually or in combination with surrounding residential use patterns, substantially impair or have a significantly adverse affect on adjacent agricultural activities.

NATIONAL FORESTS

The Los Padres and Angeles National Forests encompass nearly 650,000 acres of land within Los Angeles County. While the Forest Service maintains comprehensive resource management programs for the majority of this area, there are nearly 40,000 acres of privately owned "inholdings" within the Forest boundaries. For these areas, the County retains primary responsibility in terms of land use regulation.

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

1) Privately owned lands within the National Forests will be assumed to be subject to a high degree of natural hazard. As a result, non-urban residential development shall be limited to a maximum residential density of one dwelling

unit per five acres, and will be subject to applicable hillside mangement and flood protection performance standards and criteria.

2) All proposed private and public development projects within the National Forests will be reviewed by both the Regional Planning Commission and U.S. Forestry Service for compliance with applicable land use and resource management plans.

OPEN SPACE EASEMENTS AND DEDICATIONS

The California Open Space Easement Act of 1969 sets forth general conditions governing the creation of recognized open space easements. Agreements or contracts establishing such easements specify the standards and conditions for uses and activities permitted within the area covered.

For purposes of the General Plan, open space dedications are defined as privately owned lands which have been set aside for permanent open space as part of a larger land development proposal. Commitment of such lands to long term open space use is typically assured through deed restrictions or dedication of construction rights, secured at the time of development permit approval. Within dedicated open space areas, standards and conditions for use are specifically set forth as conditions of the zoning permit or subdivision tract map.

COASTAL ZONE

In accordance with the 1976 California Coastal Act, Los Angeles County has undertaken the preparation of local coastal programs for the unincorporated Malibu coast, Marina Del Rey, Los Alamitos and the off-shore island of Santa Catalina. At such time as these programs are completed, they will be adopted as the Coastal Element of the countywide General Plan, and will

establish detailed land use policy within the coastal zone. Prior to the adoption of local coastal programs, specific development proposals will be subject to compliance with applicable policies of adopted countywide, areawide and community plans, as well as conformance with the provisions of the California Coastal Act.

SCENIC HIGHWAYS

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

1) The proposed development should be designed to create a consistent visual relationship with surrounding development and with the natural terrain and vegetation.

2) Structures and landscaping should complement and enhance scenic views.

3) If possible, potential unsightly features should be located in areas not visible from the scenic highway. If this is not feasible, they should be screened by landscaping, fencing, or other appropriate means.

4) Grading should result in final contours which are compatible with the existing terrain.

5) The number of access roads to or from the scenic highway should be minimized wherever possible, consistent with safety and circulation needs.

6) Watercourses should be preserved in their present condition except where necessary to restore to a state more consistent with a natural appearance.

7) Commercial or industrial uses should be conducted entirely within closed buildings, except for restaurants, recreational uses and gasoline/service stations.

8) Outdoor advertising (billboards, subdivision directional signs, etc.) shall be prohibited.

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

MINERAL RESOURCE AREAS

Mineral resource areas include existing surface mining activities, areas identified or to be identified as containing significant mineral resources by the State Mining and Geology Board, and areas suitable for the production of energy resources, including crude oil and natural gas.

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

1) The value of mineral resources located within the vicinity of the proposed development.

2) The feasibility of extracting the identified mineral resources within a reasonable time period prior to development of the proposed use.

3) The cost of restoring the site in accordance with acceptable reclamation standards.

In addition, the proposed development shall be designed so that it does not inhibit the future development of extractive, surface mining or energy production facilities and shall make provisions to buffer the proposed use from existing or future mineral resource activities.

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

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

In addition to the above conditions, pursuant to the provisions of the California Surface Mining and Reclamation Act, all mining activities in operation as of January, 1976 and those placed in operation after that date shall be required to submit a reclamation plan which shall provide for appropriate measures to rehabilitate the site prior to its abandonment.

CULTURAL HERITAGE RESOURCES

Cultural heritage resources include known archaeological and paleontological areas, sites and structures, which have been identified in authoritative surveys of archaeological societies, historical societies and academic studies. These sites are too numerous and, in most cases, too small to permit adequate mapping at the General Plan scale.

Within the unincorporated area, the following guidelines shall apply to proposed development in areas identified in the above mentioned authoritative surveys and for sites found to have historical and scientific value:

Archaeological and Paleontological Resources:

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

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

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

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

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

Historic Sites and Structures: Historic sites and structures include all places, structures or objects currently identified or to be identified in the National Register of Historic Places, the State Department of Parks and Recreation Inventory and the Los Angeles County Historical Landmarks Committee Inventory. These sites and structures are considered to be of countywide significance and to require preservation to the most feasible extent. It is recognized that there may be other sites and structures which are not on the above lists but which may have importance to local communities, and in such cases a community or areawide plan may designate these sites or structures for special land use regulation.

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

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

2) The proposal should preserve the integrity of sight-lines to the structure.

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

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

LAND USE ELEMENT
APPENDIX A
HILLSIDE MANAGEMENT/PERFORMANCE REVIEW PROCEDURE

I. INTRODUCTION

The Hillside Management/Performance Review Procedure is designed to protect the health and safety of the public from hazards typically associated with hillside areas and to preserve natural resources and scenic values commonly occuring in hillside environs. In this regard, a key policy of the Conservation and Open Space Element reads:

> "Manage development in hillside areas to protect their natural and scenic character and to reduce risks from fire, flood, mudslide, erosion and landslide."

Within this broad policy context, more definitive policy is set out below for two distinct categories: urban and non-urban hillside management areas.

In view of the wide variation in hillside conditions existing in various areas of the County, it is difficult to establish a single set of hillside standards for development that are appropriate countywide. Consequently, areawide and community plans (and specific plans) which regulate hillside standards for development shall establish the maximum permissible densities of development in hillside areas under 50% slope.

II. URBAN HILLSIDE MANAGEMENT AREAS

A. Intent

The intent of the Hillside Management/Performance Review Procedure is to ensure that development in an urban hillside management area is safe, functionally and attractively designed and compatible

with surrounding land uses. Approval of residential development proposals is contingent on the project's ability to mitigate problems of public safety and design, and to preserve distinct visual characteristics or community assets (such as oak trees).

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

B. Urban Hillside Management Area Defined

Urban hillside management areas are defined as lands characterized by natural slopes of 25% or greater, included within the urban classifications of the countywide General Development Policy Map and designated for urban use on the countywide Land Use Policy Map. These areas are planned to receive an urban level of services such as roads, utilities, and commercial and public facilities.

C. General Conditions for Development

1. <u>Slope/Density Relationship</u>

Urban hillside management areas may be developed within the range of use types and intensities established by the applicable land use policy map. Residential development greater than the midpoint of the permitted density range will be reviewed for compliance with performance criteria set forth herein, and will require approval of a Development Management Permit.

Local Plan Options - Adopted areawide, community or specific plans may more specifically define permitted uses and densities

with the performance criteria set forth herein, and will require approval of a Development Management Permit.

2. Density Transfer

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

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

3. Natural or Open Area Standards

A minimum of fifty percent (50%) of a project site shall be retained in a natural or open condition. Open space may consist of open areas in public ownership, common private ownership or private yards. Subject to approval by the Regional Planning Commission, required open areas may include: common open space for passive recreation; areas graded for rounding of slopes to contour appearance; areas of scenic beauty; riding, hiking and bicycle trails; areas cleared for fire supression; and landscaped areas adjacent to streets and highways. Clearing and grading required by the County for such purposes as arterial highway access, and/or major utility rights-of-way, may be excluded from the open area calculation.

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

D. Performance Review Criteria

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

Public Safety:

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

2. In most cases, engineering solutions will be given greater consideration in urban hillside management areas (as distinct from non-urban hillside management areas) as a means of mitigating hillside hazards (e.g., landslides, flooding, or erosion problems). However, where major landform changes would be detrimental to visual quality and community character, engineering solutions may be determined to be inappropriate. The appropriateness of proposed engineering solutions will be determined on the basis of compliance with site design criteria for urban hillside management areas.

3. All slopes must be developed in accordance with the County grading ordinance. Where a brush fire hazard exists on the perimeter of a project, a buffer zone of irrigated landscaping must be maintained on the site to diminish the hazard.

Quality of Design:

4. Site Design - The suitability of the location, type, separation, height and schematic design of buildings and landscaping in relation to the site and surrounding area, particularly the appearance of proposed development as viewed from existing developed areas and scenic highways, will be considered in reviewing all development proposals. Site planning, grading, landscaping, and construction techniques which preserve, protect and enhance the visual character of hillside land forms are encouraged. A development should be designed to:

   a) Preserve to the degree possible major natural features including major drainage courses, riparian vegetation, rock outcroppings and stands of oaks and other native trees.

   b) Preserve significant views from major existing residential areas.

   c) Ensure that graded slopes are landscaped and that such landscaping is maintained.

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

In addition to the above, the following performance criteria for non-urban hillside management areas shall also apply: Road Design, Building Placement and Design, Landscaping, Utility Lines, and Signs.

III. NON-URBAN HILLSIDE MANAGEMENT AREAS

A. Intent

The intent of the Hillside Management/Performance Review Procedure is to ensure that development in a non-urban hillside management area, where it occurs, will be located in the most suitable and least environmentally sensitive areas, and will be designed in terms of scale and intensity in a manner compatible with the natural resource values and general character of the surrounding community. Approval of residential development proposals that exceed the low density threshold will be based on the ability to mitigate natural hazards and provide for compatible hillside design.

The application of specific performance criteria may vary depending on the particular topographic, geologic and biotic characteristics of a proposed project site. However, the overall objective remains that of ensuring that future hillside development provides for the safety and convenience of community residents, and achieves an overall visual quality harmonious with the non-urban hillside setting.

B. Non-Urban Hillside Management Area Defined

Non-urban hillside management areas are defined as lands characterized by natural slopes of 25% or greater, not designated for future urban use nor scheduled to receive an urban level of services. Such areas are included within the non-urban classifications of the General Development Policy Map and Land Use Policy Map. These lands are generally illustrated as Hillside Management Area on the Special Management Areas Policy Map. (See the Conservation and Open Space Element).

C. General Conditions for Development

The General Plan recognizes non-urban hillside development to be an issue of regional significance. The Plan also embodies community and areawide plans which consider the effects of hillside development at the local level. The following conditions for non-urban hillside development respond to these two levels of concern by providing for the specific determination of residential densities at the local level while at the same time preserving non-urban hillside amenities as regional assets.

Residential Uses

1. Slope Density Relationship*

Residential development shall be subject to the following density standards:

% Slope	Low Density Threshold	Maximum Density
25 to 50	1 dwelling unit/10 ac.	1 d.u./2 acres
Greater than 50	Not Applicable	1 d.u./20 acres

All residential development proposals at densities exceeding the low density threshold (as calculated utilizing the methodology appearing on page III-82) will be reviewed for compliance with the performance criteria set forth herein, and will require a Development Management Permit. The density granted by the Permit will reflect the extent to which performance criteria are met.

*The Hillside Management/Performance Review Procedure does not apply to development on lands of less than 25% natural slope. See Land Use Element, page III-39, for General Conditions and Standards applicable to non-urban residential development.

Local Plan Options - Where adopted areawide, community or specific plans apply, they establish the maximum non-urban densities for lands ranging from 25 to 50% slope. These plans may reflect the countywide standards set forth above, or may set standards more appropriate to protection of identified local hillside resources. Notwithstanding these locally adopted standards, all residential development proposals exceeding the low density threshold established countywide will require approval of a Hillside Development Management Permit. The density granted will reflect the extent to which hillside performance criteria are met. In no case will overall densities be higher than the maximum of one dwelling unit per acre established for all non-urban areas.

2. Areas of 50% Natural Slope and Above

Due to the higher probability of exposure to fire, erosion, and landslide hazards in extreme slopes, a standard of 1 dwelling unit per 20 acres for slopes of 50% (2:1) and above shall constitute the maximum permitted density in all non-urban unincorporated places.

3. Density Transfer

Density transfer from steeper slopes to more gently rolling level land is encouraged as a means of preserving the natural terrain, minimizing grading and reducing exposure to natural hazards. Where a cluster concept is employed, development should minimize adverse visual impacts on neighboring residential uses, and not substantially alter the character of existing communities. In no event is density transfer permitted to areas of a project site predominantly in excess of 50% natural slope.

Local Plan Options - Specific transfer provisions may be established on the basis of an adopted community, areawide or specific plan. Such plans may establish regulations on clustering and lot arrangement to meet local community preferences and characteristics.

4. Natural or Open Area Standards

Within non-urban residential hillside developments, a minimum of seventy percent (70%) of a project site shall be retained in a natural or open condition. Subject to approval by the Regional Planning Commission, required open areas may include: common open space for passive recreation; areas graded for rounding of slopes to contour appearance; areas of scenic beauty; hiking, riding and bicycling trails; areas cleared for fire supression, and landscaped areas adjacent to streets and highways. Clearing and grading required by the County for such purposes as arterial highway access, and/or major utility rights-of-way, may be excluded from the calculation. The designated natural or open area may consist of open space lands in public ownership, common private ownership, or private yards.

Local Plan Options - An adopted area, community or specific plan may set natural or open area standards in excess of the minimum countywide standards outline above.

Non-Residential Uses

Many non-residential uses may be appropriately located in non-urban hillside management areas. Certain uses, by their nature, may require remote hillside locations. Nevertheless, for reasons of public safety, resource protection and general land suitability, safeguards are necessary to discourage intensive development and to minimize environmental disruption and the loss of scenic and open lands. Where it is determined that specific uses may

appropriately be located in hillside environs, they shall be reviewed for compliance with applicable performance criteria. Additional factors, such as the presence of significant ecological resources, may also impose special review requirements. Subject to the above conditions, the following uses may be found appropriate:

1. Industrial uses involving explosives manufacturing, storage of volatile substances, and certain research, development and product testing facilities requiring the seclusion afforded by hillside terrain. Such uses are encouraged to locate in the least environmentally sensitive areas of the County;

2. Agricultural activities including livestock grazing, bee-keeping, orchards and vineyards;

3. Limited commercial and highway oriented uses necessary to serve local residents and travelers;

4. Waste disposal facilities that require canyon locations as a buffer to urban uses. Effectuation of approved site restoration plans shall be required at the termination of such uses;

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

6. Mineral extraction uses such as quarries and oil and gas fields. Effectuation of approved site restoration plans shall be required at the termination of such uses; and,

7. Utility installations, including communication, water and power facilites.

D. Performance Review Criteria

The performance review criteria outlined below for non-urban hillside management areas are grouped under four major headings: Public Safety, Resource Protection, Suitability for Development, and Quality of Design.

Public Safety:

1. Geologic, Seismic and Slope Stability Conditions

If geologic and soil reports indicate that the project site is affected by potentially hazardous geologic, seismic, or slope stability conditions, the County Engineer shall require, in compliance with the County Building Code, mitigation measures to safeguard life, health and property.*

Mitigation measures may include either avoidance of the potential hazard area or the identification and application of adequate engineering solutions.

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

Where a hillside development is proposed in an area indicated as a major fault zone, it shall be demonstrated

*Potential geologic and soils problems include, but are not limited to, the presence of active or inactive slide areas, active and potentially active fault rifts, corrosive soils, shrink-swell conditions, or unstable foundation materials such as alluvium, shale, terrace deposits and schist.

through a geologic report that structures will be located in such a manner as to minimize the risk to life and property in case of a major seismic event. No structures for human occupancy are permitted across or within 50 feet of the trace of an active or potentially active fault.

2. Fire, Flood and Erosion

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

To assist in efficient emergency response and fire protection in designated fire hazard areas, the project should include: 1) the use of fire retardant construction techniques and materials, especially prohibiting untreated wood shake/shingle roofs and siding; 2) clearance of brush for a minimum of 100 feet surrounding individual structures; 3) protective irrigated planting areas surrounding residential structures with provisions for maintenance; 4) a development pattern which provides a defensible fire perimeter (fuel breaks, concentrated pattern, or other measures); 5) provision for adequate identification of dwelling units by prominent signs indicating street names and house numbers; and 6) location of entrances to structures within a distance of street access acceptable to the County Forester and Fire Warden.

b. Flood and Erosion: Development should be located at such distances from floodways (water courses) as determined by the County so as not to interfere with natural drainage during severe storms nor become endangered by such runoff.

During the early phases of project planning, an identification should be made of any flood prone area or areas with high mudflow potential, taking into consideration areas of high fire hazard and erosion potential located uphill or upstream from flood prone areas. The interrelationship of these potential hazards, and satisfactory measures to protect against them, should be demonstrated. Engineering criteria for development in hillside areas are as follows:

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

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

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

4) Provide for passage of flood water and debris to a safe point to discharge (street, channel, debris basin, etc.) without damange to improvements or slopes. Natural stream gradients shall not be altered (i.e. flattened) unless approved by Los Angeles County as consistent with public health, safety and welfare; and,

5) Where the runoff flow rates and debris quantities are too great to be accommodated, as described above, an adequate debris basin and open channel with access for maintenance should be provided.

Resource Protection:

3. Drainage Networks

All water courses should be maintained in as natural a state as possible, minimizing modification of the natural carrying capacity or production of excessive siltation.

4. Biotic Resources

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

5. Cultural Resources

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

6. Scenic Resources

The project should protect the visual quality of highly scenic areas and views from scenic highways, roads, trails and key vantage points.

Suitability for Development:

7. Proximity to Services

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

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

8. Water Supply and Waste Disposal

Adequate water for domestic consumption and fire protection must be available. Connection to public sewers or provision of a central sewage treatment and disposal facility capable of adequately serving all lots within the development shall be required unless engineering studies clearly demonstrate the acceptability of private disposal systems from the standpoint of geology, sanitation and water quality.

9. Road Capacity

Adequate road capacity should be demonstrated to accommodate the anticipated traffic of the proposed development. Capacity to allow for ingress and egress must be based on the assumption that at least one lane of access road may be temporarily closed due to slope failures or parking of emergency vehicles. Road widths should be designed for

these contingencies but, wherever possible, kept to a minimum to avoid excessive grading. The ability of major and secondary highways to serve as escape routes and to accommodate seasonal recreation traffic (including weekend peak loads) from outside the area shall be considered in reviewing the development proposal.

Quality of Design:

10. Road Design

All roads shall be designed for vehicular and pedestrian circulation capable of providing adequate means of ingress and egress for both residents and emergency or other service vehicles. In hillside areas, the analysis of site characteristics may allow for innovative design of roadways to take advantage of topography and views. Such roadway design, where appropriate in terms of safety and maintenance costs, may minimize grading and improve overall project design. Travelway width requirements shall be a minimum of 28 feet in the steepest, lowest density areas, where no guest and utility parking is required. However, any modifications of current standards or design criteria should be discussed with the Los Angeles County Road Department and other interested departments prior to proposing a tentative project design.

Special approval will be required under the Subdivision Ordinance for gradients over 6% for any road identified on the Los Angeles County Highway Plan (commonly known as the Master Plan of Highways) and over 15% for minor residential streets. Gradients of over 12% for collector streets are acceptable only for short, intermittent stretches.

11. Site Design and Grading

The suitability of the location, type, separation, height and schematic design of buildings and landscaping in relation to the site and surrounding area, particularly the appearance of proposed development from existing developed areas and scenic highways, will be considered in reviewing all development proposals. Site planning, grading, landscaping, and construction techniques which preserve, protect and enhance the visual character of the hillside land forms are encouraged. A development should be designed to:

a) Minimize grading on the site and maximize retention of natural topography.
b) Utilize contour grading to present a rounded or undulating appearance blending with the natural terrain.
c) Protect the character of drainage courses, riparian vegetation, rock outcroppings, and existing stands of oaks and other native trees.
d) Preserve significant views from major existing residential areas.
e) Minimize grading for roads, streets, and storm drains consistent with public health and safety.
f) Protect against excessive sedimentation and erosion caused by water, burrowing rodents, etc.
g) Limit grading to that necessary for the primary use of each lot. (Curb parkways may be eliminated, and front yard requirements may be reduced if this will facilitate less grading and alteration of the site.)
h) Apply innovative approaches to house placement using techniques such as stepped multi-level and cantilevered designs.

12. Building Placement and Design

Placement of residential structures shall be designed to preserve scenic values. Where feasible, structures should be placed so that roof lines do not protrude above road grade, on the down slope side. The imaginative use of multi-level residential development is encouraged to reduce grading, enhance view potential, and maximize usable outdoor space. Major ridgelines should be preserved wherever possible. Where practical, structures should be limited to one story on major ridgelines. In addition, clustered development projects should be designed to minimize adverse visual impacts on neighboring residential uses, and to achieve compatibility with established community character.

13. Landscaping

Subject to the fire protection criteria set forth earlier, existing healthy and attractive vegetation, especially specimen trees, should be preserved wherever possible. New plant materials should be selected which will effectively screen or soften the visual impact of new developments. All cut-and-fill slopes over five feet in vertical height should be planted with adequate plant materials to protect against erosion. Trees, shrubs and ground covers shall completely cover exposed graded area.

14. Utility Lines

Undergrounding of all local utilities is desirable. New overhead major utility lines (e.g. power, telephone or transmission lines) should follow the least visible route and cross ridgelines at the most visually unobtrusive locations.

15. Signs

Signs are not to block significant views, cause visual clutter, or disrupt the sight line to the horizon. Where

permitted, signs, including off-premise outdoor advertising signs, are to be carefully designed to have a minimum impact on scenic features.

III. PERFORMANCE REVIEW PROCEDURE

All hillside development proposals on lands of 25% or greater natural slope are subject to, and shall be reviewed for, compliance with applicable performance criteria.* For projects not exceeding low-density thresholds (or density range midpoints in urban areas), compliance with applicable performance criteria will be reviewed as part of normal case processing procedures. Proposed developments exceeding established low density thresholds (or density range mid-points in urban areas) will require the additional review and approval of a Development Management Permit. During the course of permit processing, impact analysis procedures provide an opportunity for the early identification of potential adverse effects in terms of hazards or resource loss, as well as providing the overall framework for impact mitigation.

A. Required Findings

In order to ensure that future hillside development is consistent with General Plan goals and objectives and in compliance with established performance criteria, the approval of all hillside development proposals within the purview of the Hillside Management/Performance

*Development proposals are defined as any application for approval or renewed approval of land division, zone designation, use permit, or other similar applications provided for in present or future ordinances.

Review Procedure shall be supported by the following findings:

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

2. Resource Protection
   The proposed project is compatible with the natural biotic, cultural, scenic and open space resources of the area.

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

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

B. Performance Review Procedure

The process outlined below (and diagrammed in Figure 3.1) is designed to reduce the time, costs and uncertainty involved in securing permit approval for well-designed hillside

development, while ensuring that such development will not result in increased exposure to natural hazards or result in the loss of significant natural resources. Wherever possible, concurrent processing of required development permits is desirable. The general steps involved in the performance review procedure are as follows:

Step #1 - Pre-Application Counseling

Applicants proposing to develop in hillside areas are encouraged to submit information regarding project site location, topographic characteristics, slope analysis, and preliminary development concept to planning staff for review. Staff will review the submitted slope analysis and advise the applicant as to general development parameters and options (i.e., performance review criteria and permitted density ranges), and required permit approvals (i.e., zone change, Development Management Permit, parcel map, tract map, etc.).

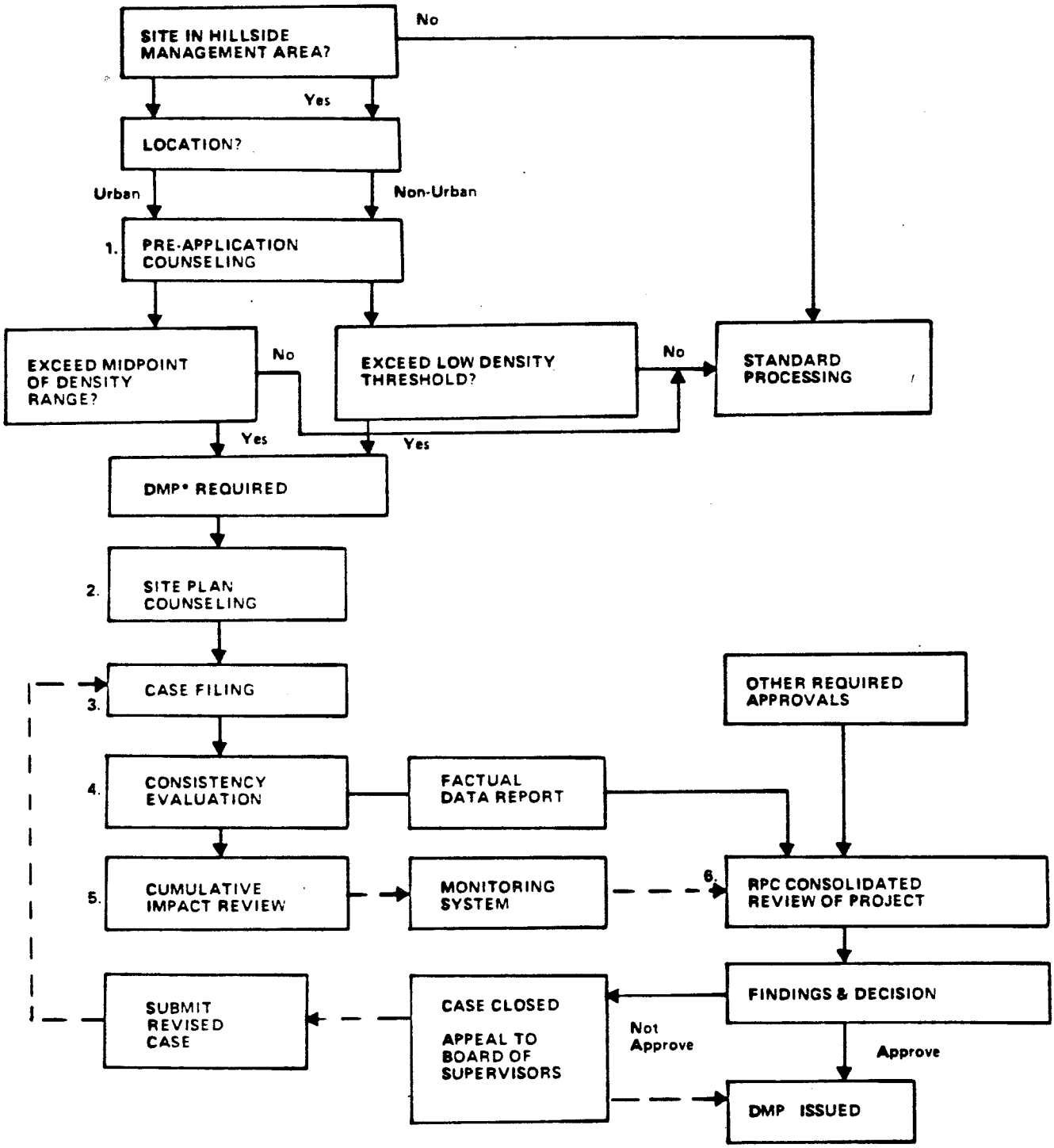
If the proposed project involves non-urban residential development at a density at or less than the countywide low density threshold, approval of a Development Management Permit will not be required. The same exception will be applicable to urban hillside development proposals that do not exceed the midpoint of the permitted density range.

However, where non-urban and urban hillside development proposals exceed applicable low density thresholds, compliance with performance review criteria will be assured through the review and approval of a Development Management Permit.

Step #2 - Preliminary Development Plan Review

For projects requiring approval of a Development Management Permit, the applicant will be invited to meet and discuss the preliminary project design with involved planning staff. This step will be integrated with present impact analysis procedures and will precede case filing.

FIGURE 3.1
DEVELOPMENT MANAGEMENT PERMIT PROCESS



Preliminary plan review will be directed toward developing a project which is both acceptable to the applicant and in conformance with hillside performance criteria. In addition, this pre-submittal review will clarify potential issues and establish a tentative case processing schedule.

Step #3 - Formal Case Filing

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

Step #4 - Consistency Evaluation

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

Step #5 - Cumulative Impact Review

As part of the General Plan monitoring system, the planning staff will concurrently evaluate proposed hillside developments for their cumulative impact.*

*When development approaches the growth projections for a planning area, staff will advise the Commission so that timely and orderly review of the General Plan may commence.

This analysis will focus on the potential impact of projects on nearby areas (including natural resources, hazards and visual character), and on the relationship of developments to the Planning Area's growth projections indicated in the General Plan.

Step #6 - Project Review and Action

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

IV. DENSITY CALCULATION METHOD

The slope map to be used with the Hillside Management/Performance Review Procedure will show three categories of slope: under 25, 25 to 50% and greater than 50%. The map will be used to determine the permitted density range for a given parcel, and identify the most suitable areas for development. The steps outlined below should be followed to determine applicable density ranges and thresholds:

Step #1

Use a contour map to show parcel boundaries. Segment out and identify portions of the property characterized by natural slopes of under 25%, 25 to 50% and greater than 50%. For larger parcels (500 acres or more), identified contour intervals should not exceed 20 feet. Intervals of 10 feet or less are required for parcels of less than 500 acres.

Step #2

Calculate the total acreage within each slope category.

Step #3

Determine the Low Density Threshold for the subject property, and calculate and total the number of permitted dwelling units per acre for each slope category utilizing the low end of the applicable urban or non-urban density range.

Step #4

Determine the maximum density yield, and calculate and total the number of permitted dwelling units per acre for each slope category utilizing the high end of the applicable urban or non-urban density range. If the property in question is located within an area covered by a community, areawide or specific plan, maximum permitted densities shall be governed by the adopted local plan.

Having prepared the required slope map and identified the permitted density range, specific project proposals will be reviewed relative to the provisions of the Hillside Management/Performance Review Procedure set forth herein.

LAND USE
GLOSSARY

BY-PASSED LAND
Land which remains undeveloped within generally urbanized areas.

CENTRALIZATION
As used in discussion of land use trends, the term refers to an intensification or concentration of urban development within established urban areas.

DECENTRALIZATION
As used in discussion of land use trends, this term refers to an extension or dispersion of urban development into areas previously undeveloped or in essentially non-urban use.

INFILL
The conversion of vacant or agricultural land within the urban area to an urban use.

INFRASTRUCTURE
Basic utilities and facilities necessary for development, such as water, electricity, sewers, streets and highways.

PRIME BUILDABLE LAND
Undeveloped land which presents few or no physical constraints to development, is served by appropriate levels of infrastructure and public services, and is reasonably near existing urbanization.

SCENIC CORRIDORS
The visible land area outside of the highway right-of-way (to be defined through scenic corridor studies of proposed routes in the Scenic Highway Element).

SHADOWING
Refers to shadows cast by structures onto surrounding land uses.

SPHERES OF INFLUENCE
Unincorporated areas currently beyond the boundary of a city, but likely to be included in the city's ultimate physical boundary, due to its ability to provide services, and its social and economic interdependence with the area. These areas are formally designated and adopted by the Local Agency Formation Commission.

URBAN EXPANSION
Geographic extension of urban levels of development and service into previously undeveloped or non-urban areas.

COUNTY OF LOS ANGELES

GENERAL PLAN

TRANSPORTATION ELEMENT

The preparation of this Element was financed in part through funds made available by the U.S. Department of Transportation and the State of California Department of Transportation. The contents of this report reflect the views of Los Angeles County which is responsible for the facts and the accuracy of the data presented herein. The contents do not necessarily reflect the official views or policies of the U.S. Department of Transportation nor the State of California Department of Transportation.

TRANSPORTATION ELEMENT

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INTRODUCTION

This Transportation Element* sets the direction for the development of a comprehensive, coordinated, and continuing transportation system for Los Angeles County. This document identifies the major locations and corridors of existing and future travel based on existing and projected land use patterns.

Circulation Elements from cities in the County have been collected and used as input for this element. The Countywide Citizens' Planning Council, the General Plan Policy Review Board and the Los Angeles County Association of Planning Officials provided valuable input. Associated transportation agencies also provided essential assistance. Thus, this Element reflects wide based input on transportation planning for the future. The element also provides the foundation for the input from Los Angeles County to regional and statewide transportation planning.

The Element is organized into four major sections: 1) background, 2) objectives, 3) needs and policies, and 4) the Highway Plan (Appendix A). The background section presents a brief history of the relationship between transportation and County development patterns; it then discusses transportation and related land use, energy, and environmental issues; countywide programs and projects designed to achieve a balanced transportation systems; transportation safety and security issues; and intergovernmental relations and financing concerns.

*The Element is titled "Transportation Element" because it goes beyond the minimum State requirements for the preparation of a "Circulation Element" and because the term "transportation" is more commonly used by the general public.

BACKGROUND

HISTORICAL PERSPECTIVE

The availability of transportation in Los Angeles County strongly influenced patterns of growth and community locations. In the past, geography, rancho boundaries, and early development sites, such as the local Franciscan missions, the Pueblo de Los Angeles and the San Pedro-Wilmington Harbor determined the routing of roads and the first railways. These early routes, in turn, influenced the location of other settlements in the area. The railway routes and stations of the Pacific Electric Railway system were a focus for urban growth through the early 1900s.

The introduction of the motor vehicle altered this pattern of development. Population, commerce and industry spread out into surrounding areas. Rail passenger use declined and the population came to depend more and more on the motor vehicle. Automobiles have become the primary means of personal transportation, buses have taken over the role of public carriers and trucks are handling the major share of freight movement. Long distance transportation of freight and passengers is accomplished by air, sea, rail, pipelines and highways.

In the past, land use patterns dictated the location of transportation access points; the location of these facilities, in turn, often led to further development. The pattern of development in Los Angeles County has been primarily toward dispersed, relatively low-density land use, which, in the past, has encouraged the expansion of urban uses into sparsely populated or rural areas. The automobile, with a supportive highway and freeway system, provided the mobility to support this way of life.

TRANSPORTATION - RELATED LAND USE, ENERGY AND ENVIRONMENTAL ISSUES

Now, however, the County is faced with the necessity of reducing the cost of local government, conserving dwindling energy supplies, improving air quality and making more efficient use of available land. Urban land uses must be encouraged to take a more concentrated pattern and the older urban areas maintained as attractive places to live and work. Land use planning policies based on concentrating, recycling and infilling must be coordinated with transportation improvements. The transportation network plays a major role in influencing the physical, economic and social environment of the County. It both shapes and serves the urban pattern, providing for travel within and among urbanized areas as well as serving emergency access, recreation and agricultural needs, rural circulation and intercounty travel.

In considering future extensions to the transitway system the County of Los Angeles should avoid inducing a pattern that contributes to further separation of places of residences from places of work. New medium and high density residential development and new intensive commercial development should be located in proximity to public transportation service to increase patronage, conserve energy, reduce pollution and increase mobility.

An energy-efficient transportation system that supports a more concentrated land use pattern and serves the needs of the residents of the County must be developed. The energy used directly for transportation is 25 to 30 percent of the total energy consumed in the United States. (1)(2) This figure is increased by 9 percent when indirect activities, such as fuel refining and the manufacture of transportation equipment, are included. (3)

The fuel efficiency of the various passenger transport modes differs widely. Based on an average vehicle occupancy of 37 percent, intercity passenger trains get 47 passenger-miles per gallon of fuel. The corresponding figures for an urban bus are 18 percent average vehicle occupancy and 37 passenger-miles per gallon; for an intercity airplane, 49 percent average vehicle occupancy and 16 passenger-miles per gallon; and for an urban automobile, 28 percent (1.4 persons/vehicle) average vehicle occupancy and 17 passenger-miles per gallon. (4) (5) Within the Los Angeles Regional Transportation Study (LARTS) area, the average vehicle occupancy for work trips is 1.2 passengers per vehicle. (6)

The energy consumption characteristics of the automobile, which alone consumes half of the transportation energy (7), can be increased by improving the efficiency of the propulsion system and restricting high speeds. Automobile manufacturers have been directed by the Federal government to produce cars that are increasingly more energy-efficient and have lower emissions. (8)(9) The 55 miles per hour speed limit helps reduce fuel consumption, exhaust emissions, accident rate and severity and results in a smoother flow of traffic.

The heavy use of low-occupancy automobiles in Los Angeles County has generated environmental problems. According to a recent County public opinion survey, air quality was perceived the most important problem facing the County in the next 25 years. (10) Similarly, in a recent Los Angeles Times survey, air quality was considered the most urgent problem facing Los Angeles. Although the share of pollutants attributed to motor vehicles has decreased measurably in recent years, motor vehicles are the primary source of air pollution in Los Angeles County. Mobile sources still emit about 7,220 tons of pollutants daily. (11) Fixed sources also contribute to air pollution, but have a more local effect. Because of stricter automobile

exhaust standards, vehicles of the future will release significantly fewer hydrocarbons, carbon monoxide and nitrogen oxides (major transportation related air pollutants). The State Air Resources Board estimates that auto emissions will decrease every year until sometime after 1990.

In an effort to address the air quality issue, the County of Los Angeles participates in the regional Air Quality Management Plan (AQMP) effort. The AQMP is the result of an interagency planning effort of the South Coast Air Quality Management District (SCAQMD), the Southern California Aassociation of Governments (SCAG) and other local agencies. The AQMP is designed to meet the air quality planning requirements of the Federal Clean Air Act as amended in 1977 and the California Air Quality Management Act of 1976. The plan provides a comprehensive program to meet federal primary ambient air quality standards by 1987 through reasonable, cost-effective, incremental actions carried out by all levels of government. The AQMP was approved with modifications for inclusion in the State Implementation Plan by the State Air Resources Board in May 1979. In February, 1980, the County Board of Supervisors resolved to implement a set of reasonably available control measures or their equivalents. The adopted control measures are: modified work schedules, employee ridesharing, carpool preferential parking, bikeways and pedestrian facilities, energy-efficient street lighting and traffic signal synchronization.

Transportation control measures aimed at drastically reducing vehicle-miles-traveled (VMT) will have a beneficial effect on air quality and energy. (12) Any VMT reduction measures should consider economic and social impacts.

Transportation facilities and vehicles also contribute to noise and visual pollution in the County, especially adjacent to major transportation facilities. Ecologic harm, geologic instability and the loss of archeological and historic sites

caused by the construction of transportation facilities are also of concern.

TOWARDS A BALANCED TRANSPORTATION SYSTEM

Concerned agencies in the Los Angeles area have devoted a great deal of effort to develop a five-part regional transit program. The aim of this cooperative effort is to achieve a reasonably balanced use of all modes. The five major elements of this planning effort are: a Transportation System Management Program to make more efficient use of the exisiting bus and highway systems; a regional circulation system, including a Freeway Transit Program involving additional bus lanes and/or rail lines within existing rights-of-way; community-oriented circulation/distribution systems, including a Los Angeles Downtown People Mover system; a rapid transit system to improve transportation in the high density Downtown-Wilshire-North Hollywood corridor; and increased commuter rail service.

Transportation Systems Management

In an effort to improve the efficiency of the transportation system, several alternatives to the private automobile and ways of increasing the vehicle occupancy ratio have been suggested. Increased use of energy-efficient modes of travel, such as public transit, subscription bus, car and van pools and bicycles will help conserve energy, reduce mobile source air pollution emissions and lessen highway congestion. A County public opinion survey indicated strong citizen support for encouraging car and van pooling and for improving local bus service.

The freeway and highway network in Los Angeles County represents a large investment in land and improvements. Use of this extensive right-of-way network -- as well as, flood control channel, railroad and utility rights-of-way -- for more than one function or mode of transportation would improve the system efficiency and poten-

tially minimize the disruption of communities and displacement of people.

A high occupancy vehicle (HOV) strategy that shows promise is the freeway ramp metering program. The California Department of Transportation had 460 freeway ramp meters in operation by 1980 and plans to meter a total of about 1,000. Freeway ramp metering with HOV preferential treatment has been implemented at many locations and is successful in providing a smoother, more uniform flow of freeway traffic. (13)

Parking management also improves traffic flow and relieves congestion. On-street parking often contributes to congestion. Off-street parking facilities alleviate this but use additional land and interrupt traffic flow because of the entrances and exits. On heavily traveled streets, parking can be, and is, prohibited during peak periods to improve traffic flow. Parking management strategies include use of incentives and restrictions on parking availability to encourage motorists to participate in ridesharing and HOV programs.

Freeway Transit

Many new transportation concepts to encourage vehicle multiple-occupancy are being tried, such as designating additional and separate freeway lanes exclusively for buses or HOVs as on the San Bernardino Freeway Express Busway. This project has proven a success in attracting transit riders. The number of bus passengers using the busway has increased by 71 percent between 1976 and 1980 from about 14,000 per day to 24,000. (14) The number of carpools carrying three or more people using the busway during the morning and evening peak periods (four hours total) increased by 15 percent between 1979 and 1980. (15) This seems to indicate that the HOV concept can be an element of an early action "mass transit" system for Los Angeles.

However, the "Diamond Lane" experiment on the Santa Monica Freeway which removed existing travel lanes for exclusive use by HOVs, was subject to public opposition. Lane-changing problems and a high incidence of accidents plagued the experiment.

Community Circulation/Distribution Systems

The Urban Form Policy Map establishes the general location and character of a system of regional centers where high intensity activities of regional significance are to be concentrated. Many of these centers are good candidates for internal community-level transit service. Demand-responsive buses, jitney service, fixed-route bus service, people-mover systems (16), or combinations of these can be used. Emphasis should be placed on developing multi-modal transportation facilities at centers to increase the efficiency and convenience of the transportation system. Local urban form and planning goals will determine the type and level of the local circulation system to be provided. Local communities must be involved in choosing the mode that best satisfies their transportation needs at a cost they can afford.

Rail Rapid Transit Facilities

In Los Angeles County, fixed-rail rapid transit is the next logical step for service improvements in some heavily traveled corridors as the bus system approaches capacity. Los Angeles County should use the experience gained in the planning and construction of other transit systems and must take into account population density, financial resources and support from the people to ensure successful operation. (17)

The region is proceeding with the implementation of the initial starter line segment of a comprehensive rail rapid transit system. The preferred alignment will connect Union Station downtown with

North Hollywood, via a route through the central city, west on Wilshire Boulevard to Fairfax Avenue, north through Hollywood and the Cahuenga Pass and terminating at Lankershim and Chandler Boulevards. The 18 mile, $2 billion line is endorsed by the Los Angeles County Transportation Commission, which is composed of representatives of County and city governments. No tax increases will be required to finance the proposal, which will be funded 80 percent by the federal Urban Mass Transportation Administration and 20 percent by existing State tax revenues and local monies.

Population density is recognized as a major criterion for predicting the success of a fixed guideway rail rapid transit system. Contrary to the low density label given to the Los Angeles area, a 1977 Southern California Rapid Transit District (SCRTD) report indicated that for the 100 most densely populated square miles, Los Angeles (13,000 pop/sq. mi.) has the third highest density in the country. This is less than New York at 27,500 pop/sq. mi. and Chicago at 15,750 pop/sq. mi. but greater than Philadelphia (10,000), Detroit (8,000), San Francisco (7,500), Boston (7,500), Washington (7,000), Denver (2,750), and Atlanta (2,500). Although Los Angeles does not have the small concentrations of very high density which are found in a few older cities, Los Angeles exhibits widespread moderately high density which suggests the successful feasibility of a high-speed network with sparse coverage. Another purpose of rail transit is to link centers of high density.

Based on results of a County public opinion survey, over 60 percent of the respondents indicated concern with the need to improve public transportation. Significant numbers felt that rail rapid transit must play an important role in the overall transportation picture. The great diversity of opinion regarding the optimum type of transit tended to support the concept that the public transportation needs

of Los Angeles must be met by a combination of modes carefully interrelated. Nevertheless, 40 percent of the respondents felt that rail transit should receive major emphasis in future additions to our transportation system (in portions of the County -- specifically, the San Fernando Valley -- the percentage of respondents who felt rail rapid transit should receive emphasis rose to 55 percent).

Commuter Rail

The use of existing railroad trackage and facilities for commuter rail service either already is operating or appears feasible for operation along several corridors within the region. These potential routes extend from downtown Los Angeles (Union Station) to serve: the San Fernando Valley and Ventura County, the foothill communities of the San Gabriel Valley, the Pomona/Walnut Valley, Palmdale and Long Beach. All routes, by virtue of their limited freight movement, are likely candidates for successful commuter rail services.

The amount of service on the Los Angeles - San Diego intercity rail line, serving San Diego, Orange and Los Angeles Counties, doubled between 1976 and 1979. Also, the number of passengers riding these trains more than doubled, increasing from 464,000 in 1976 to 1,178,000 in 1979. (18) Due to the success of this service, efforts are being made to add stations to the Los Angeles - San Diego line and to initiate similar service on other routes.

Joint Development Projects

The use of a joint development concept at station locations is a necessity. The joint development concept envisions harmonious public and private development at transportation stations and may include residential, commercial, cultural,

recreational, educational and other uses. These uses may be planned adjacent to, over, under or upon transportation facilities land. Moreover, joint development projects at transit facilities support and reinforce land use policies aimed at promoting higher density residential and commercial development patterns and the conservation of existing urban centers.

Transit Prospects

Public transit provides a viable alternative to the low-occupancy private automobile. But motorists must be attracted away from exclusive auto use, particularly during peak commuting hours, when 40 percent of transportation trips are made. (19) To attract transit ridership, the level of service must be good and transit marketing must be used to increase the public awareness of services available. It is particularly important that service be accessible for those dependent on public transportation -- the young, the elderly, the handicapped and the economically disadvantaged.

SCRTD carries almost 90 percent of the transit patrons in Los Angeles County. Between 1971 and 1980 the number of trips made via SCRTD, the number of peak period buses in service and the number of bus miles operated all increased substantially. Trips and bus miles increased by about 80 percent and peak period buses by about 50 percent. (20)

Since 1977, however, while the number of trips continued to increase, the number of peak period buses has remained constant and the total number of bus miles operated has actually declined. (21) These figures reflect the fact that SCRTD, as transit agencies elsewhere, is experiencing severe financial difficulties. Fare increases have occurred and are likely to occur again. Even if fares increase in step with inflation, SCRTD will be unable to significantly expand the amount of

service it provides. These difficulties restrict the capacity of the District to respond to present and future changes in travel behavior and to contribute to a more energy efficient, environmentally sensitive transportation system.

Highway Prospects

As indicated in a County public opinion survey, despite the recent and current planning efforts and the need to conserve the finite supply of fossil fuels, most residents have not altered their transportation habits. On an average day in 1976, 35 million person trips were made in the LARTS region.

This number is expected to increase to approximately 42 million daily person trips by 1990. (22) Data based on a 1976 origin and destination travel survey indicate that in 1978 over 96 percent of total person trips were made by the private automobile, while approximately 4 percent were made by public transit. (23) A citizen survey indicates that the automobile should remain an important part of the transportation modal mix in the future and tends to support improvements which will lessen congestion on both major streets and freeways.

During the 1970s inflation severely affected the ability of the County and other jurisdictions to improve roads and transit service or even maintain the freeway and highway system at present levels. In the period between 1970 and 1980 inflation has, in effect, cut the transportation dollar in half. Proposed freeways have been eliminated and gap closures slowed or reduced in scope. Needed street and highway improvements have been increasingly difficult to accomplish. Federal funds for local transportation have been difficult to use because of increasingly complex paperwork and restrictions.

Many problems generated by the automobile -- energy consumption, pollutant emissions, congestion -- can be mitigated through better use and management of existing facilities and better enforcement of regulations. The major source of auto congestion during peak hours is commuter traffic. There are too many people using the system in a brief time span. Congestion occurs during non-commuter hours in some areas such as Los Angeles International Airport, downtown Los Angeles, the Wilshire corridor and other employment, cultural and recreational activity centers. Congestion in urban areas could be somewhat alleviated by establishing alternate routes for through traffic. Freeway gaps should be completed and the flow of traffic on freeways and highways improved.

Freight Transportation

Maintenance and improvement of the highway system are needed not only for the mobility of automobiles, buses, bicycles and pedestrians, but also for goods movement. Most goods in Los Angeles County are transported by truck. The fuel consumed for moving freight by truck is about 50 ton miles per gallon as compared with 2 by airplane, 360 by oil pipelines, 300 by waterway and 220 by railroads. (24)

The extensive railroad network in the Los Angeles region is connected to key points of the State and nation. This railroad network is a major investment of the transportation system and can be extremely energy efficient. Railroads offer a competitive, alternative mode to trucking for goods movement. Likewise, with improvements in pipeline safety, the use of this energy-efficient, economic and non-polluting mode of goods movement could increase.

Aviation Facilities

The aviation facilities in the County are part of the regional transportation system. Los Angeles International Airport (LAX),

the backbone of the Southern California six-county system for commercial air travel, served 35 million annual passengers (MAP) in 1979, about 80 percent of the system's air-passengers. Within several years, LAX will likely reach its policy capacity of 40 MAP as determined by ground access and internal circulation limitations. (25) To relieve congestion at LAX and decrease dependence on this facility, other airports must be developed or expanded.

Of the four other major commercial airports serving the Los Angeles area, only Ontario International Airport could handle a significant increase in passenger volume. John Wayne/Orange County, Long Beach and Burbank/Glendale/Pasadena Airports are either incapable of, or have stated policies opposing significant expansion primarily because of noise impacts. (26) Although Ontario airport may be able to handle more passenger volume, citizen resistance because of noise problems can be expected. Therefore, expansion of this airport may not be easily achieved. A new major airport, Palmdale Airport, is planned for the Antelope Valley. This airport is the Los Angeles City Department of Airports long range project to meet future air carrier passenger demand. The City of Los Angeles has prepared a development plan for this airport and has been acquiring property in recent years. The Department of Airports is forecasting that 12 million annual passengers will use this facility by the year 2000. Associated agencies have agreed that the anticipated passenger volume at Palmdale Airport can be accommodated on the Route 14 Freeway as the main access route from the Los Angeles basin. However, a special access route from the freeway will probably be needed to support the ultimate development of this airport. (27)

Los Angeles County needs general aviation facilities for personal and business transportation and police, fire, medical and agricultural uses. These facilities are a source of employment and an economic asset. However, the number of these airports in the County

has declined from 35 in 1947 to 17 in 1980, while general aviation ownership has steadily increased. Consequently, a potential problem is the higher incidence of safety problems resulting from the growth in general aviation.

Any planning for airport development must be compatible with land use planning for the surrounding areas especially for residential development. The surrounding communities must be protected and, at the same time, the operational effectiveness of the aviation facilities must be ensured. The Los Angeles County Regional Planning Commission serves as the Airport Land Use Commission in Los Angeles County. The Commission is required under California law to formulate a comprehensive land use plan to provide for the orderly growth of each public airport and the surrounding area. These plans must safeguard both the general welfare of the inhabitants within the vicinity of the airport and the general public interest.

Marine Facilities

A variety of improvements will be important for increasing the efficiency and capacity of Los Angeles County marine facilities. These include: deepening Los Angeles and Long Beach harbors; providing longer, wider and stronger berths; allocating additional land for cargo transfer and storage; and improving coordination between harbor, highway and railroad facilities for the transport of freight. Such improvements will enable the harbor facilities to accommodate new larger ships and to remain competitive. Of course, major consideration must be given to any adverse ecological, air quality and safety impacts which may result.

The demand for small craft harbors is growing. There are a number of small craft harbors along the County coastline, including Marina Del Rey, which is the world's largest man-made small craft harbor, two fishing facilities and several

beach recreational facilities in the two major harbors. The berthing and mooring capacity of these small craft harbors is inadequate to meet the demand. (28)

TRANSPORTATION SAFETY AND SECURITY ISSUES

Safety is of great concern in the development, operation and maintenance of transportation facilities. Although the number of injuries and fatal accidents per motor vehicle miles traveled continues to decline, there is still a need to further reduce the total number of accidents and fatalities. Transportation safety programs are particularly important where different modes use the same facility or where modal facilities intersect. For example, as the use of bicycles and motorcycles increased, the number of serious injury accidents also increased. (29)

Improvements to auto/railroad crossings and the establishment of safer bicycle facilities are examples of programs that can improve the safe use of multimodal facilities. Bicycle licensing and storage, air-passenger screening and exact fare bus programs are measures that increase the security of the traveler.

Another important safety consideration involves the transportation of hazardous materials. Our highways and waterways carry such potentially dangerous materials as liquefied natural gas, petroleum and petroleum by-products, industrial wastes, etc. With our increasing demand for more energy, greater quantities of hazardous materials will need to be transported on our transportation system. Without the proper safeguards, the likelihood of possible mishaps will increase.

Robberies and assaults on pedestrians and people waiting at bus stops, vandalism and theft of autos and bicycles in parking lots demonstrate the need for better security in the design and

operation of transportation systems including provision of adequate street lighting. Moreover, improving safety features will encourage more transit patronage.

INTERGOVERNMENTAL RELATIONS AND FINANCING CONCERNS

There are many agencies involved in the planning, implementation and management of transportation facilities in Los Angeles County. There has been a great deal of cooperation and coordination between all of these agencies. However, due to the number of politically independent jurisdictions involved, conflicts occur and activities overlap, creating communication and coordination problems. The establishment of the Los Angeles County Transportation Commission (LACTC) in 1976 has minimized coordination problems relating to transportation planning in the County.

Since 1970 there has been a drift toward requiring local agencies to subordinate their planning to federal and State requirements. This tendency towards "top-down" planning should be reversed to ensure local input and attain balance among the responsible units of government.

California is faced with serious funding shortages in virtually all aspects of transportation. (30) Available funds should be allocated where they will be most effective and new sources of funding must be found to attain a reasonable modal choice.

Local, State and federal governments have recognized the need to assist public transit operations to provide increased mobility at a low cost. However, assistance must be considered in light of potential patronage and cost-effectiveness standards.

OBJECTIVES

The objectives of the Transportation Element are:

- To achieve a transportation system that is consistent with the comprehensive objectives of the General Plan and the needs of the residents.

- To achieve a transportation system that is responsive to economic, environmental, energy conservation and social needs at the local community, area and countywide levels.

- To achieve an efficient, balanced, integrated, multimodal transportation system that will satisfy short- and long-term travel needs for the movement of people and goods.

NEEDS AND POLICIES

POLICY STATEMENTS

Provide Transportation to Serve the Needs of the Public and to Support Adopted Land Use

A balanced, multimodal transportation system is needed to serve the mobility needs of the residents and also support established and projected land use patterns. Emphasis is placed on a more concentrated land use and on making the inner cities more attractive places to live and work.

Policy

1. Provide transportation planning, services, and facilities that are coordinated with and support the County of Los Angeles General Plan.

2. Provide transportation planning, services, and facilities that provide access for equitable employment, educational, housing and recreational opportunities.

3. Plan and develop bicycle routes and pedestrian walkways.

4. Provide opportunity for timely citizen input and guidance in the transportation decision-making process.

5. Coordinate land use and transportation policies.

Increase Ridership on Public Transit

Public transit, provided as a necessary public function, should be an attractive and viable alternative to the private motor vehicle.

Policy

6. Support the development of a mass transportation system that will provide a viable alternative to the automobile.

7. Support continued improvement and expansion of the present bus system as a public service.

8. Encourage communities to participate with existing transit operators in the improvement or development of community level transit, where financially feasible to the community.

9. Support a public transit system that provides accessible service, particularly to the transit dependent.

10. Encourage provision of transit service at a reasonable cost to the users and the community.

11. Support development of rail transit or exclusive bus lanes in high demand corridors when sufficient patronage, cost-effectiveness and support of land use policies are assured.

12. Support research for and development of new transportation technologies.

Reduce Highway Congestion

Highways should be maintained and improved, and freeway gaps should be completed. Traffic flow should be improved through urban areas.

Policy

13. Support low capital strategies that maximize the efficiency and cost-effectiveness of existing transportation facilities and systems.

14. Support completion of the highway and freeway routes necessary to make the system operate efficiently.

15. Encourage compatible joint use and interfacing of transportation facilities while minimizing modal conflict.

16. Support the development of alternate routes for through traffic to bypass the metropolitan area and provide traffic relief for the urban area.

17. Develop parking management plans for application in selected areas of urban concentration.

18. Support use of non-vehicle improvements to reduce peak-hour congestion.

19. Support traffic-operation improvements for improved flow of vehicles.

20. Encourage greater use of public transit to special-purpose centers and recreational facilities.

Reduce Transportation-Related Degradation of the Environment

Motor vehicles are a major source of air pollution in Los Angeles County.

Policy

21. Stress environmental compatibility (including air quality, noise, ecology and aesthetics, health and safety), in developing transportation systems.

22. Avoid or minimize the adverse impacts upon people, businesses and communities caused by development of transportation facilities.

23. Avoid construction of transportation facilities within significant ecological areas unless found essential following a detailed analysis of alternatives including a "no project"

alternative. If the facility is still found to be necessary, it shall be constructed in the most environmentally sensitive manner.

24. Support technical research and development by automobile manufacturers directed toward reducing emissions, fuel consumption and noise.

25. Develop alternative transportation systems and procedures which will effectively reduce vehicle miles traveled (VMT) by automobiles.

Improve the Efficiency of the Transportation System and Reduce Transportation Energy Consumption

The finite supply of fossil fuels must be conserved by such means as eliminating unnecessary usage and developing alternative sources of energy. The efficiency of the transportation system can be improved by increasing vehicle occupancies and the efficiency of the engine. In addition, increased use of other energy-efficient modes of travel will help to conserve energy resources.

Policy

26. Encourage the efficient use and conservation of energy used in transportation.

27. Encourage railroad companies to retain and expand their vital role in transportation, especially in goods movement.

28. Promote the development of alternative energy sources for transportation to reduce reliance on petroleum.

29. Develop a contingency plan, using the full resources of an expanded transit system and car and van pooling, for use in the event of a fuel shortage or other unforeseen crisis.

Improve Transportation Safety and Security

Safety is of great concern in the development, operation and maintenance of transportation facilities.

Policy

30. Provide transportation facilities that will improve the safety, security and dependability of all transportation modes; provide for seismic safety and be effective in emergency situations.

31. Provide for the safe movement of hazardous materials.

Improve Aviation Facilities

Aviation facilities are a part of the regional system for the movement of people and goods. Aviation ground services should be decentralized and planning for expanded facilities should be compatible with that of surrounding communities.

Policy

32. Improve the compatibility between aviation facilities and their surroundings through improved land use control mechanisms and technological improvements.

33. Encourage greater multimodal access to major airports and improve internal circulation within these facilities.

34. Encourage the development of a decentralized system of major airports to serve commercial and general aviation activities.

Improve Marine Transportation Facilities

Coordination between the Los Angeles and Long Beach harbor facilities and the highway/rail modes should be improved. The growing demand for small craft harbors should also be recognized.

Policy

35. Encourage the Los Angeles and Long Beach Harbor Departments to effect improvements that will better accommodate and attract deep draft vessels.

36. Support improvements that would increase the efficiency of cargo handling, storage and modal interfacing.

37. Support the provision of adequate recreational boating facilities.

Seek Adequate Financial Resources

There is a critical need for funds to develop, operate and maintain a balanced multimodal transportation system. Funds must be allocated effectively and additional sources of funds sought.

Policy

38. Promote the concept of a single, multimodal transportation trust fund to provide for capital, operations and maintenance funding.

39. Seek and support the establishment of sources of revenue to provide adequate funds for transportation.

40. Encourage the elimination of "red tape" and categorical restrictions on federal aid and State funding programs.

Improve Intergovernmental Cooperation, Coordination and Definition of Responsibilities

There is a need for continued intergovernmental cooperation among the many agencies involved in the field of planning, implementation and management of transportation facilities in Los Angeles County. In the last two years, coordination and cooperation have improved significantly. This needs to be continued.

Policy

41. Promote continued coordination among federal, State, regional and local agencies involved in transportation matters.

PLAN OF BIKEWAYS

The "Plan of Bikeways (A Sub-Element of the Transportation Element)" as adopted by the Board of Supervisors on September 18, 1975, and as amended subsequently, is incorporated into the Transportation Element and shall remain in force.

POLICY MAPS

The Transportation Element policy maps (to be found in the back pocket of the Plan) reflect the Plan's growth and development policies, as well as anticipated financial capabilities. They depict the existing system and identify the additions to improve and complement this system. The mapped policies consist of a Transportation Policy Map and a Highway Policy Map.

TRANSPORTATION POLICY MAP

Major Transportation Corridors:

This total unified corridor network shows a channelized reflection of the greatest needs for transportation between now and the year 2000. These corridors provide the framework for ongoing coordination with planning studies by other agencies and evaluation of specific transportation proposals.

Most of the corridors contain existing freeways. In addition, the Century Freeway (Route I-105), the Santa Clara River Freeway (Route 126) between the Golden State and the Antelope Valley freeways, the Foothill Freeway extension to San Bernardino County (Route 30), the Metropolitan Bypass Freeway (Route 138) and the Lancaster Freeway (Route 48) are recommended. Routes 138, 48 and 126, located in the Antelope Valley, are to be constructed in stages, utilizing expressway standards and existing facilities whenever appropriate. Full freeway conversion may follow as the need develops. A direct, exclusive access route to the Palmdale Airport from the Antelope Valley Freeway (Route 14) is identified. The exact location of this access route will require further study pending the preparation of a final airport plan.

Also identified are proposed freeway gap closures, including the Long Beach Freeway (Route 7), the Marina Freeway (Route 90), the Industrial Freeway (Route 47) and the Artesia Freeway (Route 91). These routes are particularly needed to complete the continuity of the system and maximize its efficiency. Because of continual rising construction costs and dwindling funding sources, many of these routes may not be constructed to their ultimate width and length by the Plan's horizon year. Therefore, caution should be taken in approving development proposals justified upon the partial existence of a potential facility. The mere presence of a potential route on the map does not guarantee that that route will be built. Particular caution should be exercised with developments which could add to local traffic congestion in the vicinities of Routes 138, 48 and 126.

All of these freeways will accommodate multimodal needs with mixed-flow bus, while others should, in addition, receive preferential transit and HOV treatments, generally in the form of ramp metering with preferential by-pass lanes. The remaining corridors, identified as "transitway," are recommended for exclusive facilities. These exclusive facility corridors would feature high speed line-haul bus service on added exclusive facilities similar to the San Bernardino Freeway Express Busway. Carpools and vanpools would also utilize these facilities. Once these buses enter the downtown CBD, they will be routed on local streets sometime receiving preferential treatment including separate lanes similar to Spring Street.

Two corridors (Wilshire corridor from downtown to Westwood and the North Hollywood corridor from the mid-Wilshire area to North Hollywood) clearly have sufficient patronage projections and population density to justify a rail rapid transit system. In the event that the rail rapid transit corridors are not imple-

mented, alternate transitways along the Hollywood and Santa Monica Freeways have been identified.

Although line-haul bus is recommended in most corridors, the initiation or conversion to rail rapid transit in the future is not precluded should it be warranted. Thus, exclusive bus facilities should be designed in a manner compatible with potential conversion to rail.

Aviation, Rail, and Marine Facilities:
The Plan recommends the future expansion of Los Angeles International Airport and Palmdale Airport. Insofar as the other major aircarrier airports are concerned, continued future use of Burbank/Glendale/Pasadena Airport and Long Beach Airport is expected to continue to be restricted by local policy. Because of the expected growth in general aviation aircraft, every effort must be made to assure that all existing general aviation airports remain part of the future airport system. Further, the Plan recommends that the acquisition of Reeves Field in the Harbor area as a general aviation airport be investigated.

The map identifies major railroad lines and facilities. Several segments of the existing railroad system, with the potential for joint use development as commuter rail service, are identified. These potential routes would extend from downtown Los Angeles (Union Station) through the San Fernando Valley, the foothill communities of the San Gabriel Valley, the Pomona/Walnut Valley, Orange County (currently in service), Palmdale, and Long Beach. Commuter rail service, as demonstrated by the currently operating service, offers the potential of attracting substantial patronage.

Finally, the map identifies commercial and small craft harbor facilities. The Plan recommends a feasibility study for a harbor of refuge on the Malibu coast.

HIGHWAY POLICY MAP

The map differentiates between those existing and potential routes necessary to serve urban or urban-related areas for the year 2000 as identified in the Land Use Element, and those routes necessary to serve as highway connectors. Selection of highway connectors was based on consideration of recreational and emergency access needs, non-urban circulation, inter-county travel, agricultural need, existing roadway status and travel demand.

The map recognizes and reflects the dissimilarity between high density urban land usage, with its corresponding need for a network of high capacity highways, and the non-urban areas, with needs primarily involving circulation and access with minimal concern for capacity.

The intent of this map is the identification of those areas and routes where the majority of funds should be expended for maintenance, rehabilitation, right-of-way protection and new construction. Although identified on the map, roadways will only be upgraded or constructed when the need arises and traffic demand warrants their construction.

Routes subject to special study because of their potential impact on Significant Ecological Areas are noted on the map. Prior to the undertaking of any new construction on existing or proposed highways in Significant Ecological Areas (a) the need for construction shall be reviewed and substantiated, and (b) alternative alignments or appropriate mitigation measures shall be investigated and implemented if feasible. If no feasible alternative alignment or measure exists, and the highway is deemed essential, the project shall be performed in the most environmentally sensitive manner practical.

Within the unincorporated County territory, all highways shown on the Highway Policy Map coincide and are consistent with the Los Angeles County Highway Plan. The Los Angeles County Highway Plan (formerly known as the Master Plan of Highways) is a sub-element of the Transportation Element and functions for right-of-way protection and roadway improvements within subdivisions and other development projects which are subject to County controls. Whereas the Highway Policy Map does not delineate roadway classifications, the Highway Plan designates classifications for all routes within unincorporated territory. Please refer to Appendix A for a detailed discussion of the Los Angeles County Highway Plan.

TRANSPORTATION ELEMENT
APPENDIX A

LOS ANGELES COUNTY HIGHWAY PLAN
(A SUB-ELEMENT OF THE TRANSPORTATION ELEMENT)

The Los Angeles County Highway Plan (formerly known as the Master Plan of Highways) was adopted on February 27, 1940; it has been amended on 69 occasions in response to changing circumstances. The Highway Plan heretofore has served as the countywide circulation plan, but with adoption of the revised Transportation Element, it is superseded in this function by the General Plan Highway Policy Map. The County Highway Plan is to remain in effect, with modifications, as a supplementary part of the Transportation Element. (31) Its purpose is to promote the orderly extension and upgrading of the planned arterial highway system in unincorporated territory by serving as a guide for right-of-way protection and roadway improvements within subdivisions and other development projects which are subject to County controls. The Highway Plan map shows both highways expected to be opened as through arterials by the year 2000 and routes only partially completed by that time. The Highway Plan is limited in application to unincorporated territory. The routes shown and their general location and widths will continue to be coordinated with the plans of adjacent cities and counties.

The Highway Plan Map is being amended to reflect the modified function of the Highway Plan and to bring about consistency with the General Plan Highway Policy Map and other countywide plans which are to be adopted or revised concurrently with it. Table 5.1 (on page V-39) provides a listing of all amended routes on the Highway Plan.

The following is an explanation of the Plan policies shown on the County Highway Plan Map:

- Only highway routes which are wholly or partially within unincorporated territory and city highways which abut unincorporated territory are officially on the Plan. Other highways within cities are shown for reference purposes only.

- State freeway routes are shown on the Plan map for reference purposes in accordance with the provisions of Section 75.9 of the Streets and Highways Code.

- Special consideration shall be given to the design and improvement of all highway routes located within planned scenic highway corridors or in Significant Ecological Areas or Hillside Management Areas.

- In Significant Ecological Areas, grading or other improvement of highway routes shall take place only on a showing of present or imminent need and and a finding that no practical alternative is available. In design of subdivision and other development, reasonable measures shall be taken to keep open the option of future extension of the highway route.

- Adoption of the revised Highway Plan results in deletion of the majority of section line and quarter-section line highways in the flat, non-urban areas of the Antelope Valley. There remains a continued need for an adequate system of local roads to serve private ownerships within these areas. In view of this need and the custom of sectional land division in the Antelope Valley, it shall be the practice to plan collector roads on section and quarter-section lines which are not a Highway Plan alignment unless a different location is indicated by existing conditions on the ground, ownership patterns, topographical or environmental concerns.

- The routes shown on the Plan map are classified according to the following system:

1) Major Highway

This classification includes urban highways which are of countywide significance and which are, or are projected, to be the most heavily 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. The normal right-of-way width for these highways is 100 feet. This width may vary to meet extraordinary circumstances.

Also classified as major highways are key (inter-urban) 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 noise standards. Portions of these rights-of-way are needed for recreational uses such as equestrian and bike trails, and for other transportation uses such as turnouts.

2) Secondary Highway

Secondary highways include urban routes which serve or are planned to serve an areawide or countywide function, but are less heavily traveled than major highways. In a few cases, routes which 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 feeding the countywide system. In this capacity the routes serve to remove heavy traffic from local streets, especially in residential areas.

In urban areas, secondary highways normally have four moving lanes of traffic on 80 feet of right-of-way. But 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.

The secondary highway classification also applies to connector highways to and between non-urban communities. In the flat lands of the Antelope Valley, acquisition or retention of 80 feet of right-of-way for many of the non-urban access routes is required for traffic safety and/or to allow for multiple use of the right-of-way. In non-urban areas, secondary highways are ordinarily improved with only two lanes of moving traffic. Additional traffic lanes, left-turn pockets and other facilities may be provided where traffic conditions or the nature of development on adjacent property warrant.

3) Limited Secondary

Limited secondary routes are located in remote 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 routes is two traffic lanes on 64 feet of right-of-way. Typically, such improvements consist of 28-30 feet of pavement with graded shoulders. Left-turn pockets and passing lanes may be provided when required for traffic safety. The right-of-way may be increased to 80 feet for additional improvements where traffic or drainage conditions warrant.

A uniform building setback shall be established 40 feet from the centerline of all limited secondary highways in order to preserve proper sight distances and to help maintain a rural appearance adjacent to the roadway. This setback shall be in addition to any yard requirement contained in the Zoning Ordinance.

4) Parkway

The parkway classification is applied to urban and non-urban routes having park like features either within or adjacent to the roadway.

The width of right-of-way varies as necessary to incorporate these features, but shall not be less than 80 feet. Roadway improvements vary depending upon the composition and volume of traffic carried.

Implementation

The Interdepartmental Engineering Committee (IEC), composed of the Director of Planning, Road Commissioner and County Engineer or their designated representative, is the organization charged with making technical recommendations to the Regional Planning Commission and Board of Supervisors on implementation of the Los Angeles County Highway Plan. The IEC coordinates its activities with other County, city and State agencies having responsibility for road planning.

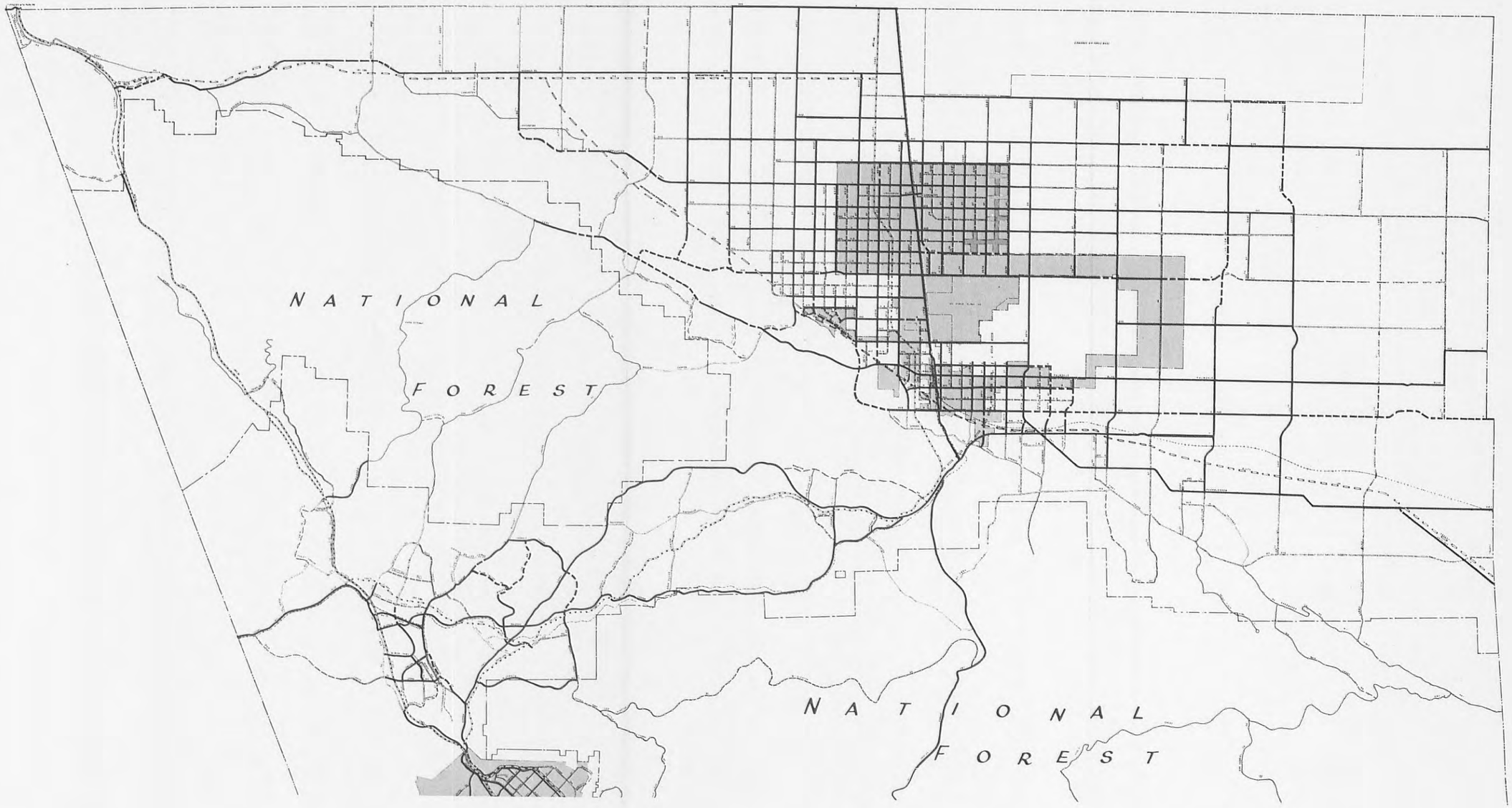
The normal practice is to update the Highway Plan in conjunction with community, areawide and scenic corridor studies. Other amendments may be initiated in areas not covered by community, area or scenic corridor study programs after review by the IEC.

The Mapped Highways, Bikeways, and Hiking and Equestrian Trails Ordinance, and Subdivision and Zoning Ordinances are the primary regulatory measures for implementing the Highway Plan. The IEC is to recommend necessary amendments to these ordinances to implement the revised classifications and setback requirements set forth in the Highway Plan. The IEC and the County Subdivision Committee will review the Subdivision Ordinance and make recommendations for bringing it into conformity with the revised Highway Plan and for clarifying the relationship between the regulations intended to carry out Highway Plan policies and the requirements for implementing other General Plan elements.

los angeles county highway plan

The Los Angeles County Highway Plan (formerly known as the Master Plan of Highways) was originally adopted by the Board of Supervisors on February 1940.

Adopted November 25, 1980 by the Board of Supervisors



los angeles county highway plan

The Los Angeles County Highway Plan (formerly known as the Master Plan of Highways) was originally adopted by the Board of Supervisors on February 1940.

Adopted November 25, 1980 by the Board of Supervisors

N

0 1 2 3 4 MILES

0 3000 METERS

- major highways to be widened to 100 feet
- major highways to be opened to 100 feet
- secondary highways to be widened to 80 feet
- secondary highways to be opened to 80 feet
- limited secondary highway to be widened to 64 to 80 feet
- limited secondary highway to be opened to 64 to 80 feet
- parkways to be widened to variable widths (80 ft. minimum)
- parkways to be opened to variable widths (80 ft. minimum)
- expressways/freeways - existing or under construction
- expressways/freeways - potential
- denotes incorporated cities

department of
REGIONAL PLANNING
county of los angeles

TABLE 5.1

AMENDMENTS – LOS ANGELES COUNTY HIGHWAY PLAN

ROUTES DELETED
North Half Portion

EAST PORTION OF NATIONAL FOREST AND ADJACENT FOOTHILLS

Crystal Lake Road	– All
Table Mountain Road	– All
Blue Ridge Road	– All
East Fork San Gabriel Canyon Road	– Cow Cyn. Rd. to Angeles Crest Hwy. and Big Rock Creek Rd. to Largo Vista Rd.
Hibernia Road	– Star Peak Rd. (Big Pines Hwy.) to Largo Vista Rd.
Panorama Mountain Road	– All
Limekiln Highway	– All
Avenue Z	– All
263rd Street East	– Panorama Mountain Rd. to Ave. Y
253rd Street East	– All
243rd Street East	– Panorama Mountain Rd. to Antelope Hwy.
233rd Street East	– Panorama Mountain Rd. to Antelope Hwy.
223rd Street East	– Panorama Mountain Rd. to Antelope Hwy.
213th Street East	– Panorama Mountain Rd. to Pearblossom Hwy.
Star Peak Road	– Hibernia Rd. to Avenue Y
San Gabriel Canyon Road	– Angeles Crest Hwy. to Big Rock Creek Rd.
165th Street East	– Valyermo Road to Avenue Y
Pallett Creek Road	– All
121st Street East	– Murphy's Rd. to Fort Tejon Rd.
Avenue X-15	– 96th St. E. (realigned) to Valyermo Rd.
Murphy's Road	– Cima Rd. to Longview Rd.
Longview Road	– Murphy's Rd. to Devil's Punch Bowl Rd.
Cima Road	– 106th St. E. to Longview Rd. and 96th St. to 87th St. E.
96th Street East	– Ave. X-15 to Fort Tejon Rd. (Note: portion southerly to Cima Rd. realigned)
87th Street East	– Mount Emma Rd. to Fort Tejon Rd. and Cima Rd. to Ave. X-15
Pinyon Flats/Alder Canyon Road	– All
Mount Gleason Road	– Angeles Forest Hwy. to Angeles Crest Hwy.
Little Rock Creek Road	– Little Rock Reservoir to Angeles Crest Hwy.
Little Rock Cutoff	– All
Hunt Canyon Road	– All
Pass Canyon Road	– All
Mount Emma Road	– Angeles Forest Hwy. to Soledad Cyn. Rd.
Placerita Cyn. (Ruthsprings) Rd.	– Sand Cyn. Rd. to Mt. Gleason Rd.
Los Pinetos Road	– Sierra Hwy. to Little Tujunga Cyn. Rd.

ACTON-AGUA DULCE AREA

Santiago Road	– Sierra Hwy. to Mountain Springs Rd.
Cedral Street/Crandon Avenue	– Crown Valley Rd. to Soledad Cyn. Rd.
Gillespie Road	– All
Kashmere Cyn./Aliso Cyn. Road	– Escondido Cyn. Rd. to Soledad Cyn. Rd.
Darling Road	– All
Sierra Pelona Road	– All
Anthony Road	– All
Angeles Forest Highway	– Vincent Cutoff to Sierra Hwy. at the California Aqueduct

SANTA CLARITA VALLEY AND ADJACENT NATIONAL FOREST

Martindale Canyon Road	– All
Harrison Canyon Road	– All
Davenport Road	– Vasquez Cyn. Rd. to Sierra Hwy.
Cruzan Cyn. Road	– All
Golden Valley Road	– Antelope Valley Freeway to Soledad Cyn. Rd.
Holt Canyon Road	– Sand Cyn. Rd. to Golden Valley Rd.
Via Princessa	– San Fernando Rd. to Golden Valley Rd. and Holt Cyn. Rd. to Placerita Cyn. Rd.
Haskell Canyon Road	– Camino de las Lomas to Bouquet Cyn. Rd. at Bouquet Reservoir
Camino de las Lomas	– Camino del Valle to Haskell Cyn. Rd.
Knudsen Parkway	– L.A. City boundary to Henry Mayo Dr.
Via Otero	– All
Camino Alomar	– All
Avena Montana Drive	– All
Oat Mountain Road	– L.A. City boundary to Pico Cyn. Rd.
Sesnon Boulevard	– Ventura County line to L.A. City boundary
Via Conejo	– All
Tampa Avenue	– L.A. City boundary to The Old Rd.
Old Ridge Route	– Templin Hwy. to Oakdale Cyn. Rd. (existing driven road)

ROUTES DELETED

SANTA CLARITA VALLEY AND ADJACENT NATIONAL FOREST (contd.)

Canton Canyon Road	– Ventura County line to former Route 99
Templin Highway	– End of County road near California Aqueduct to Spunky Cyn. Rd.
Ritter Ranch Road	– Spunky Cyn. Rd. to Portal Pass Rd.

GORMAN AND VICINITY

Lane Ranch Road	– All
Freeman Canyon Road	– Peace Valley Rd. to Hungry Valley Rd.
Joyce Valley Road	– Ventura County line to Peace Valley Rd.
Marjay Road	– Ventura County line to Peace Valley Rd.
Gorman Post Road	– Peace Valley Rd. to Freeman Cyn. Rd.
Oso Canyon Road	– Kern County line to Quail Lake Rd.
Quail Lake Road	– Gorman Post Rd. to Ave. A at 320th St. W.

ELIZABETH LAKE/LEONA VALLEY AND VICINITY

Ritter Ranch Road	– Bouquet Cyn. Rd. (revised alignment) to 30th St. W./Ave. S. (revised alignment)
City Ranch Road	– Ritter Ranch Rd. to 10th St. W.
Portal Pass Road	– Elizabeth Lake Rd. to 70th St. W.

ANTELOPE VALLEY WEST OF SIERRA HIGHWAY

Oakdale Canyon Road	– State Hwy. 138 to Quail Lake Rd. (Note: See routes reclassified for disposition of remainder)
325th Street West	– All
320th Street West	– All
Liebre Road	– All
305th Street West	– All
300th Street West	– All
295th Street West	– All
290th Street West	– All
285th Street West	– All
280th Street West	– All
275th Street West	– All
270th Street West	– All
265th Street West	– All
255th Street West	– All
250th Street West	– All
245th Street West	– All
240th Street West	– All
235th Street West	– All
210th Street West	– Elizabeth Lake Rd. to Lancaster Rd. and Ave. D to Ave. A
205th Street West	– All
200th Street West	– All
195th Street West	– All
185th Street West	– All
Broad Canyon Road/180th St. W.	– All
175th Street West	– All
170th Street West	– Ave. G-8 to Elizabeth Lake Rd.
165th Street West	– All
160th Street West	– Myrick Cyn. Rd. to Ave. G-8 and Ave. G to Ave. A
155th Street West	– All
Fairmont Butte Rd./150th St. W.	– All
145th Street West	– All
Myrick Cyn. Rd./135th St. W./140th Street West	– All
135th Street West	– Ave. E. to Ave. A
130th Street West	– San Francisquito-Fairmont Rd. to Ave. H-8 & Ave. H to Ave. G
125th Street West	– All
120th Street West	– All
115th Street West	– All
105th Street West	– All
100th Street West	– All
95th Street West	– All
85th Street West	– All
80th Street West	– Ave. A to Ave. D and Ave. L to Portal Pass Rd.
75th Street West	– All
70th Street West	– Ave. D to Ave. A
65th Street West	– Ave. L to Ave. A
55th Street West	– Ave. L to Ave. J; Ave. I to Ave. G; Ave. F to Ave. A
50th Street West	– Ave. F. to Ave. A
45th Street West	– Ave. I to Ave. F-8; Ave. F to Ave. A
40th Street West	– Ave. I to Ave. F-8; Ave. F to Ave. A
35th Street West	– Ave. H to Ave. A; Ave. O to Rancho de la Vista Blvd.
30th Street West	– Ave. D to Ave. A
25th Street West	– Ave. P to Ave. M and Ave. F to Ave. A

ROUTES DELETED

ANTELOPE VALLEY WEST OF SIERRA HIGHWAY (contd.)

20th Street West	– Ave. H to Ave. A
15th Street West	– Ave. F to Ave. D
10th Street West	– Ave. G to Sierra Hwy.
Avenue A-8	– 260th St. W. to 320th St. W.
Avenue B	– All
Avenue B-8	– All
Avenue C	– All
Avenue C-8	– All
Avenue D-8	– All
Avenue E	– 210th St. W. to Sierra Hwy.
Lancaster Road	– 30th St. W. to Lancaster Rd.
Avenue E-8	– Liebre Rd. to existing driven Lancaster Rd.
Avenue F	– 200th St. W. to 160th St. W. and 130th St. W. to Sierra Hwy.
Avenue F	– 190th St. W. to 160th St. W. and Fairmont Butte Rd. to 60th St. W.
Avenue F-8	– 190th St. W. to 210th St. W.
Avenue G	– Fairmont Butte Rd. to 60th St. W. and Ave. G to Sierra Hwy.
Avenue G-8	– Munz Ranch Rd. (130th St.) to 160th St. W. and from Broad Cyn. Rd. to 210th St. W.
Avenue H/San Francisquito-Fairmont Road	– 135th St. W. to 30th St. W.
Avenue H	– 170th St. W. to 90th St. W.
Avenue H-8	– Lancaster Rd. (at 130th St. W.) to 70th St. W.
Avenue I-8	– Myrick Cyn. Rd. to Lancaster Rd. and Munz Ranch Rd. to 30th St. W.
Avenue J	– San Francisquito-Fairmont Rd. to 60th St. W.
Avenue J-8	– Myrick Cyn. Rd. to 110th St. W.
Avenue K	– 125th St. W. to 40th St. W.
Avenue K-8	– San Francisquito-Fairmont Rd. to 90th St. W.
Avenue L-8	– 90th St. W. to 40th St. W.
Avenue N-8	– 90th St. W. to 70th St. W.
Avenue O-8	– 30th St. W. to 20th St. W.
Avenue P-8	– 30th St. W. to 20th St. W. and 10th St. W. to Division St.
	– 25th St. W. to 20th St. W.

ANTELOPE VALLEY EAST OF SIERRA HIGHWAY

5th Street West/Yucca Ave.	– Ave. A to Ave. H
5th Street East	– Ave. E to Ave. H
10th Street East	– Ave. E. to Ave. G
15th Street East	– Ave. E to Ave. H and airport boundary to Ave. P
20th Street East	– Ave. E to Ave. G and airport boundary to Ave. P
25th Street East	– Ave. E to Ave. H, Ave. K to Ave. L and airport boundary to Ave. P
30th Street East	– Airport boundary to Ave. O
35th Street East	– Ave. D to Ave. G and airport boundary to Ave. O
40th Street East	– Ave. D to Ave. G and airport boundary to Ave. P
45th Street East	– Ave. D to Ave. L
50th Street East	– Ave. D to Ave. E
55th Street East	– Ave. D to Ave. L
60th Street East	– Ave. D to Ave. J and Ave. M to Ave. Q
65th Street East	– Ave. D to Ave. L and Ave. P to Ave. S
70th Street East	– Ave. D to Ave. E and Ave. M to Palmdale Blvd.
75th Street East	– Ave. D to Ave. L and Ave. P-8 to Ave. S
77th Street East	– Ave. S to Barrel Springs Rd.
80th Street East	– Ave. D to Ave. L and Ave. M to Ave. S
85th Street East	– Ave. D to Ave. L and Ave. P-8 to Ave. S
90th Street East	– Ave. D to Ave. E
92th Street East	– All
95th Street East	– Ave. D to Ave. L and Ave. P-8 to Ave. S
96th Street/100th Street East	– Ave. D to Fort Tejon Rd.
105th Street East	– All
110th Street East	– Ave. D to Ave. G
115th/116th Street East	– All
120th/121st Street East	– Ave. G to Ave. V
125th/126th Street East	– All
130th Street East	– All
135th Street East	– All
136th Street East	– All
140th/141st Street East	– All
145th Street East	– Ave. E to Ave. L and Ave. N to Ave. S
146th Street East	– Ave. S to Ave. W-8
150th Street East	– Ave. E to Ave. J; Ave. M and Ave. N and Ave. Q to Ave. T
155th Street East	– All
160th Street East	– Ave. E to Ave. U
165th Street East	– Lancaster Blvd. to Ave. O; Ave. P-8 to Ave. S
170th Street East	– Ave. H-8 to Ave. E; Ave. U-8 to Ave. W-8

ROUTES DELETED

ANTELOPE VALLEY EAST OF SIERRA HIGHWAY (contd.)

175th Street East	– Ave. E to Ave. J and Ave. K-8 to Ave. T
177th Street East	– Ave. U to Ave. Y
180th Street East	– All
185th Street East	– All
190th Street East	– All
195th Street East	– All
200th Street East	– Ave. J to Ave. U & Ave. V to Ave. W-8
205th Street East	– All
210th Street East	– Ave. G to Ave. J
215th/213th Street East	– Ave. G to Pearblossom Hwy.
218th/220th Street East	– Ave. G to Pearblossom Hwy.
223rd/225th Street East	– Ave. G to Pearblossom Hwy.
228th/230th Street East	– Ave. G to Antelope Hwy.
233rd/235th Street East	– Ave. G to Ave. V
238th/240th Street East	– Ave. S to Antelope Hwy.
243rd/245th Street East	– Ave. I to Ave. X-8
248th/250th Street East	– Ave. I to Antelope Hwy.
253rd Street East	– Ave. S to Ave. Y
255th Street East	– All
260th Street East	– All
County Line Road	– All
Avenue A	– Sierra Hwy. to 5th St. W.
Avenue C	– Sierra Hwy. to 5th St. W.
Avenue D	– 40th St. E. to 135th St. E.
Avenue D-8	– 40th St. E. to 135th St. E.
Avenue E	– 165th St. E. to 190th St. E.
Avenue E-8	– 5th St. W. to 190th St. E.
Avenue F	– Sierra Hwy. to 190th St. E.
Avenue F-8	– 5th St. W. to 190th St. E.
Avenue G-8	– Yucca Ave. to 105th St. E. & 110th St. E. to 240th St. E.
Avenue H	– Longview Rd. to 240th St. E.
Avenue H-8	– 30th St. E. to 115th St. E. & 120th St. E. to 240th St. E.
Avenue I	– 90th St. E. to 250th St. E.
Lancaster Boulevard	– 30th St. E. to 250th St. E.
Avenue J-8	– 30th St. E. to 170th St. E. & 200th St. E. to County Line Rd.
Avenue K	– 190th St. E. to County Line Rd.
Avenue K-8	– 20th St. E. to 145th St. E.; 160th St. E. to 175th St. E.; 195th St. E. to County Line Rd.
Avenue L	– 90th St. E. to County Line Rd.
Avenue L-8	– 120th St. E. to Longview Rd. and 160th St. E. to County Line Rd.
Avenue M	– 240th St. E. to County Line Rd.
Avenue M-8	– 90th St. E. to County Line Rd.
Avenue N	– 50th St. E. to County Line Rd.
Avenue N-8	– Longview Rd. to County Line Rd.
Avenue O	– 30th St. E. to 90th St. E. and 240th St. E. to County Line Rd.
Avenue O-8	– 120th St. E. to 130th St. E. and 170th St. E. to County Line Rd.
Avenue P	– 50th St. E. to 240th St. E.
Barstow Road	– Ave. P at 65th St. E. to 100th St. E.
Avenue P-8	– 10th St. E. to 70th St. E.; 75th St. E. to 145th St. E.; 160th St. E. to County Line Rd.
Avenue Q	– 60th St. E. to County Line Rd.
Palmdale Boulevard	– 240th St. E. to County Line Rd.
Avenue R	– 70th St. E. to County Line Rd.
Avenue R-8	– 90th St. E. to 250th St. E.
Avenue S-8	– 35th St. E. to 40th St. E. and 87th St. E. to County Line Rd.
Avenue T	– Longview Rd. to County Line Rd.
Avenue T-8	– 40th St. E. to 47th St. E.; Cheseboro Rd. to Longview Rd.; 160/155th St. E. to County Line Rd.
Avenue T-8/V	– Longview Rd. to 177th St. E.
Avenue U	– 77th St. E. to 82nd St. E.; 87th St. E. to 155th St. E.; 165th St. E. to County Line Rd.
Avenue U-8	– 155th St. E. to 177th St. E.; 210th St. E. to 233rd St. E. & 238th St. E. to County Line Rd.
Barrel Springs Road	– Cheseboro Rd. to 82nd St. E.
Avenue V	– 87th St. E. to Pearblossom Hwy.; Longview Rd. to 146th St. E.; 155th St. E. to 177th St. E.; 177th St. E. to County Line Rd.
Avenue V-8	– 177th St. E. to 238th St. E.; 253rd St. E. to County Line Rd.
Avenue W	– Fort Tejon Rd. to 121st St. E.
Avenue W-8	– Valyermo Rd. (existing driven Rd. westerly of 146th St. E.) to Largo Vista Rd.; 223rd St. E. to County Line Rd.
Avenue X	– 121st St. E. to 190th St. E.
Avenue X/X-8	– 165th St. E. to County Line Rd.
Avenue X-8	– 243rd St. E. to County Line Rd.

ROUTES RECLASSIFIED
North Half Portion

EAST PORTION OF NATIONAL FOREST AND ADJACENT FOOTHILLS

Angeles Crest Highway	— To limited secondary between Mt. Wilson Rd. and Big Pines Hwy.
San Gabriel Canyon Road	— To limited secondary from Angeles Crest Hwy. south to National Forest boundary
Big Pines Highway/Valyermo Road	— To limited secondary between Fort Tejon Rd. and the County line (realigned to follow substantially the driven rd. between National Forest boundary and Big Rock Creek Rd.)
Big Rock Creek Road	— To limited secondary between Big Pines Hwy. and Angeles Crest Hwy. (realigned to follow substantially the driven route between East Fork San Gabriel Cyn. Rd. (deleted) and Angeles Crest Hwy.)
Largo Vista Road	— To limited secondary between Ave. Y and Big Pines Hwy.
Devil's Punch Bowl Road	— To limited secondary
Longview Road	— To limited secondary between Devil's Punch Bowl Rd. and Fort Tejon Rd.
106th Street East	— To limited secondary from Cima Rd. to Fort Tejon Rd.
Cima Road	— To limited secondary from 96th St. E. to 106th St. E.
96th Street East	— To limited secondary between Cima Rd. and Ave. X-15 with portions realigned to follow existing driven rd.
Avenue X-15	— To limited secondary from 96th St. E. (realigned) to 87th St. E.
87th Street East	— To limited secondary from Ave. X-15 to Mt. Emma Rd.
Little Rock Creek (Cheseboro) Rd.	— To limited secondary from Little Rock Reservoir to Mt. Emma Rd.
Mount Emma Road	— To secondary between Angeles Forest Hwy. and Fort Tejon Rd.
Aliso Canyon Road	— To secondary between Angeles Forest Hwy. and Soledad Cyn. Rd.
Mount Gleason/Los Pinetos Road	— To limited secondary between Angeles Forest Hwy. and Little Tujunga Cyn. Rd.
Little Tujunga Canyon Road/Sand Canyon Road	— To limited secondary from L.A. City boundary to Placerita Cyn. Rd. (realigned)

ACTON-AGUA DULCE AREA

Agua Dulce Canyon Road	— All to secondary
Davenport Road	— To secondary from Sierra Hwy. to Aqua Dulce Cyn. Rd.
Escondido Canyon Road	— To secondary from Agua Dulce Cyn. Rd. to Kashmere Cyn. Rd. (realign to join Escondido Cyn. Rd. easterly of Kashmere Cyn. Rd.
Red Rover Mine Road	— To limited secondary from Sierra Hwy. to Mountain Springs Rd.
Crown Valley Road	— To limited secondary from Sierra Hwy. to Mountain Springs Rd. (realign to follow substantially S.D.F.M. G-237-5)
Mountain Springs Road	— All to limited secondary (realign to follow substantially S.D.F.M. G-237-5)

SANTA CLARITA VALLEY AND ADJACENT NATIONAL FOREST

Holt Canyon Road	— To secondary between Via Princessa and Sand Cyn. Rd.
Placerita Canyon Road	— Realign to follow substantially the driven rd. at Sand Cyn. Rd.; also reclassify portion of Sand Cyn. N. to Ruthsprings Rd. as a major hwy.
Golden Valley Road	— To secondary from Soledad Cyn. Rd. to Antelope Valley Fwy.
Via Princessa	— Realign Whites Canyon Rd. — Via Princessa intersection per Santa Clarita Valley General Plan and reclassify to secondary Via Princessa from Golden Valley Rd. to Whites Canyon Rd.
Pico Canyon Road	— To limited secondary from Henry Mayo Dr. to Knudsen Pkwy.
Rye Canyon Road	— To secondary from Santa Clara River Fwy. (proposed) to Seco Cyn. Rd.
Bouquet Canyon Road	— To limited secondary from National Forest boundary to Spunky Cyn. Rd.; to secondary from Spunky Cyn. Rd. to Elizabeth Lake Rd. (realign vicinity of Ritter Ranch Rd. to conform substantially with latest County Surveyor's map)
Haskell Canyon Road	— To secondary between Camino de las Lomas and Bouquet Cyn. Rd.
Camino De Las Lomas	— To secondary between Bouquet Cyn. Rd. and Haskell Cyn. Rd.
San Francisquito Canyon Road	— To secondary from Santa Clara River Rd. to National Forest boundary; to limited secondary from N.F. boundary to Spunky Cyn. Rd.; to secondary from Spunky Cyn. Rd. to Elizabeth Lake Rd.
Castaic Cutoff Road	— To limited secondary
Lake Hughes Road	— To limited secondary from National Forest boundary to Elizabeth Lake Rd. (Note: connection to 170th St. W. is deleted)
Val Verde Road	— To secondary
Hasley Canyon Raod/Camino Del Valle	— To limited secondary from Val Verde Rd. to Parker Rd.; to secondary from Parker Rd. to The Old Road
Hasley Canyon Road	— To secondary from Val Verde Rd. to The Old Rd.
The Old Road	— To secondary from Hasley Cyn. Rd. to the on-ramp for the Santa Clara River Fwy.; retain major highway classification on portion southerly of on-ramp but realign to follow existing dedicated right-of-way; to secondary from Valencia Blvd. to Calgrove Blvd.

ROUTES RECLASSIFIED

SANTA CLARITA VALLEY AND ADJACENT NATIONAL FOREST (contd.)

Templin Highway	– To limited secondary from Ridge Rte. to end of County rd. near California Aqueduct
Old State Route 99/Templin Highway	– To limited secondary from Rte. 5 Fwy. to Pyramid Reservoir

GORMAN AND VICINITY

Hungry Valley Road	– To limited secondary from Peace Valley Rd. to Ventura County Line
Peace Valley Road	– To limited secondary from Hungry Valley Rd. to Marjay Rd.
Marjay Road	– To secondary from Peace Valley Rd. to Gorman Post Rd.
Los Padres Forest Road	– To limited secondary from County line to Peace Valley Rd.
Freeman Canyon Road	– To secondary from Peace Valley Rd. to Gorman Post Rd.
Peace Valley Road	– To secondary from Frazier Mtn. Park Rd. to Freeman Cyn. Rd.
Gorman Post Road	– To secondary from Freeman Cyn. Rd. to Quail Lake Rd.

ELIZABETH LAKE/LEONA VALLEY AND VICINITY

Ritter Ranch Road	– To limited secondary from Portal Pass Rd. to Bouquet Cyn. Rd. (revised)
87th Street West	– To limited secondary from Ritter Ranch Rd. to Elizabeth Lake Rd.
Portal Pass Road	– To limited secondary from Ritter Ranch Rd. to Amargosa Creek Rd.
Elizabeth Lake Road	– To secondary from Lake Hughes Rd. (existing) to Pine Cyn. Rd.

ANTELOPE VALLEY WEST OF SIERRA HIGHWAY

Oakdale Canyon Road	– To limited secondary realigned to follow the existing driven routes for Oakdale Cyn. Rd. and the Ridge Rte. between Pine Cyn. Rd. and State Rte. 138.
Avenue A	– To secondary from 260th St. W. to 90th St. W.
Avenue E	– To secondary from 30th St. W. to Sierra Hwy.
Lancaster Road	– To limited secondary from 190th St. W. to Ave. D, including realigned portion from 240th St. W. to Ave. D following substantially the existing driven rd.; to limited secondary from 190th St. W. to 160th St. W.
Avenue G	– To secondary from 110th St. W. to Munz Ranch Rd.
Avenue H	– To secondary from 70th St. W. to 60th St. W.
Avenue J	– To secondary from 110th St. W. to 60th St. W.
Avenue L	– To secondary from 70th St. W. to 90th St. W.
Avenue N	– To secondary from 70th St. W. to 65th St. W.
Avenue O-8	– Realign secondary between 30th St. W. & Rancho de la Vista Blvd.
Pine Canyon Road/260th Street West	– To secondary
210th Street West	– To limited secondary from Lancaster Rd. to Ave. D
190th Street West	– To secondary from Ave. D. to Ave. A
170th Street West	– To limited secondary from Ave. G-8 to Lancaster Rd. and to secondary from Lancaster Rd. to Ave. A
160th Street West	– To limited secondary from Ave. G-8 to Avenue G
Munz Ranch Road/130th Street West	– To secondary
110th Street West	– To secondary from Ave. D. to Ave. A
80th Street West	– To secondary from Ave. D. to Ave. L
70th Street West	– To secondary from Ave. L to Ave. D and from Ave. M-8 to Ave. N
35th Street West	– Realign between Ave. N-8 and Ave. O to ¼ Section line
30th Street West	– Extend from Palmdale Blvd. to Ave. S, retaining major highway classification
Barrel Springs Road	– To limited secondary from 10th St. W. to Ave. S; to secondary from 10th St. W. to Sierra Hwy.
10th Street West	– To secondary from Ave. S to Barrel Springs Rd.

ANTELOPE VALLEY EAST OF SIERRA HIGHWAY

Division Street	– To secondary from Ave. G to Ave. E
10th Street East	– To secondary from Ave. H to Ave. G
20th Street East	– To secondary from Ave. H to Ave. G
25th Street East	– To secondary from Barrel Springs Rd. to Ave. S
30th Street East	– To secondary from Ave. G to Ave. E
40th Street East	– To secondary from Ave. H to Ave. G and from Barrel Springs Rd. to Pearblossom Hwy.
47th Street East	– To secondary from Mt. Emma Rd. to Pearblossom Hwy.
50th Street East	– To secondary from Ave. G to Ave. E
Cheseboro Road	– To secondary from Ave. T to Mt. Emma Rd.
70th Street East	– To secondary from Ave. L to Ave. E and from Ave. T to Pearblossom Hwy.
87th Street East	– To secondary from Pearblossom Hwy. to Fort Tejon Rd.

ROUTES RECLASSIFIED

ANTELOPE VALLEY EAST OF SIERRA HIGHWAY (contd.)

90th Street East	– To secondary from Ave. G to Ave. E
106th Street East	– To secondary from Fort Tejon Rd. to Ave. T
110th Street East	– To secondary from Ave. T to Ave. G
121st Street East	– To secondary from Ave. W to Ave. V and to limited secondary from Ave. W to Fort Tejon Rd.
Longview Road	– To secondary from Ave. G to Ave. E and from Pearblossom Hwy. to Fort Tejon Rd.
150th Street East	– To secondary from Ave. J to Ave. M
Valyermo Road/Avenue W	– To secondary highway from Fort Tejon Rd. to Longview Rd. (realigned from approximately 141st St. E. to Ave. X to follow substantially the driven rd.)
165th Street East	– To secondary from Ave. Y to Pearblossom Hwy., and from Ave. G to Ave. E
200th Street East	– To secondary from Ave. G to Ave. J
Largo Vista Road/210th Street East	– To secondary from Ave. Y to Ave. J
240th Street East	– To secondary from Palmdale Blvd. to Ave. S, and from Ave. G to Ave. P
Avenue E	– To secondary from 120th St. E. to 165th St. E.
Avenue H	– To secondary from 50th St. E. to Longview Rd.
Avenue I	– To secondary from 50th St. E. to 90th St. E.
Avenue J	– To secondary from 170th St. E. to County Line Rd.
Avenue K	– To secondary from 90th St. E. to 170th St. E.
Avenue L	– To secondary from 40th St. E. to 90th St. E.
Avenue M	– To secondary from Longview Rd. to 240th St. E.
Avenue O	– To secondary from 170th St. E. to 240th St. E.
Avenue U	– To secondary from 82nd St. E. to 87th St. E.
Barrel Springs Road	– To secondary from Sierra Hwy. to Cheseboro Rd.
Avenue W	– To secondary from 121st St. E. to Longview Rd.
Fort Tejon Road/Avenue Y	– To secondary from 82nd St. E. to County Line Rd.

ROUTES ADDED

230th Street West	– Secondary from Ave. A to Ave. D
Golden Valley Road	– Secondary from Bouquet Canyon Rd. to Soledad Canyon Road
Decoro Drive	– Secondary from Rye Canyon Rd. to Seco Canyon Road

ROUTES DELETED
South Half Portion

SAN GABRIEL/POMONA WALNUT AREAS AND ADJACENT NATIONAL FOREST

Mount Baldy Road	– Towne Ave. to Mills Ave.
Pomello Drive	– Wheeler Ave. to Fruit St.
Fruit Street	– Baseline Rd. to Golden Hills Rd.
San Dimas Canyon Road	– Golden Hills Rd. to Glendora Ridge Rd.
Golden Hills Road	– Wheeler Ave. to San Dimas Rd.
Cow Canyon Road	– All
Glendora Mountain Road	– Sierra Madre Ave. to Cow Cyn. Rd.
Glendora Ridge Road	– All
Bichota Canyon Road	– All
East San Gabriel Canyon Road	– Cow Canyon (Glendora Mountain) Rd. to Angeles Crest Hwy.
Crystal Lake Road	– All
West Fork San Gabriel Canyon Road	– All
Alder Canyon Road	– All
Mount Wilson Road	– All
Big Tujunga Canyon Road	– Angeles Forest Hwy. to Angeles Crest Hwy.
Riverside Drive (Diamond-Bar)	– All
Pathfinder Road	– Diamond Bar Blvd. to County line
Skyline Drive	– All segments, Beverly Blvd. to Pathfinder Rd.
Nogales Street	– Pathfinder Rd. to County line
Cerritos Avenue	– Sierra Madre Ave. to Foothill Blvd.

CHATSWORTH AND ADJACENT AREAS

Vanowen Street	– Valley Circle Blvd. to County line
Woolsey Canyon Road	– Valley Circle Blvd. to County line
Knudsen Parkway	– L.A. City to Henry Mayo Dr.
Topanga Canyon Boulevard	– Simi Fwy. to Knudsen Pkwy.
Santa Susanna Pass Road	– Topanga Cyn. Blvd. to L.A. City line (Canoga Ave.)
Canoga Avenue	– Santa Susanna Pass Rd. to Sesnon Blvd.
Sesnon Boulevard	– L.A. City boundary to County line
Oat Mountain Road	– L.A. City boundary to Pico Cyn. Rd.
Tampa Avenue	– L.A. City boundary to The Old Rd.
Avena Montana Drive	– All

LOS ANGELES BASIN

Indiana Street	– Brooklyn Ave. to Wabash (City Terrace) Ave.
Ford Boulevard	– Telegraph Rd. to Third St.
Century Boulevard	– Wilmington Ave. to Alameda St.
Tweedy Boulevard	– Alameda St. to Century Blvd.
Fernwood (Santa Ana Blvd.) Avenue	– Wilmington Ave. to Alameda St.
Victoria Street	– Wilmington Ave. to Alameda St.
190th Street	– Wilmington Ave. to Victoria St.
Manhattan Avenue	– Rosecrans Ave. to Pershing Dr.
Emerson Avenue	– Jefferson Blvd. to L.A. City boundary
Duquesne Avenue	– Jefferson Blvd. to La Cienega Blvd.
Sawtelle Boulevard	– Wilshire Blvd. to Santa Monica Blvd.

MALIBU AREA

Topanga Summit Road	– Old Topanga Cyn. Rd. to Topanga Cyn. Blvd.
Overcrest Road	– Topanga Cyn. Blvd. to Mulholland Dr.
Cheney Drive/Entrada Road	– All
Red Rock Canyon Parkway	– All
Tuna Canyon Road	– Saddle Peak Rd. to Pacific Coast Hwy.
Yerba Verde Road	– All
Calabasas Road	– Mureau Rd. to Rancho Verde Dr.
Laskey Mesa Drive	– All
Rancho Verde Drive	– All
Stokes Canyon Road	– All
Tapia Road	– All
Piuma Road	– Cold Cyn. Rd. to Bayview Pkwy.
Liberty Canyon Road	– State Park boundary to Mulholland Pkwy.
Waycross Road	– All
Hillridge Road	– All
Castro Peak Road	– All
Corral Canyon Road	– All
Latigo Canyon Road	– All
Lindero Canyon Road	– Triunfo Cyn. Rd. to Westlake Blvd.
Transview Road	– All
Mulholland Parkway	– Yerba Buena (Decker) Rd. to Encinal Cyn. Rd.
Little Sycamore Canyon Road	– All
Nicholas Flat Road	– Pacific View Dr. to Lechuza Rd.
Pacific View Drive	– All
Pacific Coast Freeway	– All
Cross Creek Road	– Civic Center Way to Pacific Coast Fwy.
Palo Comado Canyon Road	– Thousand Oaks Blvd. to County line
Greenleaf Canyon Road	– All

ROUTES RECLASSIFIED
South Half Portion

SAN GABRIEL/POMONA-WALNUT AREAS AND ADJACENT NATIONAL FOREST

Mount Baldy Road	— To limited secondary from Padua Ave. to County line
Towne Avenue	— To secondary from Fruit Street to Base Line Rd.
East San Gabriel Canyon Road	— To limited secondary from Cow Cyn. Rd. to San Gabriel Cyn. Rd.
San Gabriel Canyon Road	— To limited secondary from National Forest boundary to Angeles Crest Hwy.
Pathfinder Road	— To secondary from Orange Fwy. to Azusa Ave.
Fullerton Road	— To major hwy. from Valley Blvd. to intersection with Azusa Ave.
Brea Canyon Cut-off	— To limited secondary from Colima Rd. to Brea Canyon Rd.

NATIONAL FOREST ADJACENT TO PASADENA-SYLMAR AREAS

Angeles Crest Highway	— To limited secondary from Mount Wilson Rd. to Big Pines Hwy.
Little Tujunga Canyon Road	— To limited secondary from L.A. City boundary to Placerita Cyn. Rd. (realigned)
Lopez Canyon-Kagel Canyon Road Loop	— To limited secondary

CHATSWORTH AND ADJACENT AREAS

Santa Susanna Pass Road	— To limited secondary from Topanga Cyn. Blvd. to County line

LOS ANGELES BASIN

Santa Monica Boulevard	— To major hwy. from Olive Dr. to Sunset Blvd. and Hyperion Ave. and from the San Diego Frwy. to Moreno Dr.

EAST LOS ANGELES AREA

Eastern Avenue	— To secondary from City Terrace Dr. to Valley Blvd.
Pomona Boulevard	— To major hwy. (Split bet. North & South Barrels) from Sadler Ave. to Montebello City boundary

SOUTH-CENTRAL AREA

Vermont Avenue	— To major hwy. from Manchester Blvd. to El Segundo Blvd.

EL PORTO AREA

Highland Avenue	— To secondary hwy. from 45th St. to Rosecrans Ave.

MALIBU AREA

Topanga Canyon Boulevard	— Mulholland Dr. to Pacific Coast Hwy.; reclassify major hwy. portions to secondary hwy. & realign to follow existing State route
Old Topanga Canyon Road	— Mulholland Pkwy. to Topanga Cyn. Blvd.; reclassify as a limited secondary & realign to follow substantially the existing driven route
Saddle Peak Road/Fernwood Pacific Drive	— Bayview Pkwy. to Topanga Cyn. Blvd. to limited secondary
Bayview Parkway	— All; reclassify to limited secondary & realign to follow substantially the driven routes for Stunt Rd., Schueren Rd. & Ramba Pacifico
Cold Canyon Road	— All; to limited secondary
Las Virgenes Road	— To secondary between Thousand Oaks Blvd. & the County line
Palo Comado Canyon Road	— To secondary between Thousand Oaks Blvd. & the Ventura Fwy.
Triunfo Canyon Road	— To limited secondary between Kanan Rd. & Lindero Cyn. Rd.
Yerba Buena Road (Mulholland Highway)	— To pkwy. between Encinal Cyn. Rd. (Mulholland Pkwy.) and and Mulholland Pkwy. (Decker Rd.)
Westlake Boulevard	— To secondary between Yerba Buena Rd. & County line
Encinal Canyon Road/Mulholland Parkway	— To secondary between Pacific Coast Hwy. & Yerba Buena Rd. (Mulholland Hwy.)
Lechuza Road	— To secondary hwy.
Nicholas Flat (Decker Road)	— To secondary between Lechuza Rd. & Mulholland Pkwy.
Mulholland Parkway	— Between Decker (Nicholas Flat) Rd. & Pacific Coast Hwy. — realign on existing driven route retaining pkwy. classification

ROUTES ADDED

Citrus Ave.	— Secondary from Foothill Blvd. to Sierra Madre Ave.

TRANSPORTATION ELEMENT
FOOTNOTES

1. Transportation propulsion total calculated as 25.2 percent. Cook, Earl. *The Flow of Energy in an Industrial Society*, Scientific American, Volume 224, No. 3, September 1971, page 135.

2. Transportation propulsion total is 28.7 percent. Grimmer, D.P. and K. Luszcynski. *Lost Power*, Environment, Volume 14, No. 3, April 1972, page 15.

3. Ibid.

4. These figures were calculated from Energy Intensiveness, expressed in BTU/PM or BTU/TM, using a conversion factor of 136,000 BTU/gallon of fuel. Hirst, Eric. *Energy Intensiveness of Passenger and Freight Transport Modes: 1950-1970*, Oak Ridge National Laboratory Report ORNL-NSF-EP-44, April 1973.

5. Ibid.

6. Southern California Association of Governments (SCAG), *Draft 1978 Regional Transportation Plan.* The Los Angeles Regional Transportation Study (LARTS) is organized within the California Department of Transportation. LARTS serves as an instrument in the development, evaluation and articulation of a comprehensive transportation plan for Los Angeles, Orange and Ventura Counties and the western portions of Riverside and San Bernardino Counties.

7. *Lost Power*, Loc. cit.

8. The Federal Energy Policy and Conservation Act (Dec. 22, 1975) mandates that passenger cars manufactured during or after model year 1985 shall attain an average fuel consumption of 27.5 miles per gallon. This compares with the national passenger car average of 13.49 MPG in 1974 per *Motor Vehicle Facts and Figures '76*, page 68.

9. The Federal Clean Air Act of 1970, as amended (last amended in August 1977) requires that light duty vehicles and engines manufactured during or after model year 1980 shall reduce carbon monoxide (CO) emissions to 3.4 grams/mile (gpm), hydrocarbons (HC) to 0.41 gpm, and for model year 1981 (except for American Motors-1983) shall reduce oxides of nitrogen (NOx) to 0.4 gpm.

   California Emission Standards for Passenger Cars require that light duty vehicles and engines manufactured during or after model year 1976 shall reduce CO emissions to 9.0 gpm, model year 1977 HC emissions to 0.41 gpm, and model year 1980 and 1982 NOx emissions to 1.0 and 0.4 gpm respectively.

   Consideration of these emission standards, the attrition and retirement of older vehicles, assumption of the percentage of trucks and buses, and other factors, including projections of year 2000 vehicle miles traveled, result in a total motor vehicle emission reduction to approximately 20 to 25 percent of today's figure.

10. Opinion Research of California. *Report of Findings – A Public Opinion Survey Among Residents of Los Angeles County Relative to Transportation, Growth and Development Issues*, Los Angeles County Regional Planning Commission, March 15, 1977.

11. Southern California Association of Government and South Coast Air Quality Management District, *Draft Air Quality Management Plan*, October 1978, Table 2, page V-26. Figure includes RHC, CO, NOx, SOx and Part. emissions for mobile sources.

12. Federal Highway Administration and California Department of Transportation. *Final Environmental Impact Statement for the Proposed Routes 1 & I-105 (El Segundo-Norwalk) Freeway-Transitway*, July 1977, Vol. I, pages 5-8. "Thus, the effect of VMT reductions on oxidant levels will be almost negligible. For instance, restricting or penalizing personal vehicle travel to produce a 20% VMT reduction by 1980 will achieve only a 3% reduction in total RHC (2% in 1995), a 7% reduction of CO emissions (2% in 1995), and a 3% reduction in NOx emissions (3% in 1995) . . . Based on this data, increase or decreases of VMT after 1980 should not weigh heavily in decision making for this or other highway projects in the South Coast Air Basin.

The above information is based on an emissions inventory prepared by the Air Resources Board (ARB) and dated November 12, 1975."

Note: The data within brackets ( ) was calculated by the County Road Department based upon the same data sources.

13. Information obtained from California Department of Transportation, District 7, June 1980.

14. Information obtained from Southern California Rapid Transit District (SCRTD), June 1980.

15. Information obtained from California Department of Transportation, District 7, June 1980.

16. The Community Redevelopment Agency of the City of Los Angeles expects to begin construction of a three mile long people mover in downtown Los Angeles during the winter of 1980-81. This $175 million project will provide circulation/distribution services in a corridor stretching from the Convention Center, through the west side of downtown to the Civic Center and Union Station.

17. Webber, Melvin M. *The BART Experience – What Have We Learned?* Institute of Urban and Regional Development and Institute of Transportation Studies, University of California, Berkeley, Monograph No. 26, October 1976, page 11.

18. Information obtained from California Department of Transportation, District 7, June 1980.

19. Caltrans/LARTS. *Trips in Motion: Methodology and Factors for Estimating Hourly Traffic Volumes from Average Daily Traffic,* September 1975, page 16.

20. Information obtained from Southern California Rapid Transit District (SCRTD), June 1980.

21. Ibid.

22. Southern California Association of Governments (SCAG), Draft 1978 Regional Transportation Plan.

23. Information obtained from LARTS, September 1980.

24. U.S. Department of Transportation (DOT), *Energy Conservation in Transportation,* January 1979, page 100.

25. Information obtained from City of Los Angeles, Department of Airports.

26. Southern California Association of Governments, *Southern California Aviation System Study: Technical Report,* July 1980.

27. Little, Arthur D. Inc. *Palmdale International Airport Amended Draft Environmental Impact Statement,* City of Los Angeles Department of Airports and Federal Aviation Administration, July 1976, Volume 1, page S-44.

28. Information obtained from Mr. J. W. Quinn of the Los Angeles County Department of Small Craft Harbors, July 1978.

29. Information obtained from Los Angeles County Road Department, Traffic and Lighting Division.

30. 505 Study Commission (California Highway User Tax Study Commission). *Transportation Financing for California,* January 1976, page 7.

31. To bring about consistency with the countywide plan revisions, approximately 2,300 miles of unneeded highway routes within unincorporated territory were eliminated from the Master Plan of Highways and 680 miles of the Master Plan system were reclassified to better reflect expected usage. Some proposed routes were also moved from their previously planned locations to coincide with existing roadways to make maximum use of in-place facilities and to avoid unnecessary disruption of property and the environment. However, revision to existing driven routes is to be interpreted as a corridor to be modified to County curve, grade and safety standards.

TRANSPORTATION ELEMENT
GLOSSARY

AVERAGE VEHICLE OCCUPANCY
The average number of passengers, including the driver, in a vehicle.

CARPOOL, VANPOOL, SUBSCRIPTION BUS, RIDE POOLING
A group riding concept wherein commuters with approximately the same origin and destination travel together and share their commuting expenses. The three main forms of group riding or ride pooling are the subscription bus, the vanpool, and the carpool.

COMMUNITY LEVEL TRANSIT
System providing transit service within a local community.

COMMERCIAL AVIATION
Classification of air transportation referring to the business of transporting people and cargo using large aircraft and requiring major ground facilities.

COMMUTER RAIL SERVICE
Mass transportation concept of utilizing railroad facilities for commuting purposes.

CORRIDORS
Travel routes that are used by large volumes of traffic.

COST-EFFECTIVENESS
A measure of the monetary benefits of a project in terms of travel time reductions, accident reductions, etc., compared to the cost of implementing a project.

DEEP-DRAFT HARBOR
A harbor deep enough to accommodate supertankers and other superships, some of which require depths of 105 feet.

DEMAND-RESPONSE-BUSES
System in which a shared vehicle provides door-to-door service on demand to a number of travelers with different origins and destinations.

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

EXPRESSWAY
An expressway is a divided highway for through traffic with only partial control of access.

FIXED RAIL RAPID TRANSIT
A general term used to describe large transit vehicles designed to move large numbers of passengers rapidly on permanent guideways, generally steel wheel on steel rail.

FIXED SOURCE (OF AIR POLLUTION)
Term used to describe non-moving sources of air pollution such as factories, power plants, etc. Also commonly called stationary source.

FREEWAY
A freeway is a divided highway for through traffic with full control of access to adjacent property.

GAP CLOSURE
Term referring to the discontinuous freeway links not yet built in the freeway system. Generally less than six miles in length and provides a continuity of service in an established travel corridor.

GENERAL AVIATION FACILITIES
Classification of air transportation dealing with small aircraft for business and recreation.

GRADE SEPARATION
A crossing of two highways or of a highway and pedestrian path or railroad utilizing an underpass or overpass.

HARBOR OF REFUGE
Natural harbor with some protective development (i.e., breakwater) for protection against wave action. Generally for safety or emergency use.

HIGH DENSITY AREA
An area of high population density characterized by high concentrations of employment or multiple dwellings.

HIGHWAY USER TAX (FUND)
Tax on motor fuel – the source of this fund is the Federal and State imposed taxes on motor vehicle fuel, currently 11 cents per gallon (this does not include the sales tax on gasoline). The fund may be used for highway maintenance, planning and contruction, including transit-related highway improvements.

HILLSIDE MANAGEMENT AREAS
Hilly and mountainous areas with average slopes above 15 percent. Instituted to preserve the natural and scenic character of the area and to minimize the danger to life and property caused by fire and flood hazards, water pollution, soil erosion, and land slippage.

HIGH OCCUPANCY VEHICLE (HOV)
Motor vehicle occupied by three or more persons. Vehicles include automobiles, vans, buses, and taxis.

HOV PREFERENTIAL TREATMENT
Any treatment that gives HOV operations priority over the general flow of traffic.

INTERNAL CIRCULATION
Movement of people and goods within an activity center.

JITNEY SERVICE
A small vehicle that carries passengers over a regular route according to a flexible schedule.

JOINT USE
The term implies common use of a right-of-way or facility by two or more nonconflicting uses.

LOAD FACTOR
The ratio, usually expressed in percent, of the number of passengers to the number of available seats on a vehicle.

LONG TERM
Ten or more years into the future.

LINE-HAUL BUS SERVICE
A transportation facility dealing with the movement of people and goods on major lines as opposed to the feeder-distribution system.

LOW CAPITAL INTENSIVE STRATEGIES
Low cost short-term improvements to maximize the efficiency of the existing transportation system. Areas for review include traffic engineering, regulations, pricing structures, management and operational improvements.

MANDATED FLEET MILEAGE REQUIREMENTS
Federally mandated, requires auto manufacturers to achieve average mileage per gallon standards based upon a fleet mix of different car sizes and fuel consumptions.

MASTER PLAN OF HIGHWAYS
Arterial highway system of Los Angeles County, first adopted by the Board of Supervisors in 1940 and continually modified and updated.

MODAL CONFLICT
Situation existing when two or more modes of transportation must share the same right-of-way creating a safety hazard or causing disruption to one or all modes involved.

MODE
Any form of transportation such as private motor vehicle, public transit, railroad, bicycle, walking, pipeline, marine or aviation.

MULTIMODAL FACILITIES
A transportation system comprised of more than one modal network to provide the user with a reasonable choice.

PARATRANSIT
Those types of public transportation whose characteristics are between those of the private automobile and conventional scheduled transit, e.g., taxis, jitneys, dial-a-ride, carpools, vanpools, or subscription bus service.

PARKING MANAGEMENT
Planned procedures whereby automobile parking in metropolitan areas is controlled or managed for purposes of controlling traffic, access, mobility, and air quality.

PASSENGER-MILE
A statistical unit denoting one-mile traveled by one passenger, who may also be the vehicle operator, used in measuring the volume of passenger traffic.

PEAK HOURS
Those hours of the day when traffic volumes are at their highest hourly count.

PEOPLE MOVER SYSTEM
A public transportation system usually consisting of small vehicles or continuous conveyance operating over short distances where waiting time is minimal, e.g., moving sidewalks or automated cars. A specific type of circulation distribution system.

RAMP METERING
Traffic signal control on an entry ramp to a freeway for regulating vehicle access.

SAN BERNARDINO FREEWAY EXPRESS BUSWAY
11.2-mile exclusive bus and carpool lane which extends from El Monte to downtown Los Angeles.

SHORT-TERM
Now to five years into the future.

SIGNIFICANT ECOLOGICAL AREAS
Ecologically important or fragile land and water areas valuable as plant and animal communities.

SMALL CRAFT HARBOR
A small harbor or boat basin providing dockage, supplies, and services for small pleasure craft.

SPECIAL GENERATOR
Any facility which produces a significant demand for transportation facilities.

SPECIAL PURPOSE CENTERS
A location of high traffic generation such as a sports area, airport, park, beach, university, etc.

SUBSCRIPTION BUS SERVICE
A custom commuter bus service or ride pool provided to a group of people having a common trip origin and destination for a premium monthly rate.

TON MILES PER GALLON
A measurement of the number of miles one ton of goods can be transported using one gallon of fuel.

TRAFFIC OPERATION IMPROVEMENTS
Regulation and control of the movement of traffic to expedite flow and reduce congestion. Techniques include signal synchronization, re-stripping, channelization, etc.

TRANSIT DEPENDENT
Individuals dependent on public transit to meet private mobility needs, e.g., the young, the elderly, the handicapped those unable to drive, the autoless, those not licensed to drive, etc.

TRANSITWAY
Right-of-way reserved for the exclusive use of rail transit, buses or other high occupancy vehicles.

TRANSPORTATION CONTROL MEASURES
Transportation related strategies designed to implement air quality programs.

TRANSPORTATION SYSTEMS MANAGEMENT (TSM)
A program which addresses short-term improvements to maximize the efficiency of the existing transportation system. Areas for review include traffic engineering, public transportation, regulations, pricing structures, management and operational improvements.

TRAVEL DEMAND
The actual usage or projected desire for use of transportation facilities regardless of the capacity of those facilities.

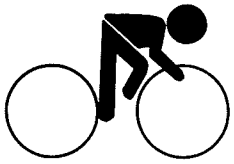
VEHICLE MILES TRAVELED (VMT)
A unit used to indicate the amount of highway use; equal to the number of vehicle trips times the length of each trip.

a sub-element of
the transportation element

department of regional planning
county of los angeles
320 west temple street
los angeles
california
90012

PLAN OF BIKEWAYS

PLAN OF BIKEWAYS



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Adopted September 18, 1975
Amended June 24, 1976

Summary

BACKGROUND

More than two million Los Angeles County residents use bicycles. They use them to exercise, to save fuel, to have fun. Bikes have become so popular, in fact, that more than 400,000 were sold here in 1973 alone.

People of all ages are now cycling, not only for recreation but for transportation as well. The growing use of the bicycle, particularly for the short and intermediate trip, is proving to be a useful alternative to the automobile. With properly planned routes, the bicyclist can play an important role in reducing traffic congestion, air pollution, and saving energy.

DESCRIPTION OF THE PLAN

The Los Angeles County Plan of Bikeways is a component of the Transportation Element of the comprehensive Los Angeles County General Plan. It sets forth a coordinated framework for bike routes throughout the County while allowing room for each of the 78 cities within the County to incorporate city routes and unique features of their own. The Plan has been reviewed by all 78 cities as well as by adjacent counties.

The Plan consists of a text describing the background, description of plan, intent of plan, goals and policies, design standards, criteria for corridor selection, and implementation. Accompanying the text is a mapped policy indicating bikeway corridor routes. These should not be interpreted as precise locations. The countywide Plan of Bikeways does not show many of the community or local routes planned by cities and unincorporated neighborhoods. The Plan anticipates that each city will adopt a more detailed bicycle feeder system to supplement the agreed upon countywide network.

INTENT OF THE PLAN

The Bikeways Plan has been prepared to guide the development of an interconnected network of countywide bicycle corridors. It recognizes and encourages the use of the bicycle for personal transportation and recreation.

The Plan will serve as a tool for planners, administrators and legislators. Periodic reviews and revisions will be made to provide additional bicycle routes or support facilities as they are warranted and to accommodate changing conditions, trends and interests of the bicycling public.

GOALS AND POLICIES*

GOAL 1

Encourage the development of convenient bicycle routes throughout the County.

POLICY 1
Develop an interconnected system of bikeways and bikeway support facilities.

POLICY 2
Require new subdivisions to develop bicycle facilities where feasible.

POLICY 3
Require redevelopment projects to provide bicycle facilities within their boundaries.

POLICY 4
Solicit and use all sources of local, regional, state and federal funds to plan, acquire rights-of-way and construct bikeways.

POLICY 5
Seek new means for acquisition, construction and maintenance of bikeways and support facilities.

POLICY 6
Utilize existing and abandoned public rights-of-way for present and future bikeways where feasible and a need can be demonstrated.

POLICY 7
Locate bikeways along designated scenic highways wherever environmentally, physically and economically feasible.

POLICY 8
Provide trees and other appropriate landscaping along bikeways, whenever feasible.

POLICY 9
Provide turnouts, shelters, campgrounds, hostels, toilets and trash receptacles for off-road bike facilities, where needed and feasible.

POLICY 10
Construct bikeways which connect recreational, educational, cultural, commercial and industrial facilities with residential areas.

*For precise wording of complete Goals and Policies, please refer to pages 9 and 10.

POLICY 11
Initiate a program to provide bike racks, lockers and other security devices at public parks, buildings and other activity centers.

POLICY 12
Encourage the provision of bike racks, lockers and other security devices at all private activity centers.

POLICY 13
Separate bicycle from automobile traffic whenever it is physically and economically feasible to do so.

POLICY 14
Accommodate bicycles by modifying and widening existing roadways and shoulders.

POLICY 15
Eliminate conflict between bicycles and parked and parking vehicles whenever it is physically and economically feasible to do so.

POLICY 16
Initiate a bicycle registration program in unincorporated County areas and encourage other jurisdictions to do the same.

POLICY 17
Support state and federal programs which develop and evaluate bicycle equipment standards.

POLICY 18
Enact uniform ordinances (in cooperation with other jurisdictions) which control the operation of bicycles on off-road bikeways.

POLICY 19
Encourage citizen participation in the planning, financing and development of bikeways.

GOAL 2
Initiate comprehensive safety education programs for both bicyclists and motorists.

POLICY 1
Encourage adoption of safety education programs which will:

Encourage bicycle safety courses in the public and private school curriculum and similar courses in the high school driver education program.

Encourage preschool and adult bicycle safety courses and make them available through public agencies.

Include on-the-bicycle instruction as part of the safety education program.

Encourage law enforcement agencies to provide bicycle safety and enforcement training for their personnel.

Encourage judicial agencies to provide similar training to their personnel (including juvenile and traffic court judges) who work with the Vehicle Code.

Encourage the Department of Education, the Department of Motor Vehicles, the Highway Patrol and other appropriate agencies to develop a bicycle safety text and distribute this text to all involved in bicycle programs.

Disseminate bicycle safety information to the public via these same agencies.

POLICY 2
Continue to publish and distribute brochures and other literature on bicycle safety.

POLICY 3
Encourage more uniform and stricter enforcement procedures by law enforcement agencies.

POLICY 4
Encourage all judicial personnel who work with the Vehicle Code (including juvenile and traffic court judges) to adopt uniform procedures in dealing with bicycle infractions.

POLICY 5
Encourage the news media to make public service announcements regarding bicycle safety and operational rules of the road.

POLICY 6
Sponsor a news program which emphasizes the public's need to be made aware of bicycles on the roadway.

POLICY 7
Monitor accident and safety data, identify and solve safety problems, and keep the public informed as to the need for strict observance of safety practices.

GOAL 3
Provide bikeways which interconnect with other transportation modes.

POLICY 1
Coordinate the implementation of bikeways with other transportation modes.

POLICY 2
Encourage other agencies to provide space, where feasible, for recreational and commuter bicycles on public transportation systems.

POLICY 3
Encourage other jurisdictions to adopt a comprehensive bikeway system which interconnects with the County's system.

POLICY 4
Coordinate the planning and implementation of feeder bikeways which connect regional bikeways with regional mass transportation facilities.

DESIGN STANDARDS AND CRITERIA

Lane Clearances
Recommended minimum clearances and widths for bike lanes and separate facilities are shown in Figures 5, 6 and 7 (Pages 15 and 16).

Grade
Where long or severe grades occur, consideration should be given to rest stops or additional widths.

Grades should be less than 7% and preferably no more than 5% or some will have to walk their bicycles.

Speed
A design speed of 20 mph for a particular facility is generally more than adequate.

When grades exceed 4%, a higher design speed should be used.

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

The bikeway system should be developed in harmony with the natural terrain. It can do this by taking advantage of attractive scenic features while improving less desirable areas by landscaping. If fences are used to separate the bikeway from vehicular traffic lanes, they should be landscaped whenever feasible and consistent with safety.

Bike paths should be located to capitalize on shade from existing trees wherever possible or the perimeters of the paths should be appropriately landscaped with trees and other suitable plant material.

Safety
The bicycle facility which provides minimum conflict between motor vehicles and bicyclists while maintaining adequate access is usually the safest. In actual practice, however, especially in urban areas, this is difficult to achieve.

Intersections are a big problem. Operators of turning vehicles may not see the cyclist or may not choose to honor his right of way. This is a problem with all types of bicycle facilities including a separate bicycle path which crosses a roadway. Even costly grade separations have not proven effective in some areas since bicyclists will circumvent them if not convenient.

Left turns may be legally accomplished by cycling into the center of the road and turning like a vehicle, but this is of questionable safety to the inexperienced rider. A suggested alternate method for the novice is to walk his bicycle around the intersection on the pedestrian route.

Parking and Signing
Where parking is permitted, the vehicle parking and leaving the curb will be in direct conflict with the cyclist. Therefore, every effort should be made to prohibit or restrict parking where bike routes or bike lanes are to be established.

Additional pavement widening should be considered in locations where the existing roadway width is inadequate.

Adequate signing which is clear and conveys the message that a bikeway exists in the vicinity of the roadway should be provided for all types of bikeway facilities.

Maintenance and Drainage
Gratings, curbs and gutters, local depressions, meters, slotted cross gutters, debris from the sweeping action of cars, water on the pavement and deteriorated pavement cause problems for the bicyclist. Remedial measures must be initiated to remove or mitigate as many of these problems as possible.

Lighting
The cyclist should have reflector pedals and lights clearly visible from the side front and rear.

Bikeway illumination capable of providing nighttime identification and silhouetting of the cyclist should be considered in the design phase.

Bicycle facilities should be illuminated adequately, particularly at decision points and intersections with other facilities.

CRITERIA FOR CORRIDOR SELECTION

Bikeways shown on the map take advantage of the County's unique and varied terrain and of existing linear land holdings. Locations range from existing streets and highways, beaches, railroad rights-of-way, flood control channels and the California Aqueduct to new freeway rights-of-way, under power transmission lines and larger recreation areas. Routes were selected on the basis of the following considerations:

Trip Demand
Recommendations from individuals, bicycling groups, citizen advisory groups, city and county planning agencies, city councils and supervisors.

Proximity to existing, already well-traveled corridors.

Safety
Separation from vehicular traffic.

Lane or roadway width.

Grades.

Traffic volumes.

Continuity
Interconnections with local, subregional and regional systems.

Cost
Use of available right-of-way, roadway widths and graded sections.

Selection of least costly alternative whenever possible.

Impact
Proximity to residences.

Effect on neighborhood.

Closeness to backup subdivisions.

IMPLEMENTATION

It is economically impractical to immediately initiate every bike route shown in this plan. Early development of many routes is feasible, however, especially if available funds are used judiciously and new funds solicited energetically. Several activities already underway should be contined as part of the Bikeways Plan. These include:

Funding and implementing the bikeways shown on the map.

Coordinating the plan among all County agencies involved in bikeway programming.

Modifying the Building Codes and Land Division and Subdivision Ordinances so that new construction will be encouraged to provide new bikeways and support facilities.

Maintaining the present facilities.

Evaluating the need for additional road widening, signals or other traffic control devices.

Continuing regional, state and federal efforts to standardize bikeway development criteria.

Supporting current County, city, state and federal bikeway projects.

Encouraging private developments to provide racks, lockers or other bike security devices at apartments, shopping centers, parking lots and office buildings.

Several additional activities should be initiated as soon as possible. It is recommended that:

The courts and all law enforcement agencies adopt uniform procedures in handling bicyclists who violate the Vehicle Code.

Local governments adopt uniform ordinances relating to bicycle facilities.

A comprehensive bicycle registration/recovery of stolen bicycles program be developed and that all jurisdictions adopt a similar program.

Educational institutions initiate safety programs patterned after those recommended by the Senate Concurrent Resolution 47 Bicycle Committee (See Goal 2, Policy 1).

County-operated facilities install bike racks and lockers and that other jurisdictions do the same.

The County seek additional regional, state and federal funds for an accelerated bikeway construction program.

CONCLUSION

In this era of energy shortages, air and noise pollution and rising costs, the bicycle offers a quiet, economical, non-polluting alternative to the automobile, especially for shorter trips of from three to seven miles. But, just as the automobile has needed support programs from its years of early development to its present stage of maturation, the bicycle needs them now. The 1501 mile countywide Bikeway Plan can help turn these needs into a safer, strategically located network of facilities, one that will be available to anyone choosing to use it.

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1. Introduction

Across the United States and locally, there has been a resurgence of interest in bicycling. Persons of all ages have taken to the riding of bicycles for recreation, exercise, and transportation. Many individuals are discovering that the use of the bicycle, particularly for short and intermediate trips is proving to be a viable and economic alternative to the automobile.

This renewed interest in the use of the bicycle is evidenced both locally and nationwide by increased bicycle sales, increasing numbers of bicycle-related accidents and demand for safe facilities to accommodate the bicyclists.

The Bikeway Plan for Los Angeles County has been prepared to plan for and implement an interconnected network of Countywide bicycle corridors to accommodate bicycle transportation needs. It recognizes and encourages the use of the bicycle for personal transportation and recreation.

This Plan is a Sub-element of the Transportation Element of Los Angeles County and will be included in the Transportation Element when it is revised. It is also complementary to the Noise, Scenic Highway and Open Space Elements of the General Plan since it advocates the establishment of a quiet, non-polluting transportation mode throughout the County as well as along scenic and recreation corridors outlined in the Scenic and Open Space Elements. As additional elements of the General Plan are adopted, or amended, they will be complementary to the element. The land use relationship such as the location of commercial, educational, residential and recreational centers as well as population density and settlement patterns will be addressed in the Transportation and Land Use Elements of the General Plan as mandated by state law.

The Sub-element proposes a coordinated approach to providing bicycle facilities throughout Los Angeles County. It has been submitted to all 78 cities in this County, as well as Orange, Ventura, San Bernardino and Kern Counties. It has also been submitted to the Southern California Association of Governments, the California Department of Transportation, the Citizens Planning Council and various other planning organizations and governmental committees for review and approval.

This Plan identifies major intercity and intercommunity bicycle corridors which will, when implemented, enhance bicycle transportation in this County. These corridors which are shown on the Map on page 11 have been reviewed by the 78 cities, Federal, State and Regional agencies. The Plan anticipates that each city, or groups of cities, as well as unincorporated communities will adopt a more detailed bikeways feeder system which will interconnect and supplement the regional system of bicycle corridors shown on the Map on page 11. These subsidiary systems, when adopted together with the corridors delineated in this Plan, will constitute a comprehensive system of bikeways.

The Plan will be reviewed periodically and revised as necessary to provide additional bikeways or support facilities as they are warranted and to accommodate changing conditions, trends and interests of the bicycling public.

2. Terms Defined

The term "bikeway" is used for all facilities that explicitly provide for bicycle travel. It, like the term "bike route", is a generic term which connotes a bicycle course which is to be traveled. These facilities may be classified into the following three major categories: [1]

OFF-ROAD
Bike Path or Trail — Class I
A bike path is a special pathway designated for the exclusive use of bicycles. Crossflows by pedestrians and motorists are minimized. It is usually separated from motor vehicle facilities by a space or physical barrier. It may be on a portion of a street or highway right-of-way or on a special right-of-way not related to a motor vehicle facility; it is usually grade separated but it may have street crossings at designated traffic controlled locations. It is identified with guide signing and also may have pavement markings.

ON-ROAD
Bike Lane — Class II
A bike lane is a lane on the paved area of a road for preferential use by bicycles. It is usually located along the edge of the paved area outside the traveled lanes or between the parking lane and the first motor vehicle lane. It is identified by "Bike Lane" or "Bike Route" guide signing, special lane lines, bicycle symbols or "Bikes Only" stencils on the pavement and other pavement markings or signs deemed appropriate to give adequate instructions to the users of the facility. Bicycles usually have exclusive use of a bike lane for longitudinal travel, but must accommodate crossflows by motorists at driveways and intersections and also by pedestrians at various locations.

Shared Route — Class III
A shared route is a roadway identified a as a bicycle facility by "Bike Route" guide signing only. There are no special lane markings and bicycle traffic shares the roadway with motor vehicles. Special regulations may be enacted and posted along such facilities to control motor vehicular speeds or restrict parking to enhance bicycling safety.[2]

It should be noted that the 18,481 miles of surface roadways in Los Angeles County are being used by the bicycling public even though they are not presently delineated as bikeways. The Vehicle Code allows this use and it is anticipated that this Code will continue to allow roadways to be used by the bicyclists in the future. When the bikeway facilities shown in this Plan have been implemented, these roadways will act as a feeder system which facilitates access to the regional and local bikeway systems from the various communities located throughout the County.

The term "bicycle" as used throughout this Sub-element is defined in the California Vehicle Code as: a device upon which any person may ride propelled by human power through a belt, chain or gears and having either two or three wheels in a tandem or tricycle arrangement.[3]

The term "Plan of Bikeways" as used in this Sub-element refers to the written text contained in this document and the corridors shown on the Map on page 11.

3. Assets and Opportunities

Los Angeles County is a region of topographic and scenic diversity. The terrain of the region includes coastal beaches, sand dunes and marshes, coastal plains, broad valleys, gentle high plains, mountains, rolling hills, desert and offshore islands. This diversity of natural topographic features presents a variety of scenic experiences which can be enjoyed by the bicyclist. Climatological diversity, ranging from arid desert to a Mediterannean type climate, with very few days of inclement weather also provide ample opportunity for the bicyclists to use this mode of transportation in this County.

Bicycles are a non-polluting quiet form of transportation. They do not consume energy and are very economical to purchase, operate and maintain. Since they are so economical, they are readily available to all segments of the population. In addition, they contribute to the general health of the users by keeping them physically fit.

The majority of the urbanized areas of the County are located south of the San Gabriel Mountains in a massive area of approximately 1100 square miles. This urban sprawl has contributed to the transportation problems of the area.

In the urbanized areas residential development, especially in the older communities, is generally located in close proximity to schools, shopping areas, neighborhood schools and certain recreational and entertainment centers. This neighborhood development pattern is conducive to the use of the bicycle for a variety of short range trips of from 3 to 7 miles for transportation purposes.

Within the urbanized areas of this County there are a number of linear systems available for use by bicyclists, and there are a number of other linear systems which can be used to accommodate bicycle transportation facilities. Together these systems constitute a comprehensive grid network of transportation facilities capable of accommodating bicycle transportation throughout the County. The linear systems are listed below.

Bikeways may be constructed or implemented along these systems where a need for bicycle facilities can be demonstrated and it is physically feasible to implement safe, convenient bikeways to accommodate bicycle transportation.

		EXISTING MILEAGE
ROADWAYS	Arterial Highways	5,921
	Conventional State Highways	428
	Expressways	12
	Local Streets	12,120
	Freeway Rights of Way	482
	Total Roadways [4]	18,963
FLOOD CONTROL CHANNELS	Los Angeles Flood Control District[5]	422
RAILROADS	Railroad Mainlines [6]	560
UTILITY RIGHTS OF WAY	Power Transmission Lines	380

4. Problems and Issues

The bicycle is a transportation and recreation mode for approximately seven to ten million people in California and for an estimated two million persons in Los Angeles County. New bicycle sales have been increasing steadily through 1973. According to the Bicycle Institute of America, nationwide sales totaled 3.7 million bicycles sold in 1960. In 1973, this figure had risen to a record 15.6 million or more. Figure 1 graphically portrays this increase in sales through 1972. Locally, bicycle sales in 1973 were estimated to be approximately 400,000 units.[7]

With this increase in sales and use of the bicycle came an increase in bicycle-motor vehicle accidents. In 1969, the California Highway Patrol recorded 5,244 such accidents including fatalities. In 1972, the number had more than doubled to 10,622. In 1973, it decreased slightly to 10,535 and for the first 11 months of 1974, the number of such accidents totaled 10,319.[8]

Clearly much work needs to be done to: improve existing roadways, provide additional well-designed cycling facilities, promote bicycle and driver safety education programs and provide consistent enforcement of statewide laws and local ordinances to improve the situation for both the cyclist and the motorist.

The problems and issues of the Plan of Bikeways for Los Angeles County relate to the following broad areas of concern which will be discussed in detail: user characteristics and types of bicycle riders, increasing numbers of bicycle accidents, insufficient roadway width, large volumes of traffic and urban development patterns, uniform standards, uniform enforcement of ordinances, multiplicity of governmental jurisdictions, safety programs, support and maintenance programs and the legal rights of bicyclists on the roadways.

A. User Characteristics and Types of Bicycle Riders

Cycling activity falls into two categories: recreational and utility oriented riding. For recreational cyclists (racers, tourers, exercisers, and general pleasure riders) the trip itself is the objective. For the utility oriented cyclist the objective is not the trip but reaching a specific destination — place of employment, school, home, a store, recreation or community activity center. Because of this destination conciousness the utility oriented cyclist places highest priority on directness of routes, acceptable grade profiles and minimized delay and inconvenience.[9]

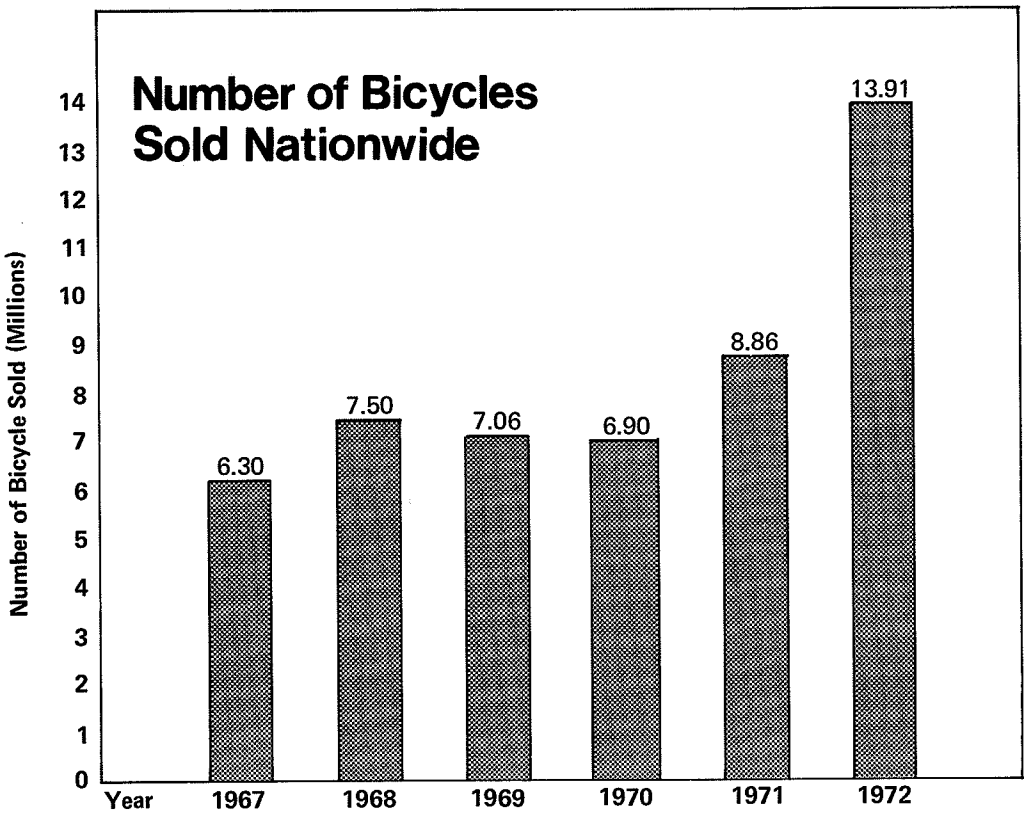


FIGURE 1. THE RISE IN BICYCLE SALES

In urban areas, the number of trips and the composite of trip purposes characterized as utility riding normally equal recreational trips. In rural areas, recreational riding is more prevalent. In Los Angeles County, both types of trips are accommodated along our roadway systems and existing bicycle facilities.

Bicycle facilities provided for the public must also be capable of accommodating a broad cross section of the bicycling public. For there will be youngsters, teens, young adults, middle aged, and the aged riders using these facilities for bicycle transportation. Also the facilities must be capable of accommodating bicyclists with varying degrees of expertise and proficiency ranging from the expert bicycling groups to the novice who is just learning the rudiments of bicycling and may not be able to read.

B. Increasing Number of Bicycle Accidents

A recent bicycle accident report compiled by the Los Angeles County Road Department indicates that bicycle accidents increased 160% between 1966-1972. Figure 2 graphically depicts this increase in accidents.[10]

This dramatic increase in bicycle-motor vehicle accidents in many cases is largely due to the careless behavior or lack of understanding and failure to follow the rules of the road by the bicyclist.

Figure 3 graphically portrays the causes of 972 accidents investigated by the Los Angeles County Road Department between bicyclists and motor vehicles in 1972.[11]

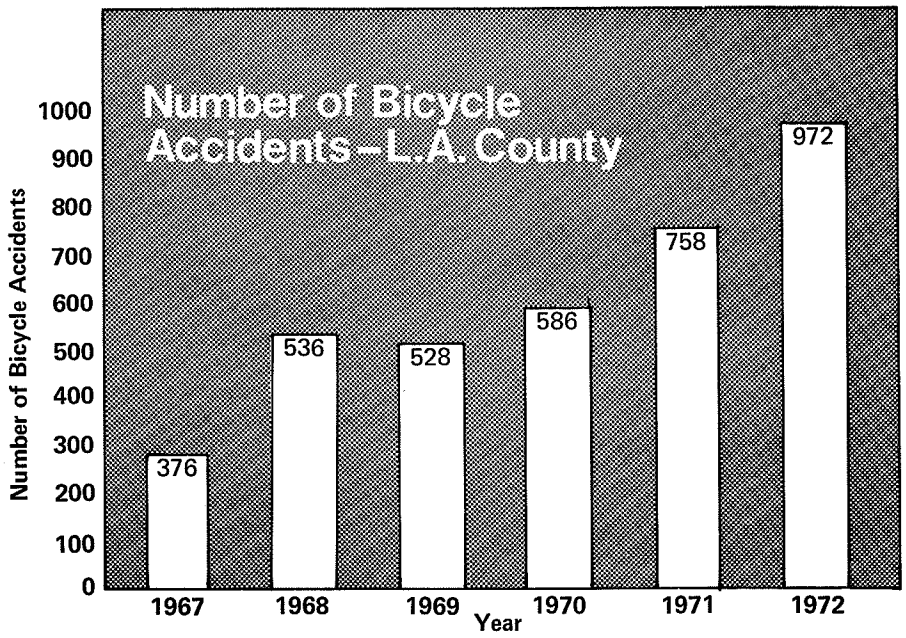


FIGURE 2. THE RISE IN BICYCLE ACCIDENTS

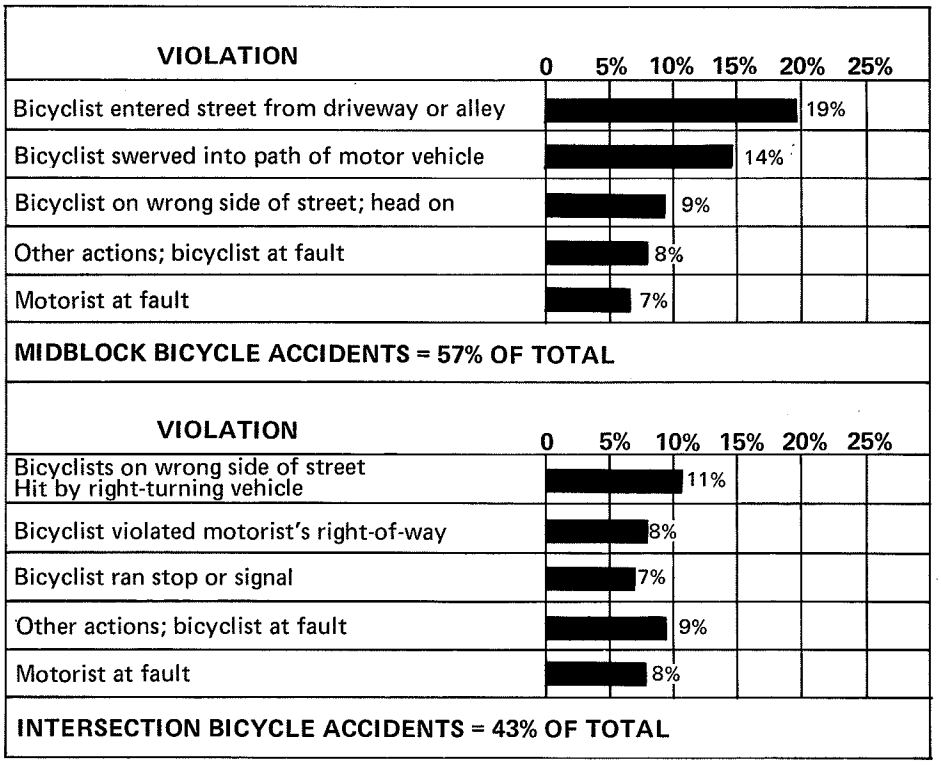


FIGURE 3. VIOLATIONS CAUSE ACCIDENTS

Other facts revealed from this accident study are as follows:

- There is a trend toward older juveniles and adults riding bicycles which results in more accidents in the older age group.
- The four summer months of June through September account for the highest percentage of accidents, 12% per month.
- Over ½ of the bicycle accidents occur between 3 p.m. and 7 p.m.
- The percentage of nighttime accidents is rising.
- Sixty-percent of accidents occur in residential areas but the number occuring in commercial areas is increasing.
- About ½ of bicycle accidents occur on arterial streets.
- Two-thirds of all intersection accidents occur on arterial highways.
- Eighty-seven percent of all mid-block accidents occur on streets with light to moderate parking.[12]

With the rapid growth of bicycle usage comes the obvious and pressing need for increased bicycle safety. While new facilities may ameliorate some of the conditions leading to accidents, the major share of bicycle travel will still be mixed with motor vehicles using a common thoroughfare. In an encounter between a 150-pound bicycle rider and a 3000-pound automobile the bicyclist in 99% of the cases is injured.[13]

One solution to this problem, which has proven to be effective, is more effective bicycle safety education in our schools and news media for both bicylists and motor vehicle operators. This educational effort should emphasize the need to obey the rules of the road, the fundamentals of defensive riding and driving, and the need to be aware of the rights of other vehicles operating on our roadway transportation systems.[14]

For regardless of fault, there is presently a lack of driver awareness of the bicyclist and his rights to use the roadway system. As more bikeway facilities are provided, the signs, markings and enforcement procedures will also tend to educate the public in the safe, effective use of the systems provided.

C. Insufficient Roadway Width, Large Volumes of Traffic and Urban Development

In our automobile oriented society, a system of roadways has evolved to handle the traffic needs of the various segments of the community.

Local and collector streets provide access and egress to the residential and commercial areas and handle the traffic and parking demands generated in these areas. This traffic then flows onto the arterial system of roadways which interconnects with the freeway system to form a comprehensive network of roadways to accommodate a variety of trips to home, work, commerce, education, shopping and pleasure.

Because of our dependence on the motor vehicle as the main source of transportation, traffic volumes seem to increase in direct proportion to urban development. Consequently, the development of adequate roadway systems to handle these increased volumes usually lags behind the traffic demands imposed on the road system by increased development. Thus, many of the existing roadways become congested with excessive traffic requiring the complete utilization of all available roadway space to handle traffic demands leaving no room to accommodate separate bicycle facilities or lanes within the road right-of-way. Because of this situation, bicycle traffic sometimes utilizes an entire traffic lane causing motor vehicles to veer into adjacent lanes on roadways where the right lane is not wide enough to accommodate both bicycle and motor vehicle traffic.

Also, as urban development progresses, strip commercial areas, apartment dwellings, and condominiums are allowed to develop along many of the arterial roadways with minimum setback distances from the roadway and minimal off-street parking to accommodate the needs of this type of development. This also presents problems for the effective development of bicycle facilities along roadways so impacted because of the high parking demand along the roadway and insufficient space adjacent to the road to accommodate widening or an off-road bicycle facility.

D. Uniform Standards

There is considerable variance in the bikeway design standards being used nationally, in California, and locally. This diversity is particularly noticeable in the areas of bikeway widths, capacity, design speeds, curvature and grade profiles.

The minimum widths for one-way bikeways, recommended by the Institute of Transportation and Traffic Engineering are in a report prepared for the State of California in 1972. For a two-way, separate bike facility, it is recommended that the width be increased an additional 3 feet to accommodate the additional "shy" distance needed for head-on bicycle traffic.[15]

It should be noted that the dimensions shown are **minimum** widths. Bicyclists frequently like to ride two abreast, not single file, as shown in this diagram. In the design of a bicycle facility, this factor as well as capacity, grade, speed, need for super-elevation and curve widening, horizontal and vertical sight distances and clearances will need to be evaluated and the facility designed to accommodate these factors. Graphical presentations of the recommended geometrical relationships of these factors may be found in a Federal Department of Transportation publication entitled "Bikeways State of the Art 1974".

Also, the State of California Highway Design and Traffic Manuals recommend minimum standards for striping and signing to be used in the implementation of bikeways. These standards are shown in Section 7-1000 of the Design Manual and Chapter 6 of the Traffic Manual.

E. Safety Programs

In a recent report to the California Legislature, the SCR 47 Bicycle Committee endorsed the following recommendations of the California Traffic Safety Education Task Force.[16]

1. That the California State Department of Education study and adopt the framework of the programs recommended for each of the target groups identified by the Task Force Bicycle Resource Panel, and that these programs be pilot tested and put into a form useful to California schools and other agencies in counteracting the California bicycle accident problem.

2. That various funding sources be explored for the purpose of development and testing of comprehensive traffic safety education programs including the teaching of bicycle safety, or where appropriate, special bicycle safety programs.

3. More research should be conducted to determine whether the critical behaviors outlined by the Task Force Bicycle Resource Panel for each age group are in fact those contributing to the greatest number of bicycle accidents. If this were known, our educational system could be better designed also that it would become more effective in preparing young cyclists for safe roadway operation.

4. Further research should be conducted to determine ways of modifying negative traffic attitudes and deviant traffic behaviors among bicyclists and motorists alike. These methods must be incorporated into the educational program because poor attitude is as much a factor in bicycle accidents as is lack of knowledge of the rules of the road.

5. K-12 grade bicycle safety education programs should be implemented by the Department of Education in cooperation with the local school districts as part of the school curriculum, either separately or integrated with other appropriate subjects.

6. All schools in California should provide some instruction in bicycling skills, hazard identification and avoidance techniques, and related proficiency requirements before a child is allowed to bring his bike to school.

Although there are some safety programs currently being practiced by various jurisdictions in this County, there is a definite need for a concentrated, coordinated countywide safety education program which encompasses all levels of society. Such a program should consider and incorporate the following recommendations of the SCR 47 Bicycle Committee:[17]

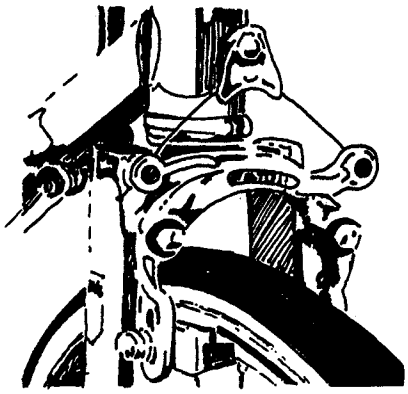
1. Bicycle safety education should be provided in public and private schools annually from kindergarten through twelfth grade, including high school driver education courses.

2. Preschool and adult courses should be made available through public agencies.

3. Bicycle safety education should strongly emphasize how to follow the Vehicle Code rules, rather than just require memorization of the rules.

4. Bike safety education must include on-the-bicycle on-the-road (or simulated road) practice to develop proper bicycle handling expertise in both normal and emergency situations.

5. The Commission on Peace Officer Standards and Training (POST) should include mandatory bicycle safety and enforcement training in both the Basic Course and the Advanced Officer course required of officers from departments participating in the program.



6. Juvenile court judges, traffic court judges and referees, and all other judicial personnel who work with Vehicle Code violation adjudication should be required to take the same bicycle safety and enforcement motivation program as that provided for peace officers.

7. The California Department of Education, in conjunction with the California Department of Motor Vehicles, the California Highway Patrol, and other appropriate agencies (including user groups and local public agencies) should develop an adult level bicycle safety information text and disseminate such to all State and local government personnel involved in bicycle program activities.

8. The Department of Motor Vehicles, Highway Patrol and local law enforcement agencies should take a leading role in a public information effort advising motorists and other road users of their rights and responsibilities in relation to bicyclists, as well as making motorists aware of the bicyclists' needs on the roadway.

9. Adequate funding for implementation of the above recommendations should be appropriated by the State Legislature to assure statewide uniformity.

If such a comprehensive safety program were initiated, it would contribute greatly to the reduction of bicycle – automobile accidents in this County.

F. Enforcement of Ordinances

The California Vehicle Code defines bicyclists as vehicle operators for the purpose of enforcing the rules of the road and accident reporting. This principle provides good guidance for cyclists and other highway users providing the laws are obeyed. In most accidents involving bicyclists and motorists, the bicyclist is usually in violation of one or more laws. Many bicyclists and motorists do not seem to know that bicyclists are subject to the same rules of the road as motorists. This problem is compounded when local jurisdictions enact laws such as mandatory sidewalk riding, restrictions requiring bicyclists to turn left from the right-hand edge of the roadway and requiring motorists to turn right from a position that is not near the right hand edge of the roadway. These special rules confuse cyclists and motorists alike and can cause misunderstanding and accidents.

Testimony presented at the SCR 47 Statewide Bicycle Committee hearings 1974 indicate that many motorists, bicyclists, and law enforcement agencies are confused about present laws. It was readily apparent that the interpretation and enforcement of the Vehicle Code by local police agencies with regard to bicycle laws frequently is not uniform throughout the State.[18]

Riding on the wrong side of the road, operating without lights during darkness, not stopping for stop signs, darting into the street and failure to yield the right-of-way are violations most often committed by cyclists. Unless law enforcement agencies adopt uniform procedures for apprehending, citing and fining violators, the present accident situation will probably not improve.

As additional bikeways are provided along off-road rights of way such as flood control channels, beaches, aqueducts, canals, railroad and utility lines, it will be necessary to enact ordinances to establish regulations to control bicycle operations along these facilities. These ordinances will have to cover safety matters, rules of operation and along certain flood control channels, they will have to prohibit contact with polluted waters flowing in the channels.

Law enforcement agencies may eventually have to provide bicycle patrols along certain off-road bicycle facilities to enforce the ordinances and protect the users of these facilities.

G. Multiplicity of Government Jurisdictions

Within Los Angeles County there are 79 city governments, one County Government, Los Angeles County Flood Control District, a regional transportation planning agency — Southern California Association of Governments, the State Coastal Commission, the California Department of Transportation, the State Department of Recreation, the State Department of Water Resources, the Federal Department of Transportation, the Federal Department of the Interior, and the United States Corps of Engineers involved in the planning, funding and implementation of various bicycle facilities throughout the County. Some of these agencies have well defined policies and programs and others are in the process of formulating their plans and programs. Obviously this situation requires a great deal of coordination between the various agencies to initiate and implement a bikeways plan as extensive as the one shown in this Sub-element.

If the limited funds available for the local, regional, state and federal levels are to be utilized effectively to achieve a comprehensive system of bikeways in this County, all levels of government must work cooperatively toward this objective.

H. Support and Maintenance Programs

In 1971 over 400,000 bicycles were stolen in the State of California at a cost of $20,000,000 to the owners. Recovery rate for this type of theft are extremely low because of inadequate statewide registration programs. Bicycle thieves tend to thrive on local registration inadequacy and the absence of interjurisdictional recovery efforts.[19]

In 1972 the Legislature took remedial steps to standardize bicycle registration laws and to encourage recovery of stolen bicycles. This program has had a degree of success and as additional city and county governmental jurisdictions take the initiative in implementing registration and recovery efforts, it will be even more successful in the future.

A frequent complaint vocalized by bicyclists is the complete lack of adequate facilities to secure their bicycles at public buildings or facilities such as post offices, libraries, civic centers, parks, beaches, ball diamonds, parking lots, schools, shopping centers, places of employment and cultural and religious centers.

To alleviate this situation, local governmental agencies must take the initiative to ensure that adequate racks, lockers or other devices are provided for the convenience of the bicycling public.

Another concern of bicyclists is the lack of adequate maintenance along the roadway edge where they are required by the Vehicle Code to ride. The sweeping action of motor vehicles frequently deposits rocks, glass and other debris in the lane adjacent to the curb. Also pavement deterioration and cut slope raveling along the shoulders or edge of the roadway has on occasion made bicycle riding in these areas a problem.

For any bicycle facility to effectively attract bicycle usage by the general bicycling public, it must be properly maintained. This means that the pavement must be maintained in good structural condition and that the bikeway be kept clear of glass, rocks and other debris.

The provision of adequate toilet facilities, trash receptacles, turnouts, shelters, campgrounds, and hostels to accommodate the bicycle traveler or tourist will also need to be considered in the design phase of any proposed off-road bicycle facility. Other considerations are adequate emergency access to off-road trails, directional and location signing, and in some areas convenient communication facilities to report accidents, thefts and maintenance problems along the bikeway.

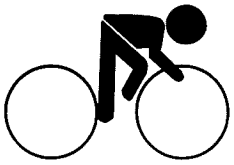
I. Legal Rights of Bicyclists on Roadways

The California Vehicle Code and local traffic ordinances regulate the operation of bicyclists on the roadway system. Recently the professional bicycling organizations have vocalized their concern that the provision of bikeways may result in governmental agencies and law enforcement personnel restricting the bicyclist to the use of these bikeway facilities. They have indicated that bike lanes in their opinion are unsafe since they restrict the bicyclists operational capability and maneuverability, force them to ride in an unsafe location, gives a false sense of security, and are discriminatory against the bicyclist.

It is their contention that wider roadways and better safety education programs which stress the correct and safe method of operating bicycles on the roadway system are the best answers to improving the accident problems and improving the overall safety of operating bicycles on the roadway system.

This Sub-element does not propose any restrictions on the use of the roadway by bicyclists but does recommend corridors where some modifications such as pavement widening, parking restrictions, separate facilities, or other innovations may be utilized to make bicycling safer throughout this County. It recognizes that the bicyclist will have to continue to use the existing roadway system to gain access to these corridors from a variety of locations and will not use facilities which are not safe, convenient or readily accessible. It anticipates that the Vehicle Code in the future will not restrict the operation of bicycles on the roadway system since it is not logical to do so.

5. Statement of Goals and Policies



Goals reflect the broad aims which an entity strives to attain to accomplish a desired product or achievement. Sub-Goals further refine the goals by stipulating basic values to be considered in attaining the desired product. Policies provide direction for the achievement of the element goals and will be carried out through implementation programs utilizing public and private resources. The Goals and Policies of the Plan of Bikeways of Los Angeles County establish emphasis and tone for program formulation and direction for the decisions and activities of County government.

GENERAL GOAL 1
Provide safer, more convenient bicycle facilities throughout Los Angeles County for transportation and recreation, as a viable alternative to automobile travel.

Sub-Goal A
Promote citizen participation in planning a bicycle program for Los Angeles County.

POLICY 1
Encourage citizen participation in the planning and financing of bicycle routes.

POLICY 2
Encourage all efforts by individual citizens and private organizations interested in the development of bikeways.

Sub-Goal B
Plan and implement a coordinated interconnected system of bikeways and bikeway support facilities to enhance bicycle transportation.

POLICY 1
Implement a comprehensive system of bikeways and related facilities which takes into consideration health, safety, the needs of the bicyclists and their interrelationship with other modes of transportation.

POLICY 2
Require new subdivisions to develop and dedicate bicycle facilities where feasible.

POLICY 3
Require redevelopment projects to consider and provide bicycle facilities within the project limits.

POLICY 4
Solicit and utilize all sources of local, regional, state and federal funds to plan, acquire rights of way, and construct bikeways.

POLICY 5
Utilize existing and abandoned public rights of way along flood control channels, parks, utility rights-of-way, railroad rights of way, and road rights of way, wherever possible and where a need can be demonstrated to construct bikeways for transportation and recreation.

POLICY 6
Actively seek new means for the acquisition, construction and maintenance of bikeways and support facilities to encourage bicycle travel and recreation.

POLICY 7
Initiate a program to provide bike racks, lockers or other devices for securing bicycles in convenient locations at public parks, buildings and other activity centers.

POLICY 8
Coordinate the development of local bikeway feeder systems with other jurisdictions in this County.

POLICY 9
Provide landscaping along bikeways where needed and feasible.

POLICY 10
Provide bikeways which connect cultural facilities, recreation areas, educational facilities, commercial and industrial facilities with residential areas.

POLICY 11
Separate bicycle and automobile traffic whenever possible, taking into consideration safety, use of the facility, economic factors, and physical feasibility.

POLICY 12
Prohibit parking on shared routed (Class III) bikeways where adequate public or private off-street parking is available.

POLICY 13
Initiate a bicycle registration program in unincorporated County areas and encourage all other city jurisdictions to initiate similar programs.

POLICY 14
Locate bikeways along designated scenic highways wherever environmentally, physically or economically feasible.

POLICY 15
Encourage other jurisdictions within the County to adopt a comprehensive system of bikeways which interconnect with the County bikeway system.

POLICY 16
Modify and widen existing roads to accommodate and encourage safe bicycle use.

POLICY 17
Encourage the State and Federal Governments to continue to develop and evaluate bicycle equipment standards in order to provide the safest bicycle possible.

POLICY 18
Enact uniform ordinances in cooperation with other jurisdictions to control the operation of bicycles on off-road bikeways.

POLICY 19
Provide turnouts, shelters, campgrounds, hostels, toilets and trash receptacles for off-road bikeway facilities where needed and feasible.

GOAL 2
Initiate a comprehensive safety education program for both bicyclists and motorists to improve safety on existing roadways.

Sub-Goal A
Educate bicyclists, motorists and enforcement agencies in the proper operation of bicycles on our roadway transportation system.

POLICY 1
Encourage the educational institutions in this County to adopt safety education programs similar to those recommended by the California Traffic Safety Education Task Force and the State SCR 47 Bicycle Committee.

POLICY 2
Continue to publish and distribute brochures and safety literature to citizens and individual bicyclists.

POLICY 3
Recommend uniform and stricter enforcement procedures and programs by local law enforcement personnel and the Highway Patrol.

POLICY 4
Recommend that juvenile court judges, traffic court judges, referees and other judicial personnel who work with Vehicle Code violation adjudication adopt uniform procedures in dealing with bicycling infractions.

POLICY 5
Encourage the news media to make public service information announcements regarding bicycle safety and operational rules of the road.

POLICY 6
Sponsor a safety education program in the news media to make the public aware of the presence of bicycles on the roadway and the need to watch for them.

Sub-Goal B
Monitor accident and safety data to identify safety problems and their solutions.

POLICY 1
Continue to conduct studies of bicycle – motor vehicle accidents and operator behaviorial characteristics to discover ways of reducing accidents on the roadway system.

GOAL 3
Interface the Plan of Bikeways with existing and future modes of transportation as they are planned and implemented to ensure the development of a balanced coordinated transportation system which meets the needs of all the citizens of this County.

Sub-Goal A
Coordinate the implementation of bikeways with other modes of transportation.

POLICY 1
Encourage other agencies to plan for and provide space for carrying recreational and commuter bicycles on public transportation systems where feasible.

POLICY 2
Recommend that bike lockers, racks, or other devices be provided at park-and-ride lots and other transportation centers to facilitate bicycle transportation.

POLICY 3
Plan for and implement feeder bikeways which connect regional mass transportation facilities to regional bikeways.

The Plan of Bikeways Map on page 11 is a graphic extension of the written policy. It identifies those corridors along which bikeways may be initiated and depicts corridors in Los Angeles County where bikeways are operational.

The Map shows four major categories of bikeways – proposed off-road, existing off-road, proposed on-road and existing on-road bikeways. It shows 318 miles of proposed off-road, 88 miles of existing off-road, 1,059 miles of proposed on-road and 36 miles of existing on-road bikeway facilities, for a total of 1,501 miles of bikeways. These routes are listed on the Map.

This Plan will be reviewed periodically and revised as necessary to provide additional bikeway corridors as they are warranted and to accommodate changing conditions, trends, and interests of the bicycling public.

TRANSPORTATION ELEMENT

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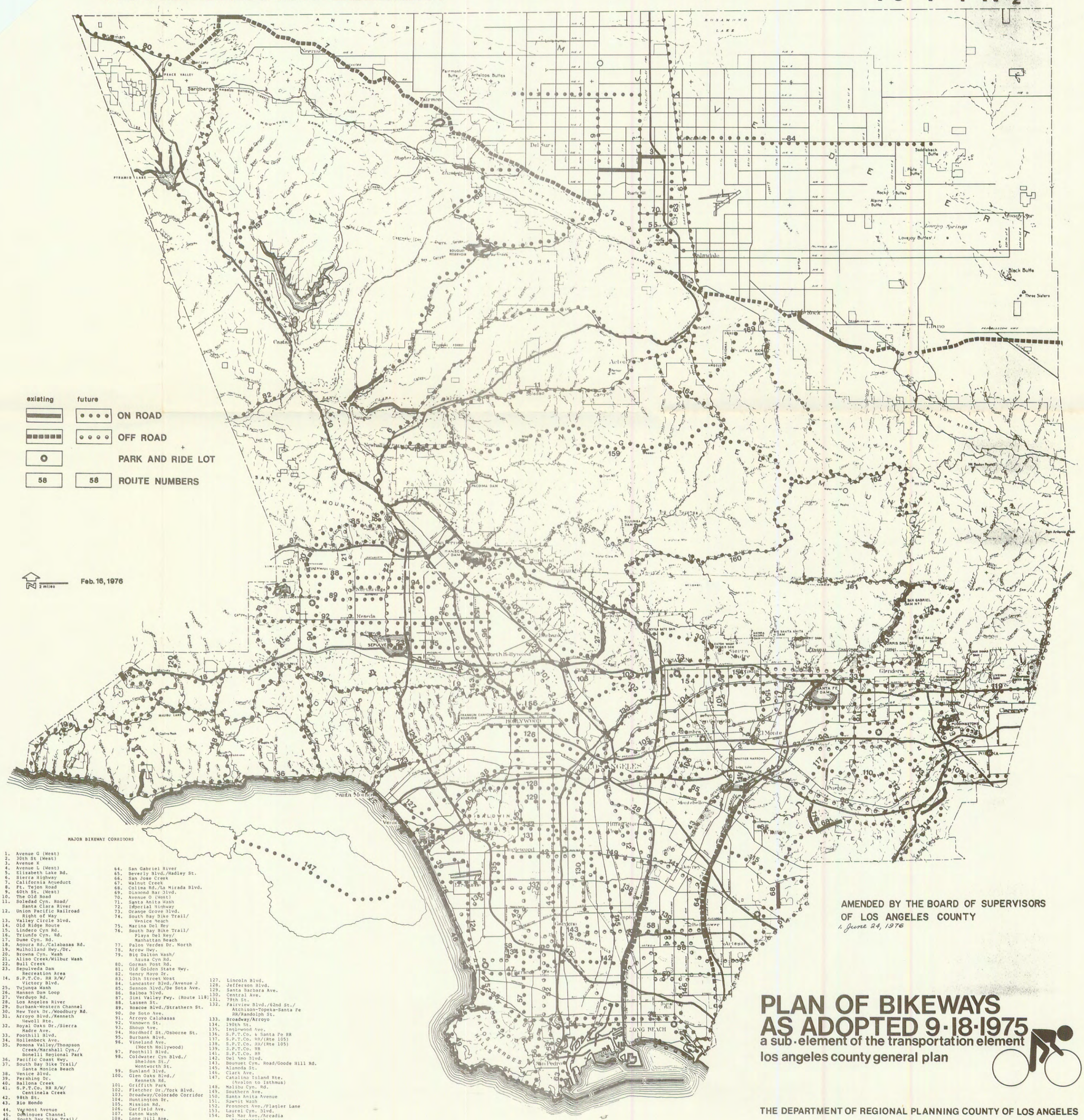


AMENDED BY THE BOARD OF SUPERVISORS
OF LOS ANGELES COUNTY
1. June 24, 1976

PLAN OF BIKEWAYS AS ADOPTED 9·18·1975

a sub-element of the transportation element
los angeles county general plan

THE DEPARTMENT OF REGIONAL PLANNING COUNTY OF LOS ANGELES

76 T-1 S½

6. Criteria and Standards for Bikeways

The criteria and standards contained in this section will serve as a guide to be used in implementing the bikeways shown in this Plan. They will also serve as the means by which potential bikeways are evaluated and implemented. Criteria are generally non-quantitative rules while standards are usually quantitative or measurable.

The primary responsibility for the design of a bikeway is with the local jurisdiction or public agency which is implementing the bikeway facility. Minimum standards and criteria for bikeways on State highways have been developed by the California Department of Transportation. It should be noted that recent legislation amended Section 99401 of the Public Utilities Code to require that the local transportation agency responsible for analyzing claims for allocation of local transportation funds for bikeway facilities shall apply the general design criteria of the Department of Transportation for such facilities. It is therefore essential that the local agencies use the State's criteria as a minimum standard when seeking funds from this source.

The following criteria and standards are intended to supplement the State's criteria and to assist the local jurisdictions in implementing the bikeways shown in this Plan.

A. General Criteria
Bikeways should be implemented on the basis of three basic design principles. [20]

ACCESS
The bikeway must be located where bicyclists want to go, readily accessible and convenient for the user.

PROTECTION
The bikeway should be located where it will afford the user the greatest degree of protection.

CONTINUITY
The bikeway system must be continuous internally and provide access connections to bikeways in adjacent communities.

In general a bicycle facility should be located to the right of an existing traveled way if it is located upon or adjacent to a roadway. Two-way separated facilities are possible on one side of a street, but the designer of such facilities must give close consideration to the problems of safe access to the facility. All bikeways should be clearly marked and delineated so that motorists, pedestrians, equestrians and bicyclists are alerted to the location reserved for this use. To delineate the lane or path effectively, the pavement markings, striping, and signing should be in conformance with Figure 4, page 14.

Other factors which must be considered and evaluated for any proposed bikeway are: user characteristics, terminal facilities, conflict points with motor vehicular traffic, maintenance of the facility, clearances, geometrics, lighting, bicycle trip demand, cost, financing, impact of facility on the neighborhood, linear systems, or recreational facilities, grades, energy consumption, pollution and replacement for other modes of transportation.

B. Criteria for Corridor Selection
The bicycle corridors shown on the Map on page 11 were selected on the basis of the following considerations:

1. TRIP DEMAND
Individual citizens, bicycling groups, city planning agencies, city councils, and supervisors nominated many of the bicycle corridors shown. Other routes were selected on the basis of observed usage and projected demand as well as their proximity to existing well-used corridors or roadways which lead to educational, recreational and commercial facilities.

2. SAFETY
Factors such as separation from vehicular traffic, sufficient lane or roadway width to accommodate bicyclists, grades, and traffic volumes along a given facility were considered.

3. CONTINUITY
The interconnection of the proposed facility with other city-wide and regional systems was evaluated.

4. COST VS. AVAILABLE FUNDING
Bikeways that can be implemented at the lowest unit costs were evaluated and utilized wherever possible considering such factors as available right-of-way, roadway widths, and graded sections.

5. IMPACT ON LOCAL NEIGHBORHOOD AND COMMUNITIES
Such factors as proximity of the route to local residences, whether a route is along a backup subdivision, effect of parking restrictions and effect of the bikeway on the neighborhood and recreational facility through which it passes were evaluated for some of the routes shown.

It should be noted that during the design stage for any of the bikeways shown, the above factors will need to be evaluated in more definitive detail before implementation proceeds. This is usually accomplished by conducting surveys, preparing engineering reports and feasibility studies, and through coordination efforts with the local jurisdictions and citizens.

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

Lane Clearances
The recommended minimum clearances and widths to be utilized for bike lanes and separate facilities in the implementation of this Bikeways Plan are shown in Figures 5 through 7 on pages 15 and 16. These recommendations should be further evaluated in light of the proposed capacity of a particular facility and the maintenance equipment used to clean a particular facility.

Grade
Because of the diversity of terrain in Los Angeles County, a ridable grade is an important design consideration. Where long or severe grades occur, consideration should be given to rest stops or additional width to accommodate bicyclists traveling up or down grade. Grades should be less than 7% and preferably no more than 5% or it is to be expected that some bicyclists will have to walk their bicycles.

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

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

Landscaping
The bikeway system should be developed in harmony with the natural terrain. It can do this by taking advantage of attractive scenic features while improving less desirable areas by landscaping. If fences are used to separate the bikeway from vehicular traffic lamps, they should be landscaped whenever feasible and consistent with safety.

Bike paths should be located to capitalize on shade from existing trees wherever possible or the perimeters of the paths should be approximately landscaped with trees and other suitable plant material.

Safety
The bicycle facility which provides minimum conflict between motor vehicles and bicyclists while maintaining adequate access is usually the safest. In actual practice, however, especially in urban areas, this is difficult to achieve.

Intersections are a big problem to the cyclist. Operators of turning vehicles usually do not see the cyclist or do not choose to honor his right-of-way. This is a problem with all types of bicycle facilities including a separate bicycle path which crosses a roadway. Even the provision of costly grade separations have not proven effective in some areas since bicyclists will circumvent them if not convenient. Also, if they are not properly designed they can cause operational problems and accidents for the user.

Left turns may be legally accomplished by cycling into the center of the road and turning like a vehicle, but this is of questionable safety to the young, inexperienced cyclist. A suggested alternate method for the novice is to follow the pedestrian route around the intersection. Other possible methods of handling bicycles at intersections are shown in *Bikeway Planning Criteria and Guidelines* prepared for the State of California by the Institute of Transportation and Traffic Engineering in April 1972.

Parking and Signing
Realistically and economically it will be necessary to provide bicycle facilities on streets. In these instances a separation between the cyclist and motor vehicle is desirable if it does not compromise the safety of the cyclist or the motorist. Where parking is permitted, the vehicle parking and leaving the curb will be in direct conflict with the cyclist. Therefore, every effort should be made to prohibit or restrict parking where bike routes or bike lanes are to be established. Also additional pavement widening should be considered in locations where the existing roadway width is inadequate to accommodate vehicles and bicyclists. Adequate signing which is clear and conveys the message that a bikeway exists in the vicinity of the roadway should be provided for all types of bikeway facilities. A traffic investigation which evaluates the conflicts from both the bicyclists and motorists viewpoints should be conducted and signs provided accordingly to adequately delineate a bikeway facility.

Maintenance and Drainage
Gratings, curb and gutter, local depressions, meters, slotted cross gutters, debris from the sweeping action of cars, water on the pavement and deteriorated pavement cause problems for bicyclists. In designing and maintaining a bikeway all these factors must be considered and remedial measures initiated to remove as many of these problems as possible.

Lighting
Nighttime accidents involving cyclist are increasing. The visibility of the cyclist by the motorist is a critical factor. The cyclist should have reflector pedals and lights clearly visible from the sides, front and rear. Bikeway illumination capable of providing nighttime identification and silhouetting of the cyclist is a desirable feature and should be considered in the design phase. Also for safety, it is desirable that the bicycle facility be illuminated adequately to provide visibility of the surface and surroundings, particularly at decision points and intersections with other facilities.

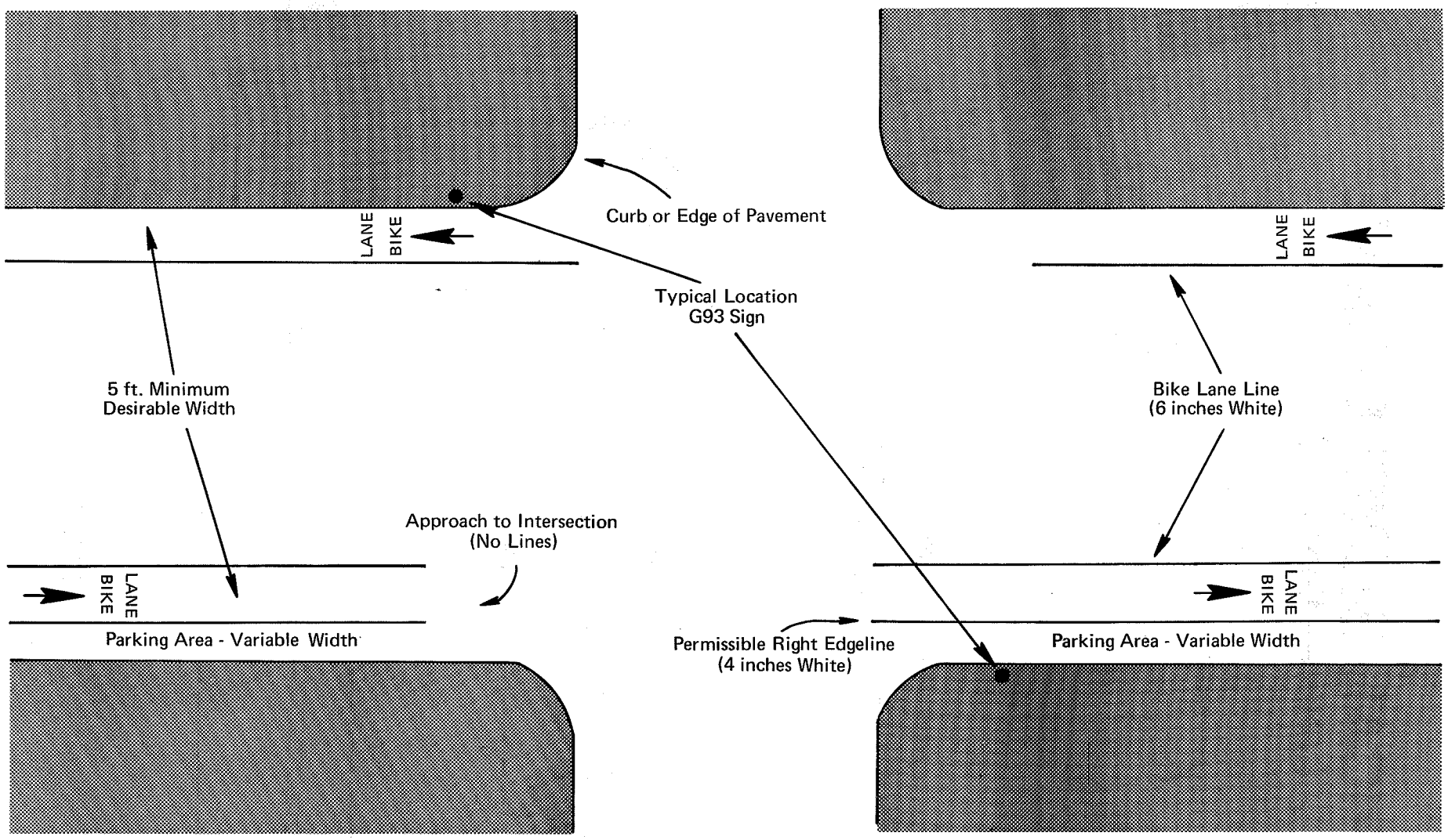


FIGURE 4 TYPICAL BIKE LANE MARKINGS

ALTERNATE LEGEND

↑

ONLY
BIKE

C. T. C. D. C.
June 1973

TYPICAL BICYCLE LANE
(cross section on highway)

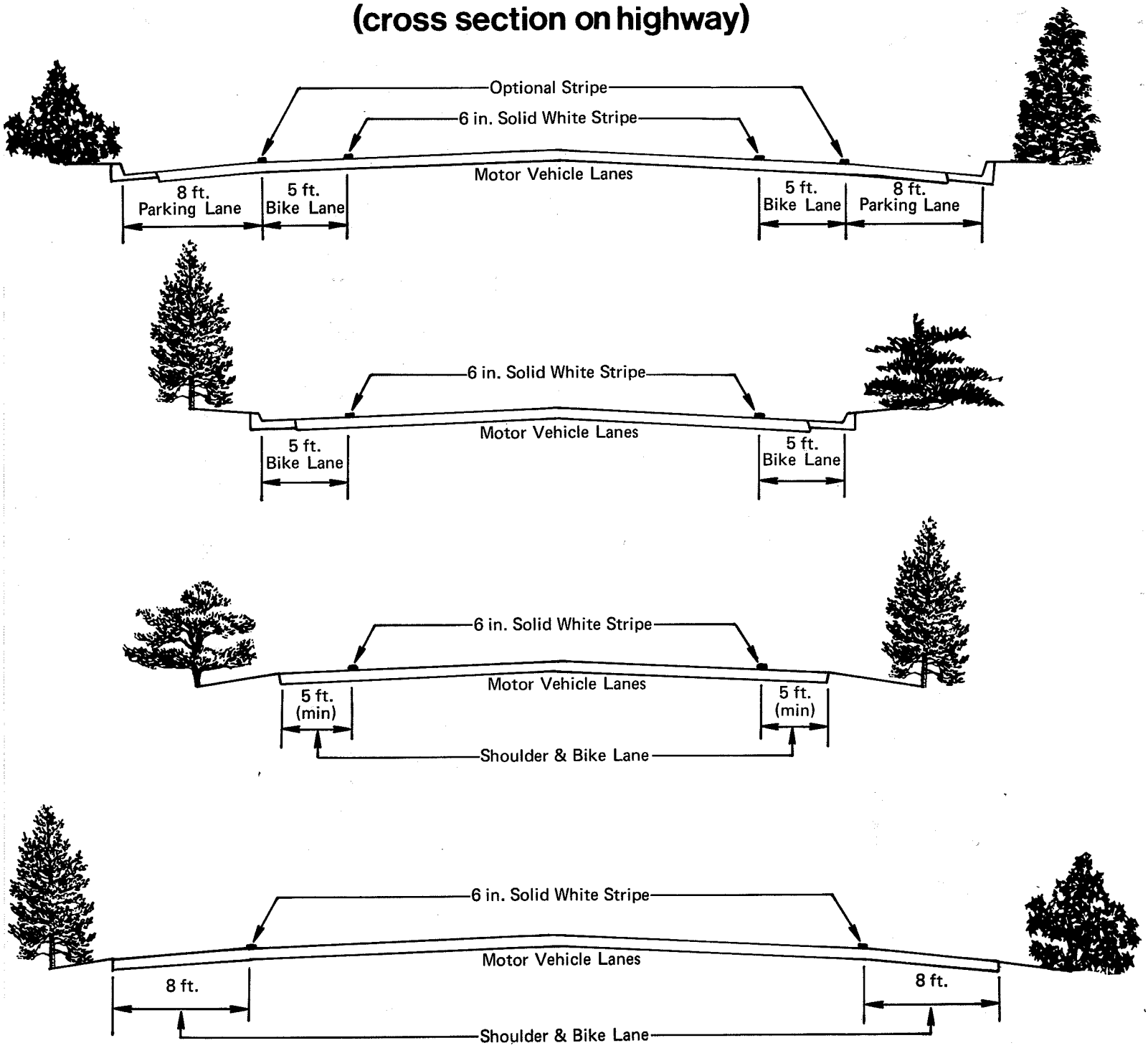
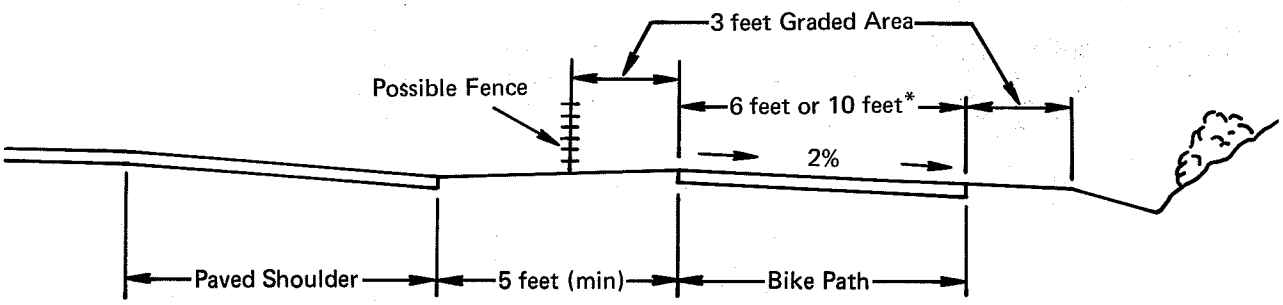


FIGURE 5



* 1-Way: 6 feet Minimum Width
2-Way: 10 feet Minimum Width

FIGURE 6
Typical bicycle path cross section along highway

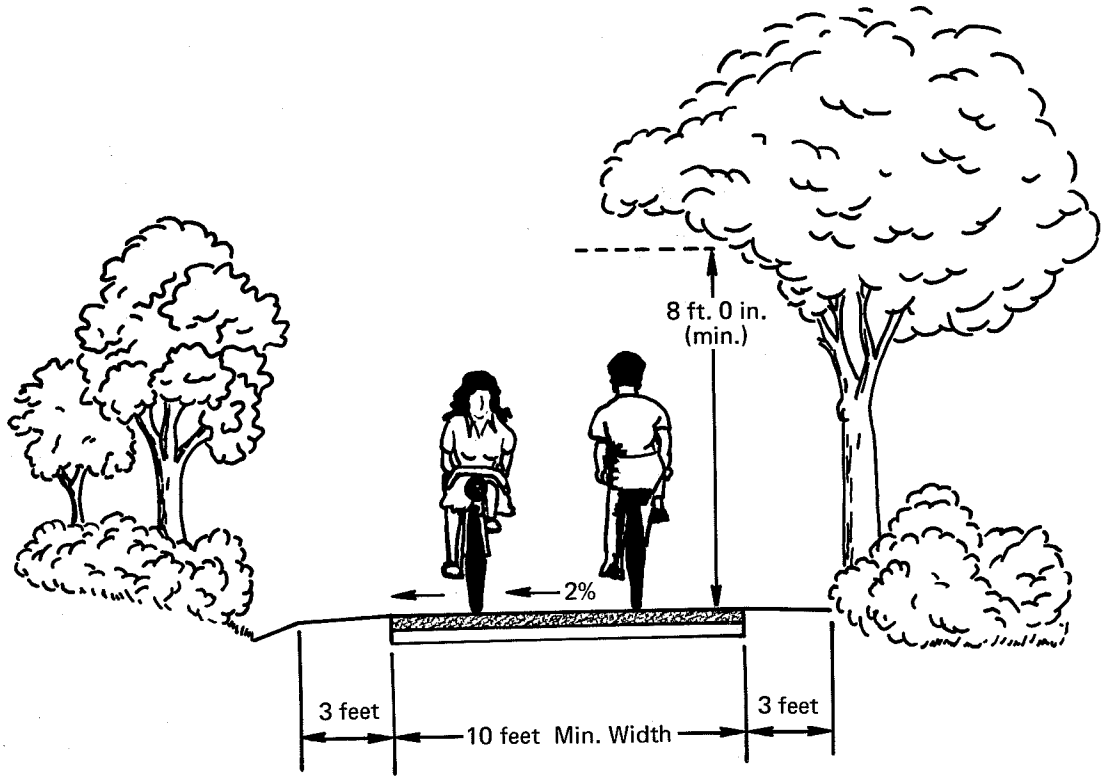


FIGURE 7
Two-Way bicycle path not along highway

7. Implementation Program

The purpose of the Bikeway Implementation Program is to identify actions by the various agencies which will promote safe, convenient bicycle transportation in this County.

The programs identified and evaluated in this section represent the range of actions available to the various levels of government to implement bicycle transportation and support facilities. It is not economically possible to immediately initiate all the bikeways shown in this Plan. It is possible, however, to initiate a planned program of construction and implementation which effectively utilizes the available funds to provide additional bikeways and support facilities to accommodate the transportation and recreational needs in this County.

A. Identification of Existing Programs
Following is a listing of existing programs and activities related to the Plan of Bikeways.

1. CITY AND COUNTY PROGRAMS
   - Bikeway Implementation
   - Bikeway Planning
   - Building Regulation and Land Division
   - Capital Improvement
   - Channel Beautification
   - Enforcement of Vehicle Code Regulations
   - Highway Construction and Maintenance
   - Transportation Planning
2. REGIONAL PROGRAMS
   - Funding
   - Transportation Planning
3. STATE PROGRAMS
   - Bikeway Implementation
   - Bikeway Planning
   - Funding
   - Enforcement of Vehicle Code Regulations
   - Highway Construction and Maintenance
   - Standardization of Signs and Striping
   - Traffic Operations and Management
   - Transportation Planning
4. FEDERAL PROGRAMS
   - Bikeway Implementation
   - Funding
   - Research and Standards
   - Transportation Planning

B. Evaluation of Existing Programs
Following is an evaluation of the ability of the existing programs to carry out the goals and policies of this Sub-element.

1. BIKEWAY PLANNING
Various County, City, State, and Federal jurisdictions and agencies are currently planning a number of additional bicycle projects which will further improve and enhance bicycle travel in this County. Following is a listing of some of these projects:

- Aliso Creek Bike Trail
- Ballona Creek Bike Trail
- California Aqueduct Bike Trail
- Carson Street Bike Path
- Centinela Creek Bike Trail
- Los Angeles River Bike Trail Extensions
- Malaga Cove Extension of the South Bay Trail
- Marina Del Rey Bike Trail
- Normandie Avenue Bike Trail
- Palos Verdes Drive North Bike Path
- POLARSS Bikeways
- Rio Hondo Bike Trail
- San Gabriel River Bike Trail (extensions North and South)
- Santa Monica Extension of South Bay Trail
- Tujunga Wash Bike Trail
- Wilbur Creek Bike Trail
- 98th Street Bikeway

In addition, the County local jurisdictions, Southern California Association of Governments, Caltrans and the Corps of Engineers, are preparing bikeway plans, and proposing a number of additional bike lanes and signed routes at various locations throughout the County.

2. BIKEWAY IMPLEMENTATION

The County of Los Angeles has been active in providing bicycle facilities since 1970. Bikeways which have been implemented to date include 35 miles of separate bicycle trails along the ocean and the Los Angeles and San Gabriel Rivers and 25 miles of bicycle lanes.

The 78 cities have also been active in providing bicycle facilities. They have constructed 15 miles of separate paths and approximately 30 miles of bicycle lanes. They have also initiated approximately 125 miles of shared routes within their respective jurisdictions.

Other agencies are also active in providing bicycle facilities in this County. The State Department of Water Resources has opened 71 miles of the California Aqueduct in the Antelope Valley for bicycle use. The Corps of Engineers has constructed a 1-mile-long segment of the Tujunga Wash Bike Trail in the San Fernando Valley.

This program of providing additional bicycle facilities for the safe, convenient use by the bicycling public will do much to enhance bicycle transportation in this County.

3. BUILDING REGULATION AND LAND DIVISION

Various County and city agencies issue building permits and control the subdivision of land and related activities. In conjunction with this program, parking facilities are evaluated and controlled, streets are constructed and easements dedicated.

This program presents an excellent opportunity for the responsible governmental agency to require the dedication and construction of additional bicycle facilities and the provision of adequate racks or other locking devices at public parking facilities.

4. FUNDING

The County and city governments maintain capital improvement programs which provide additional public parks, recreational facilities, libraries, courts, hospitals, and buildings. These programs have been utilized in the past by the various jurisdictions to fund construction of bicycle facilities.

It also presents an excellent opportunity for providing adequate bicycle security devices at existing and future public facilities.

The Los Angeles County Flood Control District has initiated a program of channel beautification. Under this program, funds are made available each year to beautify selected reaches of existing flood control channels. The development of bike paths in conjunction with this beautification effort would provide additional bicycle transportation facilities.

In addition to local funding programs, there are a number of regional, State, and Federal sources which may be utilized to construct bicycle facilities and should be a coordinated effort.

The Southern California Association of Governments Executive Committee controls the allocation of bicycle funds from the Local Transportation Fund. Application criteria, the prioritization of projects, and evaluation criteria, are the responsibility of the Federal Aid Urban Committee. Under this program, the local agency submits projects to the F.A.U. Committee for consideration. This Committee evaluates the projects and recommends funding priorities to the SCAG Transportation and Utilities Committee (TUC), which then makes final recommendations to the SCAG Executive Committee.[21]

Section 2106 of the California Streets and Highways Code provides that $30,000 per month be transferred from the Highway Users Tax Fund to the Bicycle Lane Account Fund. This fund is administered by the California Department of Transportation with the allocation of the funds going to cities and counties.[22]

Projects must be submitted to Caltrans for funding consideration prior to December 1 of each year. Caltrans then makes allocations in accordance with a system of priorities established by this agency.

The Federal Aid Highway Act of 1973 authorized the expenditure of Federal Aid Highway Funds (except Interstate) for the construction of independent pedestrian and bicycle facilities.[23]

Funds available for these non-motorized transportation developments may be diverted from other Federal Aid Highway purposes.

These Federal Highway Funds may also be utilized to develop bicycle facilities in conjunction with any Federal Aid Urban (FAU) or Federal Aid State (FAS) Highway project.

The Federal Aid Highway Act Amendments of 1974 established a Bikeway Demonstration Program for commuting and recreational purposes in urbanized areas. The legislation authorizes an appropriation of $10 million nationwide for the program in 1976.[24]

The Corps of Engineers, under the Code 710 funding program, may develop recreational facilities along or within completed Corps of Engineers projects. The Corps designs, constructs, and funds 50% of the design and construction costs of such facilities, and the local agencies must fund the remaining 50% share from available local funds and assume maintenance responsibility for the completed facility. Right-of-way along the various flood control facilities must either be owned in fee or a recreational easement from the fee owners procured before a project qualifies for consideration under this program.[25]

Bikeway projects may be funded under a Land and Water Conservation Grant. The Federal funds for this program are derived from the sale of surplus Federal properties, a special marine fuel tax, entrance permits, and user fees at Federal outdoor recreational areas, and oil revenues from offshore drilling. Essentially, it is a reimbursement program. Fifty percent of the actual expenditures up to the support ceiling of the grant will be refunded when the project has been completed. Projects are submitted to the Director of the California Department of Parks and Recreation who is the responsible liaison agency in this State for administering this program. The plans and specifications must be approved by the State, and property acquired under the program must be retained in perpetuity for public outdoor recreation use.[26]

5. ENFORCEMENT OF VEHICLE CODE REGULATIONS
The California Highway Patrol, the local county and city policing agencies, and the Courts have the primary responsibility for enforcing the regulations of the California Vehicle Code.

To ensure that uniform procedures are followed in citing infractions of this Code by bicyclists and motor vehicle operators is the responsibility of these policing agencies.

If a coordinated enforcement policy could be initiated, it would help to reduce the number of bicycle – motor vehicle accidents in this County.

6. HIGHWAY CONSTRUCTION MAINTENANCE AND TRAFFIC OPERATIONS
The State, County and city jurisdictions maintain a program of providing additional highway improvements, maintaining the existing roadway system, and controlling the operation of vehicular traffic on this system. As a part of this program, roadway widenings and the provision of bikeways to accommodate bicycle transportation are considered where a need for such facilities can be demonstrated. Also, the elimination or mitigation of problems along the roadway edge such as deteriorated pavement, drainage grates, chuckholes, and debris, as well as traffic control devices, are considered where bikeway facilities are initiated.

7. STANDARDIZATION OF SIGNS AND STRIPING
The California Traffic Control Devices Committee is the group responsible for reviewing and making recommendations concerning traffic signing and striping to the California Transportation Department. Figure 4, page14 shows the recommended striping and signing for bikeways within the roadway section. To achieve Statewide standardization, it is essential that bikeways conform to these recommendations as closely as possible.

This Statewide program of providing standard highway markings plays an important part in enhancing the safety of users of the roadway system.

8. RESEARCH
The State and Federal Governments are conducting research programs which are evaluating various ways of handling bicycle traffic at intersections, signing and striping requirements for bikeways, new highway drainage devices and gratings, improvement of the vehicle itself, and accident prevention.

The local agencies continue to compile and evaluate accident statistics and transportation data in an attempt to pinpoint locations where remedial measures are needed to make bicycling safer, and to determine where this mode of transportation may be effectively utilized within this County.

These research efforts will eventually improve bicycle transportation by providing safe, efficient facilities and equipment for the user.

9. EVALUATION SUMMARY
These programs, taken together, will eventually achieve a regional bicycle transportation system in this County. Together, they comprise a program of action which has already been set in motion to solve the bicycle transportation problems of this County. Other action programs are needed, however, to aid and abet this effort. These additional programs are contained in the following section.

C. Action Programs
The Plan of Bikeways action programs consist of all the existing programs discussed and evaluated in the preceding section of this Sub-element. These action programs are summarized below.

1. Continue to fund and implement the bikeways, education and enforcement programs outlined in this Plan.

2. Continue to review, plan, and interface closely with all agencies in this County to provide additional bikeways and bicycle educational programs.

3. Solicit and procure all available funds to construct additional bicycle facilities, initiate safety programs and upgrade enforcement programs.

4. Enact changes in the Building Codes and Land Division Ordinances to ensure that additional bikeways and bicycle support facilities are provided in conjunction with new construction.

5. Encourage private developments to provide racks, lockers, or other bike security devices at apartments, shopping centers, parking lots, and office buildings.

6. Continue to maintain the facilities provided, and to evaluate the need for additional road widenings, signals or other traffic control devices and educational and enforcement programs to enhance bicycle travel and safety.

7. Endorse the State and Federal efforts, and encourage them to continue to investigate all aspects of bicycle safety, and to continue their efforts in standardizing signs, striping, laws, and criteria for the development of bikeways.

Other actions that should be undertaken to further improve bicycle transportation in this County are as follows:

8. Recommend that all law enforcement agencies and the Courts in this County adopt uniform procedures in handling bicyclists who violate the provisions of the Vehicle Code.

9. Recommend that the local governments adopt uniform ordinances relating to bicycle facilities.

10. Initiate a comprehensive bicycle registration and recovery of stolen bicycles program and encourage all other jurisdictions to adopt a similar program.

11. Recommend that all the educational institutions initiate bicycle safety programs patterned after the recommendations of the California Traffic Safety Education Task Force and the SCR 47 Bicycle Committee.

12. Initiate a program of providing bicycle racks, lockers, or other security facilities at all County-operated facilities and encourage the other jurisdictions to initiate similar programs.

13. Fund additional bikeway projects annually and actively seek additional funds from Federal, State and regional sources to accelerate the bikeways construction program.

D. Use of the Plan of Bikeways

The Plan of Bikeways will serve as an advisory tool for County decision-makers, the Board of Supervisors, and the various Department heads, as well as other private and governmental agencies. It will also serve as a guide in implementing and funding regional bicycle facilities. The Sub-element will serve as a device to achieve a consistent course of action in developing an integrated network of bikeways to serve the bicycle transportation needs in this County.

E. Conclusion

The establishment of a safe network of bicycle facilities to serve all segments of the population is the primary purpose of this Sub-element. The accomplishment of this goal is dependent upon the willing coordination and cooperation of citizens, all levels of government, and private enterprise. In this era of energy shortages, air and noise pollution, and rising costs, the bicycle offers a viable, quiet, economical non-polluting alternative to the automobile, especially for the short trip of from 3 to 7 miles. The staged implementation of the 1,501 miles of routes shown in this Plan will greatly encourage the use of the bicycle as an alternative mode of transportation.

Footnotes

1. State of California Department of Transportation, *Bikeway Feasibility Study January 1975 in Portions of Los Angeles and Ventura Counties,* Sacramento, California (December 1974) pg. 3.
2. State of California Department of Transportation, *Design Manual Section 7-1000, Bike Routes,* Sacramento, California (August 1, 1974) paragraph 7-1000.1.
3. State of California Vehicle Code Division 11, Chapter 1, Article 4, Section 21200, *Laws Applicable to Bicycle Use – Bicycle Defined.*
4. Los Angeles County Road Department, *Highway Mileage and Population by Supervisorial District* (January 1973) and Information Supplied by the California Department of Transportation District 7 Office.
5. Information supplied by the Los Angeles County Flood Control District (April 1975).
6. Los Angeles County Regional Planning Department, *County of Los Angeles Noise Element (Proposed),* Los Angeles, California (October 1974) pg. 9.
7. Information supplied by Bicycle Sales Staff of Various Manufacturers.
8. State of California Department of Transportation, *SCR 47 Statewide Bicycle Committee Final Report,* Sacramento, California (February 1975) pg. 1.
9. Federal Department of Transportation, *Bikeways State of the Art 1974,* Washington, D. C. (July 1974) pg. 4.
10. Los Angeles County Road Department, *Bicycle Accident – Safety Report,* Los Angeles, California (September 1974) pg. 1.
11. *Ibid.,* pg. 4.
12. *Ibid.,* pg. 5.
13. Insurance Institute for Highway Safety, *Major Bicycle Study,* Washington, D. C. (December 10, 1974), pg. 1.
14. Bicycle Accident–Safety Report, Op. cit., pg. 6.
15. Institute of Transportation and Traffic Engineering, *Bikeway Planning Criteria and Guidelines* (prepared for State of California Transportation Agency), Los Angeles, California (April 1972) pp. 23-26.
16. SCR 47 Statewide Bicycle Committee Final Report, op. cit., pg. 17.
17. *Ibid.,* pp. 17-19.
18. *Ibid.,* pg. 6.
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For information concerning the Plan of Bikeways, a sub-element of the Transportation Element, contact the Los Angeles County Road Department, Planning Division, 1540 Alcazar Street, Los Angeles, California 90033, Telephone (213) 226-8301.

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COMMUNITY RELATIONS SECTION 13
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TO:

3RD CLASS MAIL

COUNTY OF LOS ANGELES

GENERAL PLAN

WATER AND WASTE MANAGEMENT ELEMENT

WATER AND WASTE MANAGEMENT ELEMENT

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INTRODUCTION

The Water and Waste Management Element describes present systems for water supply and distribution, flood protection, water conservation, sewerage, water reclamation, and solid-waste disposal and sets forth County policy on these systems. As a resource, water is discussed in the Conservation and Open Space Element.

Population growth in Los Angeles County is supported by an extensive infrastructure of water and waste management services. The extension of these services can contribute to the desired pattern of urban development; their absence in areas where the cost of extension of services is prohibitive can deter urban development. Thus, although the Element should not be construed as binding on cities, planning for water and waste management should be integrated with and guided by countywide growth and land use plans.

As a result of many years of advance planning, Los Angeles County has fewer problems than other parts of the country and is served by excellent water, sewerage, solid waste, and flood protection systems. Thus, the Element can focus on the need for resource recovery and for the protection and conservation of resources.

BACKGROUND

WATER SUPPLY AND DISTRIBUTION

Most water for the Los Angeles Basin, an area that encompasses the coastal plain and the San Gabriel and San Fernando Valleys, is imported. One-third of the water used in the Basin comes from local ground water and runoff including water from the Angeles National Forest watershed.(1)

Three public agencies import water into Los Angeles County: the Los Angeles City Department of Water and Power (DWP), which imports water from the Owens Valley and Mono Basin; the Metropolitan Water District of Southern California (MWD), which imports water from the Colorado River; and the California State Department of Water Resources (DWR), which imports water from Northern California. The aqueducts used to import water into the County are shown on Figure 6.1. The three importing agencies share responsibility for the wholesale distribution of water with 13 other public and private water agencies. Some of these wholesale distributors share pumping rights to local ground water with the 228 retail water agencies in the County.(2) Table 6.1 shows the number of the various types of water purveyors and the general areas they serve.

MWD has estimated that the water supply for the District will be adequate for the population anticipated in the year 2000. The projection assumes that 1) water will continue to be imported from the Owens Valley; 2) water will continue to be imported from the Colorado River, although at less than half the rate which is currently available; 3) supplies of surface and ground water will remain at their present levels; 4) the State Water Project will continue to meet its contractual obligation to the MWD; 5) water conservation will continue; 6) reuse of reclaimed wastewater will expand; and, 7) additional water will be stored by MWD in underground basins for later use in dry periods.(3)

FIGURE 6.1

source:
Metropolitan Water District of Southern California

TABLE 6.1

WATER PURVEYORS IN LOS ANGELES COUNTY

August 1980

Agencies	Islands	North County	South County	Total County
Importation Agencies	--	--	--	3*
Wholesale Water Agencies,				
Public and Private	--	4	9	13
Retail Water Agencies				
City Water Departments	--	--	41	41*
Retail Agencies, Public	--	7	16	23
County Waterworks Districts	--	10	8	18
Private Utility Companies	1	5	28	34
Mutual Water Companies	--	38	74	112
TOTAL	1	64	176	243*

Source: Metropolitan Water District of Southern California.

However, the Metropolitan Water District has indicated that the adequacy of water supplies for Southern California by the year 2000 is clouded by a number of factors, including: 1) uncertainties about the timing and level of deliveries of water from the State Water Project, caused by delays in constructing the Peripheral Canal and other facilities necessary to complete the State Water Project; 2) possible decrease in allowed water importation by the City of Los Angeles from Mono Basin and the Owens Valley; 3) uncertainty over the amount of water that will be allocated upon resolution of Indian tribal demands for Colorado River water; and, 4) increased costs and possible inadequacy of energy supplies needed to pump and transport imported water.(4)

*DWP is both an Importation Agency and a Retail Water Agency; accordingly, the total number of agencies is 243.

Thus, it is prudent to develop programs to reduce the County's dependence on imported water. Contracts were signed in 1978 for additional water reclamation feasibility studies, which would include studies of potential users and the impact of reclaimed water on the environment. Water suppliers, including the Metropolitan Water District, will provide at least a part of the $4,000,000 required for the 3-year program. The product will be a coordinated plan for expanding the use of reclaimed water. Implementation of this Plan, together with programs for water conservation and replenishing groundwater basins, will better prepare the County to face future droughts and to survive the disruption of water importation which might be caused by earthquakes or other disasters.

Water must be conserved by consumers to reduce the demand for this vital resource. In addition, the source of the local water supply, the watershed of the National Forests, must be protected against pollution.

While generally very high, the quality of water in Los Angeles County varies widely, especially in mineral content. Some problems are caused by salt water intrusion and mineral buildup in underground storage basins. Local deficiencies in the water supply and distribution system have occasionally caused quality and pressure problems in limited areas only.

Fire-flow pressure in some areas where systems were constructed before 1960 is inadequate to readily extinguish structural fires. Fire insurance ratings in these areas are affected, and premiums may increase. The inadequate pressure is often the result of aging or undersized water facilities that should be replaced or enlarged. Systems in these areas can become overloaded when low density land uses are replaced with higher density uses. Before such use intensification takes place, water supply systems should be evaluated and improved if necessary.

With regard to water quality and land-use planning, Section 208 of the Federal Water Pollution Control Act (Public Law 92-500) provides for comprehensive regional programs that will consider all sources of water pollution. The program has helped coordinate local land use planning with water quality planning. Los Angeles County has accumulated data and submitted recommendations regarding the Los Angeles County Subregion to the Southern California Association of Governments (SCAG), which has been designated the "208" regional agency for much of Southern California, including most of Los Angeles County. The California State Water Resources Control Board has been designated the "208" regional agency for the rural and desert areas of the State including the Antelope Valley in northern Los Angeles County. The goal of the "208" program is to make all waters in the nation safe for fishing and swimming by 1983.

FLOOD CONTROL AND AQUIFER REPLENISHMENT

The Los Angeles County Flood Control District includes all of the County except San Clemente and Santa Catalina Islands and a section of the Antelope Valley. Since its inception following a flood in 1914, the District has been responsible for the protection of life and property from storm water damage and for the conservation of storm waters for subsequent use. More recently, the protection of water quality has been an increasing responsibility.

Flooding has been almost eliminated in the District by the installation of flood control channels, storm drains, dams, debris basins, and pumping plants. The present system has been constructed over the past 50 years by the District, the United States Army Corps of Engineers, other federal agencies, the cities in the District, and private developers. The two main drainage systems, The Los Angeles River and the San Gabriel

River-Rio Hondo systems, are channelized from dams and debris basins in the foothills to outlets in the Los Angeles and Long Beach harbors. Storm drains carry storm water from streets to the flood channels. The Los Angeles County Flood Control District impounds storm water in flood control basins for later release to downstream water spreading grounds, where water percolates through porous soils to replenish ground water supplies. The District is also responsible for spreading the water purchased by member agencies of the Metropolitan Water District for ground water replenishment. This responsibility was assigned in the State legislation that created the District.

The District takes an active role in protecting ground water quality. In the West Coast Basin, Dominguez Gap, and Alamitos Barrier projects, water is injected into aquifers to prevent seawater intrusion.

In cooperation with other County departments, the District is also active in a study of flood plain management as part of the Federal Flood Insurance Program.

The District recognizes the growing concern for the environment with current emphasis placed on preventing problems rather than constructing solutions. Proposed drainage projects are now evaluated for their environmental impacts well before their engineering design or budgeting.

Flood control facilities generate two problems. These are the elimination of riparian habitats and the deposit of storm sediments. The construction and existence of concrete channels eliminate any potential for a riparian habitat; in addition, the visual impact is usually not as pleasing as the natural channel.

Storm sediments that accumulate in debris basins and reservoirs are difficult and expensive to dispose of. Sediments are usually disposed of in nearby canyons, thereby changing the rugged

terrain into level, terraced areas (which are suitable for open recreational uses).

The District is investigating methods of reducing the volume of accumulated silt and debris and of lowering disposal costs. Disposal methods under consideration include, but are not limited to, moving silt upstream or downstream as slurry in pipelines and transporting it in trucks or on conveyor belts during the dry season.

A related environmental problem is that of sand erosion along the beaches. The problem has two possible causes: The responsibility may lie with man made harbors, groins and breakwaters, or it may lie with the paving of natural storm channels and the construction of upstream dams, which inhibit the movement of sand downstream. Caltech and Scripps-La Jolla have undertaken a study to investigate this problem (other sponsors, representing most coastline jurisdictions, are now participating in the study). The analysis complements ongoing studies by the County Engineer-Facilities. Sand movement resulting from tidal action can now be predicted.(5)

SEWERAGE AND WATER RECLAMATION SYSTEMS*

Sewage disposal and waste water reclamation services in Los Angeles County are provided by 29 sanitation systems distributed throughout the County: the City of Los Angeles has 2 sewerage systems; 24 County sanitation districts are active, 15 of which have combined to form the Joint Outfall System; and 3 independent water agencies also operate sewerage systems.

Water reclamation, from sewage, may include as many as three stages of treatment, each of which separates the sewage into

*Sewage flows through sewers. Sewerage refers to the network of sewers and may include plants for treatment and water reclamation.

two components: 1) an effluent or liquid; and, 2) sludge or solids. Primary treatment screens out most of the solids found in raw sewage. Secondary treatment of primary effluent is a biochemical action which includes the extraction of additional solids and produces a higher quality chlorinated effluent. Tertiary treatment is an additional step in the treatment process producing a highly clarified quality water and usually includes at least two different filters and additional chlorination.

In the central area, two major sewerage systems and one minor sewerage system serve the Los Angeles basin. The County Sanitation Districts of Los Angeles County operate a major sewerage system in the San Gabriel River drainage area. This system, the Joint Outfall System, extends from Pomona and Pasadena through Whittier to Long Beach and then to the Joint Water Pollution Control Plant in Carson. Five upstream water reclamation plants reclaim 85 million gallons per day (mgd) of water from sewage. The concentrated sludge is discharged back into the sewer system and transported to the Joint Water Pollution Control Plant at Carson for final treatment and disposal. The upstream plants provide secondary treatment and are being upgraded to provide tertiary treatment.(6)

The City of Los Angeles, in conjunction with other cities, owns and operates a sewerage system in the upper Los Angeles River, the San Fernando Valley, and the Ballona Creek drainage areas. Sewage is treated at plants in Burbank and near Griffith Park and at the Hyperion Treatment Plant at Imperial Highway and the Santa Monica Bay. The upstream plants treat more than 26 mgd of sewage and reclaim over 10 mgd of water for reuse. In the future, these plants will reclaim nearly 30 mgd.

In the harbor area, a community-sized system serves Wilmington, San Pedro, and Terminal Island. The treatment plant is on Terminal Island. The outfall, which now discharges into Los Angeles Harbor, is being extended beyond the breakwater.

In the peripheral area, Crescenta Valley is served by three small sanitation agencies: the Crescenta Valley County Water District, which operates the small Wiley Reclamation Plant (secondary treatment); County Sanitation District 28, which operates the La Canada Water Reclamation Plant (secondary) and supplies reclaimed water to irrigate the nearby golf course; and County Sanitation District 34, which was recently voted into existence by the residents of La Canada-Flintridge, an area presently unsewered.

The Santa Monica Mountains area is served by the Las Virgenes Municipal Water District. Secondary treatment is provided at the Tapia Park Water Reclamation Plant, which serves the Ventura Freeway corridor and the northern slope of the Santa Monica Mountains. Although coastal Malibu is not sewered, County Sanitation District 33 was formed to serve the area if approved by a majority vote of the residents. Southern Topanga Canyon is served by County Sanitation District 29, which discharges sewage into the Los Angeles City system for treatment at the Hyperion facility.

Santa Clarita Valley is served by two community sewerage systems: County Sanitation District 26, serving Saugus and Canyon Country, and County Sanitation District 32, serving Newhall and Valencia. Each system has a water reclamation plant. The treated effluent is used for ground water recharge. District 26 also accepts sewage from the trunk sewers of the Newhall County Water District for treatment at the Saugus plant.

Antelope Valley has two community sewerage systems: County Sanitation District 14, serving Lancaster and Quartz Hill, and County Sanitation District 20, serving the Palmdale area. Each has its own oxidation pond type of secondary treatment plant. District 14 provides advanced or tertiary treatment for 0.5 mgd of reclaimed water, which is piped to Apollo County Park for the three recreational lakes there (this development was made possible by a grant under the State-financed Davis-Grunsky Act).(7) District

20 provides some treated effluent for agricultural use. Both districts make effective use of oxidation ponds for treatment and effluent disposal in this dry, high desert.

Approximately 300,000 residents of the County live in dwellings not connected to sanitary sewers.(8) In general, these dwellings are in non-urban areas and have septic tanks and leach lines in lieu of sewers. These disposal methods are satisfactory if the tanks are properly designed, constructed, maintained, and are pumped regularly; the soil composition permits percolation of the effluent; and the tanks and leach lines are far enough away from ground water supplies to avoid pollution.

In some unsewered areas, additional growth could cause health hazards. To prevent this problem, several alternatives are available. These include: 1) proper design, construction, and maintenance of septic tanks and leach lines by individuals; 2) septic tank maintenance districts; 3) neighborhood treatment facilities operated by competent professionals; and, 4) connection to sewers. The selection of an alternative for an area will depend on the long-range land use projections for that area; the economic capability of the area to fund major capital improvements; and the geological composition of the land.

A major problem facing the sanitation agencies in the coastal basin is compliance with the Environmental Protection Agency (EPA) requirement for a clean (at least secondary treatment) effluent and with no sludge discharge to the ocean. The original deadline of July 1, 1977, was partially met by the Los Angeles City facilities at Hyperion and Terminal Island, and the County Sanitation Districts' plant at Carson. Work has begun to upgrade the Joint Water Pollution Control Plant at Carson to provide partial secondary treatment and is due to be completed in 1983. Currently sludge from this facility is being hauled by truck to a sanitary landfill.

It should be noted that requirements and deadlines for compliance could change. Studies under the 208 program may either lead to new and stronger restrictions or may warrant a relaxation of requirements. Public Law 95-217 (which amends PL 92-500, the Federal Water Pollution Control Act) permits waivers on ocean discharge.

The Los Angeles County Sanitation Districts, the City of Los Angeles, the Orange County Sanitation Districts, the California State Water Resources Control Board, and the EPA are participating in the Los Angeles/Orange County Metropolitan Area (LA/OMA) Regional Waste Water Solids Management Program. The study portion of the Program is an analysis of methods of sludge disposal including ocean discharge.

The City of Los Angeles has obtained extensions on the EPA deadlines for sludge disposal and secondary treatment of effluent. Under the terms of a consent decree, the City is allowed to continue discharge of sludge to the ocean until 1985. The City also applied for a waiver from the EPA regulations for full secondary treatment.

As the population increases and industrialization continues, the volume of liquid waste will continue to increase (unless otherwise restrained, as it was through water conservation during the 1977 drought). The disposal of such waste is necessary to prevent the deterioration of the urban environment and the quality of our lives. As the quality of the effluent from treatment is improved, more reclaimed water will be available for beneficial uses such as landscape and agricultural irrigation, industrial cooling, and ground water replenishment. At present, 17 treatment plants reclaim 143 mgd of water from sewage. However, an additional 667 mgd of reclaimed water is not reused.(9) Assuming that the Carson and Hyperion plants are upgraded to meet current state and federal standards, markets and additional spreading grounds for safe filtration to the aquifer must be found.

The use of treated effluent in place of imported potable water complements water conservation strategies. When current contracts between water importation agencies and their electrical suppliers expire, energy costs to import water will rise sharply. As costs of potable water rise to reflect energy costs, the use of effluent will become economically more feasible, and the demand for imported water will be reduced. A larger amount of the imported water can then be used for ground water replenishment as a reserve against future droughts.

INDUSTRIAL AND SOLID WASTE DISPOSAL

Solid waste disposal in Los Angeles County involves essentially two operations: collection and hauling, and disposal. By volume over 90 percent of industrial refuse collected, 72 percent of commercial refuse collected, and 40 percent of residential refuse collected is taken up by the many private hauling contractors in the County. The rest is collected by city departments and garbage districts. There are about 800 refuse-hauling contractors in Los Angeles County, operating approximately 2,000 vehicles.(10)

Historically, solid-waste disposal has involved land. Over the years, the town dump has been replaced by the sanitary landfill, where each day's deposits are compacted and covered with earth. The many small disposal sites have been replaced by large privately and publicly owned sites operated by individuals, cities or County sanitation districts. Increased landfill capacity became necessary after 1957, when residential incinerators were banned to reduce air pollution. The existing landfill sites were unable to accommodate the increased volume of refuse. Accordingly, the County Sanitation Districts established landfill operations. In Los Angeles County, there were, in 1979, 20 major landfill sites and approximately 20 minor sites. Many of these sites will be closed by the end of 1980. The fill capacity of the remainder will be severely depleted by the year 2000.(11)

Refuse that goes into landfills comes from three main sources: households contribute 41 percent; construction and demolition industries, 31 percent; and commercial, industrial, and all other sources, 28 percent.

There are four types of disposal facilities for solid waste. At transfer stations, refuse is transferred from the collection truck to another means of conveyance. Class I landfills accept non-radioactive liquid and hazardous waste (Group 1 wastes). Class II landfills accept the largest amount of waste, including non-hazardous liquid waste (Group 2 wastes). Class III landfills are the most restrictive and will accept only inert materials (Group 3 wastes). Group 3 materials are accepted in Class II facilities, and Group 2 and Group 3 materials are accepted at Class I sites.

There were only three Class I landfills operating in 1979 in the County and all three may be filled by 2000.(12) Although the shortage of Class I landfill is critical, the major solid waste problem in the County is the shortage of Class II facilities. It is possible that permits for existing landfills may not be renewed; in such an event all landfill capacity would be depleted by the year 2000 (see Table 6.2).

Landfills often alter the environment, and public acceptance of landfill sites is a growing problem. When a landfill or its access route is adjacent to a residential development, problems arise because of heavy truck traffic, blowing refuse, dust, noise, unpleasant odors, the hazards of methane gas and other health and safety concerns. Other problems are caused by the replacement of the many scattered sites with fewer, larger sites. When refuse must be hauled longer distances, expenses are higher, vehicular emissions increase, and more refuse transfer stations are needed. Greater consideration must also be paid to the safety of hauling hazardous wastes. Because of the shortage of landfill sites and

TABLE 6.2

QUANTITIES OF WASTE RECEIVED AT MAJOR CLASS I AND II LANDFILLS IN LOS ANGELES COUNTY 1979 - 80

		QUANTITIES RECEIVED (tons/yr)[1]							
		SOLID WASTE							
Landfill Name	Class	Group 2 Waste	Group 3 Waste	Total	Liquid Waste[2]	Hazardous Liquid Waste[3]	Total Waste	Estimated Remaining Capacity Millions of Tons	Estimated Life In Years
Palos Verdes Landfill	I	1,214,300	123,900	1,338,200	118,300	(99,000)	1,456,500	0	[5]
Spadra Landfill	II	250,800	38,100	294,900	2,800		297,700	4	15 [4]
Mission Canyon Landfill	II	1,201,600	363,100	1,564,700	–		1,564,700	18.7	12
Scholl Canyon Landfill	II	660,600	58,300	718,900	–		718,900	25	40
Calabasas Landfill	I	496,300	54,400	550,700	86,000	(67,000)	636,700	18	30 [4]
Puente Hills Landfill	II	2,115,300	38,600	2,153,900	73,500		2,227,400	110	40 [4]
Toyon Canyon Landfill	II	436,200	259,900	696,100	–		696,100	1	1.5
Lopez Canyon Landfill	II	345,000	112,300	457,300	–		457,300	15	25
Burbank City Landfill	II	52,200	3,800	56,000	–		56,000	.56	10
City of Whittier Landfill	II	100,000	15,000	115,000	–		115,000	5.7	50
North Valley Landfill	II	161,400	278,000	439,400	–		439,400	40	40 [4]
Bradley Avenue Dump	II	13,600	157,700	171,300	–		171,300	7.0	20
Penrose Pit	II	160,400	364,000	524,400	–		524,400	0.5	2
Azusa Western	II	471,700	58,300	530,000	–		530,000	3.8	14
BKK Landfill	I	928,300	9,000	937,300	450,500	(275,700)	1,387,800	65	50 [4]
Operating Industries Landfill	II	522,000	18,000	540,000	171,000		711,000	2.5	4
Ascon	II	140,400	5,400	145,800	44,300		190,100	0.2	[5]
Harbor Dump	II	18,700	17,900	36,600	–		36,600	0	[5]
Chiquita Canyon	II	78,800	–	78,800	–		78,800	unk	35
Antelope Valley Public Dump	II	48,800	13,400	66,200	–		66,200	unk	15
Lancaster Dump	II	50,600	15,600	66,200	–		66,200	1.8	15
TOTAL		9,473,000	2,004,700	11,481,700	946,400	(441,700[3])	12,428,100	319.86	

[1] Tonnage for period 1 July 1979 through 30 June 1980.

[2] For the Class I landfills tonnage shown includes a small amount of solid Group I waste.

[3] Included in "Liquid Waste" quantities.

[4] Requires additional land use permits to utilize full capacity.

[5] Less than 1 year.

SOURCES: County Engineer-Facilities
County Sanitation Districts
Report on Determination of Solid Waste Quantities in Los Angeles County Wastesheds, Prepared for County Engineer-Facilities by Engineering-Science Consultants, October 1980.

the environmental problems created by the sites, ways of reducing the volume of waste and alternatives to landfilling must be found.

The economics of waste disposal faculty siting, however, should never outweigh public health, safety and welfare. As Class I waste disposal is a potential threat to public health, safety and welfare, technological studies for reducing waste volume and handling toxics safely demand immediate attention.

Recycling has been suggested as a way of reducing the volume of solid waste. Government and private enterprise are seeking economical methods for separating and recycling reusable materials such as paper, glass, plastic, aluminum, and tin. Salvageable materials might be segregated from other refuse at the source--the home, business, or industry. Since 1977 the City of Downey has been engaged in a prototype operation of segregating materials for recycling.

Converting waste to energy may be another way of reducing the volume of solid waste. A number of resource-recovery facilities throughout the nation are in various stages of planning, design, or construction. A few are in prototype operation; some anticipate full operational status shortly; others have failed to operate reliably to date. The County sanitation districts are monitoring the design and operation of these facilities closely. None of the systems presently in full operation can meet the stringent air quality standards of the Los Angeles basin. Open ponds as a liquid waste disposal technique should not be allowed until their effects on air quality are studied and measured. Evaporation of liquid waste from open ponds may degrade air quality.

Two resource-recovery facilities have been proposed for Los Angeles County. The County Sanitation Districts have applied for grant funding for a water-wall incinerator to be constructed in the vicinity of Long Beach. The system will convert 900 tons of refuse per day to steam to be sold to nearby industries, or

employed onsite in the generation of electricity, with regional low quality steam, then sold to secondary users. The system is designed to meet all applicable air quality standards. The other proposed resource recovery facility, the Watson Energy System, will be privately owned. It will be similar in design and operation to the Long Beach facility. No dates have been set for the pilot operation of either plant.

Other methods for efficient refuse disposal such as composting, pyrolosis, and ocean disposal have also been considered. However, due to the time required for engineering, funding and evaluating the impact on the environment, sanitary landfills will continue to be the major means of solid waste disposal for at least ten more years as reported by the Los Angeles County Sanitation Districts. (13) The long range solution will involve recycling, resource recovery and elimination of waste production at the source. The new technologies will not completely eliminate the need for landfill, but the rate at which landfill capacity is consumed will be diminished.

Methane gas, generated through biological digestion of solid waste in landfills and in sewage treatment plants, can and is being recovered. At two City of Los Angeles sites, the gas is used to generate the electricity used at the site. The completed portions of the Palos Verdes landfill are presently producing sufficient gas to satisfy the needs of 2,500 customers of Southern California Gas Company. This pilot operation will be expanded in the future.

The need for future transfer station sites will be lessened by the emphasis of the Plan on resource recovery. The general areas most suitable for future transfer stations are located within incorporated cities, and are subject to their land use control regulations. In addition, unlike landfills, transfer stations can generally be located in a wide variety of industrial areas that are accessible to transportation facilities. They do not

permanently alter the nature of the ground and can, therefore, be replaced by other uses if they are no longer needed. Accordingly, the Plan does not attempt to delineate specific locations for future transfer stations.

The California Solid Waste Management and Resource Recovery Act of 1972 (SB 5) necessitated a study of the County's solid-waste management program. The County Engineer-Facilities, at the direction of the Board of Supervisors and with other local agencies, prepared the Los Angeles County Solid Waste Management Plan (CoSWMP) dated October, 1977. This plan is scheduled for updating in 1981. State law requires that a County Solid Waste Management Plan be compatible with its General Plan. In updating the CoSWMP, land use suitability and compatibility with surrounding land uses will be a major consideration.

In adopting the plan, the Board of Supervisors created the Los Angeles County Solid Waste Management Committee, which includes representatives from the public, industry, and government. Citizens now wish a greater role in developing and updating the CoSWMP. The Committee will review, for conformity with the CoSWMP, sites for new landfills to replace facilities that are filled to capacity. The Committee will forward to the California State Solid Waste Management Board recommendations for future permits for transfer stations, and recycling and resource recovery centers.

OBJECTIVES

The objectives of the Water and Waste Management Element are:

- To mitigate hazards and avoid adverse impacts in providing water and waste services and to protect the health and safety of all residents.

- To develop improved systems of resource use, recovery, and reuse.

- To provide efficient water and waste management services.

- To maintain the high quality of our coastal, surface, and ground waters.

NEEDS AND POLICIES

POLICY STATEMENTS

Improve Service Efficiency

There are approximately 1,000 agencies, public and private, involved in providing water and waste services in the County. Service efficiency has suffered because of a lack of effective coordination among these agencies, especially between the public and private sectors, overlapping operating standards imposed by at least seven agencies, and a lack of uniform criteria and performance standards for evaluating the services and facilities provided.

POLICY

1. Increase service efficiencies, both within individual agencies and among agencies performing similar functions, while striving to reduce costs.

2. Improve coordination among operating agencies of all water and waste management systems.

3. Encourage private firms and public agencies providing water and waste management services to cooperate with all levels of government in establishing, enacting, and enforcing consistent standards and criteria.

4. Encourage compatible, multiple use of water and waste management facilities, including public recreational utilization, where consistent with their original purpose and the maintenance of water quality.

5. Cooperate with federal, State, regional, and local agencies to develop and implement new technologies in water and waste management while continuing existing methods until new alternatives are economically feasible.

Reduce Service Deficiencies

Major deficiencies include the lack of water in aquifers and the shortage of solid waste landfill capacity. Technological advancements may reduce reliance on landfills.

POLICY

6. Increase storage of potable water in underground aquifers through greater use of spreading grounds.

7. Protect the capacity of Class I landfills by restricting their acceptance of nonhazardous wastes.

8. Promote solid waste technology, including source reduction, to reduce dependence on sanitary landfills.

9. Promote the advancement of technology to reduce the volume of liquid waste.

10. Accelerate the implementation of advanced technological methods for waste disposal, and expand the countywide capacity of sanitary landfills only as justified by need.

11. Explore immediately user cooperation with federal and state agencies for use of public lands for waste disposal.

12. Ensure the location, acquisition, and development of landfill sites which meet the environmental and siting criteria for hazardous liquid and solid wastes.

Relate Expansion of Service to Demonstrated Need

The extension of services and the development of related facilities should not create an undue burden upon existing development or induce growth inconsistent with the General Plan.

POLICY

13. Program water and sewer service extensions to be consistent with General Plan policies and to mitigate situations that pose immediate health and safety hazards.

14. Continue to recover off-site costs for capital improvements necessitated by development, including required additional plant capacity, as well as other water and waste management facilities.

Reduce Detrimental Impacts on Natural and Man Made Environments

Adverse effects on the natural, social and man-made environment arising from water and waste management development must be anticipated and mitigated where they cannot be avoided.

POLICY

15. Require an independent geologic study for all Class I disposal applications.

16. Prohibit the degradation of air quality by requiring the mitigation of emissions from waste disposal sites.

17. Protect public health and prevent pollution of ground water through the use of whatever alternative is necessary.

18. Provide protection for ground water recharge areas to ensure water quality and quantity.

19. Avoid or mitigate threats to pollution of the ocean, drainage ways, lakes, and ground water reserves.

20. Design flood control facilities to minimize alteration of natural stream channels.

21. Design and construct new water and waste management facilities to maintain or protect existing riparian habitats.

22. Design water and waste management systems which enhance the appearance of the neighborhoods in which they are located and minimize negative environmental impacts.

Promote Conservation, Recycling, and Reuse

The recycling of wastes and the conversion of waste to energy will reduce the need for sanitary landfill capacity. Water conservation and reclamation and the restoration of aquifers would help reduce the County's dependence on imported water.

POLICY

23. Facilitate the recycling of wastes such as metal, glass, paper, and textiles.

24. Use technology for the conversion of waste to energy.

25. Encourage development and application of water conservation, including recovery and reuse of storm and waste water.

POLICY MAPS

INTRODUCTION

The Water and Waste Management Element policy maps (to be found in the pocket at the back of the Plan) are graphic extensions of written policy. These maps will serve the County and other levels of government as guides in the provision and capital improvement programming of water and waste management services.

The extension of water and waste management systems must be consistent with development programs of the other Plan elements. In consideration of the substantial investment required for the installation of underground service systems, economy dictates that initial design should be for a population at least equal to that projected in the Plan for the year 2000.

WATER SERVICE POLICY MAP

Background items include water importation lines (Metropolitan Water District, Los Angeles City Department of Water and Power, and the State Water Project), major transmission lines (diameter of 30 inches or greater), water treatment (not including water reclamation) plants, and lakes and reservoirs. In addition, water spreading grounds and water injection barrier projects (to halt intrusion of salt water into basin aquifers) are shown.

The legend also describes proposed importation and transmission lines, and areas needing additional service. Areas designated for recycle or infilling in the General Goals and Policies Chapter may require service upgrading based upon the comparative water dependence of existing and proposed uses.

The sources for this map include the Los Angeles County Flood Control District, the County Engineer-Facilities "630" map series and analysis of existing water service.

FLOOD PROTECTION POLICY MAP

This policy map depicts the extensive existing system that protects persons and property in the Los Angeles River and the San Gabriel River-Rio Hondo drainage basins.

The legend includes the existing major channelized flood control facilities, natural drainage courses, debris basins, flood control dams, as well as the Los Angeles County Flood Control District boundary. In addition, the map describes areas recommended for flood plain management as well as areas which may warrant channelized facilities. Upon completion of channels, surrounding areas previously designated as needing flood plain management should be reevaluated. Channelized facilities may be of concrete but the Plan recommends methods which avoid the alteration of natural stream channels.

Sources for this map are the County Engineer-Facilities "630" map series (based upon information derived from the County Flood Control District), and the historic inundation map for areas outside of the Flood Control District prepared by the County Engineer-Facilities. In addition, the draft Antelope Valley and the Santa Clarita Valley Areawide Plans were used as the basis for depicting proposals in the North County.

SEWERAGE SERVICE POLICY MAP

This policy map displays the sewer system within the County based upon trunk sewer data provided by the County Sanitation Districts and the Los Angeles City Sanitation Bureau as well as a sewer capacity map prepared by the County Engineer-Facilities.

Background data includes major trunk sewers and water reclamation plants. Proposed facilities are suggested as guides for capital improvement programming rather than as specific sites or alignments. These include plants for the reclamation of water from sewage as well as trunk sewers. Some of these may be subject to a majority vote of residents and the legislative governing body for the area to be served.

The legend also describes areas needing additional service in order to correct existing and anticipated health hazards and to serve potential new development. It appears that only localized system improvements will be necessary to accommodate the projected growth in urbanized areas.(14) Urban and non-urban areas currently using septic tanks may eventually require sewers or viable cost-effective alternatives including community sewers, septic tank maintenance districts, or onsite disposal equipment now in development and testing.

LOS ANGELES COUNTY SOLID WASTE MANAGEMENT PLAN MAP

This policy map enumerates existing transfer stations and landfill facilities. As one site fills, refuse collectors will move to other sites based upon economics and the proximity to their respective collection areas. Future transfer station sites have not been shown because they can be located in many industrial areas, and do not necessarily constitute long-term uses. The Map also approximates the location of a projected resource recovery facility.

Potential landfill sites were identified on the Map on the basis of their incorporation in the Los Angeles County Solid Waste Management Plan (CoSWMP), as adopted by the Board of Supervisors on October 25, 1977. A symbol reflecting the specific potential class of landfill has been affixed only where the text of the CoSWMP has indicated a class. Sites not specifically identified are shown as Potential Class II or III. Other potential sites

may exist. Intermediate or combination class sites will not be permitted and a site will be classified only Class I, Class II or Class III. Class I sites may accept Group 2 and 3 materials and Class II may accept Group 3 materials. No disposal site will be changed to a more hazardous class without conducting the same studies required for that higher level facility at a new site. The CoSWMP, by State law, must be reviewed and updated at not more than three year intervals. Sites may be added or deleted during such revisions.

These potential facilities have not been subject to extensive evaluation and analysis regarding possible impacts. It cannot be determined whether these sites are feasible until a thorough investigation of each site can be completed. A comprehensive geologic study of each site shall be required for the protection of water quality. All Class I facilities shall be located away from existing or potential residential areas. Class II and III facilities to be sited near existing or potential residential areas must be reviewed to consider the effects on the community before project approval.

The provisions of the Zoning Ordinance (Los Angeles County Ordinance No. 1494, as amended) are applicable in the unincorporated territories of the County. The Ordinance prohibits landfills or waste disposal facilities in Zones B-1, B-2, MPD, P-R, and SR-D. Subject to a Conditional Use Permit (CUP), the use may be permitted in all other zones. It is the intent that the Zoning Ordinance be reviewed as to the appropriateness of waste disposal facilities in certain zones and to establish specific review criteria, especially for Class I Landfills.

In considering a CUP application for a waste disposal facility, the Regional Planning Commission is guided by the technical expertise of agencies such as the County Engineer-Facilities, the County Flood Control District, and the County Health Department

as well as the Los Angeles Regional Water Quality Control Board, the State Air Resources Board, the South Coast Air Quality Management District, and others appropriate to the individual case. The criteria to be applied by the Commission in considering an application include the regional and local need for the specific waste disposal facility as well as the potential impacts the use will have upon the community. These impacts include but are not limited to noise, odor, visual, circulation/traffic, air and water quality, seismic safety and safety. Regional need should not outweigh the impact on the community. Potential hazards should be given greater consideration than the regional need.

In addition, it is appropriate for the Commission to consider the criteria of other federal, State and local agencies. An example would be the geological requirements of the California Administrative Code, summarized as follows:

Class I Landfill: Natural geological barriers must exist that would prevent hazardous liquids from percolating down to usable ground waters. Similar barriers must exist to prevent the runoff of hazardous wastes to surface water except that these barriers may be artificial. Protection for ground and surface waters must be for all time.

Class II Landfill: The geological requirements for Class II sites are similar to those for Class I. The principal differences are that the barriers may be artificial rather than natural, and surface waters are protected against the 100 year flood.

Class III Landfill: Location, construction and operation must prevent erosion of wastes.

The Commission must also conduct a public hearing which shall be in the community closest to the proposed site to receive testimony relating to the application. Following a public hearing, the Commission may approve the application subject to conditions regulating the landscaping, maintenance and operating hours as well as the regulation and mitigation of nuisance factors such as noise, smoke, dust, dirt, odors, gases, noxious matter and such other conditions as will allow the use in accordance with the General Plan.

Because of the special risks associated with Class I Landfills, extraordinary procedures are appropriate in considering approval of conditional use permits for such sites. Public hearings in the community closest to the proposed site will be conducted by the entire Commission rather than the Zoning Board. Moreover, in addition to the other criteria recited above, the Commission will be required to compare the proposed site with other available sites to meet the identified need.

After making such a comparison, the Commission must find that the proposed site is so removed from other development as to impose virtually no risk to the public health, safety and welfare.

If the Commission determines that the use is in conflict with the General Plan or that the use will adversely affect the public health, safety, or general welfare, the Commission shall deny the application.

In summary, five types of facilities are shown. These are: 1) Class I landfills, which will accept non-radioactive hazardous waste; 2) Class II landfills, accommodating the largest amounts of waste including non-hazardous liquid waste; 3) Class III landfills, the most restrictive, accepting inert materials only; 4) transfer stations where waste is

transferred from the collection vehicle to another conveyance; and 5) resource recovery facilities where, through such methods as incineration or pyrolosis, waste is converted to energy. Group 3 materials are accepted at Class II landfills and Group 2 and 3 materials are accepted at Class I sites.

WATER AND WASTE MANAGEMENT ELEMENT
FOOTNOTES

1. Los Angeles County Flood Control District, *Hydrologic Report* 1974-74, Los Angeles County, October 1976, page 5.

2. Los Angeles County Department of Regional Planning, Unpublished Report, Los Angeles County, 1977.

3. Conversation with Richard Clemmer, MWD, August 1980.

4. Ibid.

5. Various conversations with County Engineer, Coastal Engineering Section, 1977.

6. Sanitation Districts of Los Angeles County, *Draft EIS/EIR Joint Outfall System Facilities Plan,* April 1976, p. IV-5.

7. Sanitation Districts of Los Angeles County, *Project Report, District 14 Influent Pumping Plan Modification,* (Los Angeles, California) September, 1972, p. 9.

8. U.S. Bureau of Census, *1970 Census Tracts: Los Angeles-Long Beach SMA's PHC(1)-117 Part 2, Final Report,* U.S. Department of Commerce, USGPO, Washington, D.C., 1972.

9. The data used is a combination from two sources. These are:

   Sanitation Districts of Los Angeles County, *Draft EIS/EIR Joint Outfall System Facilities Plan,* April 1976, p. IV-5.

   U.S. Environmental Protection Agency, *Draft EIS City of Los Angeles Wastewater Treatment Facilities Plan,* San Francisco, California, September 1977, *Passim.*

10. Raymond P. Delrich, Executive Director of Greater Los Angeles Solid Waste Management Association, *Presentation for Work Group on Goals and Objectives,* County Solid Waste Management Plan, March 5, 1974.

11. Project Planning and Pollution Control Division, County Engineer, *Major Landfills, Los Angeles County,* April 15, 1974, *Passim.*

13. Sanitation Districts of Los Angeles County, *Mission Canyon Landfill Final Environmental Impact Report, Volume 1,* July 1980, page V-15.

14. Telephone conversations with County Sanitation Districts, 1977.

WATER AND WASTE MANAGEMENT ELEMENT
GLOSSARY*

ACTIVATED SLUDGE
Sludge that has been aerated and subjected to bacterial action, used to remove organic matter from sewage.

ACTIVATED SLUDGE PROCESS
The process of using biologically active sewage sludge to hasten breakdown of organic matter in raw sewage during secondary waste treatment.

ADVANCED WASTE TREATMENT
Waste water treatment beyond the secondary or biological state that includes removal of nutrients such as phosphorus and nitrogen and a high percentage of suspended solids. Advanced waste treatment, known as tertiary treatment, is the "polishing stage" of waste water treatment and produces a high quality effluent.

ANAEROBIC
Refers to life or processes that occur in the absence of oxygen.

AQUIFER
An underground bed of stratum of earth, gravel or porous stone that contains water.

AQUIFER RECHARGE
Return of water to the aquifer or natural underground storage.

BODY CONTACT WATER
Reclaimed water of purity sufficient to permit swimming but not for regular ingestion.

CHANNELIZATION
The straightening and deepening of streams to permit water to move faster, to reduce flooding or to drain marshy acreage for farming. Channelization reduces the organic waste assimilation capacity of the stream and may disturb fish breeding and destroy the stream's natural beauty.

CLASS I LANDFILLS
Landfills which will accept non-radioactive, hazardous solid and liquid waste.

CLASS II LANDFILLS
Landfills which will accept solid and non-hazardous liquid waste.

CLASS III LANDFILLS
Landfills which will accept inert materials only.

COMMUNITY SEWER
A sewerage system and treatment facility designed to serve a compact community without extensive trunk lines.

CURBSIDE SALVAGING
The removal of presorted recycleable materials by scavengers from the householder's overnight storage site at the curb.

DEBRIS BASINS
Dam areas used to filter debris from flood waters before water continues downstream.

DISSOLVED SOLIDS (TDS)
The total amount of dissolved material, organic and inorganic, contained in water or wastes. Excessive dissolved solids make water unpalatable for drinking and unsuitable for industrial uses.

DISTRIBUTION LINES
Pipelines used for distribution of water from transmission lines within the service area.

DRINKABLE QUALITY WATER
Water of sufficient purity that it may be drunk without hazard to health.

*Sources: **Common Environmental Terms: A Glossary,** compiled by Gloria J. Stoddard, U.S. Environmental Protection Agency, Washington, D.C., 1973, pp. 1-23; **A Primer on Waste Water Treatment,** U.S. Environmental Protection Agency, Washington, D.C., revised March 1971, pp. 24 and 25.

EFFLUENT
A discharge of pollutants into the environment, partially or completely treated or in its natural state. Generally used in regard to discharges into waters.

EVAPORATION PONDS
Shallow, artificial ponds where sewage sludge is pumped, permitted to dry and either removed or buried by more sludge.

GROUNDWATER
The supply of freshwater under the earth's surface in an aquifer or soil that forms a natural reservoir for man's use.

GROUNDWATER RECHARGE
See aquifer recharge.

GROUP 1 WASTE
Waste which consists of or contains toxic substances and substances which could significantly impair the quality of usable waters.

GROUP 2 WASTE
Waste which consists of or contains chemically or biologically decomposable material which does not include toxic substances nor those capable of significantly impairing the quality of usable waters.

GROUP 3 WASTE
Waste which consists entirely of nonwater soluble, nondecomposable inert solids.

INERT
Non-water soluble, non-decomposable solids having no active chemical properties.

INFRASTRUCTURE
The underlying installation and facilities on which the continuance and growth of a community depends, including water, sewerage and other utilities.

JWPCP
Joint Water Pollution Control Plant.

LEACH LINES
Subsurface lines for septic tank effluent percolation.

METHANE GAS
A colorless, non-poisonous, flammable organic gas recovered during anaerobic digestion.

MGD
Millions of gallons per day. Mgd is commonly used to express rate of flow.

MITIGATION MEASURES
Facility design including landscaping to minimize the impact upon the environment in which a facility is located.

OUTFALL
The mouth of sewer, drain or conduit where an effluent is discharged into the receiving waters.

OXIDATION POND
A man-made lake or pond in which organic wastes are reduced by bacterial action.

PERCOLATION
Downward flow or infiltration of water through the pores or spaces of rock or soil.

POTABLE WATER
Water suitable for drinking or cooking purposes from both health and aesthetic considerations.

PRIMARY EFFLUENT
Liquid discharge after primary treatment.

PRIMARY TREATMENT
The first stage in waste water treatment in which substantially all floating or settleable solids are mechanically removed by screening and sedimentation.

RECHARGE
To restore.

RECLAMATION
See waste water renovation.

RECYCLING
The process by which waste materials are transformed into new products in such a manner that the original products may lose their identity.

REFUSE RECLAMATION
The process of converting solid waste to saleable products. For example, the composting of organic solid waste yields a saleable soil conditioner.

REPLENISHMENT
To refill, i.e., place water in the aquifer by any means.

RESOURCE RECOVERY
The process of obtaining materials or energy, particularly from solid waste.

RIPARIAN HABITAT
The natural location of animals or plants on or near the banks of lakes, rivers and streams.

RUNOFF
The portion of rainfall, melted snow or irrigation water that flows across ground surface and eventually is returned to streams. Runoff can pick up pollutants from the air or the land and carry them to the receiving waters.

SALINITY
The degree of salt in water.

SALT WATER BARRIER PROJECTS
The injection of fresh water into coastal aquifers to prevent the intrusion of sea water.

SANITATION
The control of all the factors in man's physical environment that exercise or can exercise a deleterious effect on his physical development, health and survival.

SANITARY LANDFILL
A site for solid waste disposal using sanitary landfilling.

SANITARY LANDFILLING
An engineered method of solid waste disposal on land in a manner that protects the environment; waste is spread in thin layers, compacted to the smallest practical volume and covered with soil at the end of each working day.

SANITARY SEWERS
Sewers that carry only domestic or commercial sewage. Storm water runoff is carried in a separate system. See sewer.

SEA WATER INTRUSION
The invasion of sea water into a body of fresh water, occurring in either surface or groundwater bodies.

SECONDARY TREATMENT
Waste water treatment, beyond the primary stage, in which bacteria consumes the organic parts of the wastes. This biochemical action is accomplished by use of trickling filters or the activated sludge process. Effective secondary treatment removes virtually all floating and settleable solids and approximately 90 percent of both BOD's and suspended solids. Customarily, disinfection by chlorination is the final stage of the secondary treatment process.

SEPTIC TANK
An underground tank used for the deposition of domestic wastes. Bacteria in the wastes decompose the organic matter, and the sludge settles to the bottom. The effluent flows through drains into the ground. Sludge is pumped out at regular intervals.

SEWAGE
The total of organic waste and waste water generated by residential and commercial establishments.

SEWAGE TREATMENT
See primary treatment and secondary treatment.

SEWER
Any pipe or conduit used to collect and carry away sewage or storm water runoff from the generating source to treatment plants or receiving streams. A sewer that conveys household and commercial sewage is called a sanitary sewer. If it transports runoff from rain or snow, it is called a storm sewer, in Southern California it is called a storm drain.

SEWERAGE
The entire system of sewage collection, treatment and disposal. Also applies to all effluent carried by sewers whether it is sanitary sewage, industrial wastes or storm water runoff.

SLUDGE
The solid matter removed from sewage during waste water treatment that settles to the bottom, floats or becomes suspended in the sedimentation tanks and must be disposed of by filtration, incineration or by transport to water or land disposal sites.

SLUDGE DISPOSAL
Organic solids removed from waste water, which must be subsequently treated and disposed of as a solid waste.

SOLID WASTE
Any garbage, refuse, sludge from a waste treatment plant, water supply treatment plant, or air pollution control facility, or other discarded material, including solid, liquid, semisolid, or contained gaseous material resulting from industrial, commercial, mining, and agricultural operations, and from community activities.

SOLID WASTE DISPOSAL
The ultimate disposition of refuse that cannot be salvaged or recycled.

SOLID WASTE MANAGEMENT
The purposeful, systematic control of the generation, storage, collection, transport, separation, processing, recycling, recovery and disposal of solid wastes.

SPREADING GROUNDS
Surface ground areas used for holding water to allow its percolation to the aquifer.

STORM SEWER (STORM DRAIN)
A conduit that collects and transports rain and snow runoff back to the ground water. In a separate sewerage system, storm sewers are entirely separate from those carrying domestic and commercial waste water.

TERTIARY TREATMENT
Waste water treatment beyond the secondary, or biological stage that includes removal of nutrients such as phosphrous and nitrogen, and a high percentage or suspended solids. Tertiary treatment, also known as advanced waste treatment, produces a high quality effluent.

TRANSFER STATIONS
Sites where waste is transferred from collection trucks to larger vehicles for ultimate disposal.

TRANSMISSION LINES
Pipelines used for moving large volumes of water within the service area.

WASTE
Also see solid waste. (1) Bulky waste – items whose large size precludes or complicates their handling by normal collection, processing or disposal methods. (2) Construction and demolition waste – building materials and rubble resulting from construction, remodeling, repair and demolition operations. (3) Hazardous waste – wastes that require special handling to avoid illness or injury to persons or damage to property. (4) Special waste – those wastes that require extraordinary management. (5) Wood pulp waste – wood or paper fiber residue resulting from a manufacturing process. (6) Yard waste – plant clippings, prunings and other discarded material from yards and gardens. Also known as yard rubbish.

WASTE WATER
Water carrying wastes from homes, businesses and industries that is a mixture of water and dissolved or suspended solids.

WASTE WATER RENOVATION OR RECLAMATION
The stablization and removal of fine suspended solids, BOD, and COD from waste water for possible reuse.

WATER IMPORTATION FACILITIES
All canals, pipelines, pumping stations, dams, and treatment plants used to bring water into an area.

WATER IMPORTATION LINES
Major pipelines and canals to bring water into an area. Examples include the State Water Project, Metropolitan Water District, Colorado Aqueduct, and the City of Los Angeles Owens Valley System.

WATER POLLUTION
The addition of sewage, industrial wastes or other harmful or objectionable material to water in concentrations or in sufficient quantities to result in measurable degradation of water quality.

WATER PURVEYORS
Public or private water agencies or companies selling water to consumers.

WATER QUALITY CRITERIA
The levels of pollutants that affect the suitability of water for a given use. Generally, water use classification includes: public water supply; recreation; propagation of fish and other aquatic life; agricultural use and industrial use.

WATER QUALITY PLAN
A plan for water quality management containing four major elements: the use (recreation, drinking water, fish and wildlife propagation, industrial or agricultural) to be made of the water; criteria to protect those uses, implementation plans (for needed industrial-municipal waste treatment improvements) and enforcement plans, and an anti-degradation statement to protect existing high quality waters.

WATER SUPPLY SYSTEM
The system for the collection, treatment, storage and distribution of potable water from the sources of supply to the consumer.

WATER TREATMENT PLANT
A plant at which potable water is chemically softened or mixed with higher quality water to reduce the total dissolved solids.

COUNTY OF LOS ANGELES

GENERAL PLAN

ECONOMIC DEVELOPMENT ELEMENT

ECONOMIC DEVELOPMENT ELEMENT

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INTRODUCTION

The Economic Development Element is directly concerned with the opportunities available to people in terms of jobs and income. Our human resources are the most important resource we have, and the County's ability to meet the challenge of improving our communities is dependent upon the greatest possible use of this resource.

This Element sets forth policy recommendations for an economic development strategy for Los Angeles County. In particular, the Element addresses two major concerns: a) meeting the needs of people in preparing for and finding jobs; and, b) establishing the proper preconditions for maintaining and attracting new job opportunities.

BACKGROUND

Economic growth in Los Angeles County over the past three decades has been impressive. The County has become one of the largest, most economically advanced counties in the United States. Los Angeles County has 33 percent of the population of California, 34 percent of the personal income, 36 percent of the gross output, and 39 percent of the wage and salary workers. On an international scale, Los Angeles County would rank 19th among all nations in terms of gross product.(1)

The residents of Los Angeles County enjoy a high standard of living. Per capita personal income in the County in 1980 was $11,739 compared to $11,077 in California and $9,480 in the United States. Hourly wages in the County are higher than state and national hourly wages and median family income is also higher. The Consumer Price Index in the County has historically been lower than in most major urban areas, though in recent months it has been approaching and often equals the national average.

These statistics indicate that, while the County economy is still strong, signs of strain have appeared in some critical areas. Of particular concern is the greater increase in the cost of living in Los Angeles County than other major urban centers, primarily due to the increase in housing costs. The challenge facing Los Angeles is to foster continued economic growth and diversity while attaining the County's social and environmental objectives. While the County can look forward to a strong, vigorous economy, it must help to provide constructive solutions to a number of problems if it is to ensure adequate job opportunities for its residents. Among these concerns are:

- Continuing high unemployment, especially among lower-skilled job seekers;
- Loss of local revenue base necessary to provide essential services, due to the passage of Proposition 13;

- Need to improve the fiscal and legislative climate for commerce and industry;
- Escalating cost of housing;
- Uncertain outlook on energy supplies;
- Depletion of industrial land reserve and growing deterioration of existing industrial space;
- Need for image enhancement programs to expand the County's share of business investment, tourism and international trade; and,
- Lack of coordination among local jurisdictions which compete for limited jobs and tax base.

The critical issues affecting the economic health of the County can be grouped into six categories, each of which is discussed in the following pages:

- Employment and Labor Force
- Industrial and Commercial Land and Space Requirements
- Legislation and Fiscal Policy
- Regional Image, Tourism and Foreign Trade
- Economic Development Program Coordination
- Energy, Environmental Quality, Housing, and Transportation

EMPLOYMENT AND LABOR FORCE

The most important area of concern is the County's high unemployment rate, which averaged more than 9 percent in 1976. According to monthly statistics, unemployment declined through 1979, but 218,000 people were still seeking work in January 1980. Job growth rates in the County in the mid-1970s lagged behind those of the State and the nation -- at a time when the County's labor force* continued to grow. Between 1970 and 1975, the County's

*In the labor force are all those employed or seeking work. Jobs (or employment) are positions of employment in a particular area. Resident employment is a term that refers to workers living in an area who hold positions of employment there or elsewhere. The resident labor force consists of those members of the labor force who reside in the area. Unemployment is defined as the difference between resident labor force and resident employment. The labor force participation rate is the percentage of the population over 16 years which is in the labor force.

labor force grew by 189,000, yet the number of jobs increased by only 170,000 and resident employment increased by only 92,000.(3) In other words, the County was able to provide only one out of every two new members of the resident labor force with a job, and many jobs were filled by nonresidents.

Much of the increase in the labor force is due to the influx of young adults and women. The baby boom of the 1950s has now become a surge of young adults. As there are now more persons between the ages of 12 and 21 than in any other ten-year span, the next ten years will see a growing number of young adults entering the labor force. The labor force participation rate of women in the County, which was 45.6 percent in 1970, is expected to rise to 51.3 percent in 2000. More women are joining the labor force as a result of changes in attitudes toward themselves and their role in society, an increase in the number of divorced women, later marriages, and the need for a second income in many families.

The increase in the number of women and young adults in the labor force would add 122,000 people to the labor force in the next 25 years, even with no increase in the County's population. If the population increases by 859,000, more than 690,000 jobs must be added if the County is to achieve 5 percent unemployment by 2000 (see Projections, p. VII - 44).

Impacts of Unemployment

Hardest hit by unemployment are racial and ethnic minorities, women, and young adults (Table 7.1). In 1975, the rate of unemployment for young blacks in parts of Los Angeles was 40 percent, compared with an overall countywide rate of 9 percent. In 1978, teenagers made up 7 percent of the employed labor force nationwide, but 23 percent of the jobless.* The impact on the

*By 1980, while overall economic conditions have improved and the unemployment rate has declined, it is feared that the unemployment rate of these two groups has taken a turn for the worse.

TABLE 7.1

SHARE OF
EMPLOYMENT AND UNEMPLOYMENT
FOR DIFFERENT POPULATION GROUPS
UNITED STATES
1956 AND 1978

Population Group	1956 Percent of Employed	1956 Percent of Unemployed	1978 Percent of Employed	1978 Percent of Unemployed
White Male	58%	42%	53%	45%
Black Male	6	11	6	11
White Female	26	23	36	34
Black Female	4	7	5	10
Teenagers	6	17	7	23

Source: U.S. Bureau of Labor Statistics.

young is even greater because of the gap between their expectations and the job opportunities actually available to them.

Racial and ethnic minorities hold a disproportionate share of jobs in blue-collar (craftsmen, operatives, and laborers) and service occupations. These two sectors suffered from the highest unemployment levels during the 1970s. Moreover, the number of blue-collar jobs has been growing at a slower pace than white-collar jobs, a trend that is expected to continue.

Unemployment is distributed unevenly throughout the County. In some communities in central Los Angeles, for example, unemployment rates are nearly twice the countywide average (Table 7.2). Communities with chronically high unemployment are also likely to have a large number of families with incomes below the poverty level (Figures 7.1 and 7.2). Public policy

TABLE 7.2

CITIES AND UNINCORPORATED PLACES
WITH UNEMPLOYMENT RATES EXCEEDING THE COUNTY AVERAGE
1970 AND 1980

Cities and Unincorporated Areas(U) (population of 2,500 or more)	1970 Ratio to County Average	1970 % Unemployed	November, 1980* % Unemployed	November, 1980* No. of Persons Unemployed
Willowbrook (U)	1.9	13.9	14.6	1,794
Florence-Graham (U)	1.8	13.1	14.5	2,272
Compton	1.6	11.7	12.6	4,040
West Compton (U)	1.6	11.7	13.0	325
Westmont (U)	1.5	11.0	11.6	1,843
West Hollywood (U)	1.4	10.2	11.5	2,862
South San Jose Hills (U)	1.4	10.2	11.3	509
Bell Gardens	1.4	10.2	11.1	1,352
Hawaiian Gardens	1.4	10.2	10.9	355
East Compton (U)	1.4	10.2	9.7	473
Quartz Hill (U)	1.3	9.5	8.1	251
La Puente	1.3	9.5	10.0	1,369
Pomona	1.2	8.8	9.9	3,400
West Puente Valley (U)	1.2	8.8	9.4	824
Cudahy (U)	1.2	8.8	9.4	666
East Los Angeles (U)	1.2	8.8	9.3	3,886
Lawndale	1.2	8.8	9.0	1,124
Paramount	1.2	8.8	9.3	1,473
Los Angeles City	1.1	8.0	9.1	135,000
Los Angeles County	1.0	7.3	8.1	292,100

* Los Angeles County Manpower Program Estimates.

Sources: State of California, Employment Development Department; Los Angeles County, Department of Personnel, Manpower Programs Division; Los Angeles City, Office of the Mayor, Training and Job Development.

related to improving job opportunities, training, and accessibility through public transit must be sensitive to those communities and the areas of greatest need.

Causes of Unemployment

Some would argue that joblessness would disappear if there were a surplus of jobs, and that public policy should focus mainly on encouraging employment growth. However, unemployment is not caused merely by a lack of jobs. For example, in 1980, there were more than enough jobs (3,596,000) in the County for all residents looking for work (3,592,000). Thus, unemployment in the County could theoretically be eliminated if all jobs were filled by residents. In a free market economy, though, boundaries of cities and counties are relatively unimportant in determining where people live and work, and many County residents are evidently unable to compete successfully against outsiders for work. In addition, Southern California and Los Angeles County employment is affected by the presence of undocumented aliens. However, lack of information on the size and characteristics of this segment of the County's population makes it difficult to determine their impact on the labor force and job opportunities.

Inadequate Skills

Racial and ethnic minorities, women and teenagers often lack the education, training, and experience to compete successfully for jobs. They are further impeded by a lack of positive self-image, economic status, and career management skills. Moreover, the progress these groups make in obtaining such skills, traits, etc. may be offset by a rise in the educational, skill, and experience requirements of high-technology jobs. Compared to white adult males, who dominate the more demanding and better paying occupations, minority workers have not noticeably improved their position.

Improved training and placement programs (particularly in the private sector where most of the jobs are) would help the unemployed receive instructions for jobs which will become available. Although there are some excellent institutional training programs, on-the-job training programs are more likely to succeed. On-the-job trainees are more likely to acquire skills that will be related to actual job requirements. Furthermore, private employers have a financial stake in seeing that their trainees quickly become productive workers.

Discrimination in Hiring

Discrimination also impedes minorities, women, teenagers and the disabled from finding work and is extremely demoralizing to those confronted by it. Discrimination not only reduces opportunities to obtain jobs, but may keep those who already have jobs from advancing to higher paying positions.

The County has an obligation under federal and State laws and its own ordinances to vigorously enforce affirmative action programs and to strengthen them where necessary. Job discrimination is unacceptable not only because it is immoral, but also because it misallocates and wastes precious human resources.

Lack of Information on Job Availability

Many jobs remain unfilled due to to a lack of information. This is primarily a problem of low income groups. Affluent, well-educated individuals often find it difficult to learn of new job opportunities, but the poor or inexperienced job seeker may not even know where to begin the search. Although organizations, such as the Urban League, assist people in finding jobs and formal mechanisms have been established for employers to reach job seekers -- ads in newspapers and professional publications, employment agencies, and "headhunters" for top positions in large corporations -- many job openings are never advertised, and many of the unemployed do not know how to take advantage of those that are.

Lack of Mobility

The poor, disabled, and minorities often lack the mobility to find steady employment. Racial discrimination, exclusionary zoning, and high housing costs may prevent them from living in neighborhoods close to job opportunities. They are often confined to deteriorating inner city areas, far from the industries that have moved to the suburbs where they are welcomed as a source of tax revenue. The poor cannot afford the long and expensive commute to these industrial areas, especially when public transportation service is poor, nor are they able to move there.

Problems of mobility cannot be solved without a public commitment to improving the quality of public transportation in the County. Significantly, transit dependent groups are concentrated in the inner city and older areas of the County where unemployment levels are also highest (see Figures 7.1 and 7.2).

Importance of Firm Retention and Attraction Programs

In addition to improving the job skills and access to job opportunities of the unemployed, programs to improve the climate for business firms in the County and to attract new industries will be required to reduce unemployment. The County should begin to identify those economic activities that should be encouraged because they will provide employment opportunities for County residents and meet the resource constraints of the County. Factors that should be considered in making this evaluation include: job stability offered, ability to hire lower skilled workers, job density, wage rates, employment and income multipliers,* comparative advantages of the County, and environmental protection and resource conservation.

* Employment and income multipliers measure the net change in employment or income in the entire economic system for each incremental change made in the employment or income of individual industries.

Such criteria are not always mutually consistent, but they provide a basis for establishing priorities. Some industries such as the garment and tourist industries, for example, use lower skilled workers. However, they typically pay below average wages, and the work is seasonal. Manufacturing industries continue to be the largest employers of County residents and account for over 25 percent of jobs in the County. And although job instability is characteristic of the defense and aerospace industries, locating in the County has traditionally been advantageous for firms in these fields.

The industries expected to provide most of the County's jobs in the future are -- in addition to manufacturing -- trade, services, finance, insurance, and real estate (see Projections, page VII-44). These industries are generally labor intensive, non-polluting, and resource conserving. They provide stable employment and pay good wages. However, they do not necessarily have the multiplier impact of manufacturing industries, and their contribution to growth and income levels may be more modest.

Role of Small Business in Employment

Although large companies have the most pronounced impact on the regional labor market, small businesses also play a critical role in providing jobs and contributing to economic development.

Small retail and service businesses generally do not require the highly skilled employees needed by the large, sophisticated manufacturing industries and can hire unskilled or low-skilled workers.

For years Los Angeles County has been a fertile environment for small businesses. In 1976, the number of small business starts in the Los Angeles area surpassed the number reported by any state in the same time period.(4) Even during the 1974-75 severe

FIGURE 7.1

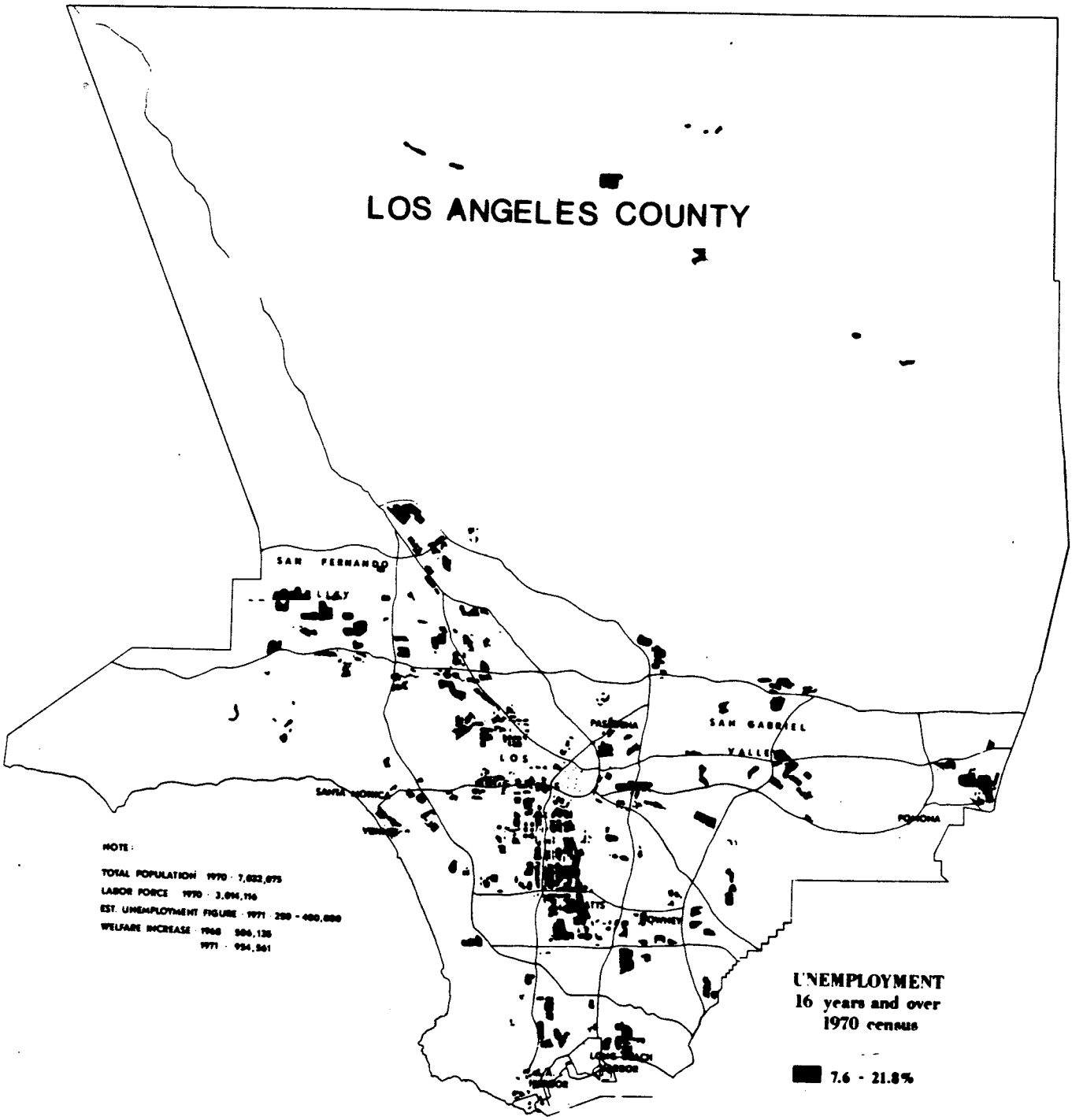
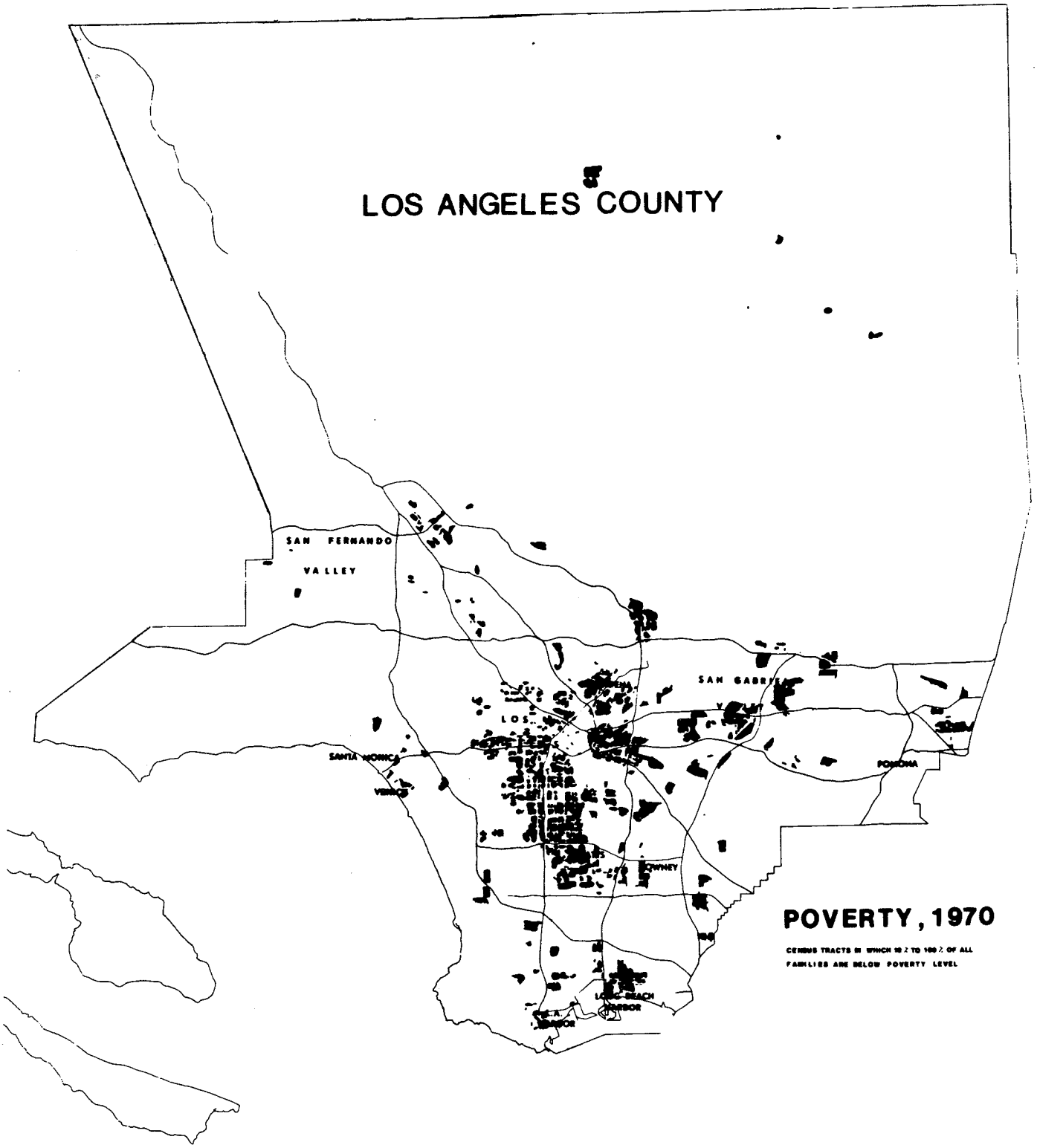

LOS ANGELES COUNTY
SAN FERNANDO
VALLEY
PASADENA
SAN GABRIEL
VALLEY
LOS
SANTA MONICA
VENICE
POMONA
NOTE:
TOTAL POPULATION 1970 - 7,032,075
LABOR FORCE 1970 - 3,014,116
EST. UNEMPLOYMENT FIGURE 1971 - 250 - 400,000
WELFARE INCREASE 1968 - 506,135
1971 - 954,561
WATTS
DOWNEY
LONG BEACH
HARBOR
UNEMPLOYMENT
16 years and over
1970 census
7.6 - 21.8%

FIGURE 7.2


LOS ANGELES COUNTY
SAN FERNANDO
VALLEY
SAN GABRIEL
LOS
SANTA MONICA
VERNON
POMONA
WHITTIER
LONG BEACH
HARBOR
POVERTY, 1970
CENSUS TRACTS IN WHICH 10 % TO 100 % OF ALL
FAMILIES ARE BELOW POVERTY LEVEL

economic recession, when major corporations faced serious problems, the small businessman in the County managed to do well enough to encourage others to enter the field.

Although success has favored small businesses in the County, they confront many of the same problems as large businesses. Moreover, they lack the resources major businesses have at their disposal.

The County can assist small businesses, particulary minority-owned businesses, by providing them with information on locations and markets, by helping to improve the availability of loans and financial assistance guarantees, and by improving technical assistance programs, particularly those which address management practices and dealing with governmental regulations.

Improved Information on Labor Force Characteristics and Requirements of Business

Who should be counted among the unemployed has been the subject of much debate. The single unemployment percentage gives no indication of the nature and complexity of the problem.

The unemployed are often seen as a homogeneous group, but they differ not only in age, sex, and ethnic origin, but, equally important for policy making, in needs and skills. The problem of frictional unemployment (people changing jobs) must be distinguished from the more serious problem of structural unemployment (long-term unemployment due to inadequate skills, changes in the industrial structure of an area, etc.). Adequate information has not been developed identifying the needs of unemployed young adults as opposed to the the needs of heads of households.

Another cause of ineffective job training and placement programs is the lack of adequate information on the characteristics of the unemployed and on the availability and skill requirements of jobs. Furthermore, insufficient use is made of the limited

labor market data that do exist. It is astonishing that, even in our technologically advanced age, we continue to rely on woefully inadequate data to address one of our nation's highest priorities: jobs for the unemployed.

The essential problem is that no one has a clear picture of who are actually unemployed, what their abilities are and what the skill requirements are of the jobs that are available. Better information is needed, too, about where the unemployed live and where jobs are available.

Need for Clear Public Priorities

Government has been unable to afford to provide everyone with a job regardles of merit or need. Distinctions must be made between those who need to work for individual or family survival, such as heads of households or members of families where both spouses must work to earn an adequate income, and those who want to work for less essential purposes.

The first priority of government is to help those who need public assistance to survive -- particularly the strictly unemployable who may have to remain indefinitely on public support and the hard-core unemployed who can be trained or helped to find jobs.

Second priority should be given to those who are skilled and need to work for survival, but are involuntarily out of work. Temporary benefits can be provided to these individuals; they should be encouraged to find new jobs as quickly as possible.

Given the limited resources of government and the enormous unfilled needs of the poor and hard-core unemployed, policies of providing public assistance to categories of job seekers should be periodically reassessed if government is to spend its limited public resources in the most humane and cost-effective manner.

Establishing fair and consistent priorities is an extremely difficult task, requiring an assessment of countywide needs and a review of human resource services. This assessment could be undertaken when a Human Resources Element is prepared for the County's General Plan.

Related to this concern is the broader issue of welfare reform and the inability of the nation's present social service systems to adequately address the problems of poverty, unemployment and health care. Great inequities exist for the recipients of benefits and local jurisdictions bear disproportionate burdens for financing these programs. Inadequate incentives exist to encourage able welfare recipients to seek stable employment.

Los Angeles County should continue to support major reform of the existing welfare system. Among the changes necessary is the need for all costs to be federally funded. The County believes the following elements are most critical for a successful reform:

- Mainstream employment for all persons who are able to work.
- Removal of the financial burden of the current system from local government.
- Creation of a simple, easy-to-administer program instead of the present complex patchwork of programs.
- Incentives to keep families together rather than encourage family breakdown as is the case in many current welfare programs.
- Incentives to ensure that an employed person is always better off than a person who is not working.

INDUSTRIAL AND COMMERCIAL LAND AND SPACE REQUIREMENTS

Adequate land and building space allow industrial firms to expand and to move into the County and are important preconditions for job formation. The policies and actions of County government

and other local jurisdictions directly influence the supply of land available to industry.

Improved Utilization of Scarce Prime Industrial Land

In the past, the County had an ample supply of prime industrial land, but in recent years prime vacant land suitable for industrial development has become increasingly scarce. High land costs, moreover, are often accompanied by unfavorable tax rates, inadequate infrastructure, and costly development regulations. These factors place Los Angeles at a disadvantage with adjacent counties and states, where land is still plentiful and relatively inexpensive to buy and develop.

Of 124,000 acres zoned for industry in the County in 1976, 37,000 acres were vacant, half of which are in the south County. Only a small part of this reserve is prime land for industrial development; the rest suffers from improper location, inadequate infrastructure, small parcel size, site conditions, or environmental constraints.(5)

If sufficient suitable land were available, 29,000 acres of new industrial land could be absorbed into industrial use by the year 2000 (6), with most of this development occurring in the south County. Therefore, if current rates of industrial land absorption continue, the south County's prime industrial reserve could be exhausted between 1985 and 1990.

New sources of industrial land must be identified and existing industrial reserves used more intensively. It may be possible to recycle land now used for mining and extraction. Improved access and utility service in some areas may increase the effective supply of prime industrial land. Parking and building coverage requirements could be revised to increase flood-area-to-site ratios, and efforts could be made to attract more labor-intensive firms to the County. Some residential areas might be suitable for "cottage-type" industries and other kinds of compatible businesses.

Such operations could provide employment opportunities outside traditional industrial and commercial areas.

An important step toward making land and space available for industry would be to provide information on vacant land, land suitability, absorption trends, condition of space, industrial migration trends, requirements of industrial firms, and labor force characteristics in the County. Updated information is required by firms considering a move to Los Angeles County, by the intermediaries in the site-selection process, and by public officials who must decide how much, where, and what kind of land and space should be made available. Banks, brokers, consultants, and developers are excellent sources of information, but some types of data are too expensive for individual firms to collect and maintain. In addition, out-of-state firms considering a move to the County may be reluctant to contact private firms to obtain general information.

Los Angeles County has an interest in collecting and making available this kind of information. A firm will view Los Angeles County as a desirable location only to the extent that the information it receives is helpful and persuasive. If information or governmental cooperation are better in other areas, a firm may select a site outside of the County even though the best site for its purpose may be here.

Revitalization of Older Job Centers

As suitable industrial land becomes more scarce, the demands on the County's industrially developed areas will increase. Industrial and commercial facilities and their surrounding areas must be maintained and, where necessary, renovated or rebuilt.

The industrial and commercial building stock in the County is suffering from deterioration and old age (Figure 7.3). Building maintenance has fallen behind in some areas, old but sound

facilities are not being rehabilitated, and market conditions often do not justify the demolition and replacement of obsolete stock with modern facilities.

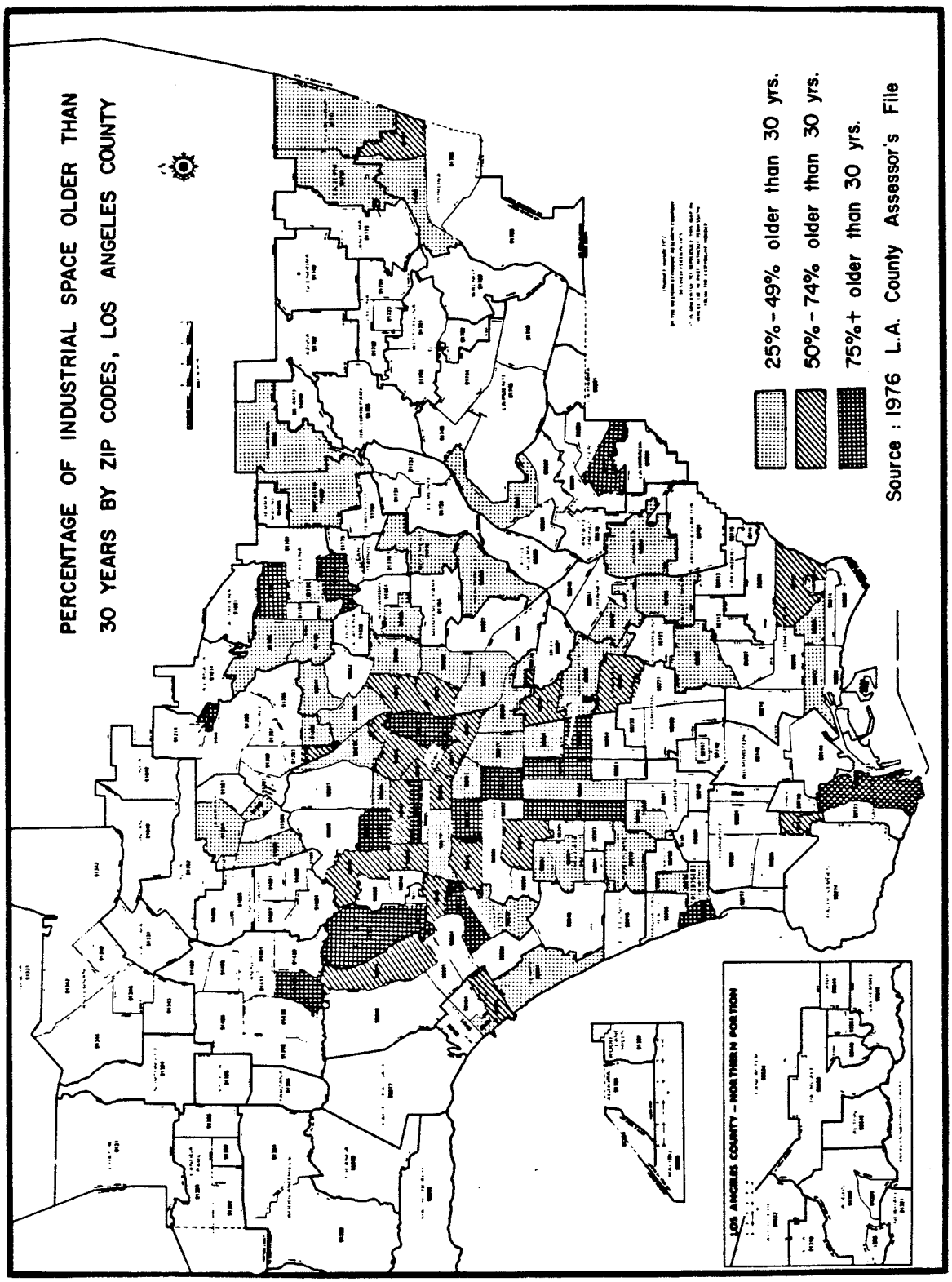
Many factors contribute to obsolescence. Much of the problem is old age. One-fourth of the industrial facilities in the County are over 30 years old. In addition, although most high-rise office space is relatively new, there are numerous older commercial structures in many central city areas within the County. For example, in downtown Los Angeles, over 75 percent of the buildings were constructed before 1933. Most of these buildings do not meet current building and safety codes, although they may be useable if remodeled and structurally reinforced.

Furthermore, in some areas, sound office and commercial space has been abandoned for a variety of other reasons. Neighborhood conditions such as crime, lack of land for expansion, inadequate public facilities and municipal services, zoning regulations and parking restrictions can discourage maintenance and reinvestment. The former financial center of Los Angeles, Spring Street, is a good example. Over the last decade, banking and financial service industries have moved out because of the deterioration of the surrounding area and the uncertain seismic safety of the older high-rise structures.

Age, however, is not the only factor in the obsolescence of commercial and industrial facilities. Changes in technology or in the industrial mix can make structures functionally obsolete before they are too old. Buildings may be too small, have insufficient ceiling height, have inadequate floor load capacity, or in other ways be unsuitable for firms seeking space.

Changes in the level of local government revenues and property taxation can have significant effects on revitalization efforts. For example, the full impact of Proposition 13, the 1978 State Constitutional amendment, has yet to be measured. The tax measure

Figure 7.3


PERCENTAGE OF INDUSTRIAL SPACE OLDER THAN
30 YEARS BY ZIP CODES, LOS ANGELES COUNTY
25%-49% older than 30 yrs.
50%-74% older than 30 yrs.
75%+ older than 30 yrs.
Source : 1976 L.A. County Assessor's File
LOS ANGELES COUNTY - NORTHERN PORTION

thus far has had a positive impact in reducing the penalty (significantly higher taxes) for improving and revitalizing existing facilities. Investors also face less uncertainty. Since there now is a maximum tax rate (1% of the market value), an individual can closely estimate the additional tax burden which property improvements would generate. This is in contrast to the uncertainty created by past practice, when local governments were given considerable flexibility to raise property tax rates depending on current budget needs.

The negative effects of Proposition 13 on urban revitalization are also apparent. Tax increment financing -- until now a widely used method for providing funds to carry out major revitalization programs -- can no longer be depended upon as an effective way of financing major projects. It is estimated that as a result of Proposition 13, tax increment financed agencies will lose 70% of their revenues, leaving 30% for total debt service.(7) With tax increment financing substantially reduced, revitalization mechanisms available to local government will be very limited. New mechanisms must be established to insure that local government will be effective in meeting the needs of its older areas. Possible mechanisms which should be investigated include legalizing lease revenue bonds and industrial revenue bonds, two methods used in almost every other state for revitalization purposes.

LEGISLATION AND FISCAL POLICY

Los Angeles County's advantages as a business location are affected by the State and local legislative and fiscal environment. While California and Los Angeles County continue to rank as one of the most desirable places to live and work, high taxes, red tape, anti-business attitudes, and the erosion of local control over land use policies have increased the costs of doing business and caused uncertainty over direction of the County's economy.

Conditions in the mid-1970s became so serious that surveys by industrial-location consultants ranked California among the least desirable states in terms of its climate for business.* (8)

Streamlining of Development Regulation Process

The County's business climate has been affected in part from changes in the roles of various levels of governments, and from the growth in governmental regulations. Partly due to the lack of forceful action on the part of local government, federal and state government have greatly expanded their regulation of environmental resources and occupational and other hazards. Businesses must obtain a growing number of permits from an increasing number of agencies, each of which acts independently of the others.

Furthermore, permits are often processed sequentially, extending the duration of the public approval process. Permit requirements are sometimes unclear or overly rigid. The requirements for developments may vary and those of several agencies may conflict.

Still another source of difficulty is that some ordinances and codes controlling development contain standards which are outdated and may impose unnecessary development costs and waste resources. These standards need evaluation in terms of the risks avoided or benefits obtained. Where such standards vary from one juris-

* Numerous studies have been conducted during the past several decades concerning the importance of tax and business climate factors in industrial location. Their findings have varied widely, either supporting or refuting the relevance of these factors. However, the importance of these factors to both existing and prospective firms in California has been attested to by most business leaders and by all studies of the California situation in the 1970s to which the staff had access.

diction to the next, the costs of development will be affected, and certain areas will be placed at a disadvantage.

The proliferation of regulations and the increased time necessary to consider proposals and process permits have increased the cost of development. According to the Building Industry Association of California, each month of delay adds between 1 and 2 percent to the cost of a project.

In summary, the lack of coordination and increased governmental intervention have imposed added costs, risks and uncertainty on existing firms that wish to expand and on firms considering a move to California and Los Angeles County. The unpredictability of new legislation and frequent changes in existing regulations discourage firms from making long-term commitments.

Clearly, regulations are needed to encourage quality developments that are safe and attractive and that conserve scarce resources. However, many improvements can be made in the nature and administration of regulations.

To prevent further intervention from higher levels of government and to reduce uncertainty for employers, Los Angeles County should join with local jurisdictions, perhaps through joint powers agreements, to perform functions that otherwise would be carried out by State and federal agencies. Adequate planning at the local level, to protect environmentally sensitive areas and to reserve land for agriculture, commerce, and industry, would also discourage the State from acting in these areas.

Los Angeles County should also continue to improve procedures to expedite the processing of development permits, in order to minimize development costs and create conditions conducive to private investment, particularly when the projects will create large numbers of jobs. The County should also establish a schedule to update

periodically its various ordinances, regulations, codes and standards, and should work with other local jurisdictions to adopt uniform codes and standards throughout the County. Uniform codes would eliminate inconsistencies and duplication, improve public understanding, and minimize the costs of review and revision.

Importance of a Favorable Tax Structure

The size and cost of government have increased as society demands more and better public services. In particular, the enormous growth in education, health, and welfare expenditures has placed an increasing tax burden on individuals and businesses.

The passage of Proposition 13 will substantially benefit business by lowering property taxes, but another tax -- the State franchise tax -- is a continuing source of concern. The nine percent California franchise tax on taxable business income is harmful not only because it is high relative to other states, but particularly because of its unitary application. The tax is based upon California's proportionate share* of a company's world-wide income, regardless of the company's performance in California. The unitary provisions have been a strong disincentive to foreign companies considering a location in California.

High taxes on individual income may also discourage economic growth by diminishing an area's attractiveness as a place to live and work. The costs of government in California and Los Angeles County have increased tax levels to the point where California ranked fourth in the nation in 1978 in terms of the per capita state and local tax burden (see Table 7.3).

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*Based on wages, property and sales.

TABLE 7.3

STATE AND LOCAL PER CAPITA TAX BURDEN IN FISCAL 1977-1978

State	Per Capita Tax	State	Per Capita Tax
Alaska	$1,871	Maine	$758
New York	1,308	Virginia	757
Washington, D.C.	1,245	Utah	728
California	1,227	North Dakota	721
Wyoming	1,156	Louisiana	716
Massachusetts	1,098	Indiana	707
Hawaii	1,059	Texas	707
Nevada	1,004	Idaho	701
Minnesota	1,001	Ohio	701
New Jersey	993	Florida	699
Maryland	985	South Dakota	683
Wisconsin	970	West Virginia	675
Michigan	959	Georgia	672
Delaware	943	New Hampshire	669
Connecticut	941	Kentucky	662
Washington	929	Oklahoma	660
Ilinois	917	Mississippi	659
Arizona	907	Missouri	653
Colorado	882	North Carolina	643
Oregon	872	South Carolina	615
Pennsylvania	862	Tennessee	613
Rhode Island	848	Alabama	566
Vermont	837	Arkansas	553
Montana	817		
Nebraska	814		
Kansas	798		
Iowa	794		
New Mexico	763	Average	$849

Source: "State Tax Review," Commerce Clearing House, October 12, 1976, Vol. 37, No. 41.

Clearly, tax levels cannot be isolated from the quality of services provided by a community. Individuals and firms may be willing to pay higher taxes where the services are superior to those in low tax areas. Nevertheless, there is an upper limit on the taxes one will pay, regardless of service levels, and business may not like some of the government services they are paying for. The passage of Proposition 13 was a dramatic statement by Californians of their dissatisfaction with the prevailing relationship between services and tax burden.

Improved Financial Practices of Local Government

Making the County more attractive to commerce and industry will require reforms in local financial practices. For example, the financial reporting systems used by most local governments and Los Angeles County should be improved. Municipalities now issue financial reports designed for legal compliance and internal control. The reports, often voluminous and lacking in summary information, frustrate comprehension by taxpayers and security investors. Municipalities should also be subject to accounting and disclosure requirements similar to those required of corporations.

If County and other local jurisdictions adopted reporting principles used by the private sector, their financial statements would be more clearly understood, the cost of providing public services would be fully shown, commitments and liabilities would be disclosed, and the source and application of funds would be tracked. Such reporting would allow investors, analysts, and taxpayers to assess financial position, the cost of providing services, changes in equity, and the flow of financial resources.

Changes in legislative practices and budgeting would also help improve the financial stability of local government. Generally, laws are enacted without adequate attention to their impact on jobs or on public and private costs. Government programs may survive long after their usefulness has ended only because of their legislative authorization. In some cases, work performed by government agencies might be performed at less cost by private contractors.

To reduce unnecessary costs and protect private employment levels, cost and job impact statements should be considered for bills enacted by State, County and local legislation. Statements should also be required for regulations issued by agencies and commissions of the executive branch. Legislatures should also adopt "sunset laws" that provide for specific expiration dates; these would insure that laws were reviewed before they were extended. Efforts should be made to contract out work that can be more economically done by private firms. Finally, all levels of government would benefit from improved budgeting procedures such as program and performance budgeting.

Maintaining a Favorable Relationship Between the Benefits and Costs of New Development

County and local decision-makers are faced with increasingly difficult decisions about where development should take place and how much should be allowed. At the same time, there is an increased concern about the impacts of new development on the existing fiscal structure of the community, not to mention the environmental problems which new development may generate.

Questions such as whether the added tax base would compensate the added service costs, or what a proposed development would do to air pollution, water, and open space of the larger community have been extensively debated in recent years. Currently, the most common methods of responding to these types of questions

are cost/revenue, cost/benefit techniques or variations of the two. However, since these studies are often based, at least partially, on subjective analysis and limited data, their accuracy and objectivity have been questioned. Additionally, the appropriate scale on which such studies yield optimum results has not been accurately established, though it seems that a communitywide analysis would generate fairly reliable results.

Los Angeles County must develop and maintain the capability of responding to the critical development issues discussed above, particularly where large developments are concerned. In so doing, it should try to improve the accuracy, objectivity and cost-effectiveness of the appropriate analytical techniques.

REGIONAL IMAGE, TOURISM AND FOREIGN TRADE

The image outsiders have of Los Angeles is critical to its economy, for it determines whether they will be induced to spend money for the goods and services the County offers. The purchase of local goods and services by outsiders -- i.e., the export trade -- contributes new money to the economy and has a "multiplier effect" on employment and income levels as the money is distributed throughout the economy. Increases in exports are a major source of a region's growth, and Los Angeles County must look principally to this sector to ensure a growing economic base. Two export industries in particular, the visitor industry and international trade, depend upon a positive image of the County.

The Visitor Industry

Los Angeles County's mediterranean climate, 67 miles of coastline, vast recreational opportunities, and location as the travel hub of California have made the visitor industry an important sector of its economy.

According to the Southern California Convention and Visitors Council, one out of five jobs, or one million jobs, in Southern

California are either partly or wholly supported by tourism. In 1975, 8.5 million out-of-state tourists spent $2.4 billion in Southern California and produced $153 million direct tax revenues. Surveys indicate that over 80 percent of the visitors to Southern California come to Los Angeles County. In addition, 2 million residents of Northern California vacation in Southern California each year. Besides contributing to employment and tax revenues, the visitor industry provides jobs for lower-skilled workers, is non-polluting, and benefits merchants of goods and services throughout the County.

Despite the importance of tourism to Los Angeles County and the importance of advertising to attract visitors, the County decreased its support for promotion from $525,000 in 1972 to only $154,213 in 1976. The State of California spends nothing to promote tourism and only recently created a new office of tourism in the Department of Economic and Business Development. Los Angeles County itemizes its expenditures for tourism promotion in the budget under "Exploitation Fund" (a characterization that is unfortunate since it contributes to public misunderstanding of the importance of promotion).

The County should work with the cities to identify new attractions that will increase tourism. The effort now underway to revitalize Hollywood--probably the greatest disappointment to first-time visitors to the County--is an example of what might be done. While there are significant problems in revitalizing Hollywood, the successful accomplishment of such a project would have very positive impacts on tourism.

Efforts to increase promotional expenditures would benefit from better information on the return the public receives from its investment in tourist promotion. The County should consider funding such a study. This kind of information would lead to more optimal expenditures for promotion.

International Trade

Los Angeles County's prominence as one of the nation's leading centers for international trade is not commonly recognized. The value of world trade passing through Los Angeles customs increased from $4.9 billion to $16.5 billion between 1972 and 1975. In 1977, Los Angeles accounted for 40 percent of all trade on the West Coast and is the nation's second largest trade district, with over 9 percent of the nation's imports and 6 percent of the nation's exports.(9)

International trade promotes economic growth of the County in two ways: it offers access to international markets for local products; and it helps expand the County's economic base by attracting industries that specialize in services related to foreign trade.

Foreign trade suffers from some of the same conditions that adversely affect other industries in the County: the deterioration of the area's image as a business center, and the high local and State taxes which raise the cost of doing business and of storing goods in transit (foreign trade zones, where imported merchandise not destined for local markets is exempted from quotas and duties, have been proposed as a means of overcoming the State's tax disadvantage). Another problem faced by firms involved in foreign trade is the reduction in customs personnel serving the Los Angeles district at a time when the volume of business has increased.

Image of the County as a Business Location

The County and the State should establish vigorous, visible programs for economic development. The dismantling of the State's Department of Commerce left a void for several years that by 1978 was partially being filled by the newly created Department of Economic and Business Development.

Little is known about the movement of business into, out of, or within the County's jurisdictions, or the reasons for this migration. Out-of-state firms interested in locating in the County have difficulty obtaining adequate information. Firms in trouble may leave the County without ever being noticed. Public officials rarely stress the importance of economic development in their speeches or contacts with the media.

The attention given to regulatory concerns and the neglect of economic and job development are perceived by commerce and industry as indicative of a government that is anti-business.

California and Los Angeles County, it is important to note, do not provide special incentives for industry. This is not to say that financial incentives are either necessary or desirable. However, the absence of such financial incentives underscores the lack of an articulated policy to promote the economic development of the State and County. The lack of incentives to business is particularly distressing in view of the aggressive campaigns that other states and local jurisdictions have undertaken to lure new business.(10)

To develop a more positive image, the County must develop a strong public commitment to economic development. It must devise ways to promote the County as a desirable place for commerce and industry. It must also establish mechanisms to compete with areas that use tax incentives, industrial revenue bonds, and other incentives to attract business.

ECONOMIC DEVELOPMENT PROGRAM COORDINATION

In the past, efforts to improve economic conditions in Los Angeles County have been the responsibility of the cities and quasi-public economic development organizations. Each entity has struggled alone to improve its local economy, with little regard for

the effect of its programs on other communities or for the benefits to be achieved from cooperative action. As the County's economic growth leveled off in the 1970's, these individual efforts intensified, and the competition for jobs increased.

The lack of coordination wastes scarce local resources and results in interjurisdictional conflict and the "raiding" of neighboring communities for income producing activities. Strong leadership is required to pull the factions together in the pursuit of common goals.

In 1976, there were at least 131 economic development and redevelopment projects in the County, 15 of which were receiving funding from the United States Economic Development Administration. Some 17 public and private organizations in the County, and 13 in Southern California are actively seeking ways to improve economic conditions. These projects are being carried out within the 81 cities and the unincorporated areas of Los Angeles County.(11)

Many programs pursued in one location are compatible with those in other locations, but no mechanism exists to coordinate these efforts. Duplication of effort has resulted in a waste of scarce local resources.

ENERGY, ENVIRONMENTAL QUALITY, HOUSING AND TRANSPORTATION

All of the issues discussed in this subsection are subjects of other General Plan elements. Nevertheless, these issues are of such critical importance to maintaing a strong economy, that some discussion is warranted.

Energy

Whether the County can maintain a strong economy and high standard of living depends upon how well its energy needs are met. Energy is basic to economic growth and supports all sectors of the

economy, from securing raw materials to the production, distribution, and consumption of goods and services.

There is a shortage of low-cost energy whose extraction and use would not pose serious environmental problems. Rising fuel costs seem inevitable, and the conflict between energy needs and environmental protection may intensify as fuel sources become more limited.

Supplies of domestic oil and natural gas available to California will be inadequate to meet needs by the year 2000. New supplies of natural gas will be needed by the mid-1980s. In the short term, Alaskan oil, the Elk Hills Naval Reserve, the growth of offshore production, and increased conservation will postpone the domestic oil shortage for the western states. By the year 2000, however, California's demand for petroleum is expected to exceed the productive capacity of the western United States. A shortage of energy would have serious effects on the County's economic development. Southern California and Los Angeles County are in an advantageous position due to the area's warm climate and opportunities to utilize solar energy. Maintaining a strong economy is dependent upon the greater utilization of solar energy and other sources for meeting our energy needs.

Environmental Quality

Retaining existing employers and attracting new ones depends upon the living and working environment of Los Angeles County. In that sense, the broader, but directly related, issues of air quality, water quality, availability of open space and seismic safety, are all significant factors that affect economic health and job availability.

Los Angeles County must improve and maintain the quality of its environment if it is to be competitive with other areas in retaining and attracting employers.

Housing and Lifestyles

Additional factors that directly or indirectly affect job location and retention are housing, neighborhood security, quality of public education, and cultural and recreational opportunities. These factors, together with the quality of the natural environment, shape the lifestyle of Los Angeles County, its workers and residents.

The availability and affordability of housing are particularly important criteria affecting the locational decisions of a business. Yet, as discussed in the Housing Element, Los Angeles County housing became extraordinarily expensive by the mid-1970s. Between 1972 and 1977, housing costs increased much faster than the income of County residents.(12) This has caused many of the County's residents to be priced out of the housing market. It is estimated that roughly one half million households in the County cannot afford to purchase adequate housing.(13)

Still other areas of concern which impact the economic health of the County include the deteriorating quality of public education, vandalism and crime, all of which may render certain communities undersirable as business locations. Fortunately, these concerns are partially offset by Los Angeles County's outstanding cultural and recreational opportunities, traits which should be preserved and enhanced.

Transportation

Efficient transportation is also a prequisite to the County's economic growth. Workers must travel to job centers; companies must acquire materials and distribute finished commodities; and consumers need access to shopping, recreation, education and personal services.

Although technological advances in transportation and communication have reduced disparities in the accessibility of areas, transport-

ation remains critical in determining the location of commerce and industry. Los Angeles County must improve and maintain its network of highways, airways, waterways, railroads, and pipelines if it is to remain competitive with other areas of the region and nation. As stated earlier, improved public transportation must receive a high priority in order for the County to maintain a healthy economy.

OBJECTIVES

The objectives of the Economic Development Element are:

- To create jobs and rising standards of living for the County's residents through a strong and diversified economy.

- To distribute the costs and benefits of economic development equitably so that all County residents, particularly the poor and the disadvantaged, have the opportunity to improve their well-being.

- To use economic resources efficiently in order to conserve limited supplies.

- To promote jobs compatible with the protection of public health, safety and significant environmental resources.

NEEDS AND POLICIES

POLICY STATEMENTS

Employment and Labor Force

Improve Labor Force Skills

Racial and ethnic minorities, women and teenagers make up a large part of the unemployed. These groups lack the training and experience to compete for jobs. Improved manpower planning and job-training programs are needed.

POLICY

1. Increase incentives for on-the-job training with appropriate controls, particularly in the private sector, by seeking legislative changes to allow greater local flexibility in the administration of training funds; improve the management and coordination of training and placement programs so as to ensure that individuals are trained for jobs that are available. Encourage active recruitment for pre-employment training and on-the-job training, with an emphasis on reaching minorities and women.

Improve Access to Jobs for Minorities and the Disadvantaged

Discrimination, lack of mobility, and insufficient information about available jobs are obstacles to minorities, women, teenagers and disabled persons in obtaining jobs for which they qualify.

POLICY

2. Enforce affirmative action programs and eliminate job discrimination on the basis of race, age, sex and ethnic origin.

3. Promote improved public transportation service between major job centers and areas of transit dependency and high unemployment.

4. Improve the dissemination of information on job opportunities and employer requirements, especially to individuals most in need of work.

Collect Better Information on Labor Force Characteristics and Labor Requirements of Business'

More detailed information is needed on who are unemployed, where they live, what their abilities are, and where jobs are available.

POLICY

5. Improve information on labor force characteristics (supply) and job availability (demand) at both the County and community levels in order to increase the effectiveness of job training and placement programs.

Establish Priorities for Public Assistance to the Unemployed

The resources of government are limited, while the needs of the poor and unemployed are great. Fair and consistent guidelines should be established to determine priorities for public assistance. These guidelines could be part of a Human Resources Element of the County's General Plan.

POLICY

6. Prepare a Human Resources Element to the General Plan that will deal with such issues as priorities for public assistance to the unemployed, and will relate land use and economic planning in order to adequately utilize our human resources.

Identify Selection Criteria for Firm Retention and Attraction Programs

The County should identify the types of economic activities that should be encouraged in the area. The employment opportunities they provide and the resource constraints of the County should be considered.

POLICY

7. Identify the kinds of firms that are most likely to provide stable employment and rising incomes for County residents and that will also conserve land and protect environmental resources. Give special consideration to retaining and attracting industries that show the most favorable combination of such characteristics.

Assist Small Business

Small businesses are attractive as employers in an area, for they often provide jobs for unskilled and marginally skilled workers.

POLICY

8. Support efforts to provide assistance to small businesses, particularly minority owned. Help disseminate information on the availability of such assistance to its potential beneficiaries.

Industrial and Commercial Land and Space Requirements

Revitalize, Rehabilitate, and Maintain Existing Industrial and Commercial Space

Industrial and commercial facilities and the areas in which they are situated must be maintained or rehabilitated in order to preserve jobs, use public facilities efficiently, prevent the outmigration of firms, and conserve scarce land resources.

POLICY

9. Support the revitalization and rehabilitation of deteriorating industrial, commercial, and office centers. Prepare and periodically update an Industrial and Commercial Revitalization Program, and adopt policies and measures necessary for its implementation.

Ensure an Adequate Supply of Future Industrial Land

Jobs for County residents depend on the ability of industrial

firms to expand or locate in Los Angeles County. Yet, there is a shortage of prime vacant land for industrial development.

POLICY

10. Encourage more intensive use of industrial land by revising parking and building coverage requirements, as appropriate, seeking to attract more land-efficient firms, and identifying opportunities for the establishment of selected types of businesses, such as "cottage-type" industries, in residential areas; support efforts to create industrial parks and districts, and to provide necessary infrastructure and public services, where not inconsistent with the retention of industry in older job centers.

Collect Complete and Up-to-Date Information on the County's Physical Base

An important step in making land and space available for industry is the provision of information concerning the County's physical base.

POLICY

11. Collect adequate information on the future land and space requirements of industry, and on the supply, suitability and rate of absorption of such land and space, and make it available to firms which may be considering locating or expanding in Los Angeles County.

Legislation and Fiscal Policy

Retain Local Decision-Making Powers

The County's deteriorating business climate is partly the result of a lack of forceful action on the part of local government, which has resulted in the State and federal governments expanding their regulation of environmental resources and occupational and other hazards. Los Angeles County must join with other local jurisdictions to perform these functions.

POLICY

12. Seek alternatives to creating new regulatory agencies, particularly single-purpose regional entities, through more effective local action.

Review and Update Development Standards and Streamline the Permit Approval Process

The proliferation of regulations and the time necessary to consider development proposals and process permits has increased the cost of development. Regulations and the permit process must be streamlined.

POLICY

13. Streamline administrative procedures for granting development approvals and permits and establish time limits for decisions.

14. Periodically review and update regulations, ordinances, codes and standards and strive to minimize their impact on development costs, delays and uncertainty, and the unnecessary consumption of scarce land resources.

15. Employ cost/benefit techniques in formulating codes and standards to achieve a reasonable relationship between costs, risk, and benefits.

16. Support the repeal of taxes that discourage commerce and industry from locating in California and Los Angeles County, such as the unitary provisions of the State Franchise Tax.

Improve Financial Practices of Local Government

Improving the County's attractiveness to commerce and industry will require reforms in local financial practices.

POLICY

17. Improve financial reporting practices of the County and support such improvements in state and other local jurisdictions so as to maintain credibility with investors and ensure access to credit markets; work for modifications in legislative and budget practices which will improve the financial stability of local government.

Maximize the Net Benefits of New Development

County and local decision-makers must decide where development should take place and how much of it should be allowed. Techniques must be found to measure the real costs and revenues of new development.

POLICY

18. Establish procedures to enable the County to use cost/benefit/revenue studies, or other appropriate methods, to evaluate new developments on a community-wide level in order to ensure that the benefits of new development exceed its costs and risks.

Regional Image, Tourism, and Foreign Trade

Support the Visitor Industry and Foreign Trade

The visitor industry is a source of jobs, income and tax revenues. It is relatively non-polluting and benefits merchants of goods and services throughout the County.

POLICY

19. Support efforts to promote Los Angeles County and all its cities nationally and internationally as an area with an improved business climate and exceptional advantages for commerce and industry. Particular emphasis should be placed on promoting tourism and international trade and on attracting new firms and private investment to the County.

20. Support the creation of foreign trade zones to improve the attractiveness of Los Angeles as a location for industries engaged in the storage and processing of world trade commodities.

Improve Public Attitudes Toward Business and the Image of the County as a Business Location

To counteract its negative image, the County must develop a strong public commitment to economic development. It must protect firms already in the area, and it must encourage businesses to locate within its boundaries.

POLICY

21. Work closely with existing commercial and industrial firms to maintain a high level of satisfaction with their location in the County.

22. Support and work for the elimination of disincentives for business and industry, and develop special economic development programs to encourage commerce and industry to locate in Los Angeles County.

Economic Development Program Coordination

Coordinate Economic Development Programs

Numerous economic development projects are being carried out in Los Angeles County. Although many of these programs are compatible with one another, no effective mechanism exists to coordinate these efforts. Duplication of effort has resulted in a waste of scarce local resources.

POLICY

23. Support and work closely with local jurisdictions, other counties, and organizations in Southern California concerned with economic development in order to minimize harmful inter-jurisdictional competition and duplication of effort.

Energy, Environmental Quality, Housing and Transportation

Encourage Industries to Become More Energy Efficient

Maintenance of a strong economy in Los Angeles County will depend on how well the County's energy needs are met. With a shortage of low-cost energy supplies, the conservation and development of renewable energy sources are essential.

POLICY

24. Encourage industries that utilize energy most efficiently or that manufacture products that contribute to the efficient use of energy, including renewable energy sources, to locate or remain in the County.

25. Provide flexibility in locating small scale, labor intensive industries that do not place large demands on non-renewable energy sources.

26. Provide incentives to encourage the reuse of waste heat from manufacturing processes for further industrial purposes (e.g., space heating).

PROJECTIONS

Employment projections (Tables 7.4 and 7.5) are a statistical representation of written policies. They are directly related to population and land use projections of the Plan and provide a mechanism for monitoring the effectiveness of planning policy.

TABLE 7.4*

POPULATION, LABOR FORCE, AND EMPLOYMENT PROJECTIONS

LOS ANGELES COUNTY

	1975	2000	Change
Population	6,992,000	7,851,000	859,000
Labor Force	3,228,000	3,997,000	769,000
Number of Jobs	3,330,000	4,021,000	691,000
Resident Employment	2,909,000	3,797,100	888,100
Unemployment Rate	9.8%	5%	-4.8%

Source: Los Angeles County Department of Regional Planning. Estimates and Forecasts.

* This projection assumes a sharp decline in net in-commuting by workers living in other counties. Because of higher transportation costs, people are expected to work closer to where they reside. If no change in net in-commuting occurs, a situation which should be closely monitored, approximately 850,000 new jobs must be added to the Los Angeles County economy if 5% unemployment is to be achieved by the year 2000.

TABLE 7.5

PROJECTED EMPLOYMENT BY MAJOR INDUSTRY GROUP

LOS ANGELES COUNTY

1975 - 2000

	1975	2000	Change Number	Percent Change
Agriculture	12,000	7,000	-5,000	-42
Mining	10,000	8,000	-2,000	-20
Construction	122,000	102,000	-20,000	-16
Manufacturing	829,000	967,000	138,000	17
Transportation-Communication-Public Utilities	181,000	216,000	35,000	19
Trade	756,000	958,000	202,000	27
Finance, Insurance and Real Estate	204,000	259,000	55,000	27
Services	736,000	942,000	206,000	28
Government	480,000	562,000	82,000	17
TOTAL	3,330,000	4,021,000	691,000	21

Source: Los Angeles County Department of Regional Planning.

ECONOMIC DEVELOPMENT AND REVITALIZATION POLICY MAP

The Economic Development and Revitalization Policy Map (to be found in the pocket at the back of the Plan) depicts the geographic or spatial aspects of economic development policy which cannot be adequately expressed in written form. This map complements the policy maps contained in other elements of the Plan.

Explanation of Map and Legend

The map contains four categories which express the economic development policy. The following four categories fall within the present and planned urban areas.

Major Commercial and Office Job Centers

The category Major Commercial and Office Job Centers shows those multiple or single purpose centers which are or will become by the year 2000, commercial and office job centers. These are distinguished from the other centers by estimates of their employment level (generally 7,000 employees or more).

Major Industrial Expansion/Infill Areas

The category Major Industrial Expansion/Infill Areas shows those areas which are currently undeveloped and planned for future industrial use. The current vacant areas shown for future industrial use include urban areas to be infilled and non-urban areas that will be urbanized as industrial.

Major Economic Revitalization/Intensification Areas

The category Major Economic Revitalization/Intensification Areas shows those general areas where it is desirable to redevelop, rehabilitate or intensify industrial uses. Age, obsolescence or under-utilization are the major criteria for identifying the areas.

Major Transportation Facilities

The category, Major Transportation Facilities, shows the existing and proposed major transportation facilities which are crucial to the economic base. The map shows the freeways, the major railroad yards and lines, the commercial and general aviation airports, and the two major harbors (Los Angeles and Long Beach).

ECONOMIC DEVELOPMENT ELEMENT
FOOTNOTES

1. These comparisons are based on information provided by the Los Angeles Area Chamber of Commerce.

2. Income statistics based on United California Bank estimates. Wage rate comparisons based on statistics provided by the California Employment Development Department and the U.S. Department of Labor.

3. Employment and labor force estimates and comparisons in this paragraph and throughout this report are based on statistics obtained from the California Employment Development Department and Regional Planning staff estimates or projections.

4. Based on information provided by the local office of the Federal Small Business Administration.

5. *Land Suitability/Capability Study* prepared for the Los Angeles County Department of Regional Planning by Environmental Systems Research Institute (ESRI) in 1976.

6. Based on projected 2000 industrial employment and current trends in land absorption rates by major industry categories.

7. The *Kiplinger California Letter.* Circulated monthly by the Kiplinger Washington Edition. Letter of August 17, 1978, page 1.

8. The surveys available to the staff on the California business climate include:

   a. A 1975 survey by the Fantus Company which resulted in the ranking of California 47th out of 48 states in terms of business climate.

   b. A 1977 survey by the Southern California Economic and Job Development Council which found that California's anti-business climate was the major concern of the respondents.

   c. A 1978 survey entitled "Attitudes of the Nation's Corporate Leaders Toward California as a Business Location", by Louis Harris and Associates, which reports "On balance, executives find more to dislike about California as a manufacturing location than to like about it ... (among other concerns) they are concerned about California's high corporate income taxes and high power costs, as well as what they feel is a less than hospitable attitude toward business and industry."

   d. A 1977 survey "Facility Location Decisions", a Fortune Market Research Survey prepared by Belknap Data Solutions Ltd., which reports that community receptivity, and state and/or local attitude toward taxes will be among the five most important factors in selecting new plant locations in the near future; and that while " 'personal preferences of company executives' and 'style of living for employees' remain the most important factors in the comparison between companies relocating their corporate headquarters in the past five years and those probably doing so in the next five years ... sharp increases show up for 'state and/or local personal income tax structure,' 'state and/or local attitude toward taxes on business and industry' and 'fiscal health of state and/or city.' "

9. See footnote No. 1 above.

10. *Selling Cities: Municipalities Set Up Image Building Aimed at Firms and Tourists.* The Wall Street Journal, Tuesday, October 4, 1977.

11. For a more extensive discussion of redevelopment activities in Los Angeles County, many of which seek to improve economic conditions in their project are, see *California Redevelopment Policy: Does it Enhance or Diminish Community in the Los Angeles Region?* Prepared by the Los Angeles Community Design Center in August, 1977.

12. County of Los Angeles General Plan, Housing Element, page IV-19.

13. Ibid. page IV-20. More extensive discussion on housing issues in Los Angeles County can be found in the Housing Element of the General Plan.

SAFETY ELEMENT

Los Angeles County General Plan

department of

REGIONAL PLANNING

county of los angeles

December, 1990

SAFETY ELEMENT

LOS ANGELES COUNTY GENERAL PLAN

Adopted by:

The Board of Supervisors

December 6, 1990

Prepared for:

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FOREWORD

The Board of Supervisors adopted the first Safety and Seismic Safety Elements as components of the Los Angeles County General Plan in 1975. The revised Safety Element, presented in the following pages, responds to new knowledge and concepts gained from studies of safety related issues and events; and from experience gained through management of public safety since 1975. This revised Element combines the formerly required Safety and Seismic Elements into one document in accordance with current State law.

SUMMARY OF THE BASIC PRINCIPLES OF THE SAFETY ELEMENT

The following principles constitute a summary of the content of the Safety Element.

- The Safety Element is basically a long range emergency response plan. It seeks to reduce future losses of life, injuries and socioeconomic disruption by design of safer environments and facilities; by avoidance of hazardous sites; by removal or strengthening of unsafe structures; and by promotion of preparedness for emergencies.

- The Safety Element addresses earthquake, landsliding, flood and fire hazards; and potential hazardous materials incidents related to these hazards.

- Implementation of the Safety Element is the responsibility of many County agencies including the planning agency.

- A basic function of the Safety Element is to increase public awareness and support of safety-conscious planning.

- County decision makers can make one of their foremost contributions to public safety by review of proposed public and private developments under their jurisdiction to ensure that developments are sited, designed and built in a manner which will minimize exposure to the hazards identified above.

- Review of projects for development of critical facilities (examples are public safety facilities, hospitals, child care facilities and elderly care facilities) offers major opportunities to improve public safety and avoid loss of life and injury through careful review of siting, design and construction.

- Hazardous structures (substandard buildings, freeway overpasses, bridges, dams, etc.) have the greatest potential to cause loss of life, injuries, and socioeconomic disruption and loss. Abatement of hazardous structures through strengthening or removal should receive the highest priority.

- Major emergencies will require all the available resources of the various levels of government cooperatively applied.

- Public agencies and actions alone cannot achieve or pay for a safer environment. The general public, individuals, communities, businesses and non-profit or volunteer organizations must be persuaded to invest in safety improvements and actively prepare for emergency events.

- Safety costs must be allocated fairly. No group must be unfairly penalized. Costs incurred are investments which should be designed to prevent larger future losses. Conversely, deferral of investments in safety may lead to major future losses of life, injuries, heavy costs and socioeconomic disruption. The issue of costs should be addressed in a study of the relative priority and financing of actions recommended in the Element.

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A. INTRODUCTION

The Safety Element is a required component of the Los Angeles County General Plan. Prepared in accordance with Sections 65302(g) and 8875 of the California Government Code, the Element assesses threats to public health and safety from a variety of hazards and recommends strategies to reduce these threats. Because local jurisdictions have a degree of discretion in tailoring the Safety Element to their particular concerns, the serious threat of earthquakes to Los Angeles County has influenced the emphasis on earthquake-induced hazards in this document. Consideration of the topics discussed in the text, suggests that many actions that reduce the risk from earthquakes also contribute to reduction of risks from fire, flood, and geologic hazards and vice versa. The following subjects are addressed in the Safety Element:

- Seismic hazards: surface rupture, ground shaking, and ground failure;
- geologic hazards: slope instability, landslides, and unstable ground;
- flood and inundation hazards: structural failure of water storage facilities, tsunami, seiche, and rain-induced flooding;
- wildland and urban fires; and
- other safety issues including the management of hazardous materials, potentially hazardous buildings, critical facilities, emergency response resources, and safety oriented research.

The Safety Element is only one component of the General Plan. Although the basic objective of the Element is "to reduce death, injuries, and property damage, economic and social impact from hazards" and is of paramount concern; other social, economic, political, and aesthetic factors must be considered and balanced with safety needs. The Safety Element, therefore, is designed to be consistent with the other elements of the General Plan, including the Housing, Economic Development, Land Use, Transportation, and Conservation and Open Space Elements.

This document is intended to provide guidance to the public about policies and actions which can produce a safer environment. It is specifically designed to present public officials with program options suitable for consideration in making decisions regarding projects, regulations and programs which further public safety; and to assist County agencies in meeting their public safety responsibilities. Although the Element applies primarily and directly to the unincorporated areas of Los Angeles County, it may also serve as a useful reference and model for the cities within the County. The threat of natural hazards to Los Angeles County can never be totally eliminated. The implementation of the Safety Element, however, can significantly reduce the magnitude of impacts from a variety of future disasters.

B. BACKGROUND AND ISSUES

Los Angeles County is the center of the largest population concentration on the Pacific Coast. Currently, more than 8.5 million residents reside in the County with population projected to reach nearly 10 million by the year 2010. Large scale urban growth will continue to create pressure on the natural and physical environments in the County, as the importance of the region as a key industrial, commercial, and cultural center continues to expand. Intensification of land uses throughout the urban area, and the extension of development into areas with environmental constraints will further increase the vulnerability of Los Angeles County to seismic, geologic, flood, and fire hazards. These trends emphasize the need to implement prudent land use, hazard abatement and risk management programs.

Los Angeles County utilizes two dimensions of risk in applying programs in the Safety Element: unacceptable risk for those conditions which cannot be tolerated and toward which the government actions and programs should be focused; and tolerable risk for those perceived threats that pose some danger, but that are tolerated until such time as programs and resources are available for their abatement. It is the County's responsibility to identify hazardous conditions that expose the public to unacceptable levels of risk and to cooperate with other levels of government and the public to reduce them to tolerable levels. Tolerable levels of risk are achieved through compliance with County, State and Federal safety standards and policies.

The Element and implementation program are organized to address major safety problems and related issues. These include hazards associated with seismic events; geologic instability; fire safety (both wildland and urban fires); flooding and inundation; hazardous materials, especially those related to the hazards identified above; emergency response, preparedness and recovery; and research and safety information systems. The following paragraphs give a brief introduction to these subjects. The Safety Element Technical Appendix, entitled Hazard Reduction in Los Angeles County, provides a technical discussion of these subjects.

Seismic Hazards

Damaging earthquakes are a fact of life in the Los Angeles region. Since 1800, 54 damaging earthquakes have jolted the Los Angeles region. Within the County itself, there are over 50 active and potentially active fault segments, and an undetermined number of buried faults, potentially capable of producing damaging earthquakes.

No area in the County is free from the widespread potential for severe ground shaking by the catastrophic "Big One", an earthquake which could occur on any one of several major faults in or near the County. Equally severe damage from earthquake-induced ground rupture, ground failure, and landsliding threaten more localized areas. In addition, flooding of low-lying coastal areas could result from a tsunami generated by a large offshore earthquake or submarine slide.

Widespread and localized earthquake-induced effects place structures or utility lifelines at risk that, if damaged, could result in fires, failure of large dams, or release of toxic, flammable, or explosive materials. Projected losses of billions of dollars and estimated casualties in the tens of thousands would surpass the effects of any previous natural disaster in the United States including the Loma Prieta (Bay Area) Earthquake. A catastrophic earthquake would severely strain the emergency response and recovery capabilities of Federal, State, and local governments; and profoundly impact the economy of the State, the nation, and possibly the world for an extended period. This Element seeks to significantly reduce the impacts from such catastrophic losses, since they are clearly unacceptable.

Geologic Hazards

With more than 50 percent of the County in hilly or mountainous terrain, and with much existing development and new growth being accommodated in these areas, the County recognizes hillside hazards as a major problem. Mud and debris flows, active deep-seated landslides, hillside erosion and man-induced slope instability comprise the vast majority of hillside hazards. The causes are many and encompass predevelopment and post-development problems; artificially saturated or rainfall-saturated slopes; the erosion and undercutting of slopes; earthquake-induced rockfalls and shallow failures; and natural or artificial compaction of unstable ground. While elimination of all losses from geologic hazards is unrealistic, large scale losses cannot be tolerated.

Flood and Inundation Hazards

Flooding within the County can be earthquake-induced or can result from intense rainfall. Although the likelihood for the catastrophic inundation of the low-lying coastal areas of the County by tsunamis is considered relatively low, the risk of losing the vital commerce associated with the number one port facility in the United States warrants adequate risk-reduction measures. Similarly, inundation caused by a catastrophic dam failure could devastate large areas of the County and threaten many residences and businesses. Two dam failures and one near failure have occurred in the County since 1928. Frequently occurring, intense storm events have also caused mudflow and flood hazards involving the destruction of property, injuries and deaths. It is County policy to minimize the losses and risks from major flood-related events.

Fire Hazards

This Element addresses the threat from both wildland and urban fires. Los Angeles County is susceptible to wildland fires because of its hilly terrain, dry weather conditions, and the nature of its plant cover. The Forester and Fire Warden has designated woodland and brush areas with high fire potential as Fire Zone 4 and a variety of regulatory programs and standards are directed toward the abatement of this hazard and reduction of risk to tolerable levels.

Because of the intensity of development, the numbers of the potentially affected population, and the difficulties of containment, the County must devote major resources to controlling potential fire hazards in its urban areas. Fire safety and suppression are especially critical in industrial areas and high-rise (more than 75 feet in height) buildings. Because high-rise structures typically occur in intensely developed settings and accommodate large numbers of occupants, the potential for fires in these structures to create major catastrophes is significant. Moreover, height limitations of fire fighting equipment makes fire suppression in high-rise buildings unusually challenging.

Hazardous Materials

Los Angeles County is especially vulnerable to unauthorized releases of hazardous materials. The County is one of the nation's largest industrial centers and a major producer of a wide variety of toxic, flammable, and explosive materials. A surprising variety of toxic materials is also stored and used in many small businesses and households. Earthquakes, fires, and floods increasingly involve the possibility of hazardous materials releases or explosions. A chlorine gas release resulting from the 1987 Whittier Narrows earthquake emphasized this potentially catastrophic problem.

Please note that the Safety Element addresses only limited aspects of hazardous waste and materials management, i.e., those aspects related to seismic events, fires, and floods. Hazardous materials management is more fully addressed in the County Hazardous Waste Management Plan, adopted by the Board of Supervisors in 1989, and in Title 2 of the Los Angeles County Code.

Emergency Response, Preparedness and Recovery

The Safety Element is essentially a long-range emergency response, preparedness and recovery plan. It provides a policy framework for the implementation of short-range emergency preparedness plans. These include the Five-Year Plan for Earthquake Preparedness and the County Multihazard Functional Plan. More importantly, all of the policies and recommendations of the Element are aimed at producing a safe environment and easing the task of disaster response organizations during emergencies. In short, the Element seeks to strengthen short- and long-term emergency response and recovery capability.

Research and Safety Information Systems

An important function of the Element is to identify safety research needs and opportunities. An important data base is already available within County agencies with immediate applications in safety planning and emergency response operations. Better geologic and seismic information, including information on the location and occupancy of hazardous structures and critical facilities, could lead to measures which would greatly reduce loss of life, injuries and property damage during emergencies. Improved fire and flood hazard data bases are also a necessity. In addition, there is a need to improve hazard prediction and early warning capability.

C. SAFETY ELEMENT GOALS AND POLICIES

SEISMIC HAZARDS

Goal: Minimize injury and loss of life, property damage, and the social, cultural, and economic impacts caused by earthquake hazards.

Policies

1. Encourage the use of nonurbanized segments of active fault zones for rural and open space purposes.

2. Review projects proposing expansion of existing development and construction of new development, especially critical facilities, and encourage them to avoid localities exposed to high earthquake hazards through such techniques as cluster development and transfer of development rights.

3. Continue enforcement of stringent site investigations (such as seismic, geologic, hydrologic, and soils investigations) and implementation of adequate hazard mitigation measures for development projects in areas of high earthquake hazard, especially those involving critical facilities. Do not approve proposals and projects which cannot mitigate safety hazards to the satisfaction of responsible agencies.

4. Promote the development of seismically resistant major lifelines serving Los Angeles County and connecting it to surrounding regions and the rest of the nation.

5. Promote the strengthening or replacement of critical facilities; and the retrofitting or abatement of potentially hazardous buildings, highway structures, and dams and reservoirs which do not meet seismic safety standards.

6. Encourage the preservation and sensitive reuse of historic buildings, that need strengthening for protection from seismic hazards, in a manner that does not endanger public safety.

7. Strengthen earthquake resistance standards for non-structural components, especially in critical facilities.

GEOLOGIC HAZARDS

Goal: Protect public safety and minimize the social and economic impacts from geologic hazards.

Policies

8. Review proposals and projects proposing new development and expansion of existing development in areas susceptible to landsliding, debris flow, and rockfalls, and in areas where collapsible or expansive soils are a significant problem; and disapprove projects which cannot mitigate these hazards to the satisfaction of responsible agencies.

9. Continue to improve and enforce stringent slope investigation and design standards, and to apply innovative hazard mitigation and maintenance plans for development in hillside areas.

10. Upgrade slope maintenance measures and improve emergency response capability in hillside areas.

FLOOD AND INUNDATION HAZARDS

Goal: Minimize injury, loss of life, property damage, and economic and social disruption caused by flood and inundation hazards.

Policies

11. Continue to review proposals and projects for expansion of existing development and construction of new facilities, especially critical facilities, within areas subject to floods and other high-risk inundation areas, and disapprove projects which cannot mitigate the hazards to the satisfaction of responsible agencies.

12. Promote the use of flood plain management measures in high-risk inundation areas, and require expansion of existing and proposed new developments to be flood-proofed and secured to minimize future flood losses.

13. Encourage improvement of the existing flood control system capacity to ensure that it is capable of protecting existing development from rising amounts of runoff produced by increased urbanization.

14. Upgrade protection of the public from inundation hazards caused by structural failure and/or breaching of water storage tanks, debris basins, or dam and reservoir facilities.

WILDLAND AND URBAN FIRE HAZARDS

Goal: Reduce threats to public safety and protect property from wildland and urban fire hazards.

15. Maintain and strengthen the review of projects and development proposals; and upgrade County fire prevention standards and mitigation measures in areas of high wildland (mainly Fire Zone 4) and urban fire hazard.

16. Continue to coordinate fire fighting efforts with State, Federal and local agencies in fire hazard areas; and review and update mutual and automatic aid agreements between the County and other fire protection agencies.

17. Continue efforts to reduce all fire hazards, with special emphasis on reducing hazards associated with older buildings, multistory structures, and fire-prone industrial facilities; and maintain an adequate fire prevention capability in all areas.

18. Expand and improve vegetation management efforts in wildland fire hazard areas.

19. Promote improved watershed management practices to reduce the risk of damaging runoff and debris movement into urban areas.

HAZARDOUS MATERIALS

Goal: Reduce threats to the public health and safety from hazardous materials, especially threats induced by earthquakes.

Policies 20. Review proposed development projects involving the use or storage of hazardous materials, and disapprove proposals which cannot properly mitigate unacceptable threats to public health and safety to the satisfaction of responsible agencies.

21. Promote the safe transportation of hazardous materials.

22. Encourage businesses and organizations which store and use hazardous materials to improve management and transportation of such materials.

23. Promote efforts to reduce or eliminate the use of hazardous materials through dissemination of information about and creation of incentives and disincentives for use of safer substitutes.

24. Encourage improved, timely communications between businesses and emergency response agencies regarding hazardous materials/waste incidents.

EMERGENCY RESPONSE, PREPAREDNESS AND RECOVERY

Goal: Strengthen County short-term emergency response and long-term recovery capability.

Policies

25. Promote greater public awareness and understanding of safety hazards and emergency preparedness and response procedures.

26. Promote the development of community/neighborhood, and workplace self-help and disaster relief groups to improve the effectiveness of local emergency response, light search and rescue, and emergency medical care.

27. Strengthen the capability of County agencies to effectively respond to earthquake and non-earthquake induced emergencies.

28. Upgrade regional heavy rescue capability including mobilization operations and resource management.

29. Encourage critical facilities to maintain and regularly update emergency response plans identifying safety procedures, disaster control capabilities, and evacuation procedures such as drills and exercises.

30. Upgrade interagency and multijurisdictional communications, planning and decision making to ensure efficient and integrated emergency response capability.

31. Promote improved cooperation with nonprofit and private sector emergency response organizations.

32. Establish an appropriate organization composed of County agencies and community representatives to develop adequate reconstruction policies and procedures in advance of a major emergency; and to effectively manage rebuilding and recovery operations after a major earthquake or other similar disaster.

33. Support Federal and State legislation to develop an adequate earthquake insurance program that includes hazard mitigation incentives.

34. Encourage the improvement of hazard prediction and early warning capability.

35. Strengthen emergency communication systems and improve cooperation between the media and emergency response agencies.

RESEARCH AND SAFETY INFORMATION SYSTEMS

Goal: Continue to promote research on and mapping of natural and urban hazards; and improve safety information systems for planning, emergency response management and hazard mitigation.

Policies 36. Support research programs to improve knowledge of seismic, geologic, fire, flood, and other hazards.

37. Encourage research that will lead to the detailed mapping of ground response (microzonation) of Los Angeles County.

38. Advocate early warning and disaster prediction research, and support application of the research results to emergency preparedness operations.

D. SAFETY ELEMENT ACTION PROGRAMS

SAFETY ELEMENT ACTION PROGRAMS

Introduction

The following pages identify the action programs designed to implement the policies of the Safety Element. Responsible agencies, which are those County organizations having roles in implementation of a given program, are listed for each action. Where more than one agency is listed, the first agency is the lead agency unless otherwise noted.

It is important to note that the action programs, singly or collectively, do not constitute a budget and are not a substitute for the regular County budgetary process. Budgeting specific actions will occur as resources are available, through the established budget process, involving the responsible agencies, the Chief Administrative Office, and the Board of Supervisors.

SEISMIC HAZARDS

Program 1 - Use Non-Urbanized Active Fault Zones for Low Intensity Purposes

Action 1.1

Where feasible, consider locating new low intensity public outdoor recreation areas and other public or private open space lands in active fault zones.

Responsible Agencies: Parks and Recreation, Regional Planning, Internal Services.

Action 1.2

In disposing of excess or tax delinquent public lands, consider exchanging unneeded County-owned lands located outside active fault zones for lands located within active fault zones; and consider retaining such lands located in active fault zones in permanent public ownership.

Responsible Agencies: Internal Services, County Counsel, Treasurer and Tax Collector.

Action 1.3

Investigate the feasibility of establishing a corporate, conservancy or other organization to acquire through fee simple, easement or other appropriate means of acquisition, lands for open space and outdoor recreation purposes in unurbanized segments of active fault zones. Consider transfer of County-owned and tax delinquent properties in active fault zones to the organization for use and management for outdoor recreation and open space purposes.

Responsible Agencies: Parks and Recreation, Internal Services, Regional Planning, County Counsel.

Action 1.4

Maintain existing or similar rural and open space zoning in nonurban segments of active fault zones.

Responsible Agency: Regional Planning.

Program 2 - Guide Development to Low Seismic Risk Areas

Action 2.1

Consider the inclusion of a Seismic-Geologic or Hazardous Area Overlay Zone in the Zoning Code providing for appropriate regulations, standards, site investigation requirements, risk mitigation measures; and covering earthquake-hazardous areas such as those listed below:

a. State-designated active Alquist-Priolo Special Studies Zones (APSSZ);

b. other active faults, as shown on Plate 1 (Fault Rupture Hazards and Historic Seismicity); and

c. areas of liquefiable (L) alluvium, as shown on Plate 4 (Liquefaction Susceptibility).

In addition, consider amending the Zoning Code to provide for, if necessary, conditional use permits for construction of critical facilities in earthquake-hazardous areas. Review of proposals for critical facilities should ensure that seismic-geologic conditions have been adequately investigated, that hazard mitigation measures have been recommended to reduce risks to tolerable levels, that the health and safety of the occupants of the site, the adjoining property, and the general public are not endangered.

Responsible Agencies: Regional Planning, Public Works.

Action 2.2

Review discretionary projects for development or expansion of the following categories of critical facilities and disapprove or oppose projects which cannot mitigate hazardous conditions to the satisfaction of responsible agencies:

a. Any lifeline system facility under County jurisdiction such as energy transmission systems, major utility facilities, evacuation and disaster routes, and structures storing heavy rescue and debris cleanup equipment;

b. essential facilities that are needed in times of emergencies such as medical facilities, fire and police stations, emergency operations centers, and communication centers;

c. high-risk facilities such as nuclear power plants, dams, and industrial plants which manufacture or store explosives, toxic materials, or petroleum products that, if damaged, could cause catastrophic effects far beyond the facilities themselves;

d. high occupancy facilities having potential for catastrophic casualties and crowd control problems such as high rise buildings, large public and private assembly facilities and large multifamily residential complexes (greater than 500 person capacity);

e. dependent care facilities that house populations with special evacuation considerations, such as educational facilities for preschools and public and private schools, rehabilitation centers, prisons, and major social care facilities including group care homes and elderly care facilities;

f. economic facilities whose continued operation is paramount to avoiding severe economic impact such as banking, vital record keeping and archiving activities, computing and data processing centers, airport and port facilities, and large industrial/ commercial complexes.

Encourage relocation, retrofitting or strengthening of existing substandard facilities in hazardous areas; and use of innovative concepts such as transfer of development rights and development clustering for new projects.

Responsible Agencies: Regional Planning, Public Works, Forester and Fire Warden.

Action 2.3

Continue to enforce the existing County Building Code requirements (Section 311, Title 26), pertaining to APSSZ, to include all active faults, including those not designated within the APSSZ. Perform a regular review of compiled fault investigations to determine the adequacy of active and potentially active fault designations.

Responsible Agencies: Regional Planning, Public Works.

Action 2.4

Consider using California Environmental Quality Act (CEQA) procedures, impact mitigation fees, tax incentives and disincentives, and other measures to direct inappropriate development away from earthquake-hazardous areas; and encourage incorporation of adequate risk mitigation measures during design of projects.

Responsible Agencies: Regional Planning, Public Works, Assessor.

Action 2.5

Investigate the feasibility of requiring that the real estate commissioner's hazard disclosure statements be expanded to include any hazard mitigation measures required as a condition of project approval.

Responsible Agencies: Public Works, Regional Planning, Recorder.

Program 3 - Ensure Safe Development

Action 3.1

Continue to encourage submittal of geologic information by certified engineering geologists and seismic information by qualified registered geologists and geophysicists, for any discretionary project or development proposal in an earthquake-hazardous area. The reports are to be prepared in accordance with State Guidelines or stricter standards for any discretionary project or development proposal subject to earthquake induced hazards. Seismic-geologic reports prepared for other projects in the vicinity of a given project may be utilized, at the discretion of the responsible agency, to supplement or in lieu of a new report.

Responsible Agency: Public Works.

Action 3.2

Consider amending the Building Code or the Building Code Manual to:

a. Exclude definite trenching depths (refer to Section 311) and require subsurface investigation to the base of Holocene materials or to the satisfaction of the responsible agency. Adequate setbacks for faults, discovered to be active, should be based on the recommendations of the geological consultant. The Building Code Manual should be revised to include definite procedures and methods that are acceptable for locating active fault zones in compliance with Section 311 of the Building Code. This manual must be available to the public and note responsible parties for approving specific exploration programs;

b. Provide for liquefaction studies that identify those soils that have the potential for public endangerment and recommend possible mitigation measures to the satisfaction of the responsible agency for construction of critical facilities and large structures involving engineering design in areas known to have a potential to endanger the public by liquefying based on the latest maps and the available subsurface data. It must be recognized that liquefaction can occur at depths to 50 feet. Establish and maintain procedures for determining when site specific liquefaction studies are necessary; and

c. Improve construction standards and mitigation measures for critical facilities and structures designed for human occupancy in areas of potential liquefaction; and consider requiring special investigation of development site seismic response conditions for critical facilities in alluvial areas.

Responsible Agency: Public Works.

Action 3.3

Encourage updating of the Uniform Building Code (UBC) to incorporate the most current seismic design standards and hazard reduction measures from the Applied Technology Council (ATC), the Structural Engineers Association of California (SEAOC) and the Earthquake Engineering Research Institute (EERI). The Uniform Building Code is the model code which is adopted by the State Building Standards Commission; and the County is required to at least meet or exceed its requirements. Consider amending the Building Code to provide for the following:

- Construction of new tilt-up buildings in simple configurations or other designs which minimize structural and nonstructural earthquake damage;
- application of lateral shear values to both new and modified existing construction; and
- site specific, probabilistic dynamic analyses for buildings greater than 5 stories or 65 feet in height; or structures with stiffness, weight, or geometical irregularities.

The County should impose more stringent requirements, if justified by State law, based on geography, topography or climate.

Responsible Agency: Public Works.

Action 3.4

Continue to improve seismic structural design standards for critical facilities and strengthen Building Code standards to ensure improved ground shaking response by other buildings and structures; and consider requiring improved construction standards and mitigation measures for development projects in areas of high ground shaking response, as identified in the 1975 Seismic Safety Element, other sources such as the California Division of Mines and Geology Earthquake Scenario reports, and in future reliable seismic shaking maps or ground response microzonation data bases.

Responsible Agencies: Public Works, Regional Planning.

Program 4 - Protect Lifelines

Action 4.1

When new technologies are developed, encourage responsible agencies, such as the State Public Utilities Commission (PUC), the Building Standards Commission, the Federal Housing Administration, the Federal Emergency Management Agency, and the State Architect to adopt or approve improved seismic design, construction and maintenance standards for utility and other lifeline systems traversing earthquake-hazardous areas; and to require adequate risk mitigation measures at the site or alignment level to protect critical lifeline systems such as water, sewer, natural gas, electrical, and communication utilities. Appropriate measures may include system segmentation, easy lifeline access, quick repair capability, emergency shut-off, and emergency backup systems or arrangements.

Responsible Agencies: Public Works, Internal Services.

Action 4.2

Continue to review proposals for major utility facilities(such as major new pipelines, power transmission lines), expressways, arterial highways, bridges, tunnels, transit lines, evacuation routes and other critical lifelines under County jurisdiction that would require discretionary permits or actions to ensure that they either incorporate mitigation measures and safety features, or avoid, where feasible, active or potentially active faults and zones of potential liquefaction; and that their exposure to earthquake-induced slope failure or earthquake-induced inundation is minimized.

Responsible Agencies: Public Works, Regional Planning.

Action 4.3

Identify vulnerable critical lifelines in high-risk areas, and encourage both the operating organizations and the responsible regulatory agencies to support retrofit programs and/or stockpiling of replacement components in areas most susceptible to damage.

Responsible Agencies: Regional Planning, Public Works, Internal Services.

Program 5 - Strengthen Critical Facilities and Retrofit or Replace Potentially Hazardous Buildings and Structures

Action 5.1

Complete a structural assessment and maintain a phased hazard abatement program for all inventoried County-owned and leased buildings in the Internal Services Department data base.

Responsible Agencies: Internal Services, Public Works.

Action 5.2

Consider developing and using a building screening methodology modeled after advanced programs such as the Japanese National Land Program procedure, using technical information from SEAOC and EERI for the inventory, structural evaluation, and assessment of risk to County-owned or operated buildings, and critical facilities within unincorporated County areas.

Responsible Agencies: Public Works, Internal Services.

Action 5.3

Encourage the inventory of the following potentially hazardous buildings; and establish priorities for their safe management, rehabilitation, and/or replacement:

a. Unreinforced masonry (URM) buildings, including those with URM wall infilling;
b. nonductile concrete frame buildings;
c. inadequately designed pre-cast tilt-up construction;
d. multistory buildings with soft stories;
e. inadequately designed structures with geometrical irregularities including long spans and irregular shapes;
f. mobile homes and residential buildings not properly secured to their foundations;
g. dilapidated buildings; and
h. buildings with unusual interior and exterior nonstructural hazards.

Complete the existing program for abatement of seismic hazards in unreinforced masonry buildings.

Responsible Agencies: Public Works, Regional Planning, Internal Services.

Action 5.4

Improve the effectiveness of programs to abate threats to public safety from potentially hazardous buildings through rehabilitation, replacement, occupancy management and facility emergency response planning. Establish priorities and a phased abatement program to minimize negative consequences such as displacement of residents and businesses located in hazardous buildings by:

a. Considering the provision of relocation assistance benefits to persons or businesses displaced as a result of the rehabilitation or replacement of potentially hazardous buildings.

b. Studying the feasibility of setting up a County-administered revolving loan program to assist unincorporated area property owners whose properties are identified as hazardous and need improvements or have to be demolished; and

c. Encouraging the use of manpower development programs, small business loans, and earthquake safety and housing rehabilitation bonds to mitigate the negative economic and financial impacts of reducing risks in potentially hazardous structures.

Responsible Agencies: **Community Development Commission, Regional Planning, Public Works, Chief Administrative Office, Housing Authority, Senior Citizens Affairs.**

Action 5.5

Advocate an active program for identification and reinforcement of potentially hazardous buildings in cities contracting with the County for emergency services; and continue to recommend changes to State, Federal, and local government urban redevelopment programs to provide for the phased abatement of fire and earthquake-hazardous old buildings.

Responsible Agencies: **Public Works, Forester and Fire Warden, Regional Planning, Community Development Commission.**

Action 5.6

Encourage the retrofitting and strengthening of all bridge, roadway structures, expressways, dams and reservoirs. Give priority to those with identified substandard design features.

Responsible Agency: **Public Works.**

Program 6 - Protect Seismically Threatened Historic Buildings

Action 6.1

Support the improvement and facilitate the use of the State Historic Building Code as a means of encouraging the protection and preservation of buildings and structures having historic value from demolition or incompatible alteration due to application of hazard abatement programs.

Responsible Agencies: Public Works, Regional Planning, Chief Administrative Office.

Program 7 - Mitigate Nonstructural Hazards

Action 7.1

Continue to update and modify County Building Code standards to require increased bracing and seismic resistance of nonstructural components, with special emphasis on components in medium and high-rise buildings, and critical facilities.

Responsible Agencies: Public Works, Internal Services.

Action 7.2

Encourage private sector programs for voluntary mitigation of exterior and interior nonstructural hazards for medium and high-rise buildings, industrial structures, and privately-owned critical facilities. Encourage the establishment of financial incentives designed to foster mitigation of these hazards.

Responsible Agency: Public Works.

GEOLOGIC HAZARDS

Program 8 - Guide Development to Low Geologic Risk Areas

Action 8.1

Continue to improve and apply Los Angeles County hillside management guidelines and standards to all slopes greater than 25 percent; and encourage the use of cluster and planned unit developments for projects in or near geologically hazardous areas.

Responsible Agencies: Regional Planning, Public Works.

Program 9 - Improve and Enforce Slope Investigation and Hillside Design Standards

Action 9.1

Continue to enforce, monitor, and improve hillside development standards which place responsibility on the developer, with advice from qualified engineers and geologists, to develop and implement adequate mitigation measures as conditions of project approval. Project review should ensure the following:

a. mitigation measures which address protection of public safety and property both inside and outside the project boundaries;

b. identification and adequate mitigation of adverse slope conditions including potential earthquake and moisture-induced slope instability;

c. provisions for hazard mitigation or avoidance of areas subject to rapid slope failures, which allow the County to designate adequate setbacks and clearances;

d. adequate channel design and building pad elevation to remove development from the projected path of rapid slope failures;

e. adequate investigation of the potential for liquefaction-induced lateral spreading and other slope failures; including projects with slopes of less than 25 percent located in liquefiable areas (Plate 4), or in unstable Hs and Qs units (Plate 2);

f. provision for proper site planning, design criteria, and cross-sections exceeding or in compliance with Building Code standards pertaining to hillside grading practices; and

g. slope design in landslide prone areas that considers the potential effects of high rainfall, private sewage systems, landscaping irrigation and possible runoff from adjacent future development.

Provide adequate mitigation measures for projects in slopes of less than 25 percent where conditions on or near a project site constitute significant geologic hazards.

Responsible Agencies: Public Works, Regional Planning.

Action 9.2

Consider amending the Building Code to prohibit construction of fill slopes steeper than 2:1 without structural reinforcement. Allow steeper slopes where it can be demonstrated to the satisfaction of the responsible agency that steeper fill slopes can be designed safely. Continue to apply existing policy for slope stability analysis of cut and fill slopes equal to or steeper than 2:1, including:

a. 1.1 pseudostatic minimum Factor of Safety for the seismic design of slopes;

b. 1.5 static minimum Factor of Safety for the nonseismic design of slopes.

Responsible Agency: Public Works.

Action 9.3

Study and develop improved seismic and slope stability analyses, including the feasibility of using the American Society of Civil Engineers (ASCE) permanent seismic deformation method for the construction of critical facilities near active faults (Plate 1) and in areas of high shaking intensity. Recommend amendments to the Building Code, as needed, addressing both seismic and static methods.

Responsible Agency: Public Works.

Action 9.4

Continue to require developers to provide multiple access to proposed developments; and, where feasible, equip access routes with rock nets, fences, retaining barriers or other features designed to prevent road blockage. Where feasible, consider rerouting roads threatened by major landslides.

Responsible Agencies: Public Works, Regional Planning.

Action 9.5

Improve the existing mud and debris flow mitigation programs by obtaining input from interdisciplinary teams including hydrogeologists, sedimentologists, geologists and geotechnical engineers; and through cooperation with the Federal Emergency Management Agency.

Responsible Agency: Public Works.

Program 10 - Improve Slope Maintenance Measures

Action 10.1

Improve the proper treatment of graded slopes to minimize erosion and slope failure hazards to property owners, residents and the public.

Responsible Agency: Public Works.

Action 10.2

Study the feasibility of utilizing Geologic Hazard Abatement District (GHAD) authority for the following:

a. Ground water and slope monitoring instrumentation, and regulation of the amount of water infiltration into hillside areas from septic systems, landscape irrigation, swimming pools and other sources;

b. slope mitigation measures that control erosion or require unusual stabilization and grading;

c. landslide dewatering to prevent reactivation of inactive landslides or acceleration of existing active landslides; and

d. provision and maintenance of flood control facilities in areas susceptible to mud and debris flows.

Responsible Agencies: Public Works, Regional Planning.

Action 10.3

Continue to inform homeowners of potential mud and debris flow hazards below burnt watersheds and advise them of protective measures; and continue to identify high-risk areas and predict high-risk time periods based on factors such as weather conditions and locations of burnt watersheds.

Responsible Agencies: Public Works, Forester and Fire Warden.

Action 10.4

Monitor and improve as necessary the effectiveness of County Storm Operations Center heavy equipment teams to perform debris basin cleanouts and other emergency operations as soon as feasible after heavy storm flows.

Responsible Agencies: Public Works, Forester and Fire Warden.

FLOOD AND INUNDATION HAZARDS

Program 11 - Discourage High-Risk Development

Action 11.1

Continue to review development proposals and to enforce existing flood control, subdivision, and zoning standards in unregulated flood plains recognized by the County and the Federal Emergency Management Agency (FEMA) National Flood Insurance Program. Consider expanding these requirements to "high-risk" dam inundation or tsunami inundation areas. Continue to restrict development of inappropriate structures in County defined and FEMA defined flood plains and consider extending such restrictions to other high-risk inundation areas that may be defined in the future. Encourage improved flood plain management in all areas of the County in connection with new development.

Responsible Agencies: Public Works, Regional Planning.

Action 11.2

Identify potential high-risk inundation areas for dams, debris basins, and water storage tanks; and manage them to reduce risks.

Responsible Agencies: Public Works, Regional Planning.

Program 12 - Minimize Flood Hazards

Action 12.1

Proposals for large subdivisions and critical facilities, to be located in potential high-risk dam and tsunami inundation areas, should assess the risk of inundation and provide adequate flood mitigation measures as conditions of project approval.

Responsible Agency: Public Works.

Action 12.2

Amend building, fire, electrical, plumbing and mechanical code design and construction standards to ensure that the threat of fire hazard and hazardous material releases is adequately mitigated in flood areas, high-risk dam inundation areas, and tsunami inundation areas, including provisions that require the following:

a. Where feasible, flammable and hazardous materials/waste should be stored in anchored watertight containers or storage tanks, and be protected from impact by debris contained in flood torrents;

b. fuel lines and electrical ignition sources (such as fuse boxes) should be protected from impact by flood debris; and

c. construction materials should be fire-resistive consistent with the County Building Code.

Responsible Agencies: Public Works, Beaches and Harbors, Regional Planning.

Action 12.3

Review design and construction practices in tsunami inundation areas under County jurisdiction to ensure that building configuration, barrier and buffer zones, and nonstructural anchoring are adequate to prevent boats, piers, and vehicles from becoming damaging flood debris; and are designed to decrease the impact of tsunami wave torrents.

Responsible Agencies: Public Works, Beaches and Harbors.

Program 13 - Ensure Adequate Flood Control System Capacity

Action 13.1

Continue to monitor the effectiveness of flood control projects under County jurisdiction to ensure that increased runoff caused by expanding and intensifying urbanization is within flood control capacity. Improve maintenance, repair or modification of dams, flood channels, debris basins, culverts, and storm drainage systems.

Responsible Agencies: Public Works, Regional Planning.

Action 13.2

Cooperate with the Corps of Engineers in evaluating the postulated limits of major flood events, based on changing conditions, in the coastal and valley lowlands of Los Angeles County. Cooperatively plan and implement measures to respond to changing conditions; and evaluate the feasibility of mechanisms for financing flood control improvements designed to respond to changing conditions.

Responsible Agencies: Public Works, Regional Planning.

Program 14 - Public Safety and Dam Inundation

Action 14.1

Continue efforts to reduce risks associated with existing earth fill dams with emphasis on dams of substandard designs or those required to operate at reduced capacity. Retrofit or replace water storage tanks that do not meet established seismic design standards.

Responsible Agency: Public Works

Action 14.2

Advocate revision of state legislation to require dam inundation risk analyses and development of mitigation measures to protect development in "high-risk inundation" areas.

Responsible Agencies: Public Works, Regional Planning.

Action 14.3

Continue to coordinate regular inspection of large water tanks, debris basins, and reservoirs with the California Division of Safety of Dams Program to ensure their structural integrity; and consider additional structural or nonstructural inundation management if the potential risk justifies such action.

Responsible Agency: Public Works.

WILDLAND AND URBAN FIRE HAZARDS

Program 15 - Strengthen Project Review and Enforcement of Standards

Action 15.1

Continue to review all development projects proposed in Fire Zone 4 for availability of adequate emergency access and water supply for fire fighting purposes. Improve the enforcement of the Water Code, including provision for periodic inspection of water utilities to verify compliance with code requirements.

Responsible Agencies: Forester and Fire Warden, Public Works, Regional Planning.

Action 15.2

Continue to upgrade the Building, Fire, Subdivision and Zoning Codes to require onsite preventative measures, including adequate fire flows, fire breaks, fire resistant landscaping, fire retardant

construction, and automatic sprinkler systems to assist in fire suppression in fire hazardous areas, critical facilities, multistory and high occupancy buildings. Consider amending appropriate codes and ordinances to require that gas-fired and other water heaters be firmly anchored and immobilized.

Responsible Agencies: Regional Planning, Public Works, Forester and Fire Warden.

Action 15.3

Continue to require property owners to undertake fuel load management practices such as brush clearance, erosion control, slope stabilization and flammable rubbish removal. Also, continue to review development projects to ensure proper brush clearance, adequate requirements for emergency ingress and egress, and adequate fire flows for fire suppression.

Responsible Agencies: Forester and Fire Warden, Regional Planning, Public Works, Agricultural Commissioner.

Action 15.4

Explore the feasibility of requiring applicants for development projects to participate in financing the cost of fire protection (fire stations and other capital improvements).

Responsible Agencies: Regional Planning, Chief Administrative Office, Forester and Fire Warden.

Program 16 - Coordinate and Improve Mutual Aid Agreements

Action 16.1

Continue to participate in and improve mutual aid agreements with the United States Forest Service, the California Division of Forestry, and other County and city fire fighting agencies.

Responsible Agency: Forester and Fire Warden.

Program 17 - Reduce Fire Hazards in Existing Development

Action 17.1

Improve long-range fire prevention capability by encouraging increased use of sprinklers and fire-retardant construction materials. Consider amending the Building and Fire Codes to require the installation of sprinkler systems in existing critical facilities, especially high-risk multistory and high occupancy facilities. Implementation priority should be phased depending on

the age, occupancy, materials used in construction, and the location of buildings. Relocation benefits should be provided where appropriate.

Responsible Agencies: Public Works, Forester and Fire Warden, Internal Services, Regional Planning.

Action 17.2

Continue to evaluate fire hazardous buildings and establish measures to reduce risk to tolerable levels through improved fire prevention capacity, renovation, demolition, or occupancy reduction. The occupancy, value, age, and historic value of the building; and the social and economic characteristics of the occupants should be considered in phasing implementation priorities to minimize negative impacts.

Responsible Agencies: Forester and Fire Warden, Public Works.

Program 18 - Reduce Wildland Fire Hazards

Action 18.1

Improve wildland fire hazards assessment and rating to establish priority areas for the reduction of fire hazard to tolerable levels. Give consideration to such factors as vegetation type, slope, aspect, and proximity to development; expand vegetation management activities to reduce fuel loading of highly flammable vegetation; and manage prescribed burns to ensure that development downslope is not impacted by increased erosion and debris flows and that air pollution is minimized.

Responsible Agencies: Forester and Fire Warden, Public Works.

Program 19 - Watershed Management

Action 19.1

Continue to improve watershed management efforts in coordination with Federal, State, and local agencies to reduce the frequency, size and intensity of wildland fires and their related watershed damage. This includes the maintenance of fire and fuel breaks, the review of wildland fire events for potential erosion impacts, and the provision of emergency revegetation where appropriate.

Responsible Agencies: Forester and Fire Warden, Public Works.

HAZARDOUS MATERIALS AND WASTE HAZARDS

Program 20 - Promote Safe Use and Storage

Action 20.1

Review projects proposing to use or store hazardous materials and wastes; and require compliance with mitigation measures (including adherence to an onsite hazardous materials management plan) to ensure the protection of public safety from accidental releases. Encourage avoidance of earthquake hazardous or high-risk inundation areas, unless adequate mitigation measures can be instituted.

Responsible Agencies: Regional Planning, Health Services, Forester and Fire Warden.

Program 21 - Promote Safe Transportation

Action 21.1

Encourage responsible Federal and State agencies to improve hazardous materials transportation safety measures through more effective regulation and enforcement actions.

Responsible Agencies: Sheriff, Forester and Fire Warden.

Program 22 - Improve Onsite Management

Action 22.1

Consider requiring the preparation and implementation of individual business risk management (emergency response) plans, as a condition of project approval, to ensure the following:

a. Preparation and maintenance of a hazardous materials inventory, identifying permitted quantities of hazardous or volatile materials; a site plan showing onsite hazardous materials storage; and an inventory of onsite emergency equipment adequate for emergency response.

b. implementation of environmental audits for tracking hazardous materials during and after use; and plans for inspection, monitoring and record keeping to verify control efforts;

c. provision for treatment or control of all unauthorized emissions, discharges, or releases through the best available technology, and changes in processing and manufacturing strategies. Encourage mutual aid and contract cities to promote improved onsite management of hazardous materials;

e. strengthening of potentially hazardous structures which house hazardous materials; and

f. training of personnel to safely manage and use hazardous materials/wastes.

Responsible Agencies: **Forester and Fire Warden, County Counsel, Health Services, Sanitation Districts, Public Works.**

Program 23 - Reduce Public Exposure to Hazardous Materials/Wastes

Action 23.1

Develop and disseminate technical information to inform hazardous waste generators of opportunities for:

a. Source reduction through replacing hazardous materials with less hazardous or nonhazardous materials, and through good housekeeping activities and process modifications that reduce or eliminate the use of hazardous materials;

b. recycling through reclamation or reuse of hazardous waste; and

c. safe treatment and disposal practices.

Responsible Agencies: **Sanitation Districts, Forester and Fire Warden, Public Works, Health Services.**

Action 23.2

Continue to participate in cooperative hazardous materials planning and management efforts, such as the Southern California Hazardous Waste Management Authority, which promote the concept that regional solutions are required to handle waste treatment and disposal, and that each jurisdiction should accept responsibility for management of hazardous wastes in an amount proportional to the wastes generated by that jurisdiction.

Responsible Agencies: **Sanitation Districts, Forester and Fire Warden, Public Works, Health Services.**

Action 23.3

Explore the feasibility of providing financial incentives for the prudent management of hazardous wastes including support of State and Federal tax incentives and fees, such as impact mitigation fees on hazardous materials.

Responsible Agencies: **Chief Administrative Office, Sanitation Districts, Public Works.**

Action 23.4

Improve the capability to respond to hazardous material releases by improving the training and equipment of "hazmat teams", and deploying them in areas with a high potential for releases such as major concentrations of petrochemical industries. Improve the hazardous materials abatement training of all emergency response personnel; and investigate the need for and feasibility of expanding the number of hazmat teams.

Responsible Agencies: **Forester and Fire Warden, Public Works, Health Services.**

Program 24 - Improve Hazardous Incident Communications

Action 24.1

Establish preplanned communication procedures for reporting hazardous materials/waste incidents to the appropriate response agencies.

Responsible Agencies: **Forester and Fire Warden, Health Services, Sheriff, Public Works.**

EMERGENCY RESPONSE, PREPAREDNESS AND RECOVERY

Program 25 - Promote Greater Public Awareness

Action 25.1

Promote greater public awareness by:

a. Supporting the addition and maintenance of a mandatory hazards education program to the public school curricula;

b. continuing to encourage the maintenance and improvement of education and awareness information developed and distributed by public service organizations such as the Red Cross and the Southern California Earthquake Preparedness Project.

c. maintaining and improving the current fire, earthquake safety and hazardous materials education programs of the Forester and Fire Warden and other responsible agencies;

d. continuing to update public information pamphlets about geological and seismic factors for property owners and prospective buyers, the types of information on file at the

Department of Public Works, and additional potential sources of information from other appropriate agencies; and

e. developing and disseminating maps, pamphlets, and additional sources of information on regional hazards; and exploring the feasibility of requiring lenders, insurers, developers, and real estate sales personnel to distribute this information to prospective buyers.

Responsible (Co-Lead) Agencies: **Regional Planning, Public Works, Forester and Fire Warden, County Office of Education, Sheriff, Chief Administrative Office.**

Action 25.2

Consider establishment of a County awards program to recognize individuals, organizations, agencies and jurisdictions which make significant contributions to improving public safety in Los Angeles County.

Responsible Agencies: **Chief Administrative Office, Regional Planning, Public Works, Forester and Fire Warden, Sheriff.**

Program 26 - Strengthen Community and Workplace Self-Help Capability

Action 26.1

Encourage the establishment of a County-wide network of community and neighborhood self-help groups, using existing associations such as homeowner groups, and neighborhood watch programs; or through creation of new organizations, serving as auxiliaries to public and nonprofit emergency response organizations, responsible for such actions as evacuation, light rescue, first aid care, fire fighting, traffic direction, and utility shut-off activities. Work with these groups to improve disaster preparedness in residential areas and local dependent care facilities. In addition, encourage development of improved disaster response capacity in workplaces including abatement of nonstructural hazards, preparedness planning and exercises, information dissemination, improved communications capacity and stockpiling of emergency supplies and equipment.

Responsible Agencies: **Chief Administrative Office, Internal Services, Forester and Fire Warden, Sheriff, Probation.**

Program 27 - Strengthen County Disaster Planning and Readiness

Action 27.1

Identify emergency response objectives and develop contingency plans and hazard-reduction programs to mitigate potential hazards emphasizing the following priorities:

a. Critical facilities and hazardous buildings with special heavy rescue, fire-suppression, medical or evacuation requirements, including unreinforced masonry and multistory buildings, hospitals, and jails;

b. vulnerable emergency lifeline systems and facilities whose failure could impair emergency response capability including high pressure water lines, communication centers, electrical substations;

c. access routes vulnerable to blockage from unstable slopes, ground failure, failed bridges, and freeway overpasses, non structural collapses, and flood and inundation debris, especially routes to essential, dependent care facilities, County heavy equipment/maintenance facilities, hospitals, and fire stations;

d. railroad tracks vulnerable to ground rupture, and the surrounding development at risk from train derailment; and

e. emergency housing for displaced persons with emphasis on housing for low income persons.

Responsible Agencies: Chief Administrative Office, Public Works, Forester and Fire Warden, Public Social Services, Health Services, Community Development Commission, Sheriff.

Action 27.2

Designate, in cooperation with the Red Cross, a County-wide system of reception centers and community disaster staging and mass care centers including schools, parks, and other appropriate facilities. Where appropriate, these centers should be used to mobilize and deploy volunteers. Strengthen the capability of emergency response agencies to effectively mobilize and deploy large numbers of volunteers.

Responsible Agencies: **Sheriff (lead agency for clearinghouse functions), Public Social Services (lead agency for reception centers), Forester and Fire Warden, , Public Works, Chief Administrative Office, Parks and Recreation, Internal Services, Sanitation Districts, Senior Citizens Services.**

Action 27.3

Continue to improve building emergency coordinator training in all County departments and assure that departments develop an adequate redundancy of trained personnel. Improve emergency and relief services by identifying County staff and volunteers who are fluent in nonEnglish languages and capable of conducting multilanguage disaster preparedness, response, and recovery education programs for ethnic populations and nonEnglish speakers.

Responsible Agencies: **Chief Administrative Office, Human Resources Commission, Community and Senior Citizens Services.**

Action 27.4

Continue to implement and regularly update the County's Five-Year Plan for Earthquake Preparedness and other related plans, such as the Multi-Hazard Functional Plan.

Responsible Agencies: **Chief Administrative Office, Public Works, Forester and Fire Warden, Sheriff, Internal Services, Health Services, Public Social Services.**

Action 27.5

Maintain and improve the effectiveness of the current network of County emergency operations centers.

Responsible Agencies: **Chief Administrative Office, Sheriff.**

Action 27.6

Improve the capacity of County agencies to control disorder, looting, and crime associated with major disasters.

Responsible Agency: **Sheriff.**

Program 28 - Establish Emergency Response and Urban Heavy Rescue Bases

Action 28.1

Evaluate the feasibility of establishing major subregional bases as operations centers for marshalling trained personnel, equipment, and other resources for major urban heavy rescue operations. Ensure that all bases are equipped for helicopter operations. In addition, review and improve County emergency response and urban heavy rescue contracts and/or agreements with Federal agencies (including military agencies), businesses, and organized labor, making provision for adequate planning, resources and compensation.

Responsible Agencies: **Forester and Fire Warden, Public Works, Chief Administrative Office, Sheriff.**

Program 29 - Encourage Critical Facility Emergency Planning

Action 29.1

Promote the preparation and implementation of emergency response plans by facilities using/or storing hazardous materials; and review the existing risk management response plans of hazardous materials facilities on a regular basis for potential improvements in contingency planning, including onsite firefighting capability, multijurisdictional communication, and emergency evacuation procedures involving coordination with emergency organizations and community self-help groups.

Responsible Agencies: **Forester and Fire Warden, Chief Administrative Office, Sheriff.**

Action 29.2

Consider requiring projects for development of critical facilities in hazardous areas to prepare and maintain emergency response plans as a condition of project approval. The plans should address relevant hazards and identify appropriate emergency actions and procedures. Encourage critical facilities to be equipped with emergency backup generators or other sources of emergency power.

Responsible Agencies: **Regional Planning, Public Works, Forester and Fire Warden, Sheriff, Internal Services, Health Services-Hospitals.**

Action 29.3

Encourage existing critical facilities in high-risk dam inundation areas to develop and maintain contingency plans for efficient shutdown, response and evacuation in the event of reservoir damage.

Responsible Agencies: Public Works, Forester and Fire Warden, Sheriff.

Action 29.4

Support efforts by the Business and Industry Council for Emergency Planning and Preparedness to provide computer system backup and shutdown procedures for banking, utility, and other key public and private facilities.

Responsible Agency: Chief Administrative Office.

Program 30 - Improve Interagency and Interjurisdictional Cooperation

Action 30.1

Prepare and/or improve mutual aid plans and joint operating procedures involving the following operations:

a. Law enforcement;
b. fire protection and heavy rescue;
c. care and shelter;
d. emergency medical and public health including mental health services;
e. construction and engineering;
f. emergency operations management; and
g. other appropriate operations.

Responsible Agencies: Chief Administrative Office, Public Works, Forester and Fire Warden, Health Services, Public Social Services, Sheriff, Probation.

Action 30.2

Continue to participate in joint exercises with cities to improve interjurisdictional communication, collective decision making for coordinated emergency response; and designate an evaluation team to monitor the effectiveness of interagency and multijurisdictional coordination. Improve multijurisdictional earthquake emergency plans, exercises and drills for response to earthquakes, tsunamis, seiches and dam failures.

Responsible Agencies: **Chief Administrative Office, Forester and Fire Warden, Sheriff, Public Works, Emergency Preparedness Commission for the County and Cities of Los Angeles Beaches and Harbors.**

Action 30.3

Advocate active participation by the County, the cities of Los Angeles County, and adjacent County jurisdictions in the International Decade of Natural Hazard Reduction to facilitate the exchange and mutual use of hazard management technologies, programs and other pertinent information.

Responsible Agencies: **Emergency Preparedness Commission for the County and Cities of Los Angeles, Chief Administrative Office.**

Action 30.4

Continue to improve the efficiency of emergency communication systems, including the Emergency Broadcasting System and multijurisdictional fire and law enforcement emergency radio systems. Develop improved emergency communication capabilities among jurisdictions.

Responsible Agencies: **Sheriff, Forester and Fire Warden, Public Works, Internal Services, Chief Administrative Office.**

Program 31 - Nonprofit and Private Sector Cooperation

Action 31.1

Evaluate the feasibility of contracting with private sector organizations for provision of emergency response and recovery services.

Responsible Agencies: **Chief Administrative Office, Sheriff, Forester and Fire Warden, Public Works, Internal Services.**

Program 32 - Earthquake Reconstruction Recovery

Action 32.1

Consider establishing a reconstruction authority composed of members of various County departments and the community, and define the roles it will play in developing contingency plans and programs; and managing post-disaster rebuilding and recovery.

Responsible Agencies: **Chief Administrative Office, Public Works, Community Development/Housing Activity, Internal Services, Senior Citizens Services, Regional Planning, Public Social Services.**

Program 33 - Earthquake Insurance and Hazard Reduction

Action 33.1

Encourage Federal and State legislation for improved earthquake insurance services; and advocate legislation for changes in insurance rate structuring to encourage private industries, such as utilities and owners of critical facilities, to accelerate hazard reduction efforts.

Responsible Agency: **Chief Administrative Office.**

Program 34 - Improved Hazard Prediction and Warning

Action 34.1

Cooperate with State and Federal agencies to improve the reliability of hazard prediction and effectiveness of disaster warning procedures.

Responsible Agencies: **Public Works, Regional Planning, Chief Administrative Office, Sheriff.**

Program 35 - Emergency Communications

Action 35.1

Continue to improve and integrate the communication systems of public and private emergency response organizations and agencies in Los Angeles County and the surrounding region. Promote the continued development of redundant or backup communications capacity. In addition, improve coordination between public emergency response agencies and the communications media; and improve the training and procedures of emergency response agencies for coordinating with the communications media.

Responsible Agencies: **Sheriff, Chief Administrative Office, Forester and Fire Warden, Public Works, Internal Services, Health Services.**

RESEARCH AND SAFETY INFORMATION SYSTEMS

Program 36 - Improve Knowledge of Natural and Urban Hazards

Action 36.1

Advocate the expansion of the research and hazard management activities supported by the National Earthquake Hazard Reduction Act (NEHRP) and the California Hazard Reduction Act in Los Angeles County.

Responsible Agency: Public Works.

Action 36.2

Advocate and consider participation in accelerated seismic and geologic research and mapping programs by the U.S. Geological Survey and the California Division of Mines and Geology. Maps should be produced in a variety of appropriate scales (including 1:24,000) with priority given to mapping in alluvial and hillside areas projected to experience rapid urban expansion. High priority mapping programs should include:

a. Basic geologic mapping for engineering applications (covering geologic structure, faulting and rock types);

b. landslide and debris flow inventory and susceptibility mapping, and projected mud debris flow inundation mapping, giving priority to mapping at the interface between urban development and open and rural unincorporated hillside areas;

c. improved predictive mapping of ground motion, ground failure and liquefaction;

d. earthquake recurrence intervals on active faults; and

e. basic research on buried faults, including surface rupture potential; and

f. collapsible and expansive soils.

Responsible Agency: Public Works.

Action 36.3

Encourage the establishment and maintenance of cooperative mapping programs involving the United States Geological Survey, the California Division of Mines and Geology, private industry,

academia, the Southern California Association of Governments (SCAG), and other interested Federal, State, and local agencies.

Responsible Agencies: Chief Administrative Office, Public Works, Regional Planning.

Action 36.4

Encourage the maintenance and expansion of the U.S. Geological Survey seismic and geologic mapping program which produces reports and maps at a variety of scales including the 1:100,000 scale; and encourage the publication of the manuscript geologic research and mapping available from the Dibblee Foundation.

Responsible Agency: Public Works.

Action 36.5

Participate in the wildland vegetation research activities of the United States Forest Service, California Department of Forestry and other involved research agencies; and support improved wildland fire hazard mapping in the unincorporated areas and provide for computerization of the data for research and planning purposes.

Responsible Agency: Forester and Fire Warden.

Action 36.6

Continue and expand research efforts which address factors that may influence flooding and wildland fire hazards. This should include research on the greenhouse effect which may influence precipitation patterns, drought and sea level fluctuations. Encourage continuation of public and private research on fire prevention and suppression including the development of fireproof or fire resistant materials.

Responsible Agencies: Forester and Fire Warden, Public Works.

Program 37 - Microzonation Research

Action 37.1

Support improved subsurface mapping of alluvial basin deposits in the unincorporated County and computerization of the data including the compilation of existing borehole and engineering geologic report information, including:

a. **establishment of the thickness of Holocene units identified on Plate 2 as susceptible to liquefaction (Hs);**

b. improved delineation of Holocene units susceptible to liquefaction in areas mapped as Qs on Plate 2;

c. delineation and correlation of shear wave velocity and standard penetration borehole data with alluvial units in areas mapped as Qs on Plate 2; and

d. mapping of perched ground water conditions.

Responsible Agency: Public Works.

Action 37.2

Support research on the identification of buried thrust faults and other variables affecting ground response similar to the California Institute of Technology (CalTech) Basin Geometry and 3-Dimensional Attenuation programs.

Responsible Agencies: Chief Administrative Office, Public Works.

Action 37.3

Support detailed County-wide mapping of critical and potentially hazardous facilities at an appropriate scale (possibly 1:24,000) and establishment of a standardized County computer information management system to facilitate interdepartmental and interagency data acquisition and management. Priority should be given to unincorporated County areas; and evaluation of the age and type of construction, occupancy, and other relevant data related to risk assessment, hazard abatement and emergency response operations. The following facilities should be emphasized:

1. <u>Critical Facilities</u>

   a. Any lifeline system facility under County jurisdiction such as energy transmission systems, major utility lines, evacuation and disaster routes, and structures storing heavy rescue and debris cleanup equipment. Accurate mapping of major energy pipelines should have a very high priority

   b. Essential facilities that are needed in times of emergencies such as hospitals, medical facilities, fire and police stations, emergency operation centers, and major communication centers.

   c. High-risk facilities that, if severely damaged, could cause catastrophic disasters far beyond the facility itself such as nuclear power plants, dams, and industrial plants which manufacture or store explosives, toxic materials or petroleum products.

d. High occupancy facilities having potential for catastrophic fatalities and crowd control problems such as major public and private facilities used for assembly of large numbers of people, high-rise buildings; and large multifamily residential complexes (greater than 500 person capacity).

e. Dependent care facilities, that house populations with reduced mobility, such as educational facilities for preschool and public and private schools, prisons, and major social care facilities, including group care and elderly care facilities.

f. Economic facilities whose continued operation is paramount to avoiding severe economic impact such as banking, vital record keeping and archiving activities, computing and data processing centers, port and airport facilities, and large industrial/commercial complexes.

2. Potentially Hazardous Structures

a. Unreinforced masonry (URM) buildings, including those with URM wall infilling.

b. Nonductile concrete frame buildings.

c. Inadequately designed pre-cast tilt-up construction.

d. Multistory buildings with soft stories.

e. Inadequately designed structures with geometrical irregularities including long spans and irregular shapes.

f. Mobile homes and residences not properly secured to their foundations.

g. Dilapidated buildings.

h. Buildings with unusual interior and exterior nonstructural hazards.

i. Potentially hazardous bridges, overpasses and tunnels.

j. Potentially hazardous dams and water tanks.

Responsible Agencies: **Chief Administrative Office, Public Works, Sheriff, Forester and Fire Warden, Internal Services, Regional Planning.**

Action 37.4

Consider the development of a computerized safety information system that allows various agencies to share emergency response data. Encourage development of computer compatibility with city, State, and Federal safety information systems.

Responsible Agencies: Sheriff, Forester and Fire Warden, Public Works, Public Social Services, Regional Planning, Health Services.

Action 37.5

Support strong ground motion and microzonation mapping in cooperation with interested local, State, and Federal agencies including production of:

a. earthquake scenarios with maps of appropriate scale using statistically probable future earthquake locations (probabilistically determined); and

b. potential building damage maps for different structures, facilities and construction types, based on the annual probability of occurrence of maximum probable shaking from both near field (close) and far field (distant) earthquake sources.

Responsible Agencies: Public Works, Chief Administrative Office.

Action 37.6

Consider development of a computerized mapping program at an appropriate scale for Programs 37.1 through 37.4; and improve cataloging and access to seismic and geologic information by establishing, within an appropriate department, a central repository of data from the following sources to update the County's information base:

a. investigations within Alquist-Priolo Special Studies Zones and involving other active faults as shown on Plate 1.

b. geologic and soils reports; and

c. private geotechnical engineering project reports and private, State and Federal shallow ground water/hazardous material monitoring programs.

Consider establishment of a technical advisory committee made up of representatives of public agencies, private geological consulting firms and other appropriate persons to evaluate the information base and recommend its improvement.

Responsible Agencies: **Public Works, Regional Planning, Chief Administrative Office, Internal Services.**

Action 37.7

Continue to support the instrumentation of buildings for strong ground motion measurements. Develop a program for the maintenance of new and existing instruments by building owners, and providing for annual submission of strong motion measurements to appropriate agencies.

Responsible Agencies: **Public Works, Internal Services.**

Program 38 - Early Warning and Hazard Forecasting

Action 38.1

Support the upgrading and expansion of real time seismic monitoring systems in Los Angeles County to include:

a. urging the U.S. Geological Survey to install increased geophysical instrumentation for monitoring seismic activity, and conducting early warning and earthquake forecasting operations;

b. improved procedures for issuing warnings and alerts; and activating emergency response and countermeasure operations in the event of an earthquake forecast; and

c. applications of research to early warning and seismically triggered, automated alert systems in critical facilities.

Responsible Agencies: **Chief Administrative Office, Sheriff.**

Action 38.2

Explore the feasibility of a multijurisdictional funded program, in cooperation with the National Oceanic and Atmospheric Administration, to develop a Tsunami Hazards Reduction Utilizing Systems Technology (THRUST) for real time warning of locally generated tsunamis. Continue to coordinate with the Alaska Tsunami Warning Center for improved warning times for distantly generated tsunamis.

Responsible Agencies: **Chief Administrative Office, Public Works, Beaches and Harbors.**

E. SAFETY ELEMENT GLOSSARY

GLOSSARY

This glossary is included for the convenience of Safety Element users. Additional terms are defined in the glossary contained in the background report for the Element.

Abatement - The reduction or elimination of a hazardous condition, including but not limited to, strengthening, occupancy restrictions, or demolition.

Active Fault - A fault that shows evidence of, or is suspected of, having experienced surface displacement within the last 11,000 years. An active fault is considered to have the highest potential for future surface rupture.

Alluvium - Unconsolidated surficial sediments of clays, silts, sands, and/or gravels deposited principally by running water.

California Environmental Quality Act (CEQA) - A law requiring the consideration of environmental issues and impact analysis prior to project approval.

Critical Facilities - Structures and facilities which house essential services, are occupied by large numbers of people, or (and) which would otherwise pose an extraordinary hazard to public safety and welfare if damaged by an earthquake or other disaster. As defined by the Safety Element they include lifeline system facilities (e.g., major utility facilities, evacuation routes); essential facilities (fire and law enforcement); high-risk facilities (containing flammable, explosive, or toxic materials); dependent care facilities (hospitals, convalescent homes); high occupancy buildings (multistory structures, auditoriums); and selected economic facilities (port/airport facilities and major banking facilities).

Countermeasure Planning - Planning of emergency response, preparedness, and mitigation activities directed against the potential consequences of a disaster.

Discretionary Project - Any project that is considered as discretionary pursuant to Section 15357 of Title 14 of the California Code of Regulation.

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

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

Factor of Safety - The ratio of driving force versus resisting force used to describe slope stability.

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

Fuel Load Management - Reduction of the volume of combustible material, usually vegetation.

Ground Failure - Loss of bearing strength or movement of the ground surface from ground shaking. Ground failure can be caused by, but not limited to, differential settlement, liquefaction, or slope failure.

Hazardous Materials - Flammable, explosive, radioactive, infectious and toxic materials.

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

Landslide Prone Areas - Areas subject to slope instability identified on landslide inventories, available maps, or as identified during geologic investigation.

Liquefaction - Loss of soil strength, caused by the temporary transformation of a soil (unconsolidated alluvium) from a wet solid mass to a weaker state that is unable to support structures, where the material behaves similar to a dense liquid as a consequence of earthquake shaking.

Long-Term - Measured in months to years after a disaster, involving mitigation of social and economic impacts.

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

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

Mud or Debris Flow - The rapid downward movement of predominately saturated, unconsolidated, mud or earth, commonly including boulders and trees.

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

NEHRP - National Earthquake Hazards Reduction Program.

Open Space - An area dedicated to low intensity land uses often undeveloped with structures.

Potentially Active Fault - A fault showing evidence of movement within the last 11,000 to 750,000 years.

Probabilistic - Analysis that considers the probability of a particular hazard occurring at a particular location, expressed in percent per year.

Project - Development proposals including public works projects; and applications for development such as zone changes, variances, conditional use permits, tentative parcel maps, tentative tract maps and plan amendments.

Pseudostatic Analysis - A simplified engineering analysis of the stability of a site or structure that translates motion into a static force in performing stability calculations.

Scenario - An outline or synopsis of a hypothesized chain of events.

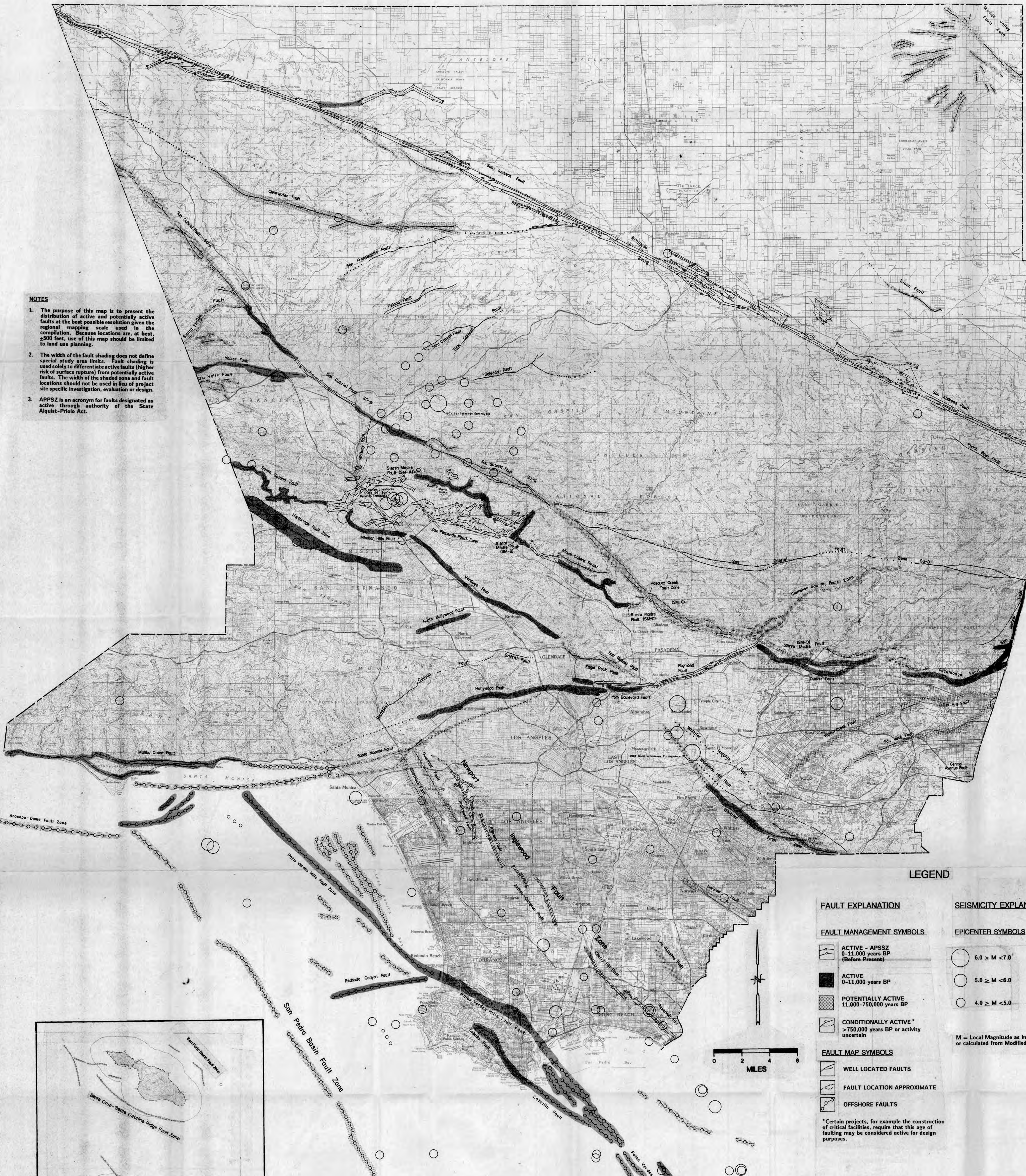
Seismic-Geologic or Hazardous Area Overlay Zone: A zone used to implement certain measures or regulations to protect public safety within hazard areas either as defined on a particular hazard plate or a composite of hazard areas shown on two or more plates referred to in the Technical Appendix of the Safety Element.

Short-Term - Measured from the occurrence of a disaster to weeks or months later, involving activities ranging from rescue and emergency sheltering to initial reconstruction.

Soft-Story Construction - A structure with at least one story, often the ground floor, with significantly less resistance to strong earthquake shaking than other floors in the structure.

PLATE 1 - LOS ANGELES COUNTY SAFETY ELEMENT

FAULT RUPTURE HAZARDS AND HISTORIC SEISMICITY



NOTES

1. The purpose of this map is to present the distribution of active and potentially active faults at the best possible resolution given the regional mapping scale used in the compilation. Because locations are, at best, ±500 feet, use of this map should be limited to land use planning.

2. The width of the fault shading does not define special study area limits. Fault shading is used solely to differentiate active faults (higher risk of surface rupture) from potentially active faults. The width of the shaded zone and fault locations should not be used in lieu of project site specific investigation, evaluation or design.

3. APPSZ is an acronym for faults designated as active through authority of the State Alquist-Priolo Act.

LEGEND

FAULT EXPLANATION

FAULT MANAGEMENT SYMBOLS

- ACTIVE - APSSZ 0-11,000 years BP (Before Present)
- ACTIVE 0-11,000 years BP
- POTENTIALLY ACTIVE 11,000-750,000 years BP
- CONDITIONALLY ACTIVE* >750,000 years BP or activity uncertain

FAULT MAP SYMBOLS

- WELL LOCATED FAULTS
- FAULT LOCATION APPROXIMATE
- OFFSHORE FAULTS

*Certain projects, for example the construction of critical facilities, require that this age of faulting may be considered active for design purposes.

SEISMICITY EXPLANATION

EPICENTER SYMBOLS

- $6.0 \geq M < 7.0$
- $5.0 \geq M < 6.0$
- $4.0 \geq M < 5.0$

M = Local Magnitude as instrumentally recorded or calculated from Modified Mercalli Intensities.

department of
REGIONAL PLANNING
county of los angeles

PLATE 1

FAULT RUPTURE HAZARDS AND HISTORIC SEISMICITY		
Proj: 2871855-16	Scale: 1":2mil.	Date: 1/90
Engineer/Geologist: PES		Drafting By: Staff
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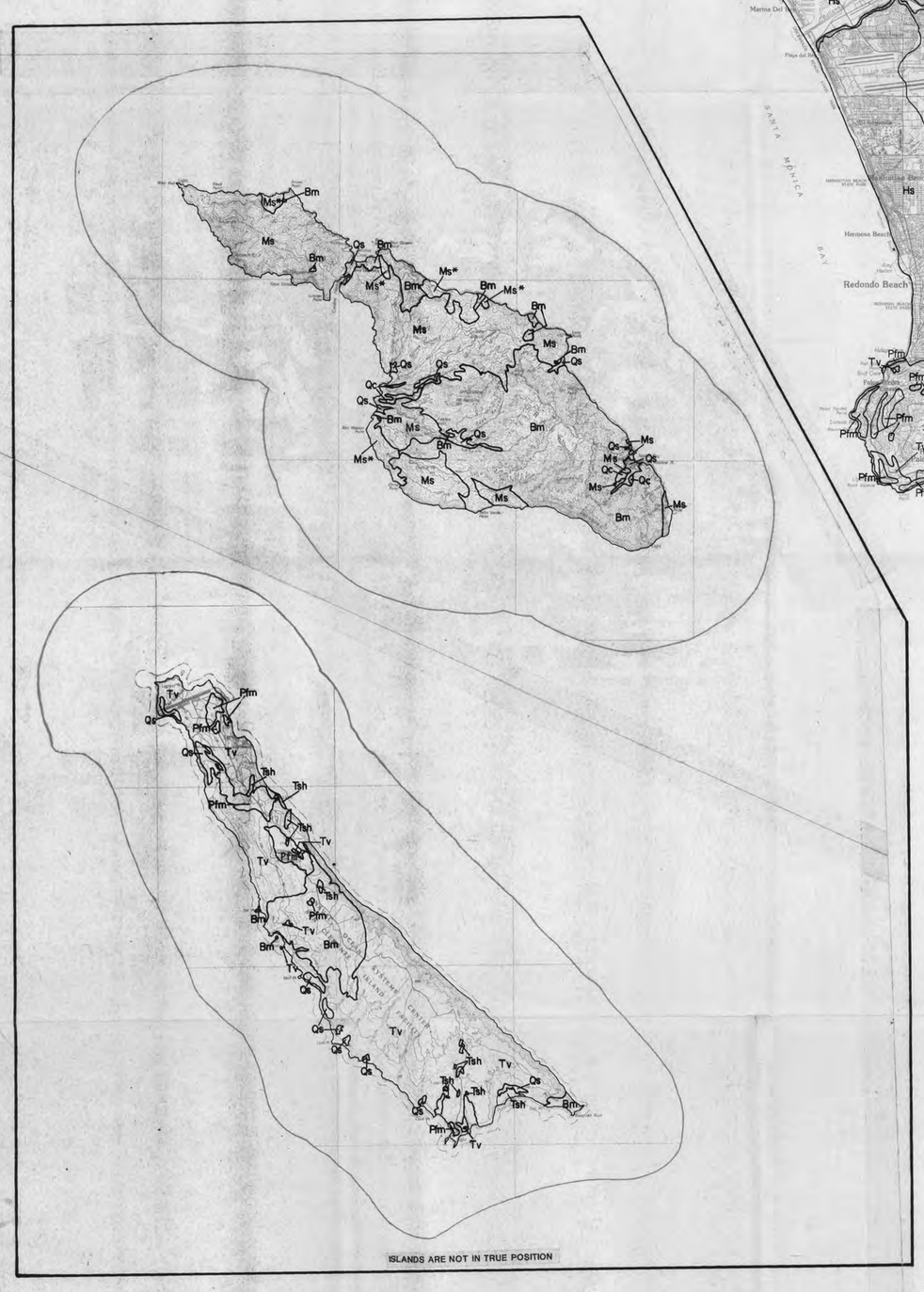
ENGINEERING GEOLOGIC MATERIALS

NOTES

1. The purpose of this map is to present the generalized outcrop pattern of alluvium and bedrock units as derived from grouping gross lithologies having similar physical properties. The subdivision of bedrock materials relied heavily upon California Division of Mines and Geology geologic maps.
2. An engineering geologic unit - geographic locality matrix, located in the Safety Element Background report (Chapter 3), presents the methodology used to differentiate bedrock units. The subdivision of surficial alluvial materials is synthesized from mapping by Tinsley and Fumal, (1985). Hs and Qs units denoted on the map are susceptible to liquefaction and other forms of earthquake-induced ground failure. Methodology and data sources used in the compilation are presented in Chapter 3.
3. The symbol Qsr denotes areas of alluvial material occupied by a dam or reservoir. The symbol Ms* on the Channel Islands denotes landslide disrupted Ms units.
4. Use of this map should be limited to general land use planning purposes.



LEGEND

EXPLANATION

SURFICIAL ALLUVIAL MATERIALS

- **Hs** — Holocene stream channel, alluvial fan, flood plain, and dune deposits, fine to medium-coarse grained.
- **Hc** — Holocene alluvium, very coarse grained.
- **Pfm** — Pleistocene alluvium or marine terrace deposits, fine to medium grained.
- **Pc** — Pleistocene terrace deposits, coarse to very coarse grained.
- **Qs** — Quaternary alluvium, fine to coarse grained.
- **Qc** — Quaternary alluvium, very coarse grained.

TRANSITIONAL MATERIALS

- **PQ** — Uplifted, faulted Plio-Pleistocene marine deposits.

BEDROCK MATERIALS

- **Tsh** — Tertiary Shales
- **Tss** — Tertiary Sandstone and Conglomerate
- **Tcs** — Tertiary Conglomerate
- **Tv** — Tertiary Volcanics
- **Ms** — Meta-Sedimentary (Low Strength)
- **Bm** — Crystalline or Metamorphic Rock

0 2 4 6 MILES

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PLATE 2

ENGINEERING GEOLOGIC MATERIALS

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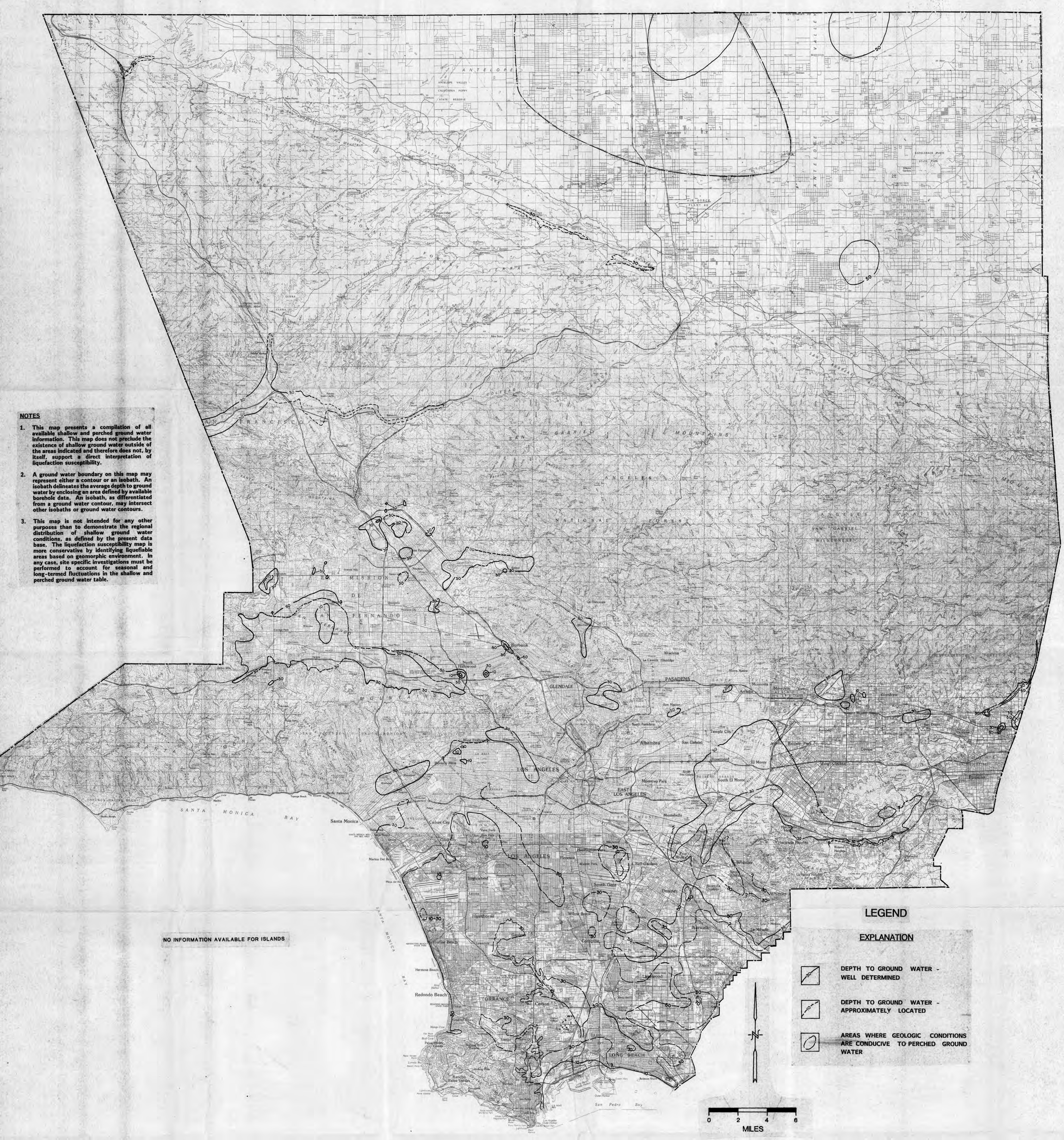
SHALLOW AND PERCHED GROUND WATER



NOTES

1. This map presents a compilation of all available shallow and perched ground water information. This map does not preclude the existence of shallow ground water outside of the areas indicated and therefore does not, by itself, support a direct interpretation of liquefaction susceptibility.
2. A ground water boundary on this map may represent either a contour or an isobath. An isobath delineates the average depth to ground water by enclosing an area defined by available borehole data. An isobath, as differentiated from a ground water contour, may intersect other isobaths or ground water contours.
3. This map is not intended for any other purposes than to demonstrate the regional distribution of shallow ground water conditions, as defined by the present data base. The liquefaction susceptibility map is more conservative by identifying liquefiable areas based on geomorphic environment. In any case, site specific investigations must be performed to account for seasonal and long-termed fluctuations in the shallow and perched ground water table.

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PLATE 3

SHALLOW AND PERCHED GROUND WATER

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LIQUEFACTION SUSCEPTIBILITY

NOTES

1. This is an interpretive map based on the distribution of susceptible alluvial sediments, known shallow and perched ground water, areas conducive to perched ground conditions, and unpublished data from the Department of Public Works. Its preparation relied heavily upon the evaluation presented in U.S.G.S. Professional Paper 1360 (Tinsley, 1985). Additional data sources are referenced in the accompanying Safety Element Background report along with specific limitations of the map.
2. Liquefiable areas are shown where Holocene susceptible sediments and shallow ground water conditions exist to 30 feet (known or suspected).
3. Potentially liquefiable areas are shown where susceptible Holocene sediments coincide with, or are interpreted to coincide with, shallow ground water between 30 to 50 feet. An area may also be considered PL if coarse Holocene sediments occur in shallow ground water areas (30 to 50 feet).
4. Low liquefaction prone areas are only delineated where Pfm or PQ sediments coincide with shallow ground water or where they are encircled by L or PL units and must be differentiated.
5. Very low liquefaction prone areas generally coincide with areas of Tertiary bedrock. These areas are only delineated where susceptible units surround a bedrock unit. All other LL or VL areas are not shown.
6. The map presents a regional interpretation of liquefiable areas for general land use planning purposes only. Additional areas where liquefaction susceptibility cannot be totally precluded due to a lack of information are indicated on the Engineering Geology Map (Hs and Qs units).

LEGEND

EXPLANATION

- L — LIQUEFIABLE AREAS
- PL — POTENTIALLY LIQUEFIABLE AREAS
- LL — LOW LIQUEFACTION SUSCEPTIBILITY
- VL — VERY LOW LIQUEFACTION SUSCEPTIBILITY

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PLATE 4

LIQUEFACTION SUSCEPTIBILITY

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LANDSLIDE INVENTORY

NOTES

1. Bedrock landslides include mostly rotational bedrock slumps and translation earth block slides. Bedrock creeps and large rock slides, topples, or falls, may also be represented. Undifferentiated shallow surficial landslides include smaller rockfalls, earthflows, and mud and debris flows. Surficial failure styles may also occur as elements of bedrock landsliding. A landslide style-geographic locality matrix for earthquake-induced and storm-induced landsliding is located in the Safety Element Background report, Chapter 3. Source references are detailed in Appendix 4 of the same report.
2. Individual landslides less than five acres, denoted by the smallest circles, are included in certain areas of the County where smaller landslides may be more characteristic of the terrain or where larger scale geologic/landslide mapping is inadequate.
3. The dashed line corresponds to the approximate limits of hillside areas in the County. The General Plan defines slopes greater than 25 percent for hillside management purposes and takes precedence over the approximate boundary shown on this map. The hillside areas shown on this map are not intended for hillside management purposes.
4. Hillside areas with few or no landslides may reflect the status of landslide mapping or the presence of landslides less than five acres. The map does not preclude the existence of existing landslides or the potential for slope failure outside of landslide prone areas as compiled.

LEGEND

BEDROCK LANDSLIDES

MAP SYMBOL	SIZE	EXPLANATION
	5 - 100 ACRES	DEFINITE
	5 - 100 ACRES	PROBABLE
	GREATER THAN 100 ACRES	DEFINITE
	GREATER THAN 100 ACRES	PROBABLE

SHALLOW SURFICIAL LANDSLIDES

- UNDIFFERENTIATED
- INDIVIDUAL OR CLUSTER OF SMALL LANDSLIDES

HILLSIDE AREAS

- APPROXIMATE BOUNDARY

0 2 4 6 MILES

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PLATE 5

LANDSLIDE INVENTORY		
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FLOOD AND INUNDATION HAZARDS

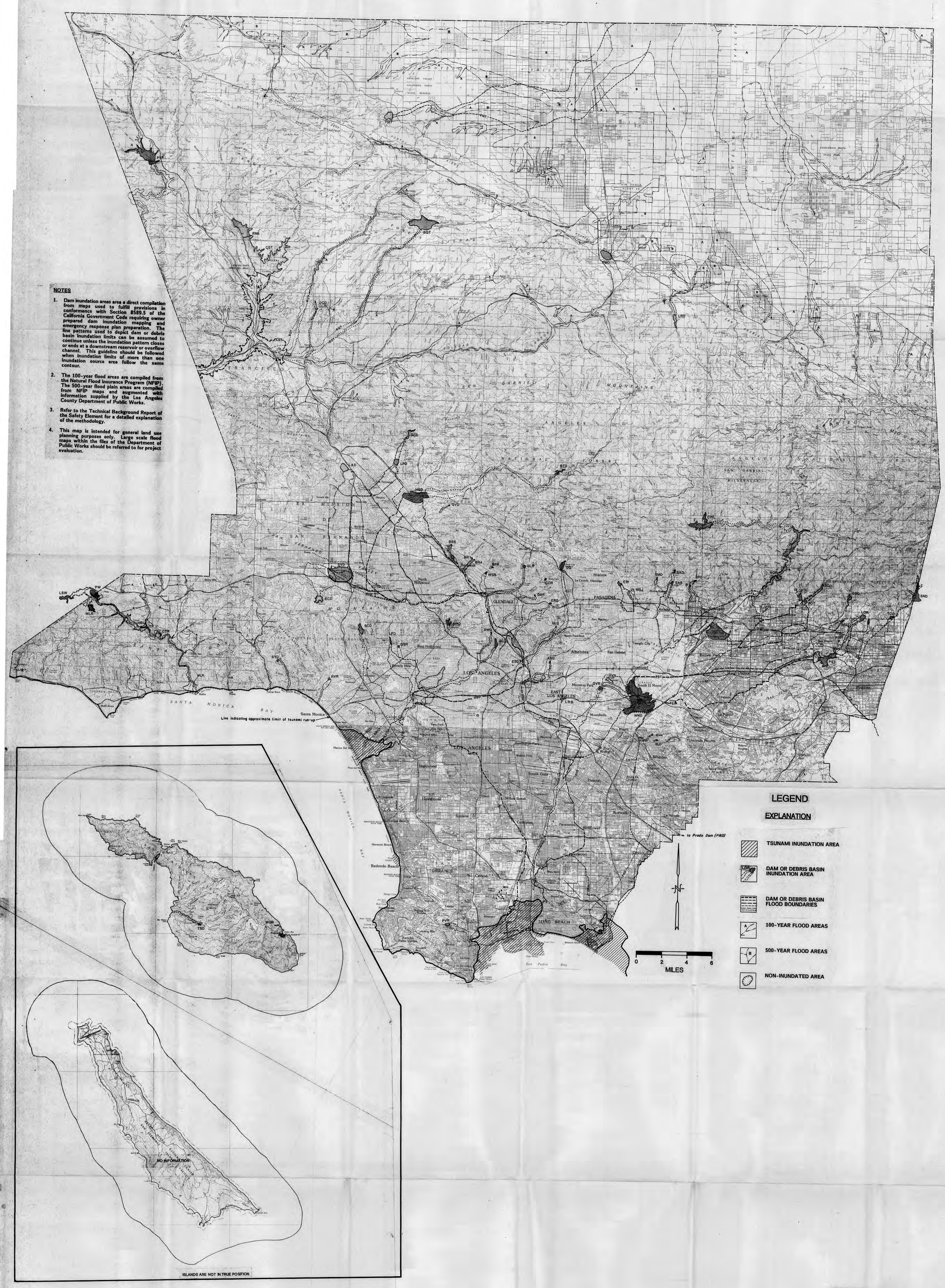

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PLATE 6

FLOOD AND INUNDATION HAZARDS

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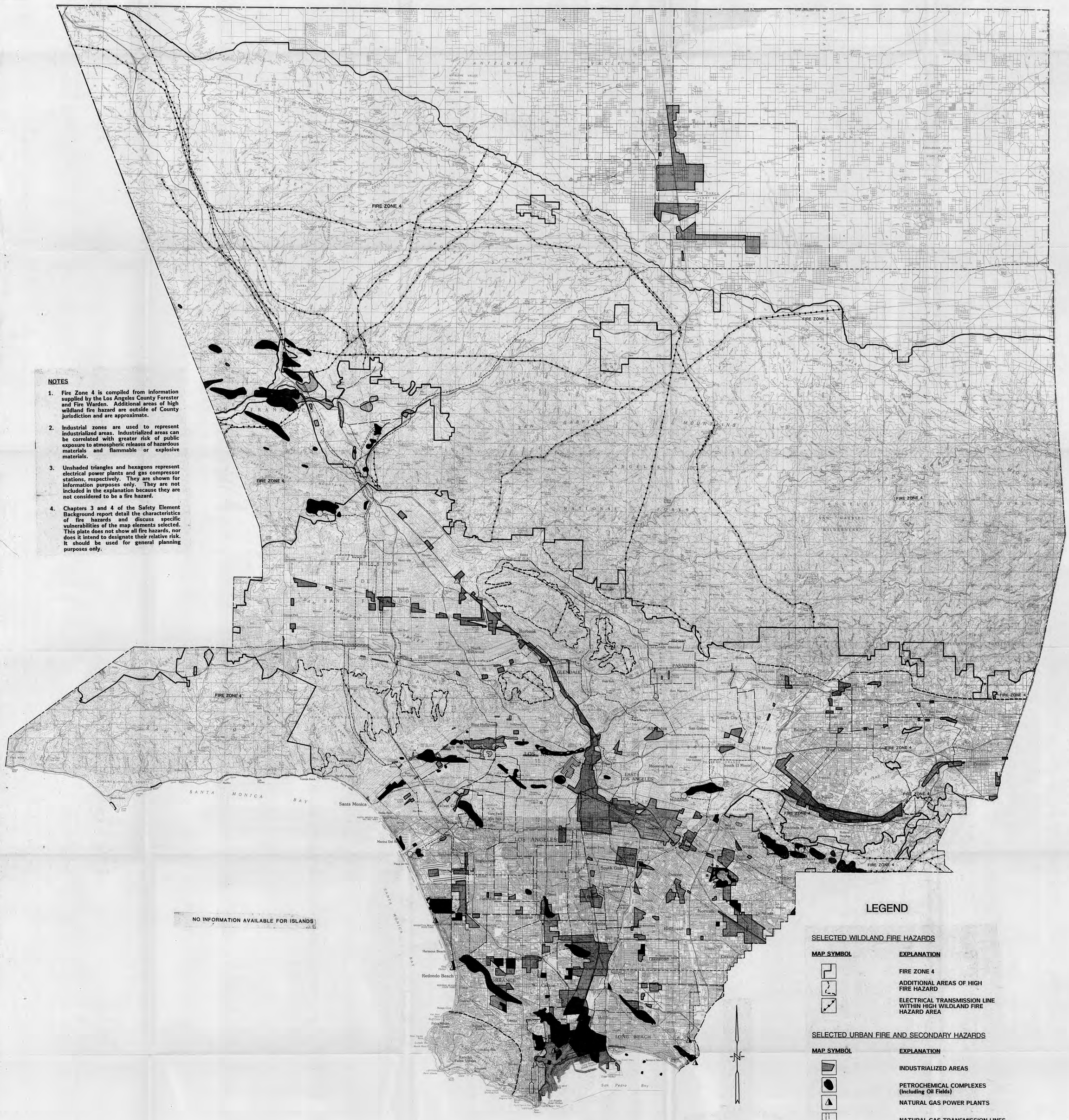
WILDLAND AND URBAN FIRE HAZARDS



NOTES

1. Fire Zone 4 is compiled from information supplied by the Los Angeles County Forester and Fire Warden. Additional areas of high wildland fire hazard are outside of County jurisdiction and are approximate.
2. Industrial zones are used to represent industrialized areas. Industrialized areas can be correlated with greater risk of public exposure to atmospheric releases of hazardous materials and flammable or explosive materials.
3. Unshaded triangles and hexagons represent electrical power plants and gas compressor stations, respectively. They are shown for information purposes only. They are not included in the explanation because they are not considered to be a fire hazard.
4. Chapters 3 and 4 of the Safety Element Background report detail the characteristics of fire hazards and discuss specific vulnerabilities of the map elements selected. This plate does not show all fire hazards, nor does it intend to designate their relative risk. It should be used for general planning purposes only.

LEGEND

SELECTED WILDLAND FIRE HAZARDS

MAP SYMBOL	EXPLANATION
	FIRE ZONE 4
	ADDITIONAL AREAS OF HIGH FIRE HAZARD
	ELECTRICAL TRANSMISSION LINE WITHIN HIGH WILDLAND FIRE HAZARD AREA

SELECTED URBAN FIRE AND SECONDARY HAZARDS

MAP SYMBOL	EXPLANATION
	INDUSTRIALIZED AREAS
	PETROCHEMICAL COMPLEXES (Including Oil Fields)
	NATURAL GAS POWER PLANTS
	NATURAL GAS TRANSMISSION LINES
	NATURAL GAS DISTRIBUTION LINES
	UNDERGROUND NATURAL GAS STORAGE FACILITIES
	AREAS OF KNOWN SHALLOW METHANE ACCUMULATION
	SELECTED CONCENTRATIONS OF POST-1946 HIGH RISE BUILDINGS (GREATER THAN 8 STORIES)

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PLATE 7

WILDLAND AND URBAN FIRE HAZARDS

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CRITICAL FACILITIES AND LIFELINE SYSTEMS

NO INFORMATION AVAILABLE FOR ISLANDS

NOTES

1. This map is intended to present the general distribution of community elements vulnerable to damages from a variety of hazards. In order to preserve map clarity, all important critical facilities and lifelines are not shown.
2. The selected disaster routes provide a plan for interjurisdictional road reconstruction and rebuilding following a major disaster. Building setback restrictions and disaster planning countermeasures along these routes may also ensure their effectiveness in an emergency. The Los Angeles County Department of Public Works is the primary source of information on selected disaster routes, major communication centers, County maintenance warehouses, and major hospitals with less than 500 person capacity.
3. The compilation of selected lifeline facilities relied heavily upon California Division of Mines and Geology, Earthquake Scenario Reports, Special Publication 60 and 99.
4. This map is intended for general land use and disaster planning purposes only.

LEGEND

SELECTED TRANSPORTATION ROUTES

MAP SYMBOL	EXPLANATION
Artesia	SELECTED DISASTER ROUTE
5	STATE HIGHWAY NUMBER INTERSTATE HIGHWAY NUMBER FEDERAL HIGHWAY NUMBER
○	CALTRANS FREEWAY INTERCHANGE*
●	CALTRANS PEDESTRIAN CROSSING

* high priority for Caltrans retrofit program (may include railroad crossings)

SELECTED EMERGENCY FACILITIES

MAP SYMBOL	EXPLANATION
	MAJOR COMMUNICATION CENTER
	LOS ANGELES COUNTY MAINTENANCE WAREHOUSE

SELECTED DEPENDENT CARE FACILITIES

MAP SYMBOL	EXPLANATION
	MAJOR ACUTE CARE HOSPITAL (CAPACITY GREATER THAN 500)
	OTHER MAJOR HOSPITAL
	LOS ANGELES COUNTY COMMUNITY CARE FACILITY (CAPACITY GREATER THAN 200)
	MAJOR JAIL FACILITY

SELECTED LIFELINE FACILITIES

MAP SYMBOL	EXPLANATION
	GAS COMPRESSOR STATION
	ELECTRICAL POWER PLANT
	WATER TREATMENT PLANT
	WASTE WATER TREATMENT PLANT
	MAJOR TRANSMISSION SUBSTATION
	HIGH VOLTAGE TRANSMISSION LINE
	UNDERGROUND ELECTRICAL TRANSMISSION LINE
	MAJOR AQUEDUCT

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PLATE 8

CRITICAL FACILITIES AND LIFELINE SYSTEMS

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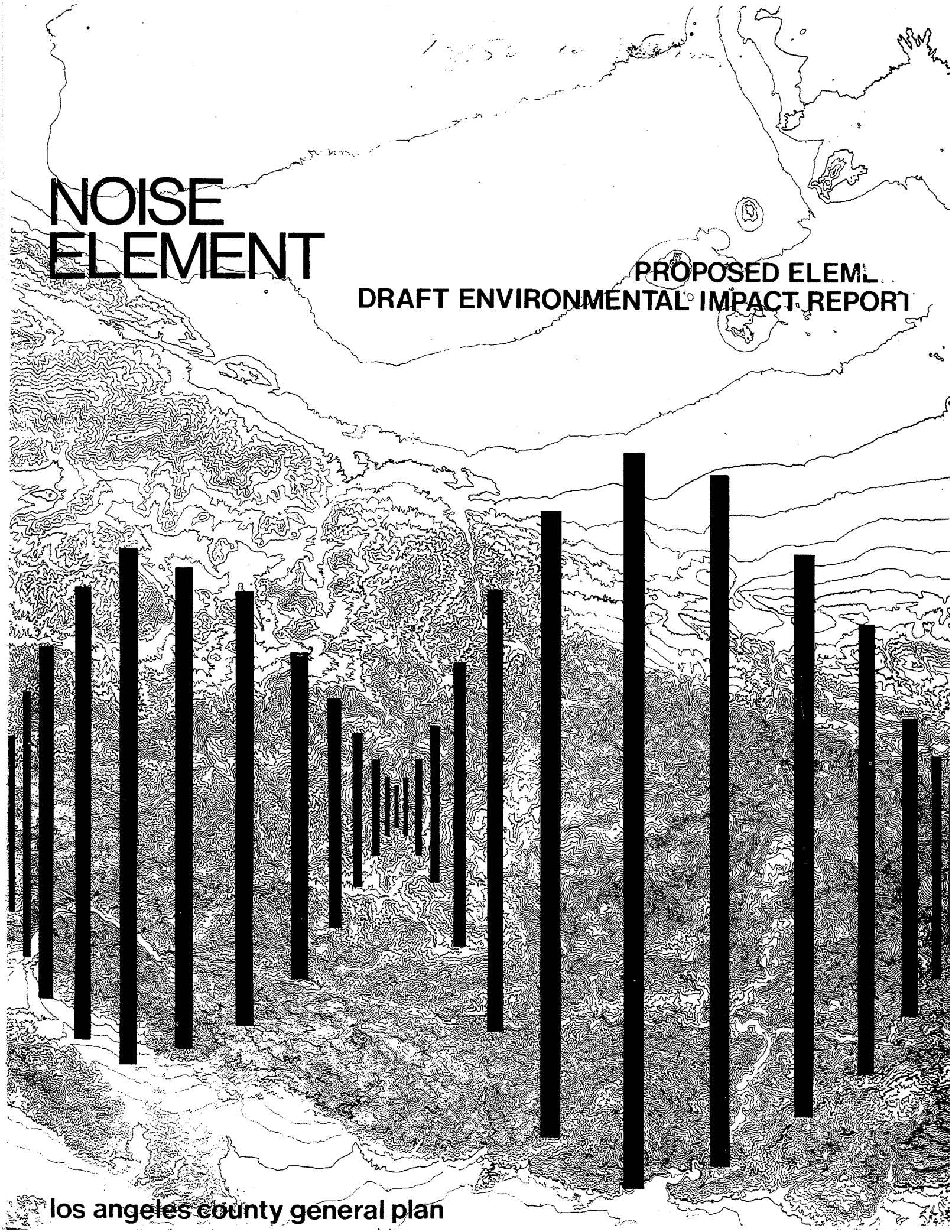
NOISE ELEMENT

PROPOSED ELEMENT
DRAFT ENVIRONMENTAL IMPACT REPORT



los angeles county general plan

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October 11, 1974

PREFACE

Los Angeles County initiated a countywide planning program in 1968. Its first phase culminated on October 1, 1970, when the Board of Supervisors adopted the Environmental Development Guide (EDG) as a preliminary general plan. The EDG placed heavy emphasis on identifying major problems and articulating relevant goals and policies.

Shortly after the adoption of the EDG, a number of court decisions and amendments to the state planning law occurred. These decisions and amendments have significantly affected the scope and application of general plans and required several new plan elements, thereby creating the necessity to amend the EDG. The first major amendment was initiated in 1972 and resulted in an amended plan entitled the General Plan of Los Angeles County, adopted by the Board of Supervisors on June 28, 1973, after intensive public review and hearings.

This plan was limited to a treatment of unincorporated county areas. It amended the Open Space and Land Use Elements, added a Conservation Element, and concerned itself with achieving consistency between zoning and land use.

This phase of the General Plan Program has concentrated on the preparation of four newly required elements, namely, Noise, Safety, Seismic Safety, and Scenic Highways. These elements are being published in separate documents to be subsequently incorporated into a comprehensive general plan.

While these elements are concerned with the county as a whole, they are not to be construed as binding upon cities within the county. They are intended only as a guide, and may be used at the discretion of the individual cities.

This volume is divided into two parts. The first part is the general plan element. It contains a statement of assets, problems, issues, and opportunities unique to the Noise Element, followed by a statement of goals, policies, and programs which are directed toward alleviating the problems. The second part is an environmental impact report prepared in accordance with state law and state and county guidelines.

adopted 1/30/75

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PART I noise element

I. INTRODUCTION

Sound refers to anything that is or may be heard. Noise is unpleasant sound.

The sound from an individual source decreases with increasing distance. The amount of sound reaching the receiver is affected by barriers between the source and receiver (such as walls, landscaping, and buildings), atmospheric conditions (such as wind, temperature, and humidity), and the number of sources emitting sound.

The typical community noise environment is comprised of a background noise level and higher noise levels, frequently transportation oriented. Since the background level is lower at night, the problems posed by higher noise levels from individual sources are more pronounced during nighttime hours, a period when most people demand quiet.

The acoustical scale shown in Figure 1 on Page 4 depicts the decibel levels (dBA) of common machines and conditions in our environment.

This element presents the noise levels associated with major transportation facilities quantified down to the levels specified in the law, or, in some instances, higher levels utilizing the best information available from those agencies which were required to furnish present and projected noise levels as mandated by the Government Code. The California Government Code, Section 65302(g) requires:

> "a noise element in quantitative, numerical terms, showing contours of present and projected noise levels associated with all existing and proposed major transportation elements. These include, but are not limited, to the following:
>
> (1) Highways and freeways.
> (2) Ground rapid transit systems.
> (3) Ground facilities associated with all airports operating under a permit from the State Department of Aeronautics.
>
> These noise contours may be expressed in any standard acoustical scale which includes both the magnitude of noise and frequency of its occurrence. The recommended scale is sound level A, as measured with A-weighting network of a standard sound level meter, with corrections added for the time duration per event and the total number of events per 24-hour period.
>
> Noise contours shall be shown in minimum increments of five decibels and shall be continued down to 65 dB(A). For regions involving hospitals, rest homes, long-term medical or mental care, or outdoor recreation areas, the contours shall be continued down to 45 dB(A)..."

Figure 1

ACOUSTICAL SCALE

		dBA*	
LETHAL		–180–	
		–175–	
		–170–	
		–165–	
		–160–	
		–155–	
		–150–	
		–145–	
	Sonic Boom	–140–	
		–135–	
THRESHOLD OF PAIN		–130–	
	Jet Takeoff at 200′	–125–	
		–120–	
		–115–	Discotheque
PHYSICAL DISCOMFORT	Motorcycle at 20′	–110–	
		–105–	Power Mower
		–100–	
	Freight Train at 50′	–95–	Newspaper Press
	Propeller Plane Fly-over at 1,000′	–90–	Food Blender
		–85–	Electric Mixer
	Freeway Traffic at 50′	–80–	Washing Machine; Alarm Clock; Garbage Disposal; Electric Can Opener
		–75–	Office with Tabulating Machines
	Average Traffic at 100′	–70–	Vacuum Cleaner; Portable Fan
		–65–	Electric Typewriter at 10′
		–60–	Dishwasher Rinse at 10′; Air Conditioning Unit
		–55–	
		–50–	Normal Conversation at 12′
	Light Traffic at 100′	–45–	Refrigerator
		–40–	
		–35–	Library
		–30–	
		–25–	
		–20–	Motion Picture Studio
		–15–	
		–10–	Leaves Rustling
		–5–	
THRESHOLD OF HEARING		–0–	

* The unit of sound is the decibel (dB). The loudness of sound is typically measured using a sound meter, the A-Scale of which corresponds closely to the way the human ear perceives sound. Thus the sound level for noise evaluations is frequently expressed in dBA.

II. ASSETS

Los Angeles County has several assets which, if preserved and utilized, can improve the quality of life for its citizens. These assets include existing low noise level areas, available technology, economic influence, and political influence.

One of man's most important needs is silence, or a reasonable measure of solitude. Many areas of Los Angeles County (generally undeveloped or low density residential development) have existing noise levels which are significantly less than those found in typical high density urban development. These areas represent an asset in that their present noise levels are low enough to provide a reasonable level of quiet. They do need, however, to be protected against future noise level increases.

Many technological advances are available to industry and government and need only be utilized to reverse the trend of increased noise. Using current technology, noise level reductions of four to seven dBA are deemed achievable in the near future for existing vehicle concepts.[1]

County government is a large employer. It contracts for many goods and services; awards contracts for buildings, recreational and transportation facilities; controls land use and subdivision activities; oversees certain airport operations; and purchases many transportation and maintenance vehicles and components. The economic influence incorporated in these activities represents a major asset. Through programs of regulation and economic incentive in the purchase of equipment, goods, and services, as well as regulation and control over related activities, some measure of noise abatement can be initiated.

The county, with a population of about seven million, constitutes a large voting bloc with commensurate political influence. Nineteen of the 435 members of the United States House of Representatives represent local districts. Fifteen of the 40 members of the California State Senate and 31 of the 80 members of the State Assembly also represent local districts.[2] This political influence presents a potential asset for achieving control over the problems of noise.

III. PROBLEMS AND ISSUES

Only with the advent of the industrial revolution were excessive noise levels recognized as a serious problem. The noise level of our society has increased at a rate of one decibel a year over the past 25 years.[3] The increase has been due in part to the introduction of larger and noisier transportation vehicles and to the increase in the number of vehicles. In addition, the increasing demand of a growing population for better, more convenient transportation facilities, coupled by inadequate noise control measures or land use controls to buffer residential areas from the noise generated by these facilities have moved the sources of noise closer to the people.

The problems and issues of transportation noise relate to the following broad areas of concern, which will be discussed in detail: resolution of noise measurement methods, sources of transportation noise, effects of noise, land use/transportation noise interrelationship, transportation noise laws, multiplicity of governmental jurisdictions, and distribution of noise mitigation costs.

A. RESOLUTION OF NOISE MEASUREMENT METHODS

Approximately 60 methods have been developed which relate the various characteristics of sound on a single number basis to human perception and reaction.[4]

Several different noise level evaluation methods were used by the agencies supplying information for the preparation of this element. They include:

Statistical A-Weighted Noise Levels Exceeded 10 per cent of the Time (L_{10})--arterial highways

California Department of Transportation 701-A Method--state highways and freeways

Day-Night Average Sound Level (L_{dn})--railroad yards

Community Noise Equivalent Level (CNEL)--railroad lines and airports

Composite Noise Rating (CNR)--airports

Airport Sound Description System (ASDS)--airports

Correlation of the above methods is difficult and can lead to confusion in evaluating the overall impact of transportation noise on the community. The use of a simple standardized method would greatly minimize the work involved and allow greater effort and resources to be directed toward the mitigation of noise.

B. SOURCES OF TRANSPORTATION NOISE

Transportation noise sources can be divided into four categories according to the facilities they utilize: highways, railroads, fixed guideway transit, and airports. Figure 2 on Page 8 shows the noise emission level for various types of transportation vehicles.

1. Highways

Automobiles, trucks, buses, motorcycles, utility and maintenance vehicles, and some types of recreation vehicles use our highways.

Figures 3 and 4 on Page 9 show the mileage and estimated usage of the highway system, and the increase in vehicles which use these highways in Los Angeles County.

The noise levels from a typical arterial highway and freeway are shown in Figures 5 and 6 on Page 10. The noise level emanating from a particular highway facility can be determined by consulting the Technical Report for this element.

2. Railroads

At present there are five railroad companies in the county who maintain and utilize 560 miles of mainline track and 22 switching yards. Nationwide, the railroad fleet has remained relatively constant while the freight ton-miles has increased approximately 30 per cent in the last 20 years.[8]

The noise level emanating from a typical railroad mainline is shown in Figure 7 on Page 11. The noise level associated with a particular rail line or railroad yard can be determined by consulting the Technical Report for this element.

3. Mass Transit

At present, the county has only one fixed guideway transit facility (a busway utilizing an exclusive right of way). The planning of an extensive fixed guideway transit system, however, is being pursued. The noise impact of such a system will depend on its extensiveness, type of vehicle used, and other design features.

Figure 2

PRESENT NOISE EMISSION LEVELS[5] FOR TRANSPORTATION VEHICLES

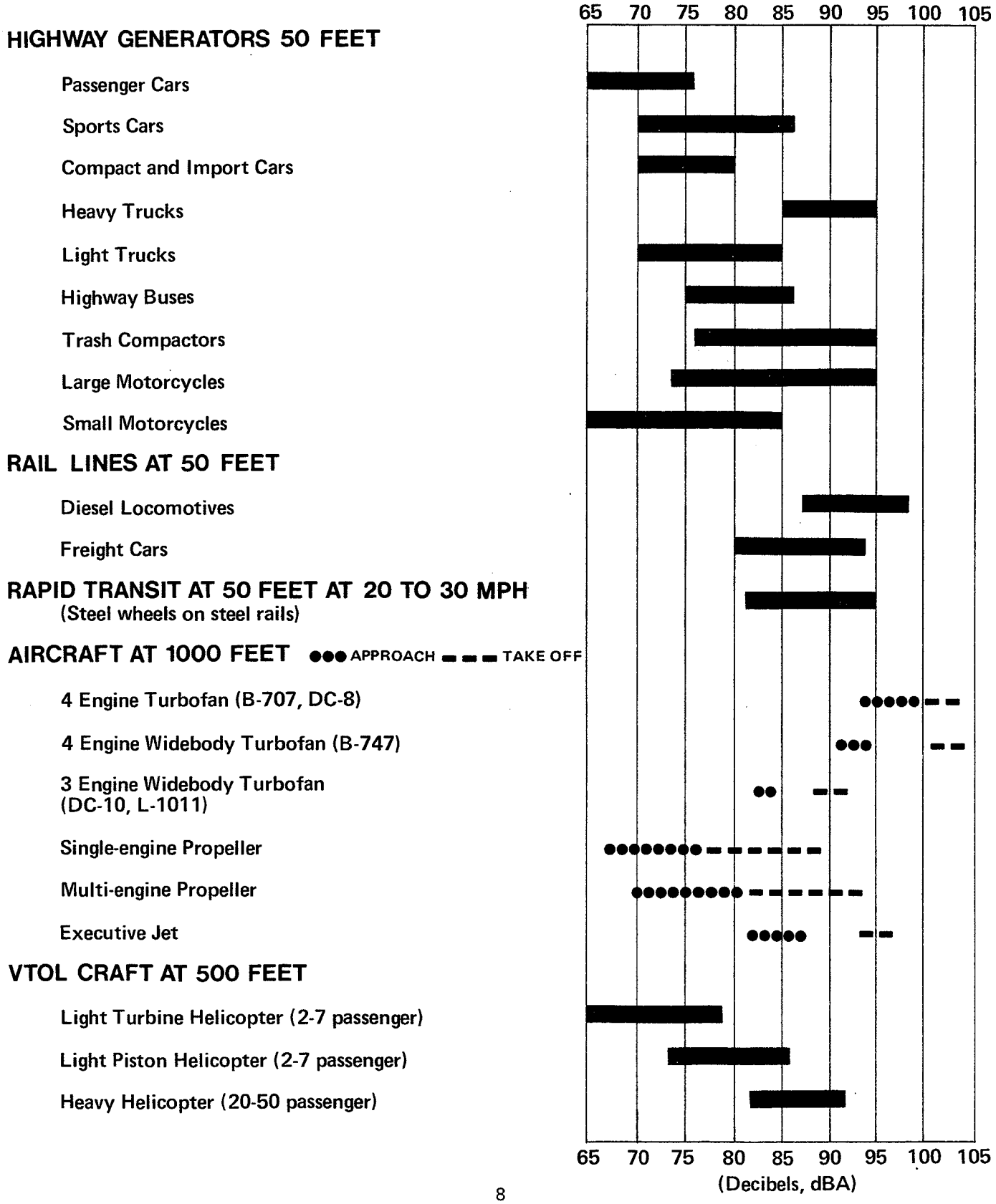


FIGURE 3

LOS ANGELES COUNTY HIGHWAY MILEAGE AND USAGE

	Miles[6] (1973)	Daily Vehicle Miles (Millions)
Arterial Highways	4,000	57.9
Conventional State Highways	428	6.9
Expressways	12	0.2
Freeways	482	80.3
TOTALS	4,922	145.3

FIGURE 4

LOS ANGELES COUNTY MOTOR VEHICLE REGISTRATION[7]

	1952	1972
Automobiles	1,900,000	3,815,000
Trucks and Buses	195,000	535,000
Motorcycles	20,000	195,000
TOTALS	2,115,000	4,545,000

Figure 5

TYPICAL ARTERIAL HIGHWAY NOISE LEVELS (L_{10})

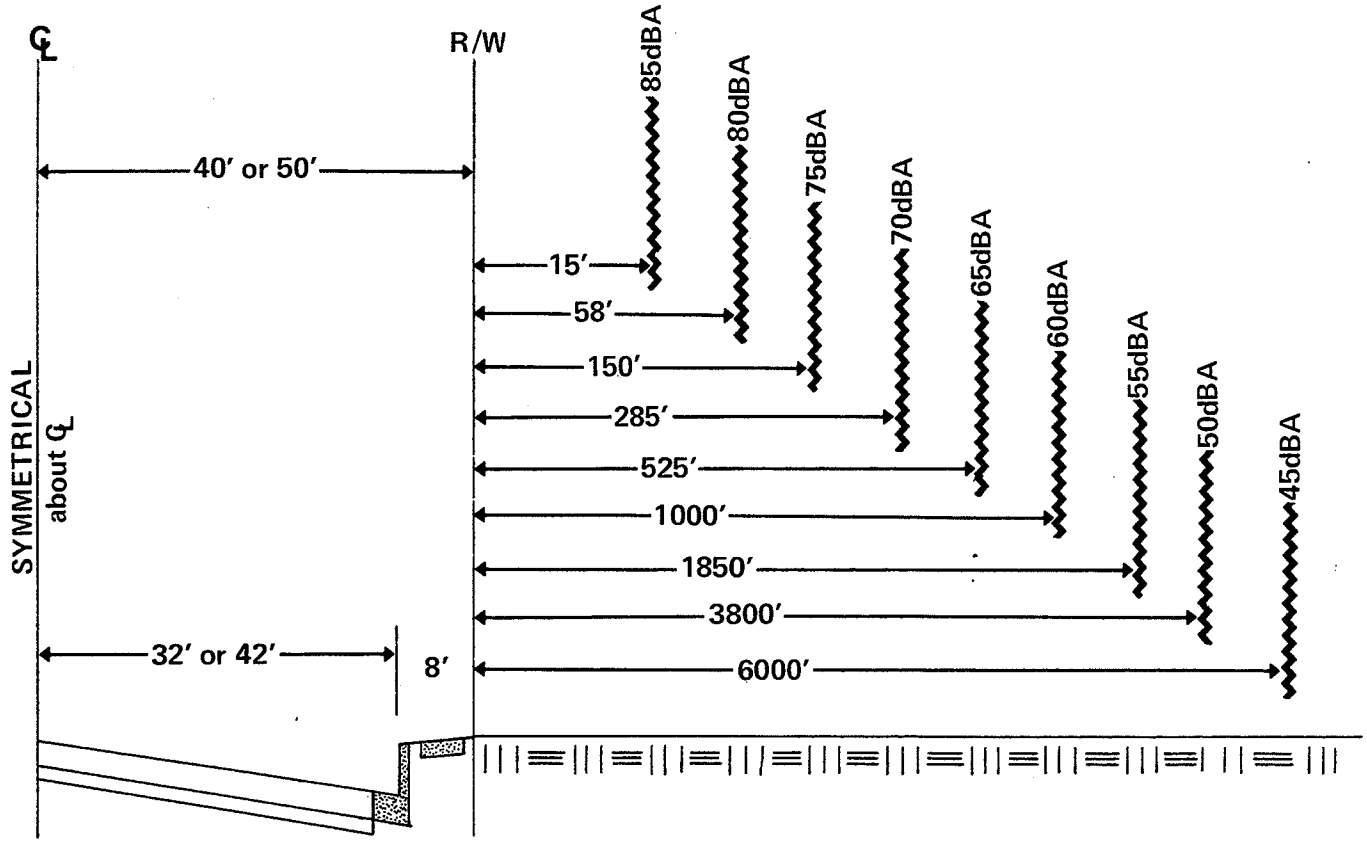


Figure 6

TYPICAL FREEWAY NOISE LEVELS (701A)

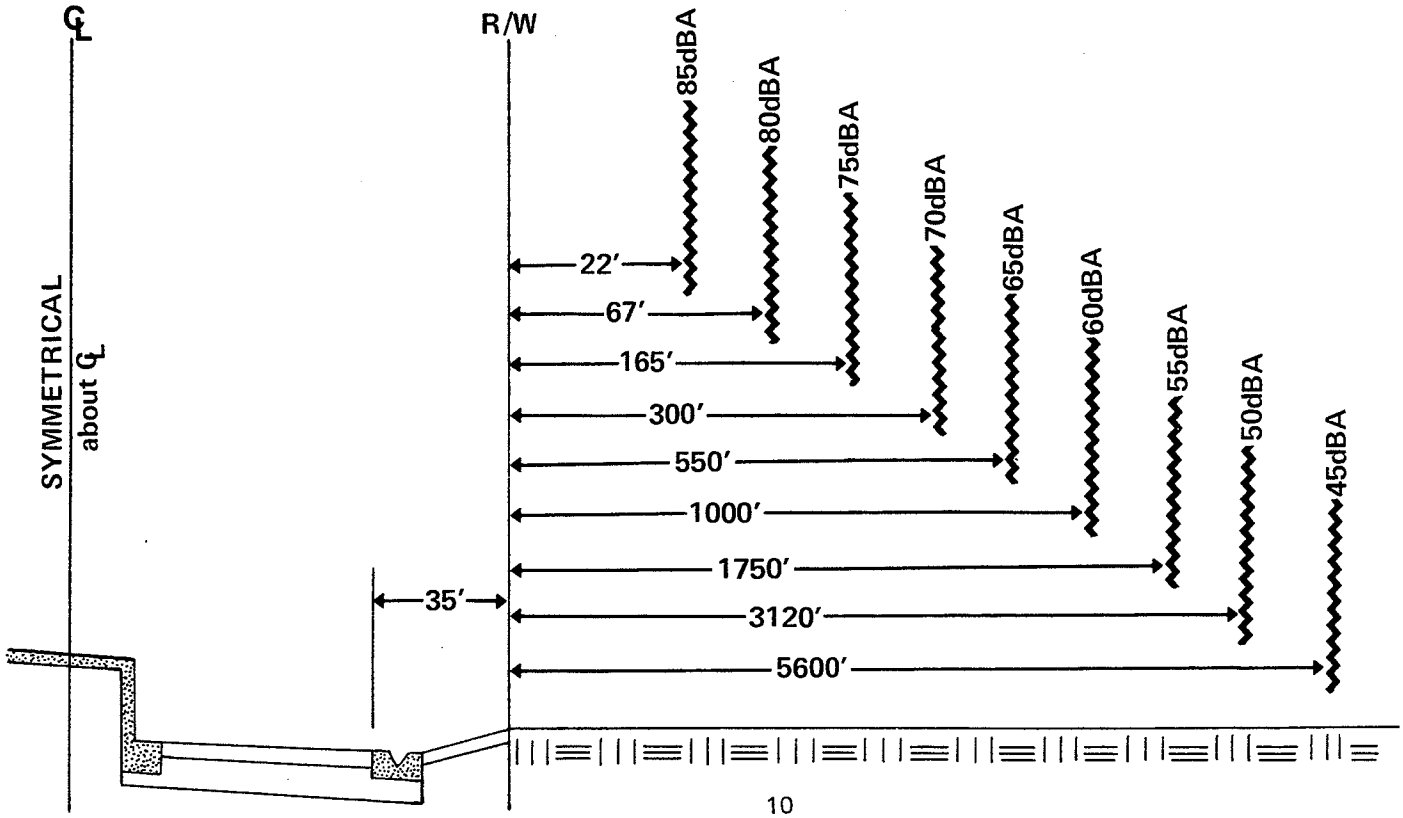
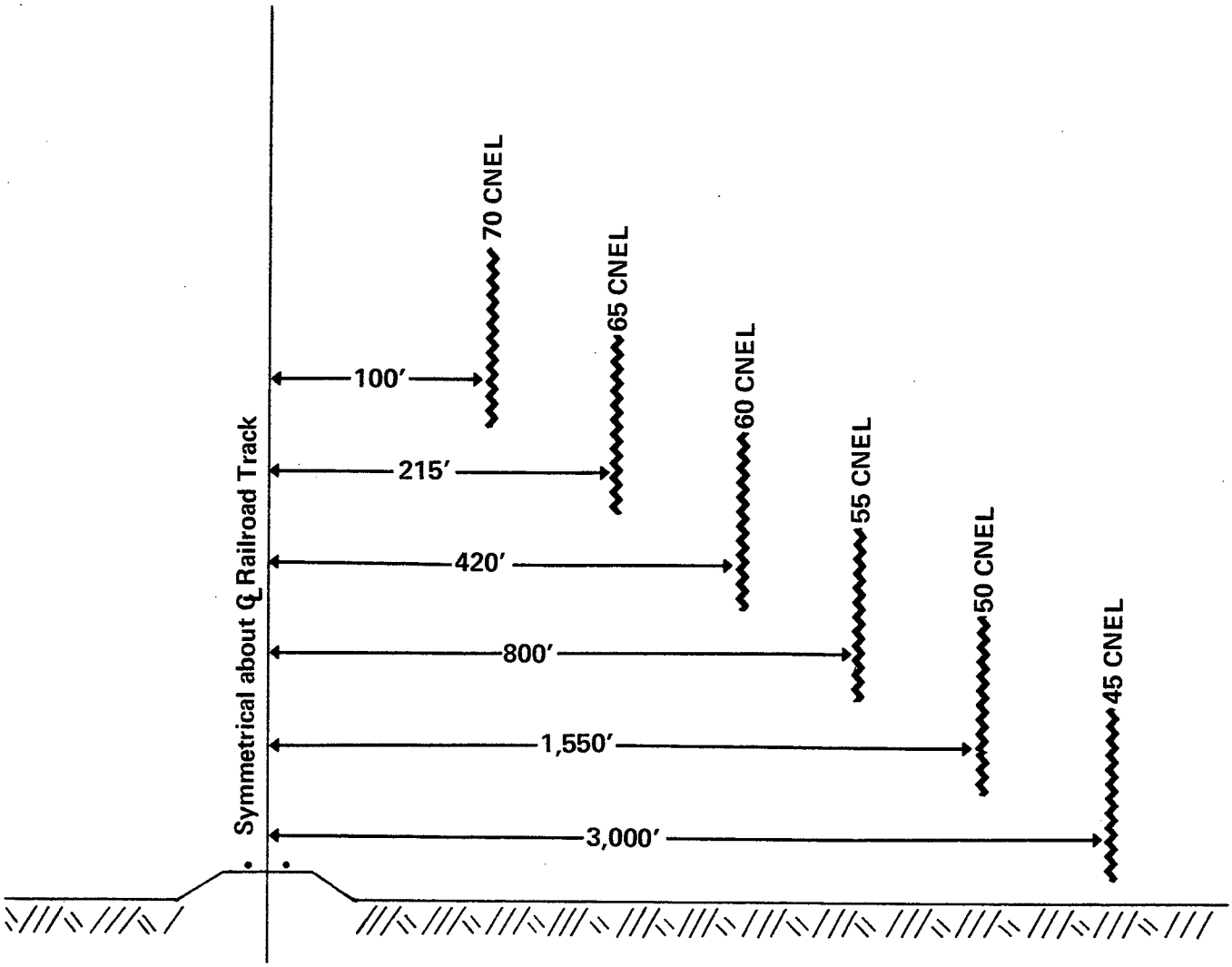


Figure 7

TYPICAL RAILROAD NOISE LEVELS (CNEL,dB)



4. Airports

There are presently 24 airports and three seaplane bases in Los Angeles County. They range in size from eight small private facilities which accommodate less than 50 flight operations a day to Los Angeles International Airport which has more than 1,000 flight operations a day. At present, county aircraft operations number approximately 10,000 a day and are expected to increase to about 15,000 by 1980.[9,10]

The economic advantages of jet-powered commercial airplanes have led to a gradual phasing out of the older propeller aircraft. The introduction of the jet liner in 1958 caused an appreciable increase in noise levels for residents near large airport complexes.[11]

The unique capability of helicopters to operate from very small airfields or heliports located in or near urban centers distinguishes them in terms of noise impact from the remainder of the aircraft industry.[12] As the trend toward increased air transportation continues, these aircraft may become increasingly popular for passenger shuttle service. Their probable increased use for traffic and fire surveillance, emergency service, and police patrols will subject greater numbers of population to their noise.[13]

Short Takeoff and Landing (STOL) aircraft are currently undergoing extensive study. They appear to have the potential to serve as a convenient commuter mode of transportation.[14] Their noise impact will depend largely on the number in operation, flight path over urban areas, and design of the STOL ports.[15] With the advent of more stringent federal noise standards for aircraft, the single event noise levels will be considerably less than for the present generation of aircraft.

A more detailed discussion of the noise levels associated with airports and aircraft is presented in the Noise Technical Report.

C. EFFECTS OF NOISE

The effects of noise on man are many and can be placed in four main categories: physiological (physical effect); psychological (emotional effect); sociological (group effect); economical (cost effect).

1. Physiological

Exposure to sufficient levels of noise for long periods of time can produce temporary or permanent loss of hearing. In general, sound levels must exceed 80 dBA for sustained periods before hearing loss occurs. The greater or longer the exposure, the greater the potential for hearing loss.[16] Other physical effects of noise may be rapid heart beat, blood vessel constriction, dilation of the pupils, paling of the skin, headaches, muscle tension, nausea, insomnia, and fatigue. If the noise is of sufficient level, the stomach, esophagus, and intestines may be seized by spasms.[17]

2. Psychological

Noise can interfere with sleep. Excessive exposure to noise may also cause symptoms of anxiety, anger, vertigo, hallucinations, and, in extreme cases, has even been blamed for homicidal and suicidal tendencies.[18,19] It has not been scientifically proven, however, that noise is the primary cause of these symptoms.

3. Sociological

There are two alternative means of handling noise intrusions - eliminate the problem by shielding, escaping, or removing the noise source; or, adapt to the new environment. Adaptions to noise intrusions may adversely affect group interrelationships. The intrusion of noise can effect every facet of human existence, from one's family life to one's occupational, educational, recreational, and religious activities. The possible adverse effects of man's individual reactions to noise - his physical and emotional maladies - may be compounded in the group situation. More importantly though, noise may threaten the ability to communicate and to comprehend. For example, children who live or attend school near sources of excessive noise can be handicapped, not only in their learning process, but also in their socialization process.[20]

4. Economic

The costs of noise are appreciable and include medical care, loss of efficiency and production, reduction of property value, avigation easements, litigation, abatement measures, and increased vacancies. For example, in order to achieve acceptable interior noise levels in an area

experiencing a high frequency and magnitude of aircraft noise, it cost $12,550 to $14,450 in 1969 for a 1,530 square foot stucco house.[21] It would cost approximately 500 million dollars to achieve the noise levels proposed by the Federal Aviation Administration for the present commercial aircraft fleet.[22] An eight-foot wall or earth berm adjacent to a freeway costs approximately $700,000 per mile.[23]

In addition, the costs of increased litigation, sound insulation, acquisition of land and construction for noise mitigation of transportation facilities and vehicles contribute to higher prices for goods and services as well as higher taxation to cover these costs.

D. LAND USE/TRANSPORTATION NOISE INTERRELATIONSHIP

Traditional land use and transportation planning have not adequately considered noise impacts. Consequently, developed areas adjacent to major transportation facilities have become impacted by noise. Once a noise problem has been allowed to develop, there are three alternative remedies available: 1) reduce the noise at the source; 2) reduce noise by controlling the path of transmission; 3) reduce the noise impact on the receiver. Source correction lies outside the purview of local planning bodies. The other two potential remedies entail, in most cases, massive disruption of existing land use patterns.

Land use control can be effective in alleviating noise impact especially when applied to relatively undeveloped areas. In developed urban areas, however, land use controls have limited effectiveness unless invoked during a community redevelopment project.

Land use controls can be effective for surface transportation modes which are few in number and spaced relatively far apart (such as freeways and railroads).[24] Most land uses, however, are usually determined prior to the final location studies for surface transportation, thus complicating the planning and construction of such facilities. The approximate 1/2-mile spacing of the arterial highways allows only minimal application of land use control techniques due to the need to provide access to adjacent commercial and residential complexes. However, the noise levels produced by these transportation facilities are usually not as severe as those from the more heavily travelled high-speed corridors.

The noise impact of airports can be reduced by land use controls, particularly in areas which are not yet developed. Residential, institutional, and recreational uses are generally incompatible with airports because of the need for serenity and preservation of the outdoor environment associated with these uses.

E. TRANSPORTATION NOISE LAWS

Present federal and state laws in many instances preempt local government from controlling certain sources by setting noise levels and operational procedures for aircraft, motor vehicles, and interstate carriers. Where preempted, the local government is relegated to the role of caretaker, enforcing the levels established by some higher level of government. These legal preemptions also require that noise legislation passed by the local authority agree with the statutes of the higher authority.

Local government can, wherever they have jurisdictional authority, restrict certain noisy aircraft from using an airport, or reduce speeds and prohibit trucks on surface streets. The path of noise can also be controlled by construction of walls, landscaping, buffer zones, or soundproofing of existing structures. Future problems can be minimized through a combination of land use planning, building code and zoning restrictions, and noise ordinances and policies which mandate and enforce a noise abatement program responsive to local conditions.

F. MULTIPLICITY OF GOVERNMENTAL JURISDICTIONS

Within the county there are 78 city governments and one county government with jurisdiction over various transportation facilities and with different zoning ordinances. In addition, the state operates facilities in most of the jurisdictions and mandates certain requirements by law; the Southern California Association of Governments (SCAG), as a regional planning organization, has jurisdiction over certain activities; the South Coast Regional Coastal Commission is formulating development policies which affect transportation in the Coastal Corridor; the Southern California Rapid Transit District (SCRTD) is proposing a fixed guideway rapid transit system and currently operates a bus system; and many federal agencies control interstate commerce carriers, transportation facilities, and environmental concerns. Some of these governmental entities are enforcing various noise laws and programs while others have no laws or policies regarding noise. Unfortunately, noise does not recognize jurisdictional boundaries and noise originating within one jurisdiction frequently penetrates another jurisdiction's boundaries.

G. DISTRIBUTION OF NOISE MITIGATION COSTS

The cost of noise mitigation will be substantial regardless of whether the effort is directed toward the source, path, receiver, or any combination of these. Some examples of the magnitude of these costs are presented in the earlier discussion of economic effects of noise. It would appear that there are two ways to distribute these costs: 1) distribute the costs among the general public; 2) assess the costs to those who generate the noise.

If noise levels are reduced due to a direct grant or subsidy from the federal government, the bulk of the costs would probably be supplied by federal tax revenues. A system such as this could probably eliminate a fragmented approach by many local jurisdictions.

Assessment of the noise mitigation costs against those who generate the noise appears fair. At present this method is practiced to a certain degree since gas tax, airport tax, and interstate carrier tax revenues are, and probably will continue to be, used to research, construct, and enforce noise abatement programs. Also, as new quieter vehicles are constructed, the costs of noise abatement will be assessed against the purchaser or user of the vehicle.

In conclusion, assessment of noise abatement costs against the producers of the noise is the most equitable. Equally important is a balanced, coordinated approach to the noise problem which will furnish the most benefits for the least amount of money.

IV. OPPORTUNITIES

The opportunity exists to control noise on three fronts: at the source; along the transmission path; and at the receiver. Although the control of noise at the source has been almost completely preempted by higher levels of government, the county can encourage the use of technology and further research by manufacturers and higher levels of government. This encouragement could be by political influence or by purchasing and modification of equipment which incorporates technological advances in noise suppression. As a major purchaser of equipment, the county could provide economic incentives for manufacturers of low noise-emission products.

Although the greatest effort is needed in the noisy urban areas, the controlled development (using land use controls) of undeveloped and low density areas will enable the quiet of these areas to be preserved without large capital expenditures for noise mitigation measures. Whereas the effort in the developed urban areas must be one of reduction, it is one of prevention in the undeveloped and low density areas.

A well-planned bicycle and equestrian trail system extensively used by the general public will help decrease the use of noisier, mechanized means of transportation and recreation.

Community, economic, environmental, and social desires and needs can be enhanced by the enactment of comprehensive noise, housing, land use, zoning, and building ordinances and policies which are consistent with the noise goals of this element. Through proper planning to minimize impact and research and application of noise suppression methods for all modes of transportation, a countywide transportation network can be developed which minimizes noise impacts and benefits all residents of this county.

The willingness of the citizenry to become involved in alleviating this problem represents a positive opportunity. Noise is a problem which cannot be solved by government alone; it requires the awareness, concern, and effort of all citizens.

Through a coordinated, cooperative approach to the noise problems by citizens, industry, and government, the opportunity exists to reverse the trend of increased noise in our urban and rural areas.

V. STATEMENT OF GOALS

Goals reflect broad aims and basic values. The goals of the Noise Element link the assets and opportunities and problems and issues previously identified with the policies and programs which follow. They establish emphasis and tone for policy and program formulation. The decisions and activities of county government should be guided by the intent of the goals set forth:

- Reduce transportation noise to a level that does not jeopardize health and welfare.
- Minimize noise levels of future transportation facilities.
- Establish compatible land use adjacent to transportation facilities.
- Allocate noise mitigation costs among those who produce the noise.
- Alert the public regarding the potential impact of transportation noise.
- Protect areas that are presently quiet from future noise impact.

VI. STATEMENT OF POLICIES

The following policies provide direction for the achievement of element goals. They will be carried out through implementation programs utilizing public and private resources.

In the process of formulating policy content, several alternative policy sets were considered. These alternatives reflected various courses of action. From this, a preferred policy set was selected based on its effectiveness in achieving the goals set forth, as well as its social, political, and economic feasibility.

It is the policy of Los Angeles County to:

1. Promote the necessary organizational adjustments within county government to establish a central authority which identifies technological opportunities, conducts studies, assesses effectiveness of programs, sets standards, and recommends transportation noise mitigation techniques, programs, and alternatives.

2. Determine and evaluate the present and future noise levels associated with all major transportation facilities in the county.

3. Establish acceptable noise standards consistent with health and quality of life goals and employ effective techniques of noise abatement through such means as building code, noise, subdivision, and zoning ordinances.

4. Reduce the present and future impact of excessive noise from transportation sources through judicious use of technology, planning, and regulatory measures.

5. Establish noise criteria in the specifications for purchase of vehicles, aircraft, and their components intended for use by the county, including all equipment needed for maintenance and repair of such vehicles and aircraft.

6. Promote increased public awareness concerning the effects of noise.

7. Encourage cities to adopt definitive noise ordinances and policies that are consistent throughout the county.

8. Coordinate with, and assist, the various cities in dealing with the problem of noise and provide leadership and technical expertise when requested by other jurisdictions.

9. Coordinate with federal, state, and city governments in developing and implementing noise abatement programs.

10. Seek funds from the appropriate levels of government to underwrite the costs of noise abatement programs.

11. Monitor the programs and policies of the responsible special districts, regional, state, and federal agencies in order to insure that they effectively exercise their mandate to control the sources of noise for new, proposed, or existing transportation facilities, vehicles, or aircraft.

12. Encourage the state Department of Transportation to conduct an active highway noise abatement program with scenic/esthetic considerations.

13. Urge continued federal and state research into the noise problem and recommend additional research programs as problems are identified.

14. Recommend needed legislation to the state and federal government which will provide for noise abatement and the distribution of the costs of noise abatement programs among the producers of noise.

15. Encourage the federal and state governments and other agencies to work for standardization and simplification of the measurement methods used in assessing noise impact.

VII. IMPLEMENTATION PROGRAM

The purpose of the Noise Implementation Program is to identify action programs which will lead to the reduction of transportation noise to a level consistent with health and quality of life goals.

The programs identified in this section represent the range of actions taken by the various levels of government to initiate noise abatement programs. If actions are taken through coordinated, effective programs, the goals and policies of this element can be implemented and transportation noise reduced to acceptable levels. It is not possible to eliminate all transportation noise problems on a short range basis. However, by adopting a course of action which utilizes existing programs and new complementary action programs, the noise situation can be improved in the foreseeable future. These new programs must be the result of a coordinated, comprehensive approach by the public, all levels of government, and private enterprise.

Formulation of the Noise Implementation Program involved four basic steps: 1) identification of existing programs; 2) evaluation of the ability of these programs to reduce transportation noise; 3) recommendations for improving existing programs or adding new ones for those areas of inadequacy identified in the evaluation; and, 4) establishment of priorities for implementing the program recommendations by identifying the short- and long-term actions necessary.

Primary emphasis of this program is on implementation action at the local level with future efforts being directed at broadening the scope of investigations and analysis in coordination with other government agencies as well as consideration of non-transportation noise.

A. IDENTIFICATION OF EXISTING PROGRAMS

Following is a listing of existing programs and activities related to transportation noise.

1. County Programs
   - Airport Development and Management
   - Bikeway and Trail Development
   - Building Regulation
   - General Plan - Transportation Planning
   - Highway Construction and Maintenance
   - Land Division
   - Traffic Operations and Management
   - Zoning

2. City Programs
   - Airport Development and Management
   - Building Regulation
   - General Plan - Transportation Planning
   - Highway Construction and Maintenance
   - Land Division
   - Noise Regulations
   - Traffic Operations and Management
   - Zoning

3. Regional Programs
   - Intergovernmental Coordination (SCAG)

4. State Programs
   - Airport Development and Management
   - Building Regulation
   - Highway Construction and Maintenance
   - Motor Vehicle Regulations
   - Traffic Operations and Management

5. Federal Programs
   - Airport Development and Management
   - Code and Ordinance Standards
   - Highway Construction and Maintenance
   - Noise-Emission Standards
   - Operational Abatement Measures
   - Purchasing Incentives
   - Traffic Operations and Management

6. Other Implementation Activities
   - Community Relations
   - Coordination and Review
   - Environmental Assessments
   - Legislation
   - Private Action
   - Public Education
   - Research and Monitoring

B. EVALUATION OF EXISTING PROGRAMS

Following is an evaluation of the ability of existing programs to carry out the policies, achieve the goals, and thereby aid in controlling the problems identified with transportation noise.

A number of broad activities are available to governments for the control of transportation noise:

1. Identification and Quantification

2. Control and Abatement

a. Source
b. Path
c. Receiver

3. Regulation and Enforcement

4. Research

5. Standards and Guidelines

Programs relating to these activities are evaluated in the following paragraphs:

1. Identification and Quantification

The California Government Code requires all jurisdictions to include in their general plans a noise element which quantifies the existing and future noise levels associated with all existing and proposed major transportation facilities.[25] As the various cities' elements are completed, they will be evaluated and incorporated, as appropriate, into the county's general plan. This program implies a continuing comprehensiveness in quantifying and evaluating the noise from transportation sources. Since this is not a static process, the local jurisdictions must periodically update traffic, train, truck, and aircraft information, evaluate the noise impact of these vehicles, and reexamine or formulate abatement programs to reduce the noise to acceptable levels. As the noise of future vehicles is lowered and abatement programs initiated, studies will need to be conducted to assess the overall effect of these efforts.

The federal Department of Transportation has several studies underway including: 1) assessment of transportation noise abatement problems; 2) determination of the level of responsibility (public and private) for noise abatement; and, 3) determination of the need for government standards and regulations.[26] Although these programs, within themselves, will not reduce noise, the results should provide for a more balanced, efficient solution to the noise problem, especially if local agencies are consulted regarding their roles in these processes.

2. Control and Abatement

These programs, which actually provide noise reduction, can be divided into three categories according to the method they utilize to reduce transportation noise: 1) source, 2) path, and 3) receiver.

a. Source

Aviation Related Noise

The California State Division of Aeronautics has the responsibility for licensing airport facilities and seeing that these airports comply with state laws. The California Administrative Code requires that certain airports (based on a determination by the county Board of Supervisors) monitor their noise and reduce their noise impact boundary to that specified in the state regulations. The proprietor of the airport must install a noise monitoring system and establish noise limits for individual operators using the airport.[27] Five airports in the county (Hollywood-Burbank, Long Beach, Los Angeles International, Santa Monica, and Van Nuys) have been designated as having a noise problem by the Board of Supervisors and must now install a monitoring system and establish noise limits to reduce their noise impact boundary.[28] The county must validate the monitored data and enforce the established noise limits. The state Division of Aeronautics has the ultimate responsibility to police this law.[29]

The Aviation Division of the County Engineer is responsible for administering the operation of the five county-owned airports and has initiated operational procedures at some of these airports aimed specifically at reducing the noise impact. Long Beach, Torrance, and Santa Monica have initiated noise abatement operational procedures at their airports. Los Angeles International Airport (LAX) has initiated a multi-phase program to reduce the noise: 1) a preferential runway program which shifts all aircraft flights between 12 p.m. and 6 a.m. to over-ocean departures and approaches; 2) an economic incentive to airlines by instituting lower landing fees for aircraft which meet Federal Aviation Administration (Part 36) noise limits; 3) a fleet noise rule which requires 40 per cent of the aircraft using the airport to meet Part 36 noise limits by 1977 and 100 per cent by 1980.[30]

The state Airport Noise Monitoring Program was initiated to ensure that the proprietors of airports would take adequate measures to reduce the impacted land areas adjacent to their facilities and adopt operational regulations to maintain acceptable noise levels at their airport.[31] Unfortunately, some of the equipment required to adequately monitor the noise levels is still being developed, thus delaying the implementation of the monitoring. In addition, there is a legal question currently being adjudicated as to whether anyone but the Federal Aviation Administration (FAA) has control over the aircraft while it is in the air. The effectiveness of this program depends on an ability to obtain adequate monitoring equipment, staff an organization which can handle the administrative duties, and prosecute the violators of the noise limits.

Part 36 of the Federal Aviation Regulations enacted in 1969 prescribes noise standards for certification of civil sub-sonic transport and turbojet-powered airplanes.[32] The Environmental Protection Agency, by authority of the Noise Control Act of 1972, was to submit proposed regulations to control aircraft noise to the Federal Aviation Administration for consideration and implementation.[33] The Federal Aviation Administration recently proposed that all civil sub-sonic aircraft be required to meet Part 36 requirements by 1978, and has proposed a two-segment landing approach. This proposal would affect 58 major U.S. airports, including Los Angeles International, Hollywood-Burbank, and Long Beach airports.[34]

Since most of the present commercial jet fleet exceed the Part 36 noise limits by 10 decibels or more, this proposal, if enacted, would provide some relief to residents adjacent to these major airports.[35] However, utilizing future technology, lower noise limits will need to be established in the future if a reasonable level of noise is to be achieved in the vicinity of these facilities.

Highway and Railroad Related Noise

The Federal Noise Control Act of 1972 required the Environmental Protection Agency to: 1) develop and publish information about permissible levels of noise and set standards for products identified as major sources of noise; 2) set noise emission standards for transportation equipment (other than aircraft); and 3) prescribe noise emission standards for the operation of the equipment and facilities of interstate railroads, trucks, and buses.[36] The California Vehicle Code sets noise limits for the sale and operation of various types of motor vehicles and exhaust systems. It also provides for incremental decreases in the allowable noise level as a condition of sale such that any vehicle manufactured after 1987 must produce no more than 70 dBA at 50 feet.[37]

The state program for vehicle noise limits appears practical and would achieve significant incremental noise reductions in the future. To date, proposed federal vehicle noise limits provide for higher noise levels but do not require incremental decreases for the future as specified in the State Vehicle Code.[38] As federal standards preempt the state standards, they must provide for lower noise levels or future incremental decreases, otherwise significant reduction of noise levels from transportation vehicles will not occur.

The county has a bikeways program and is currently planning and implementing a Master Plan of Regional Bicycle Routes which will provide a quieter alternative means of transportation on various linear system rights of way throughout the county. In addition, various cities in Los Angeles County

are planning bicycle facilities which will interface with the regional system to provide a comprehensive network of bicycle facilities for both recreational and transportation needs within these cities.

b. Path

The County Road Department, various city engineering departments, and California Department of Transportation collectively design, construct, and maintain various major highway facilities within the county. The Road Department evaluates the existing and predicted noise levels associated with any highway construction project in connection with the required environmental assessment. It also evaluates the noise impact for any federally funded project and considers abatement measures early in the design process. Cities involved in the design of a highway, in connection with the environmental assessment, make a noise analysis early in the design phase and consider noise abatement measures. Upon the selection, adoption and determination of the location of a state highway, the Streets and Highways Code requires that a report be prepared which considers several environmental factors, including noise.[39] Also on any federally funded highway, a noise study must be prepared. In addition, Section 216 of the Streets and Highways Code requires that the California Department of Transportation undertake specified action if the noise level produced by the traffic on any state freeway exceeds 59 dBA within a schoolroom adjacent to the freeway facility.[40] The Federal Highway Administration (FHWA) requires that all federally-financed highway projects must evaluate the noise levels within the standards specified by them.[41] The FHWA also has recently initiated a program of federal participation in the construction of noise abatement devices such as walls and berms on existing federal-aid roadways.[42] These programs point out possible noise problems early in the design process and allow the individual designer to take steps to alleviate noise impact where it is physically practical and economically feasible. These programs are more readily applied in rural areas. In developed urban areas, the cost of employing these procedures and physical constraints become the overriding factors.

The agencies responsible for the zoning and subdivision ordinances of the county and cities have programs which encourage the dedication of access to subdivisions and the construction of backup subdivision walls along major highways. These programs control the access points into tracts,

discourage through traffic, improve the circulation along the arterial highway, and reduce noise from arterial highways. These programs have good potential to help control the noise in new subdivisions or in redevelopment projects, especially if higher walls, earth berms, landscaping, or other noise abatement methods are employed to buffer the residential area from the noise of major highways. This is a good program which should be continued as new subdivision tracts, redevelopments, or parcel maps are initiated. Its potential, however, is limited to these activities.

c. Receiver

The Airport Land Use Commission influences land use and, therefore, the location of noise sensitive areas adjacent to airports and heliports. By authority of the Public Utilities Code, the Regional Planning Commission is designated as the Airport Land Use Commission in Los Angeles County. The Commission is responsible for reviewing and coordinating airport and heliport planning of public agencies within the county and resolving impasses relative to this planning. The weakness of the program lies in the fact that the Airport Land Use Commission serves only an advisory function with little power or jurisdiction over airport planning.[43]

The City of Los Angeles' Airport Commission has pledged its support to the adoption of appropriate legislation to achieve stronger land use controls around LAX. Other municipally owned airports also are concerned about the noise problems adjacent to their facilities.[44] Through a cooperative, coordinated effort by all concerned parties, this program could be effective.

The state Commission of Housing and Community Development is responsible for establishing noise standards for statewide construction.[45] Recently, it adopted the standard that "interior community noise equivalent levels (CNEL) attributable to exterior sources shall not exceed an annual CNEL of 45 dB in any habitable room." Also, the standards specify that residential structures located within CNEL contours of 60 dB adjacent to an existing or adopted freeway, expressway, parkway, major street thoroughfare, railroad, or rapid transit line shall require an acoustical analysis showing that the building has been designed to limit intruding noise to an annual CNEL of 45 dB.[46] The Building and Safety and Survey Divisions of the County Engineer Department, the Architectural Division of the Department of Facilities Acquisitions and local building departments are responsible for protecting the public health and safety with regard to building regulations and will no doubt be responsible for enforcing the state-mandated program. Since these standards are effective August 22, 1974, it is not possible to assess the program at this time.[47]

3. Regulation and Enforcement

A December 1973 survey of the 78 cities in Los Angeles County revealed that only 37 have noise ordinances. About one-third of these ordinances are comprehensive; the remainder, general and limited in scope. Enforcement of these ordinances ranges from a multi-phased program of abatement (which includes sophisticated monitoring equipment and noise violation investigators) to a limited enforcement approach. If more and better noise ordinances are enacted, and properly enforced, they can eliminate many of the noise intrusions experienced by residents. The main thrust, however, should be to reduce the noise at the source through technology so that lower noise limits can be established and enforced.

The Los Angeles Department of Airports has established a noise enforcement division to enforce the fleet noise rule and to monitor noise and noise suppression programs.[48] This program has excellent potential for reducing the noise around LAX if the proper monitoring equipment can be developed.

The Environmental Protection Agency (EPA), by authority of the Noise Control Act of 1972, has established a process under which the federal government will give preference in its purchasing to products whose noise emissions are significantly lower than the source emission standards promulgated by EPA.[49] It allows the low noise-emission product to have a cost as much as 25 per cent greater than the least expensive product.[50] This program, just recently enacted, should provide an excellent economic incentive for manufacturers to produce low noise-emission products.

4. Research

There are numerous federal noise research programs which are in progress or have been completed. Some of them are included in the following list:[51]

Improvement of noise measurement techniques, data reduction and analysis (Department of Transportation) (DOT)

Jet engine noise and its abatement (DOT)

Development of noise-monitoring systems for airport environs (DOT)

Jet exhaust noise (National Aeronautics and Space Administration (NASA)

V/STOL noise characteristics (DOT)

Development of supplemental engine equipment or devices to suppress noise (NASA)

Development of optimum safe aircraft operational procedures to minimize noise (DOT)

Tire acoustics (DOT)

Internal combustion engine noise (emphasis on the diesel) (DOT)

Attenuation of noise by vegetation (United States Department of Agriculture) (USDA)

Effects of noise on humans and wildlife (Health, Education and Welfare and USDA)

Acoustical performance of buildings (Housing and Urban Development)

These research programs will provide additional information and knowledge concerning noise and its abatement.

5. Standards and Guidelines

The Department of Housing and Urban Development has a noise program which includes the development of a planning guidelines manual, guidelines for suitable noise control measures, and model noise and zoning ordinances.[52] These guidelines and manuals will provide assistance in effective noise control.

6. Evaluation Summary

These programs, taken together, will achieve some measure of noise abatement. If we are to reduce noise levels we must initiate a positive, coordinated program of noise abatement in which county government assumes a leadership role over those activities which can be implemented at the local level. The federal and state governments have already assumed the responsibility for setting many noise limits and standards. They have set in motion programs to control transportation noise for new vehicles at the source. A coordinated control and policing effort by local governments, with the county providing the impetus, can encourage practical and acceptable standards by the higher levels of government and enforce those standards already initiated in an efficient and reasonable manner.

ACTION PROGRAM

C. ACTION PROGRAM

The Noise Element action program consists of all existing programs previously discussed and evaluated as well as recommended program modifications and additions contained herein. In developing the action program, consideration has been given to program priorities and the phasing of action's necessary to implement the policies of this element.

1. Priority Action Areas

Since the county has limited resources, and in some cases, limited authority to implement programs which can best solve the noise problems, it is necessary to concentrate available resources on the most critical areas. This section established first and second priority action areas based on criteria developed from consideration of currently identified problems and existing programs. They are designed to have the greatest positive impact on noise problems, while taking advantage of existing assets and opportunities.

a. Critieria for Establishing Priorities

- Problems which have a negative impact on health (existence of unacceptable noise levels in noise-sensitive areas).
- Prevention of noise intrusions into "quiet" areas.
- Desirability of taking advantage of an opportunity before it is lost.

The above criteria are structured to handled the entire range of noise problems. First priority areas were selected on the basis of action programs which would effectively achieve significant noise reductions. Second priority areas include standardization and improvement of noise abatement programs as well as secondary solutions which can be effected after the primary solution has realized its maximum benefit.

b. First Priority Action Areas

1) Control of Noise at the Source

Since control of noise at the source protects the vehicle operator and passenger as well as as the non-participant, it presents the most reasonable and effective means of reducing transportation noise. County government, in concert with the other local governments, should

encourage the state and federal governments to set reasonable noise limits which are consistent with health and quality of life goals. Also, legislation should be requested at the state and federal level which provides for the assessment of the costs against the producers of the noise and provides funds to local governments to enforce the regulation.

2) Centralization of Noise Studies and Abatement Measures

A department within county government should be given the overall responsibility for noise programs, including a community noise study which identifies additional noise sources and promulgates acceptable noise levels for the commercial, industrial, residential, and rural communities. In the interim, standards based on existing technology should be considered for adoption.

3) Purchasing Procedures

The county should specify acceptable noise levels for the purchase of all future vehicles, maintenance equipment, aircraft and their components, including the equipment necessary for the maintenance of such vehicles. Other jurisdictions should be encouraged to do the same.

4) Noise Regulation

A comprehensive noise ordinance, based on interim standards, if necessary, should be initiated. The building code, subdivision, and zoning ordinances should be amended as needed to reflect the latest noise abatement techniques.

5) Enforcement of Noise Regulations

The department responsible for noise abatement should develop the necessary administrative and technical staff, as well as acquire the necessary noise-monitoring equipment, to enforce the regulations imposed by higher levels of government.

6) Public Education

The county government must make the public more aware of the effects of noise and inform it of what is being done to combat noise. As the public becomes more aware of this problem, it can become a great influence in achieving the ultimate solution by demanding quieter products, quieter communities, and quieter transportation facilities.

c. Second Priority Action Areas

1) Additional Studies and Recommendations

A noise element is an ongoing process; it must be constantly updated and upgraded. This should be the responsibility of the noise abatement department. This department would be responsible for developing new noise abatement programs and assessing the effectiveness of and enforcing existing programs. It also would initiate additional studies as the needs are determined, recommend legislation, and research technological and funding opportunities.

2) Coordination with Other Governmental Agencies

The county should join with the other governmental agencies in a cooperative, coordinated effort to carry out the programs of the higher levels of government, as well as to seek additional methods of abating noise and enforcing the noise levels established by the state and federal governments. This will require that either the law enforcement personnel become conversant with noise law and monitoring equipment or a special noise inspector corps be formed to encourage and, where necessary, enforce the suppression of noise within the community. This organization could work cooperatively with the respective jurisdictions enforcing the individual noise laws of these entities.

3) Standardization of Programs

Because of the numerous jurisdictions, a cooperative program should be initiated by county government to have all jurisdictions standardize the noise laws and methods of noise measurement. This program will have to be coordinated with the federal, state, and regional agencies so that costly duplication and wasted effort will be avoided.

4) Coordination with Multi-Governmental Organizations

Cooperative transportation and planning organizations such as the Metropolitan Transportation Engineering Board (MTEB) and Los Angeles County Association of Planning Officials (LACAPO) should discuss, standardize, establish, and recommend acceptable noise levels for transportation sources and land uses for inclusion in the noise ordinances of the separate jurisdictions. In addition, by working though the Southern California Association of Governments (SCAG), a uniform approach to the noise problem can be initiated with adjacent counties (Orange, San Bernardino, and Ventura). In this regard, county, city, and regional governments

can be influential in advising the higher levels of government on legislation and standardization in the fight against noise.

2. Action Recommendations

This section presents those recommendations necessary to initiate action to implement the policies of the element and contribute to the achievement of goals. They are divided into two sections: short range, and medium and long range. Short range actions are those which should be initiated within five years but their duration may extend beyond that period. Medium and long range actions are those that will occur from five to 15 years in the future, some of which may require initial activity that must be taken in the immediate future. The numbering of the recommendations does not imply any priority ordering.

a. Short Range Action Recommendations.

1) Study the feasibility of establishing a central authority within county government with the responsibility for noise problems and programs.

2) Develop a draft noise ordinance and suggest amendments to the building code and subdivision and zoning ordinances.

3) Through political influence, encourage federal and state governments to set reasonable and effective noise limits for all transportation vehicles.

4) Establish acceptable noise levels to be included by the county Purchasing and Stores Department in the specifications for purchase of vehicles and aircraft and their components.

5) Inform the public as to why and what county government is doing to combat the noise problem.

6) Conduct a community noise study to determine the noise levels of non-transportation sources.

7) Encourage assessment of the costs of noise abatement against the producers of noise.

8) Seek funds from higher levels of government to carry out noise abatement programs.

9) Encourage use of noise abatement measures adjacent to all major sources of noise pollution such as airports, freeways, and rail lines.

10) Encourage standardization of noise measurement methods by the federal government and advise them of local needs in this regard.

11) Encourage local jurisdictions to specify noise levels in the purchase of equipment.

b. Medium and Long Range Action Recommendations

1) Continue to update the noise element, community noise study, building code, and subdivision and zoning ordinances as needed.

2) Encourage the use of noise abatement measures, which also enhance the esthetic qualities of the environment, adjacent to all major transportation facilities where it is necessary and feasible

3) Coordinate with other local governments in standardizing building codes, and noise, subdivision, and zoning ordinances.

D. GOVERNMENTAL ROLES AND RESPONSIBILITIES

County Government

The county, operating within the framework established by state and federal agencies and in cooperation with cities and special districts, should assume a leadership role. The department responsible for noise abatement, working in concert with citizen groups, other levels of government, and private enterprise, will coordinate the county's efforts to bring the problem of excessive noise under control.

City Government

Within the standards established by higher levels of government, the cities should establish and enforce their own noise ordinances and coordinate with the higher levels of government.

Special Districts

Special districts should consider the effect of any of their transportation vehicles or facilities on the noise levels in this county. Estimates of potential noise impact of new systems should be provided to the appropriate jurisdiction prior to commitment to a particular mode.

Regional Agencies

Operating in the framework established by federal and state governments and in cooperation with local governments, regional agencies should facilitate the exchange of technical data between local governments, identify multi-jurisdictional noise problems, provide guidelines for development of local noise control programs, and coordinate the resolution of regional noise problems.

State Government

Operating in coordination with the federal and local governments, the state should continue to establish vehicle noise limits where possible and necessary. It also should provide funding and technical assistance to the local agencies. The state should conduct additional noise abatement research, incorporate noise regulations in their regulative and licensing functions, and implement those noise abatement techniques most effective on state highway facilities.

Federal Government

The federal government, acting in concert with the state and local governments, should establish noise emission limits for all transportation vehicles. It should provide funding and technical assistance for the implementation and enforcement of noise programs at the state and local levels. The federal government also should develop model noise ordinances, standardize noise measurement and evaluation methods, and expand its research efforts in support of the local governments' efforts.

E. CONSTRAINTS, CAPABILITIES AND FEASIBILITY

This section of the element summarizes the constraints and capabilities for implementing a countywide noise abatement program.

Constraints

- Legal preemption by federal and state governments controlling the sources of noise.
- Jurisdictional and legal limitations to implementing a program within cities.
- Limited knowledge of the effects of noise by the public.
- Lack of existing economic incentive programs to encourage the manufacture of low noise-emission transportation vehicles.
- Limited finances.
- Large developed areas which are interspersed with many major transportation facilities.

Capabilities

- Citizen participation process.
- Large tax base.
- Considerable political influence.
- Authority to control and review county administered transportation projects.
- Authority to coordinate, approve, fund, and construct transportation facilities.
- Authority over land use.

Feasibility

The feasibility of this program is dependent on public acceptance and cooperation, availability of funds, cooperation and coordination of all private and governmental entities, and the development and use of adequate technology.

F. COSTS AND FUNDING

The intensification of governmental roles in transportation noise abatement will require some additional cost and funding commitments on the part of the various levels of government identified above. The major costs to the county and local

jurisdictions will be to staff, train, and organize a noise abatement group which will administer, coordinate, and police the noise programs. Analysis should be made on how the recommended roles can be accommodated within existing resources and what changes and additional costs will be required to take on the new roles. Additional financial programs which assess the costs against the producers of noise will need to be legislated and the funds made available to the local agencies to cover administrative costs.

G. IMPLEMENTATION STRATEGIES

Success in implementing a countywide noise abatement program hinges on recognition of the problem, availability of funds, and the ability to reduce the noise levels emitted by transportation vehicles or separate noise sources from noise receivers. Key strategies will include:

- Public education of the magnitude of the noise problem within the county.
- Funding of noise abatement programs.
- Initiation and implementation of programs to reduce transportation noise.
- Prevention of noise intrusions into "quiet" areas.
- Development of incentive programs to achieve compliance.

H. USE OF THE NOISE ELEMENT IN DECISION-MAKING

The role of the Noise Element is to outline the scope of the problem and serve as an advisory tool for county decision makers, the Board of Supervisors and county department heads as well as influence other private and governmental agencies. The element will serve as a device to achieve a consistent course of action and will influence the following types of activities:

- Establishing county policies and programs which will abate unwanted noise for existing and future transportation facilities.
- Making land use decisions and policies concerning private and public lands adjacent to existing or future transportation facilities.
- Developing, revising, and administering regulatory ordinances (building, noise, subdivision, and zoning) with respect to transportation noise.
- Coordinating with other governmental jurisdictions and interested citizens.

I. CONCLUSION

The establishment of an effective noise abatement program depends on willing coordination and cooperation with citizens, all levels of government, and private enterprise. With this willingness, the present trend of increasing noise, which leads to a degradation in the quality of life, can be reversed.

VIII. GLOSSARY

A-WEIGHTED NETWORK:
The ear does not respond equally to frequencies, but is less efficient at low and high frequencies than it is at medium or speech range frequencies. Thus, to obtain a single number representing the sound level of a noise containing a wide range of frequencies in a manner representative of the ears' response, it is necessary to reduce, or weight, the effects of the low and high frequencies with respect to the medium frequencies. The resultant sound level is said to be A-weighted, and the units are dBA.

A-WEIGHTED SOUND LEVEL:
See A-WEIGHTED NETWORK for an inclusive definition of dBA.

ACOUSTICS:
(1) The science of sound, including the generation, transmission, and effects of sound waves, both audible and inaudible. (2) The acoustics of an auditorium or of a room, the totality of those physical qualities (such as size, shape, amount of sound absorption, and amount of noise) which determine the audibility and perception of speech and music.

AVIGATION EASEMENT:
This is the legal right or privilege one obtains to utilize airspace for conducting an aircraft in flight from space to space.

BACKGROUND NOISE:
The total of all noise in a system or situation, independent of the presence of the desired signal. In acoustical measurements, strictly speaking, the term "background noise" means electrical noise in the measurement system. However, in popular usage the term "background noise" is also used with the same meaning as "residual noise."

COMMUNITY NOISE EQUIVALENT LEVEL:
CNEL is a scale which takes into account all the A-Weighted acoustic energy received at a point, from all noise events causing noise levels above some prescribed value. Weighting factors are included which place greater importance upon noise events occurring during the evening hours (7:00 P.M. to 10:00 P.M.) and even greater importance upon noise events at night (10:00 P.M. to 7:00 A.M.).

COMPOSITE NOISE RATING:
CNR is a scale which takes into account the totality of all aircraft operations at an airport in quantifying the total aircraft noise environment. It was the earliest method for evaluating compatible land use around airports and is still in wide use by the Department of Defense in predicting noise environments around military airfields. Basically, to calculate a CNR value one begins with a measure of

the maximum noise magnitude from each aircraft flyby and adds weighting factors which sum the cumulative effect of all flights. The scale used to describe individual noise events is perceived noise level (in PN dB); the term accounting the number of flights is 10 $\log_{10}N$ (Where N is the number of flight operations), and each night operation counts as much as 16.7 daytime operations. Very approximately, the noise exposure level at a point expressed in the CNR scale will be numerically 35-37 dB higher than if expressed in the CNEL scale.

DAY-NIGHT AVERAGE-SOUND LEVEL:
The L_{dn} is a scale equivalent to the CNEL with the exception that the evening period is deleted and all occurrences during 7:00 P.M. and 10:00 P.M. are included in the daytime period.

DECIBEL:
The decibel (dB) is a measure, on a logarithmic scale, of the magnitude of a particular quantity (such as sound pressure, sound power, intensity), with respect to a standard reference value (0.0002 microbar for sound pressure and 10^{-12} watt for sound power).

LOUDNESS:
1) A listener's perception of the intensity of a strongly audible sound or noise, 2) The factor n by which a constant-intensity sound or noise exceeds in the judgement of a listener the loudness of a 1000 H_z tone heard at a sound pressure of 40 dB above threshold, 3) The judgement of intensity of a sound by a human being. Loudness depends primarily upon the sound pressure of the stimulus. Over much of the loudness range it takes about a threefold increase in sound pressure (approximately 10 dB) to produce a doubling of loudness. The unit is the sone.

NOISE:
Any sound which is undesirable because it interferes with speech and hearing, or is intense enough to damage hearing, or is otherwise annoying.

STATISTICAL A-WEIGHTED NOISE LEVEL:
This scheme represents the A-weighted noise level, dBA, which is exceeded a percentage of the time over the duration of the sample noise measurement. Thus, L_{99}, L_{90}, L_{50}, L_{10}, L_1, denote the value of the noise level exceeded 99, 90, 50, 10, and 1 per cent of the time.

RAPID TRANSIT:
A mode of mass public transportation accomplished by various types of vehicles; i.e., trains or buses. Such a mode transports patrons more efficiently and quickly than an independent form of transportation for each customer.

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PART II draft environmental impact report

INTRODUCTION

Pursuant to Division 13, Chapter 2.6, Section 21083 of the Public Resources Code, the Secretary for Resources adopted amended state guidelines for Environmental Impact Reports on December 17, 1973. Section 15037 (a)(1) of these guidelines defines a project as including the adoption of local General Plans or elements thereof pursuant to Government Code Sections 65100-65700. As a result of this requirement, the County of Los Angeles, as well as other governmental jurisdictions, are required to assess the environmental impact of the adoption of General Plans or their elements. This report analyzes impacts which may occur, based on available information, if the Noise Element for Los Angeles County is implemented.

The Noise Element is one of four new elements which was required to be adopted by September 20, 1974. The County of Los Angeles has obtained approval from the Council on Intergovernmental Relations to extend this adoption deadline to March 20, 1975, due to the fact that the mandatory elements require an extensive and comprehensive revision of the entire General Plan. Also, it was necessary to allow adequate time for the public to review the subject matter of this element. The Board of Supervisors ordered the adoption of this and the other three new Elements--Seismic Safety, Safety, Scenic Highways--by December 20, 1974. This element will be incorporated into a comprehensive general plan document subsequent to its adoption.

The Noise Element identifies the problems and issues of transportation noise in this County and proposes that certain goals be established, policies initiated, and programs implemented to bring the problem under control. This Environmental Impact Report attempts to analyze the effects of the policies and program recommendations on the environment in this County.

This EIR was prepared in accordance with State and County guidelines to be an information document and a full disclosure of environmental effects. The report does not imply that the Noise Element is entirely beneficial, detrimental, or of no significance.

Additional information and identification of impacts may be provided by the individual reports of the other jurisdictions within this County which are also required to prepare a similar report. It is the intent of this EIR to consider the impact of this element on all jurisdictions located within this County.

SECTION I - PROJECT DESCRIPTION

A. LOCATION

The Noise Element of the Los Angeles County General Plan encompasses the entire County of Los Angeles, which covers 4083 square miles. The county is bounded by Ventura County on the west, Kern County on the north, San Bernardino County on the east, Orange County on the southeast, and the Pacific Ocean on the west and south. The County jurisdiction also includes the islands of Santa Catalina and San Clemente.

Los Angeles County is the hub of the Southern California region as defined by the jurisdictional area of the Southern California Association of Governments (SCAG). The county comprises only 10.6 percent of this region's area, but contains 70 percent of the population (see page 55). The county includes 78 incorporated cities and hundreds of special districts. Urban land uses occupy about 1,100 square miles, the majority of which is in an extensive urban area south of the San Gabriel Mountains.

The unincoprorated area is 3,000 square miles and includes areas where major growth and alternation of the natural environment will likely occur. These areas include Malibu, Calabasas, Antelope Valley, Newhall-Saugus, and Puente Hills, all of which are growing and lie within the direct planning jurisdiction of the Board of Supervisors.

Los Angeles County is the principal commercial and industrial area on the West Coast. As such, it has great significance as a center of commerce through which many goods and products flow to all sectors of the nation and the world. This commercial status requires extensive transportation facilities to sustain its operations.

In addition, approximately one-fourth of the county (which is primarily located in the coastal plains and inland valleys) is highly urbanized with residential, commercial and industrial areas which also require extensive transportation facilities to sustain the need to move people and goods.

B. DESCRIPTION OF THE ELEMENT

The element identifies the problems, issues, assets and opportunities to be considered in a transportation noise-control program; established goals and policies; and recommends action programs which, if implemented, will lower the noise in this county to levels consistent with health and quality of life goals.

REGIONAL JURISDICTION OF SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

The Noise Element will eventually be incorporated into the Los Angeles County General Plan and will serve as a tool for planners, administrators and legislators to reduce the impact of transportation noise.

The requirements of this element are set forth in the State of California Government Code, Chapter 3, Article 5, Section 65302 (g).

C. NEED FOR THE ELEMENT

Within this county, there are numerous major transportation facilities which contribute appreciably to the noise environment around us. A brief synopsis of these facilities follows:

FIGURE 9

MAJOR TRANSPORTATION FACILITIES

IN LOS ANGELES COUNTY

Highways

Type	No. of Miles (1973)	Vehicle Miles Traveled Daily (Millions)
Arterial Highways	4,000	57.9
State Highways	428	6.9
Expressways	12	0.2
Freeways	482	80.3
TOTAL	4,922	145.3

Railroads	Number (1973)
Mainline Miles	560
Yards	22

Airports	Number	Operations Daily
Commercial and General Purpose	24	
Seaplane Bases	3	
	27	10,000+

All of the above transportation facilities accommodate the vehicles and aircraft of commerce in the Los Angeles community and, by virtue of their locations and use by the various transportation vehicles, propagate a significant amount of noise into the surrounding community.

This element and its technical backup report identify the noise impacts of the various transportation facilities and recommend goals, policies, and programs, which, if endorsed as a viable plan of action and set in motion, will begin to alleviate the noise impact of these facilities.

D. PRESENT PROGRAM

As stated in the introduction to this EIR, the Noise Element is one of four new elements required by state law to be incorporated in the revised general plan.

It is important that this element be evaluated in the context of the total general plan effort since many of the policies of land use, transportation, environmental quality and scenic highways are being interrelated with the policies and programs proposed for this element.

State Council on Intergovernmental Relations guidelines indicate that there is a direct relationship of this element to the Transportation, Land Use and Housing Elements of the general plan. The policies proposed for this element could effect problems for these various elements and the resolution of potential conflicts is the purpose of the comprehensive revision to the general plan now in progress. The effective resolution of these conflicts will in large measure be dependent on future studies and actions which will correlate the numerous existing noise programs of the multiple jurisdictions operating in this county and establish noise levels consistent with health and quality of life goals. A number of existing noise control programs, which will achieve some measure of noise abatement, are also enumerated and documented in the Noise Element.

E. FUTURE PROGRAMS

This element, because of cost and technological and time constraints, was restricted to the minimum requirements contained in Section 65302(g) of the Government Code. Community noise studies, correlation of the data compiled in this first effort, periodic updating of the data, and assessment of the effectiveness of proposed and existing programs in the future are some of the recommended actions to be undertaken to implement this element. Future recommended programs include an emphasis on a coordinated approach by all jurisdictions, with the county assuming a lead role in this effort.

Priority actions by the county include an emphasis on the following: control of noise at the source, centralization of noise control responsibility, purchase of quieter vehicles, new ordinances which deal with noise problems, enforcement of noise regulations, public information about the problems of noise, additional studies, coordination with other governmental agencies and standardization of individual programs.

F. METHODOLOGY

The initial step in the environmental assessment procedure was the identification and assessment of the environmental impacts that would result from the implementation of the Noise Element for Los Angeles County. This process followed a logical sequence and was an integral part of the element preparation. First, the noise impacts were quantified by graphical noise contours for line sources such as railroads, freeways and highways. Noise contours were also constructed for the more fixed sources of noise such as airports and railroad yard facilities. This procedure revealed a significant impact on the community for these sources of noise. Second, four alternative policy sets were developed and assessed on the basis of environmental effects. These alternatives ranged from consideration of what could be expected if nothing were done about the noise problem to a consideration of what environmental effects would take place if noise were completely eliminated.

The next step was to evaluate each individual policy set alternative to determine which set would achieve the desired result - control of transportation noise - with the least disruption of the existing and future environment.

The Department of Regional Planning's Ad Hoc Review and General Plan Program Management Review Committees also reviewed the subject matter and recommended certain changes in the policies and programs.

The preferred policy set and implementation programs were then submitted for review to the Citizen's Planning Council (CPC), the General Plan Policy Review Board (GPPRB), which consisted of representatives from selected county departments, and the Los Angeles County Association of Planning Officials (LACAPO). These organizations examined the material in some detail and suggested changes and additions, many of which were incorporated into the proposed element.

The resultant element will now be submitted to the public for additional review and comment through the public hearing process and eventually will be presented to the Board of Supervisors for adoption.

SECTION II - ENVIRONMENTAL SETTING

Los Angeles County is a region of topographic diversity quite unlike any other comparable area on the North American Continent. The terrain of the region includes coastal beaches, sand dunes and marshes, coastal plains, elevated marine terraces, broad valleys, gentle high plains and dry lake beds. Elevations range from sea level to 10,000 feet; and the coast, the desert and high mountains all lie in close proximity to each other. This terrain may be divided into four major natural subregions: the coastal lowlands, the mountains, the desert and the offshore islands.

The county also has a great climatological diversity. The "Mediterranean" climate exists only in part of the county. This area is in a transition zone between the dry subtropic and the moist, north temperate climate zones. During the long summer, arid subtropical weather conditions prevail, typified by sunny skies and drought. During the short winter season, temperate weather patterns predominate, characterized by the passage of warm and cold fronts accompanied by rain in the coastal lowlands and rain and snow in the mountains and deserts. On the basis of factors such as rainfall, temperature, and wind patterns, several climatic regions can be recognized in the county, which in turn can be related to the basic regional patterns.

The vegetation patterns of the county are very complex in form, arrangement, and number of species. Regional differences are also quite distinct. The coastal lowlands have been largely cleared of natural species and are covered with exotic (introduced) species associated with urban and agricultural uses. Only the Transverse Hill chain retains its natural cover of grass, coastal sage and chaparral.

The Central Mountains have a complex vegetation pattern of zones differentiated by elevation and exposure. Higher elevations and north slopes are covered with coniferous and oak forests and woodlands with chaparral belts, sagebrush and grassland zones between them and the developed lowlands.

The northern deserts have a distinctive cover of grasslands, and desert and alkali sink shrubs. Pinon-juniper woodland, desert safebrush, and chaparral blanket the southwestern desert fringes.

Vegetation is an important part of the varied habitat types which exist in Los Angeles County. A habitat includes all the environmental factors which exist in an animal's dwelling place, all of which are interdependent and interrelated. Twenty-six habitat types in the county have been identified by the Los Angeles County Environmental Resource Committee. Some of these are still fairly widespread while others are critically endangered. Each is composed of an interrelated complex of physical conditions, vegetation, characteristic plants and animals, and for each the committee also identified significant, rare and endangered species of plant and animal.

Examples of these habitats which are of significant ecological importance and whose preservation is essential have been included in areas delineated as "Significant Ecological Areas". These designations reflect the collective judgement of scientists from many disciplines and consider factors such as public interest, environmental values special to each area, fragility of the habitat, the location, degree of present protection, vulnerability and rarity, and the interrelationships between the areas. Boundaries for these areas have not been precisely delineated and do not reflect all aspects of ecological concern. Some areas are already critically endangered and immediate preservation is extremely important, while others are more resistant to development or are more common in the County. (An example would be the very fragile, critically endangered fresh-watermarsh in the relation to the hardier, more widespread chaparral.)

As an urban region, Los Angeles County is of global importance, being the largest urban complex on the Pacific Coast. It is also the heart of Southern California. It is unique in many ways, perhaps most for the pace and scale of its urbanization and development. It is this aspect of its environment that contributes most to the adverse noise environment of Los Angeles County. In less than a century, the County has transformed from a ranch and agricultural area to a vast metropolis.

Now, one out of every 3 Californians and 7 out of every 10 residents of the SCAG region live in Los Angeles County. Nearly all of the County's 7 million residents live south of the San Gabriel Mountains in a massive urban area of approximately 1100 square miles. The urbanized portion of the County could hold the cities of Chicago, Denver, Detroit, New York, Philadelphia, Pittsburg, and St Louis.

A major impetus for the growth pattern in the County came from the completion of the transcontinental railroad after the Civil War. New transportation systems and the introduction of commercial farming supported a much denser population and stimulated the development of towns and small cities to serve the agricultural areas. Another wave of migration was prompted by World War I. The most spectacular growth, however, was during the post World War II years, as returning servicemen settled in the area, contributing to the vast housing and baby boom. The County's population grew 49% during the forties and 46% during the fifties, with the ingress of migrants accounting for an overwhelming portion of the increase. This growth rate slowed appreciably in the 1960's and is now nearly at a standstill.

By 1970 the Los Angeles area economy had grown to become the largest, most important trade and financial center in the Western United States. The continuing maturation and diversification of the area economy is reducing the onetime dependency on aerospace and defense industries. The maturity and diversity can be witnessed by the increased location of corporate headquarters and financial institutions here. Main offices of 23 of the nation's 500 largest industrial firms are located here - an area containing the second busiest airport in the nation and two major sea ports.

The size and diversity of the economy is also reflected by the fact that approximately 40 percent of the 1970 state employment was located in Los Angeles County. In 1970 the estimated Los Angeles County employment was over 3,200,000. The changing distribution of the employment base is another indicator of the diversity and maturity of the Los Angeles area economy as shown below:

	1950	1960	1970
Manufacturing	25.76%	30.56%	26.05%
Trade	25.73	21.95	22.32
Service	18.40	18.71	21.88
Government	9.90	10.87	13.04

This size and diversity of the economy has meant increased economic opportunities for county residents. This is reflected by the fact the Los Angeles metropolitan area was second in the nation in the growth of disposable income in the decade preceding 1970. Additionally, the Los Angeles market area spent in excess of 78 billion dollars for retail sales. This represented 45 percent of the total state retail sales in 1970.

This brief overview of the Los Angeles region shows the economy to be a large, viable and dynamic system of regional and national importance which has the potential for continued growth and opportunities.

Intermeshed in this highly industrialized area is man's only refuge from the hectic pace of the day--home. Nearly 58 percent of the county's urbanized area is residential of which 67 percent of the units are single family residences and 33 percent are multiple dwellings. Traditionally, Los Angeles County has had a high percentage of low density single family residences. However, since 1970, 92 percent of new residential developments have been multiple units, which seem to indicate a new residential trend. The 1970 SCAG land use inventory showed 63 percent of the urbanized land within the regional area in residential, seven percent in commercial, nine percent in industrial, and 20 percent in other related uses. Only four percent of the region's 38,000 square miles were urbanized, with approximately one-quarter of the remaining land available for development.

In addition to its economic, social and cultural interrelationships, the region is functionally interrelated by a vast transportation system of freeways, railroad, transit and surface streets. The extant noise environment has clearly emerged as a by-product of increased population, urbanization, industrialization, and the accompanying satisfaction of transportation needs.

As was enumerated in the Project Description Section of this report, there are numerous transportation facilities which contribute to the noise environment within this County. These include:

- Freeways which cross the Coastal Basin and inland valleys, carrying large volumes of motor vehicles and which facilitate the efficient transportation of people and goods statewide, interregionally and within the County.

- Master Plan Highways or arterials which are laid out on a grid system in the urbanized or developed areas of the County to facilitate the transportation of people and goods by motor vehicle within and between neighborhood communities and counties. These facilities also interchange traffic with the freeway system and serve a subordinate function as collectors and distributors of the traffic from that system.

- Railroads which cross the county carrying freight to terminal or staging areas where it is transferred to motor vehicles, cargo ships or other trains for trans-shipment to world, state, inter-county or local destinations. Certain of these facilities also accommodate passenger service to destinations within and out of state. These facilities also serve an important function in the transporting of people and goods into and from this county.

- Airports which can be classified into two major categories: commercial and general aviation. These facilities accommodate approximately 10,000 aircraft operations in this county daily and these operations are expected to increase to 15,000 daily by 1980. The aircraft that use these facilities transport over 22,000,000 passengers annually as well as goods of commerce to world, national, state, regional, and local destinations.

The typical noise propagated by the vehicles which use these facilities is shown in the chart on page 63.

Typical noise impacts from various transportation facilities in this county are shown in the cross sections and contour maps for the respective facilities shown on pages 64 to 70.

FIGURE 10

PRESENT NOISE EMISSION LEVELS FOR TRANSPORTATION VEHICLES

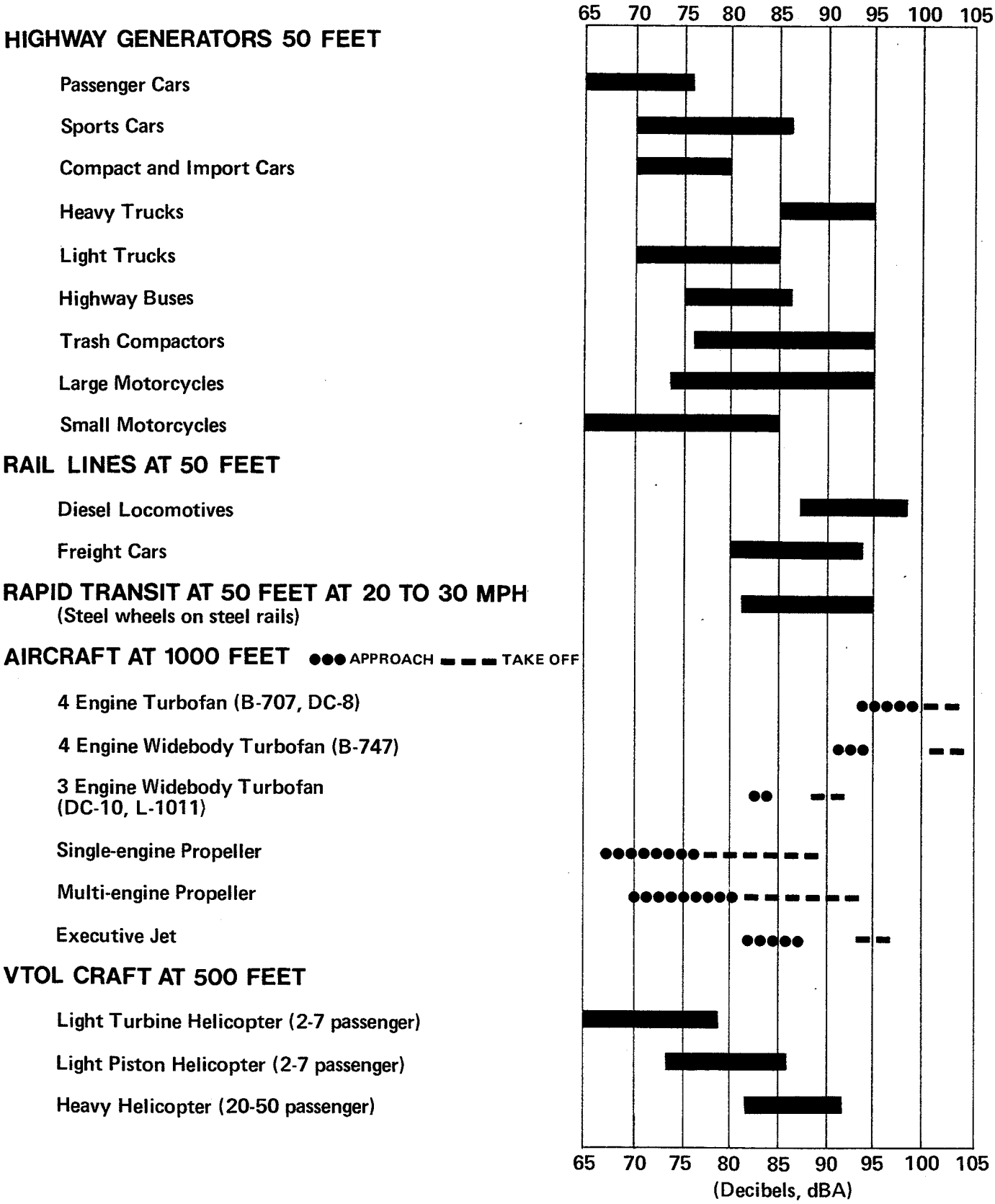


FIGURE 11

TYPICAL ARTERIAL HIGHWAY NOISE LEVELS (L_{10})

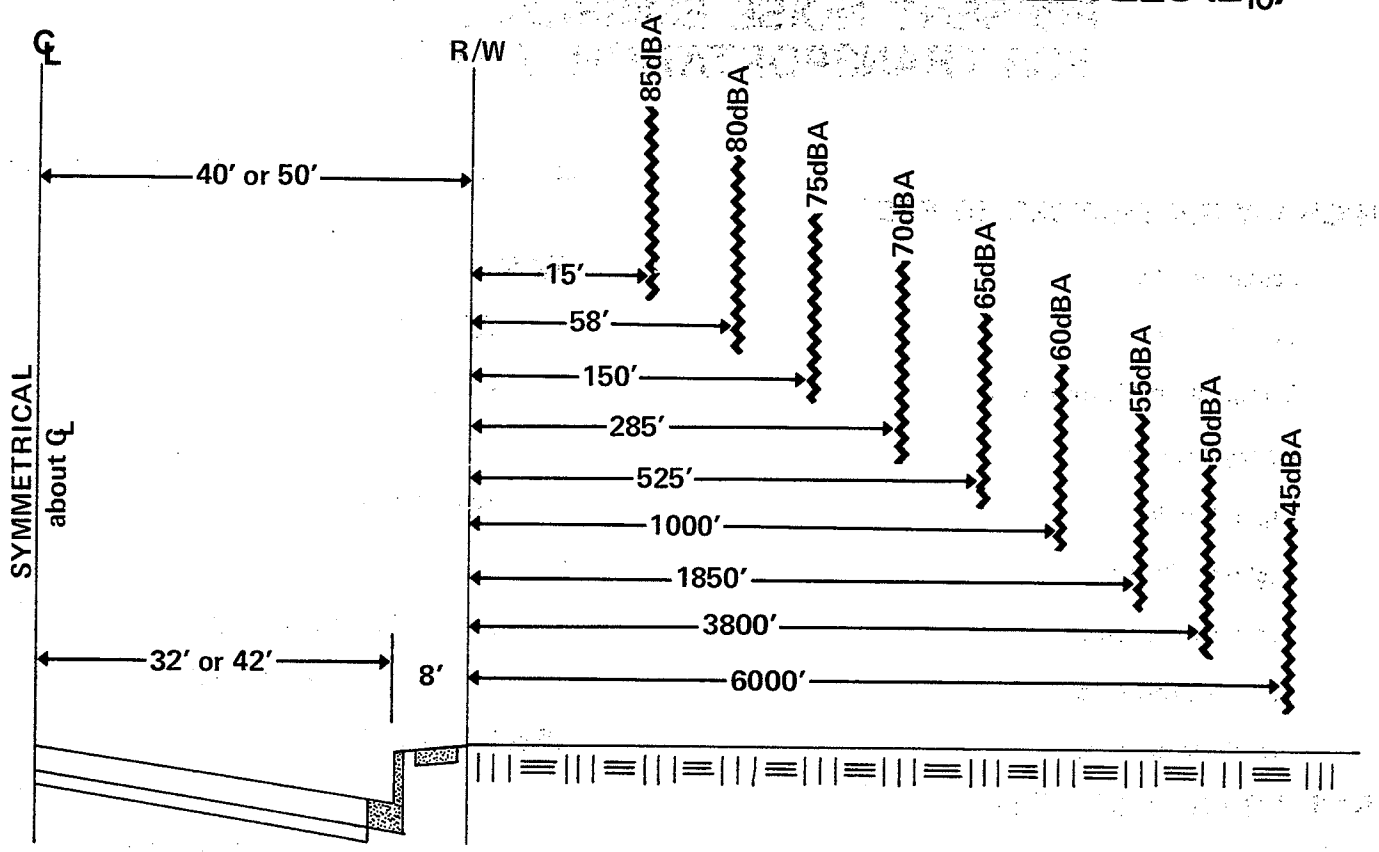
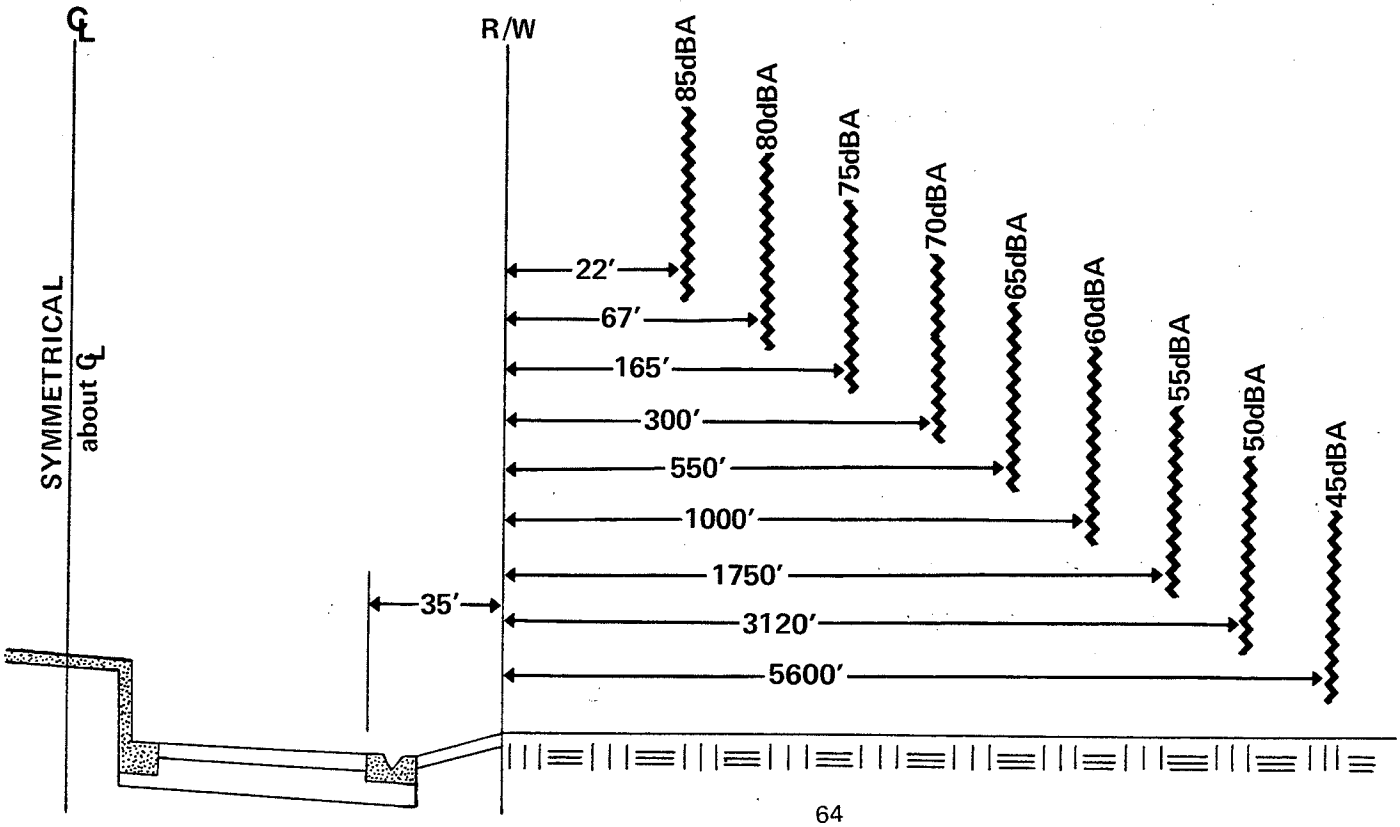


FIGURE 12

TYPICAL FREEWAY NOISE LEVELS (701A)



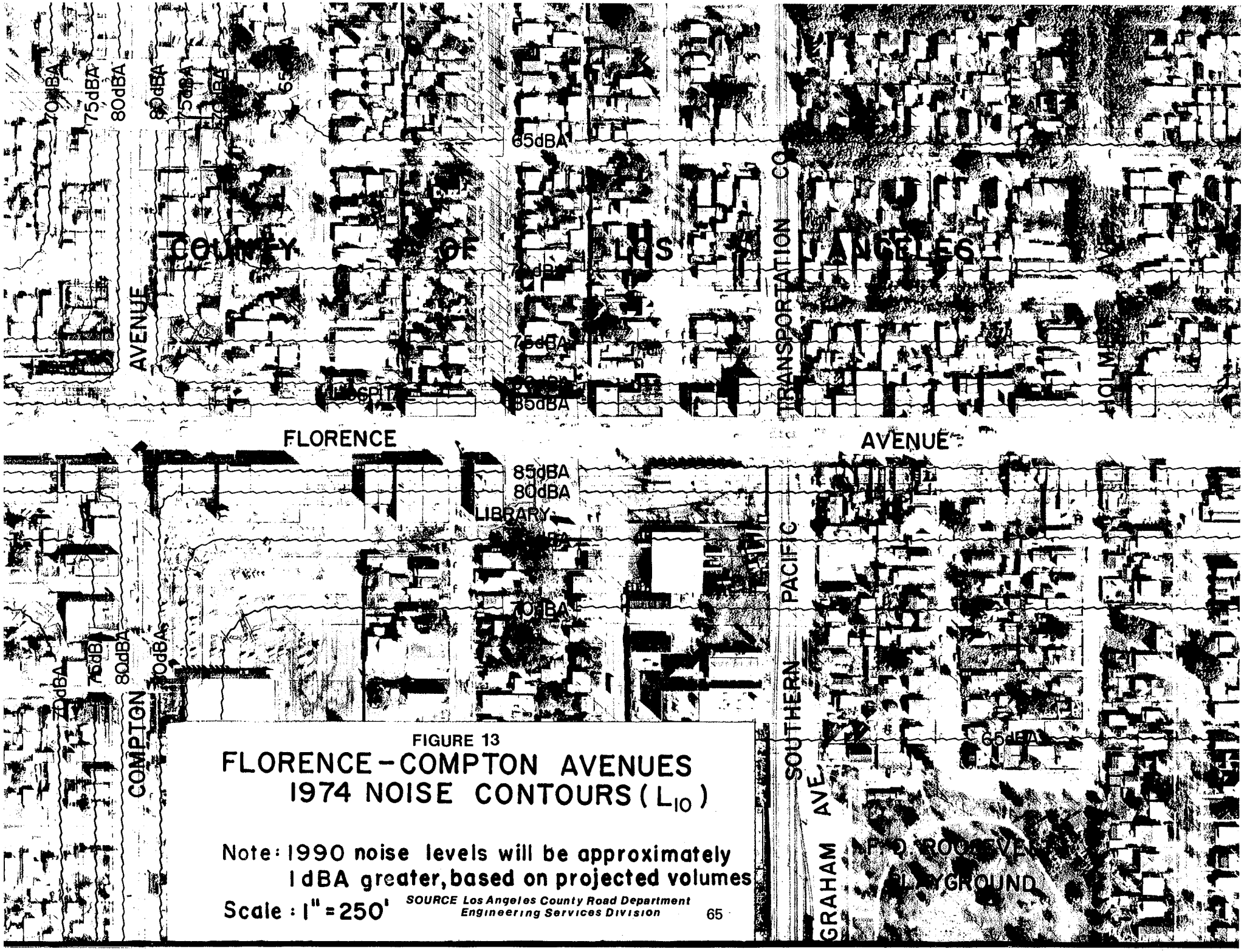


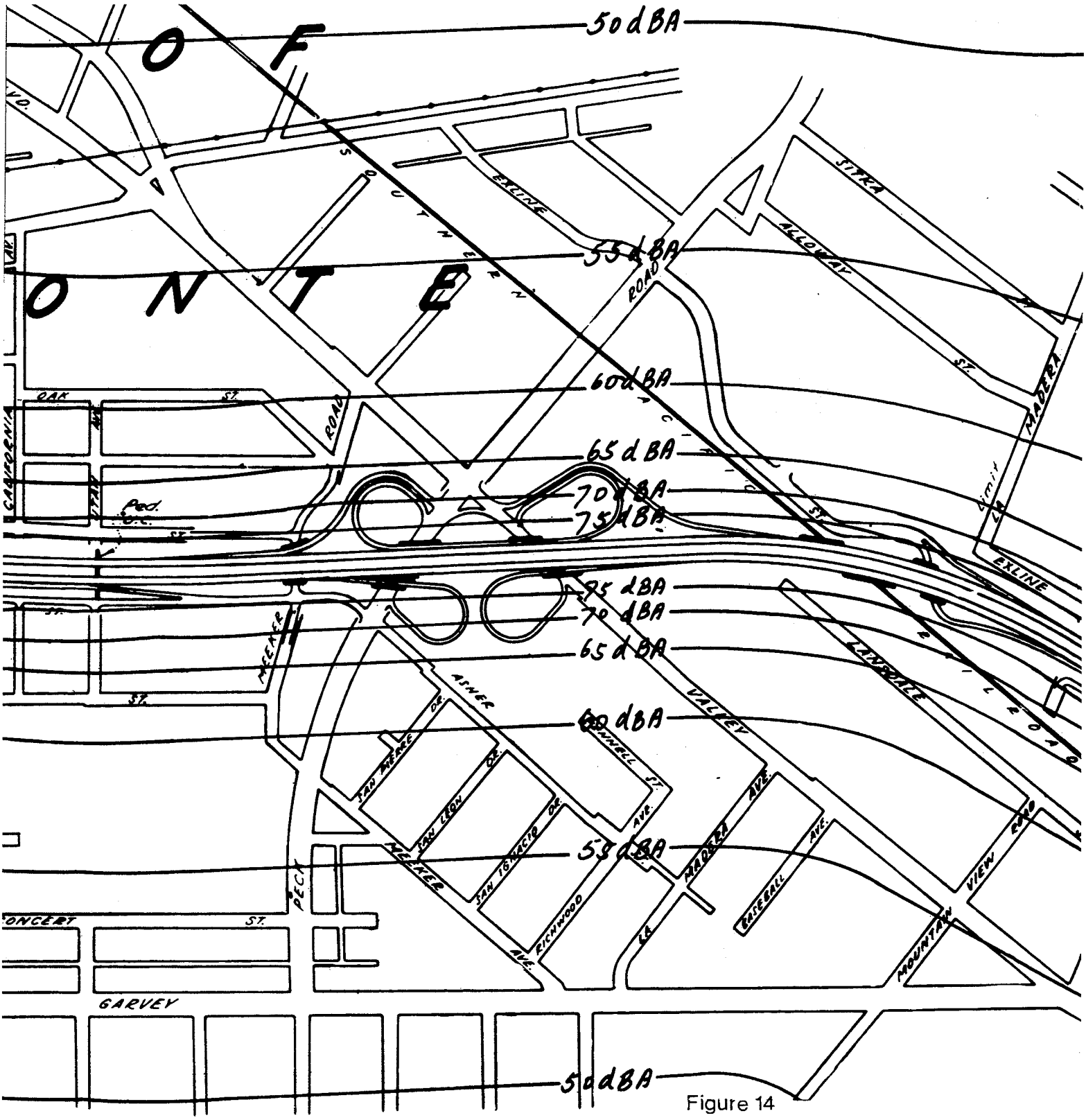
FIGURE 13

FLORENCE-COMPTON AVENUES
1974 NOISE CONTOURS (L_{10})

Note: 1990 noise levels will be approximately 1dBA greater, based on projected volumes

Scale : 1" = 250'

SOURCE Los Angeles County Road Department Engineering Services Division



NOTES

1. dBA Readings are:
   - For Diesel Trucks on State Highway Facility
   - Subject to ±6dBA Variation
   - Adjusted for Design and Grade
   - For Projected and Existing Mean Truck Noise Levels
2. Attenuation Provided by Intervening Buildings not considered
3. Variations Due to Noises from outside Highway R/W not included.

Figure 14

NOISE CONTOURS (701A)

IN THE CITY OF EL MONTE

GENERATED BY ROUTE 10

(SAN BERNARDINO FREEWAY)

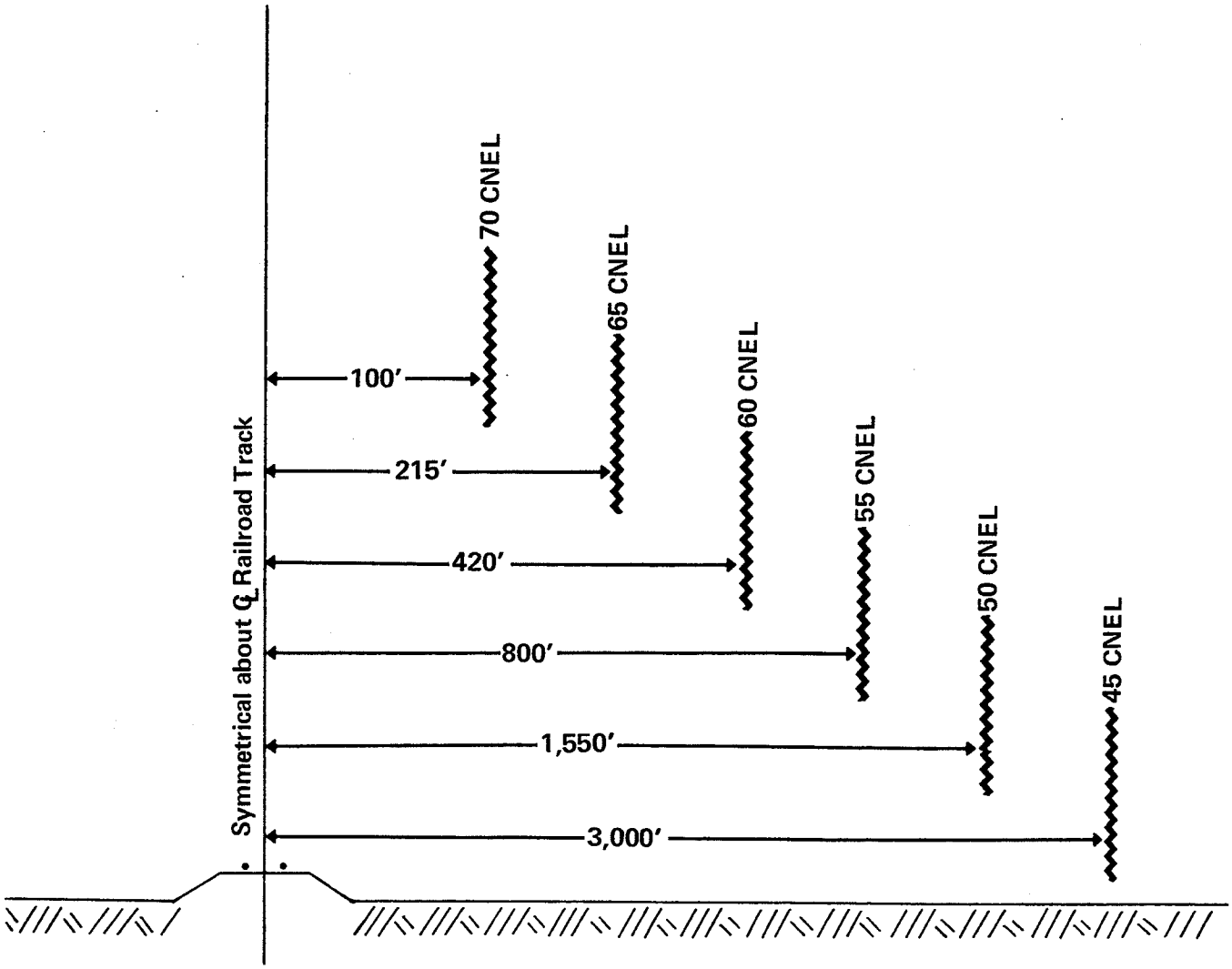
STATE OF CALIFORNIA

DIVISION OF HIGHWAYS — DISTRICT VII

SCALE: 1" = 600'

FIGURE 15

TYPICAL RAILROAD NOISE LEVELS (CNEL,dB)



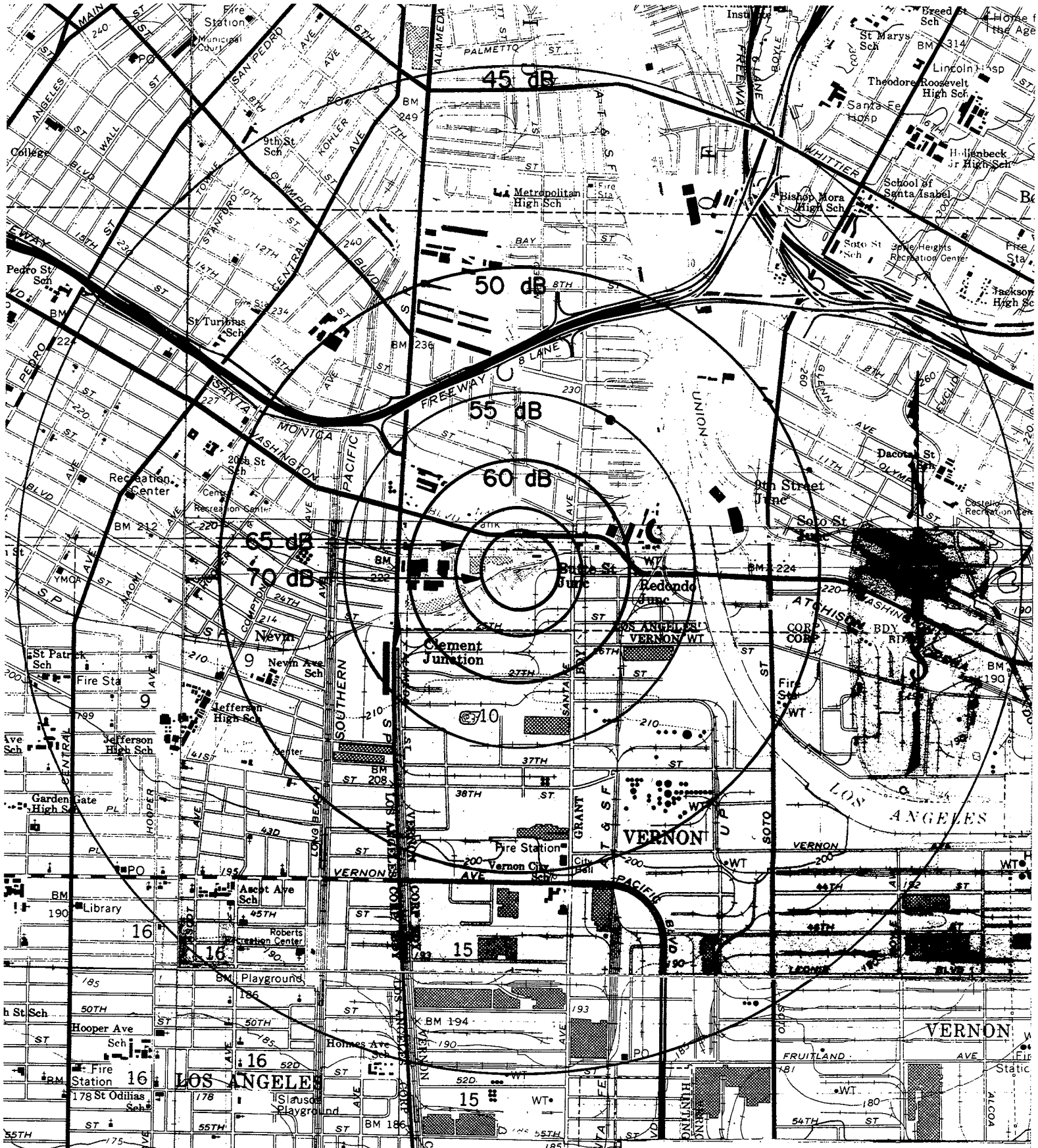


FIGURE 16

BUTTE STREET RAILROAD YARD

S. P. T. C.

1974 L_{dn} Noise Contours

Scale: 1" = 2000'

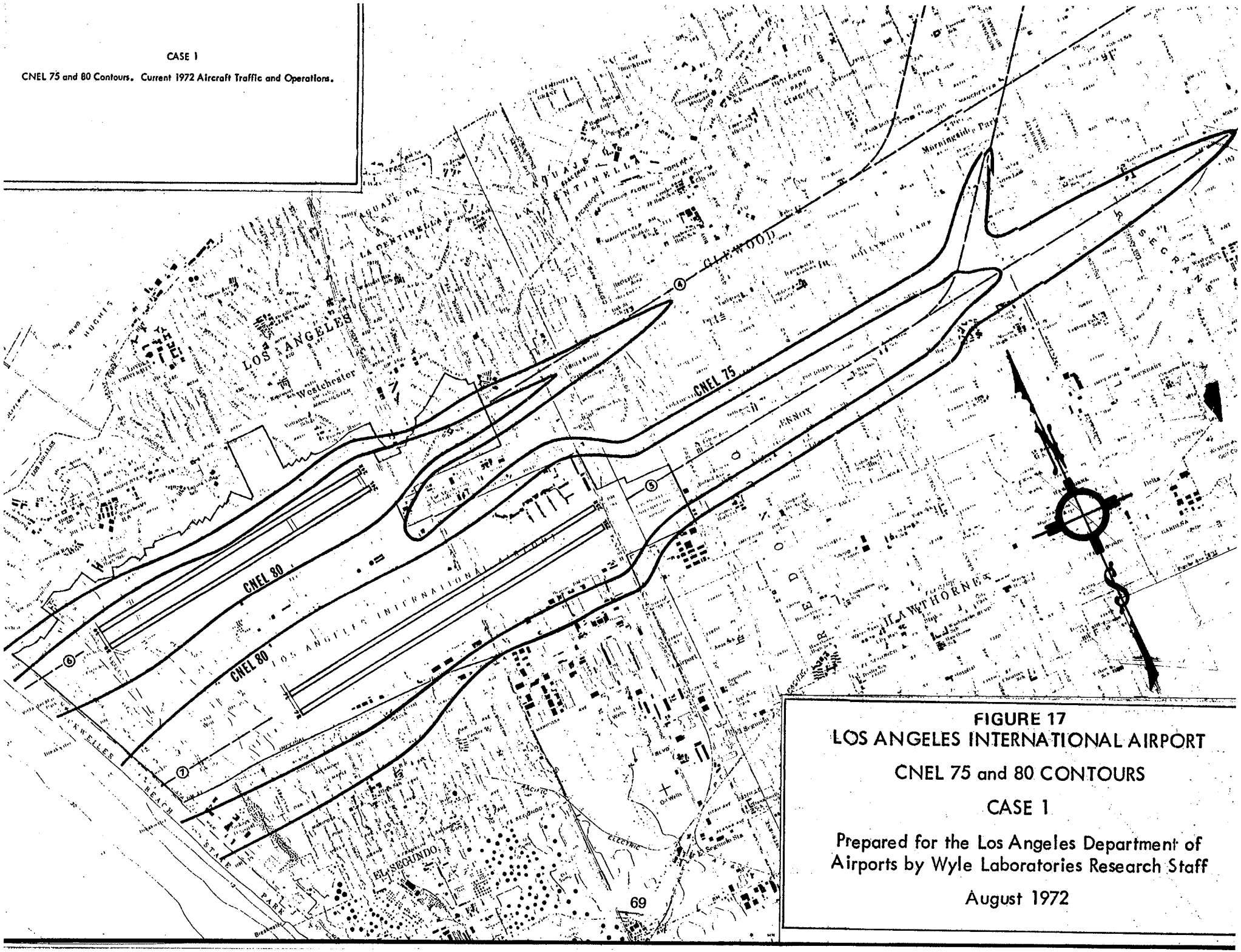
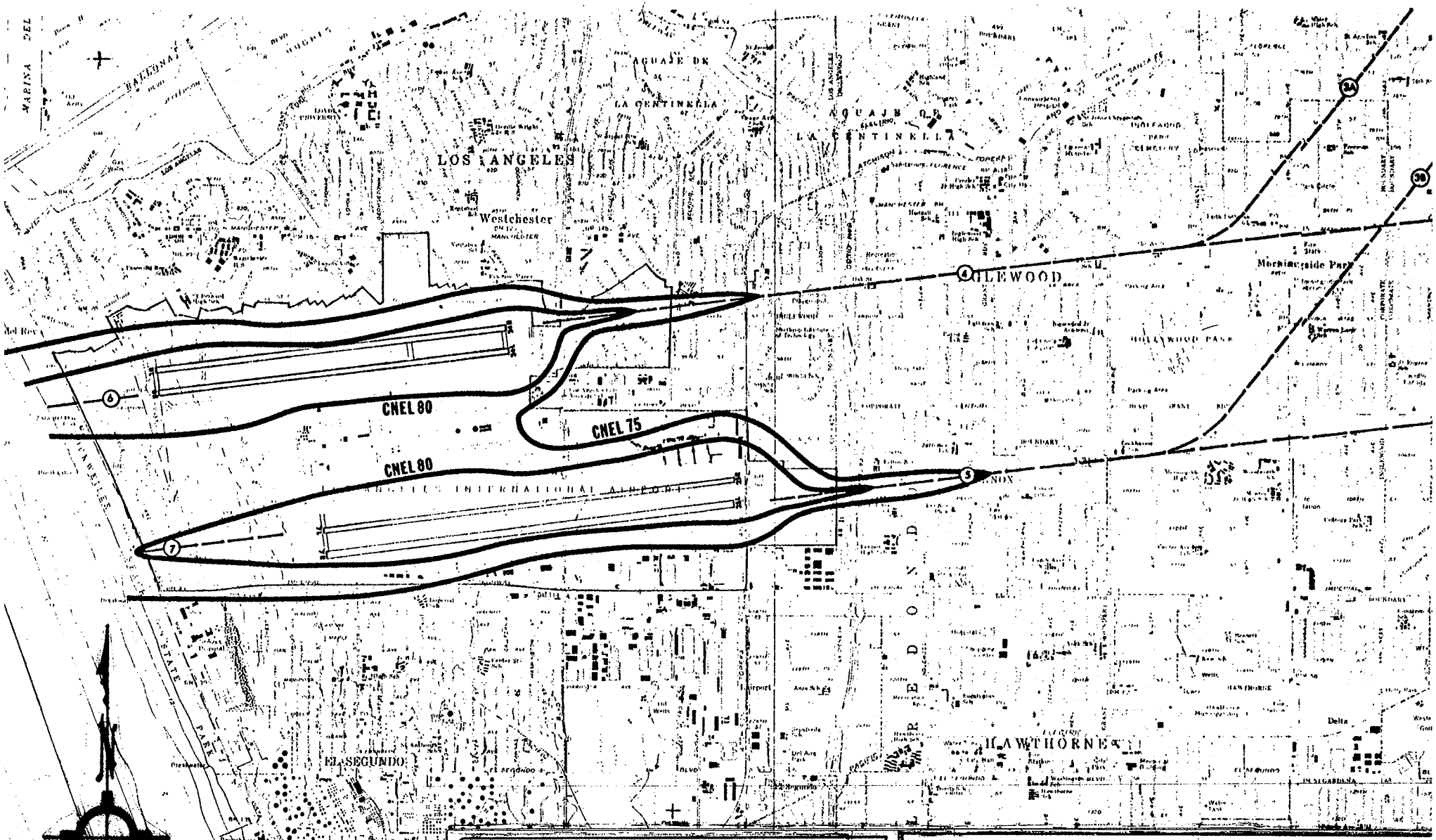


FIGURE 17
LOS ANGELES INTERNATIONAL AIRPORT
CNEL 75 and 80 CONTOURS
CASE 1
Prepared for the Los Angeles Department of Airports by Wyle Laboratories Research Staff
August 1972



CASE 10

CNEL 75 and 80 Contours. Projected 1979 Traffic Conditions. All Operations are Divided Equally Between North and South Runway Complexes. Between 6 AM and 11 PM All Takeoffs are from Runways 24L and 25R. All Landings are on Runways 24R and 25L. Between 11 PM and 6 AM All Takeoffs are to the West and All Landings are from the West. Only Runways 24L - 6R and 25R - 7L are Utilized During This Morning Period. 100% of the Aircraft Fleet is Assumed to Comply with FAR-36 Specifications.

FIGURE 18

LOS ANGELES INTERNATIONAL AIRPORT PROJECTED 1979 NOISE CONTOURS

Prepared for the Los Angeles Department of Airports by Wyle Laboratories Research Staff

April 1973

Noise control is the technology of attaining an acceptable noise environment consistent with social, economic,and operational considerations. Essentially, noise control of any transportation facility can be accomplished by controlling noise: (1) at the source, (2) along the transmission path, and (3) at the receiver. Noise levels for the various transportation vehicles and facilities are quantified in various laws, policies,and operational procedures promulgated by federal and state levels of government. The enforcement of these various levels is implied in the element. Also, when the future community noise study recommended in the element is completed and ordinances enacted to reflect the desirable noise levels within the various land uses, the Noise Element will again have to be revised within the context of these recommended levels.

To apply the preceding control strategy to the transportation facilities in this county can in some instances prove costly and difficult because of the advanced stage of development of the area, the location of the source in relation to the receiver, physical characteristics of the vehicles using the facilities, and the need to consider safety and access problems for the users of the various facilities.

SECTION III - ENVIRONMENTAL IMPACT STATEMENT

A. THE ENVIRONMENTAL IMPACT OF THE PROJECT

The policies and programs of the Noise Element are aimed at reducing transportation noise to an acceptable level that does not jeopardize the health and welfare of the citizens of this county. The impacts of the corresponding mitigating measures were evaluated with respect to nine major environmental factors: Landform, Hydrology, Air Quality, Natural Resources, Social, Economic, Urban Development, Health/Safety, and Services.

1. Landform

Impact: There may be some slight alterations in landform as a result of the policies and programs of this element. This will be due to the limited construction of earth berms or a combination of earth berms and walls for certain new transportation facilities in urbanized areas or where adjacent land use dictates a need for such noise attenuation devices. In rural areas where adequate buffer zones can be provided, these devices will not be needed. In some instances, it may be deemed appropriate to depress some new transportation facilities in certain noise sensitive areas.

Technical, environmental, and economic consideration will need to be adequately evaluated on individual projects prior to the implementation of such facilities.

Two policies in the element state that it will be the policy of the County of Los Angeles to: 1) reduce the present and future impact of excessive noise from transportation sources through judicious use of technology, planning, and regulatory measures, and 2) encourage the State Department of Transportation to conduct an active highway noise abatement program with scenic/esthetic considerations. Both could necessitate changes in the existing landform. Current noise programs which could cause such impacts are federal, state, county, and city highway construction programs, as well as the airport development programs which have at various times considered the use of walls and earth berms to attenuate noise adjacent to transportation facilities.

Mitigating Measures: The mitigating factor is that any change made to the existing landform will be accompanied by landscaping or planting which has a positive impact from a visual standpoint.

2. Hydrology

Impact: The adoption and implementation of the policies and programs of the noise element will have no measurable effect on hydrology.

Mitigating Measures: None required since there are no measurable impacts.

3. Air Quality

Impact: This element does not require any expansion of the transportation system. Mass traffic speed reductions and truck route designations are not implied in the policies or programs of the Noise Element. Therefore, the air quality of the region will not be significantly affected by compliance with the policies and programs recommended in this element.

Mitigating Measures: None required since there are no measurable impacts.

4. Natural Resources

Impact: Noise from transportation souces intrudes into every facet of our daily existence. One of the county's most important natural resources, which is slowly being eroded by these intrusions, is the quiet areas where only the sounds of nature can be heard. Approximately 75 percent of the county is vacant, recreational, or agricultural, including mountains, deserts, and beaches.[1] Much of this area provides a place where a reasonable measure of solitude can be enjoyed.

To construct noise attenuation devices, it will be necessary to expend energy and commit certain natural resources such as soil, rock, sand, cement, wood, and metal to the construction of these various devices.

Mitigating Measure: This element provides a positive action program whereby the trend of increased noise can be halted and even reversed. The reduction of transportation noise will enhance the quality of life in both the urbanized and undeveloped areas of the county. This should also enhance the environment of wildlife by improving habitat and communication which is necessary to the propagation and survival of certain animal species.

5. Social

Impact: When noise intrusions occur, man has two choices: he can eliminate the problem shielding, escaping, or removing the noise source; or, he can attempt to adapt to his new environment. Adaptions to noise intrusions may adversely affect group interrelationships. The intrusion of noise can affect every facet of human existence, from one's family life to one's occupational, educational, recreational, and religious activities. The possible adverse effects of man's individual reactions to noise, his physical and emotional maladies, may be compounded in the group

situation. Attempting to relate to individuals with either emotional or physical problems is often difficult. More importantly though, noise may be threatening man's ability to communicate and to comprehend. For example, children who either live near or who are required to be near, due to school location, sources of excessive noise can be handicapped, not only in their learning process, but also in the process by which they become responsible adults, their socialization process.[2]

The policies and programs of this element must be implemented to alleviate the social effects previously outlined. Although much of the noise problems can be alleviated through changes in the building code, noise, subdivision, and zoning ordinances, there will be some displacement of people around the greatest noise problem areas. An example is the present acquisition of homes adjacent to LAX to provide a buffer zone adjacent to this particular major transportation facility.

Mitigating Measures: The families displaced by these actions would probably relocate to quieter areas which would enhance the socialization processes - communication, education, comprehension, group and family relationships. Generally, families displaced by implementation of this element will also benefit from improved mental and physical health. In addition, these families would receive compensation for their properties and relocation assistance to aid them in the relocation process.

6. Economics

Impact: The costs of noise abatement measures are appreciable. For example, the cost to achieve acceptable interior noise levels in an area experiencing a high frequency and magnitude of noise was $12,550 to $14,450 in 1969 for a 1530 square foot stucco house, according to a study conducted for Los Angeles International Airport and published in 1970.[3] It would cost approximately $500 million to retrofit the existing jet air fleet to achieve the noise levels proposed by the Federal Aviation Administration for present commercial aircraft.[4] An 8-foot wall or earth berm adjacent to a freeway costs approximately $700,000 per mile.[5]

To accomplish the program of noise abatement outlined in the Noise Element of the General Plan will require additional costs to government to fund and staff any needed organizational adjustments as well as to build noise attenuation devices, where deemed necessary, to bring the existing and future noise within acceptable limits.

Enforcement of the programs for noise control will have to be borne ultimately by the taxpayer or the user of the transportation facility through some form of taxation.

Mitigating Measures: The benefits of a noise control program are an increase in human efficiency and productivity, higher property values, fewer hearing difficulties, better soical group relationships, improved communication, improved health, lower health costs, less litigation, and restoration of a degree of quiet to our urbanized society. Although it is not possible to place an economic value on these benefits, they are worthwhile achievements which, if pursued, would enhance the quality of life in this county.

Certain programs already mandated by the state and federal governments are underway which will underwrite some of the costs of noise attenuation devices and require that future transportation vehicles propagate lower noise levels. The costs for quieter vehicles may ultimately be borne by the consumer who will pay a higer cost in the market place for his transportation or higher costs for goods transported by quieter vehicles.

7. Urban Development

Impact: The establishment of noise standards in building, subdivision, and zoning ordinances, as recommended in this element, could tend to have a restrictive effect on future urban development. This effect on high density and high-rise areas would be even greater because of the particular problems of transportation noise in high-rise areas; e.g., the effect of reverberation and the tendency of groups of these buildings to trap the sound and keep it from dispersing.

Mitigating Measures: As noise abatement technology progressess, and new quieter vehicles replace the older noisier models, compliance with these standards can be accomplished more readily and, if staged over a period of years, will lessen this impact while at the same time achieve a gradual improvement in the quality of life in the urban areas through the reduction of noise. In addition, improved noise conditions could enhance existing areas of urban development thus encouraging redevelopment or upgrading of communities.

8. Health/Safety

Impact: The present trend of increasing noise levels is of major concern nationwide, especially in our urban areas where a majority of the population lives. It has been well documented that noise adversely affects humans, both physiologically and psychologically. These effects are outlined in the Noise Element.

With regard to safety, there could be some problems as transportation vehicles become quieter. Quiet vehicles could result in more accidents, since people, particularly the very young and the old, would not hear them approaching.

Mitigating Measures: Since the policies and programs of this element are aimed at reversing the present trend of increasing transportation noise levels, the element itself is a mitigating measure which will improve the health and quality of life for residents of this county.

To mitigate the possible safety problem associated with quieter vehicles, reeducation will be required in the schools, since we presently teach youngsters to stop, look, and listen before crossing. In addition, it may be necessary to place more reliance on visual crossing devices at intersections, school crossings, and railroad crossings.

9. Services

Impact: The policies and programs proposed in this element imply the provision of additional services to make the public aware of the effects of noise. Certain adjustments in county governments will be required to centralize the handling and enforcement of noise-related problems.

An agency or organization may be required to review the noise control program periodically and enforce and police the noise ordinances and regulations. In addition, the County Health Services Department may be required to enforce and/or adopt noise-related standards and requirements. These various functions or realignments of responsibility would probably require additional staff members for the various departments engaged in this type of activity. Eventually a separate agency or organization may be needed to handle noise-related problems.

Mitigating Measures: Informational services presently available to county government would suffice to inform the public through periodic press releases of actions taken to control noise problems. This will increase the awareness of the public to the problems of noise. Citizen education probably would not increase the demands on our educational system.

The benefits to be derived from a coordinated, comprehensive approach to the noise problem offset any minor interruptions of service or cost of additional staff needed to handle this function.

B. ADVERSE ENVIRONMENTAL IMPACTS WHICH CANNOT BE AVOIDED IF THE PROPOSAL IS IMPLEMENTED

The adverse environmental effects identified in the previous section are enumerated below:

1. Minor alterations of existing landforms due to construction of noise attenuation devices at various locations where technically feasible.

2. Displacement of residents around large airports to create buffer zones.

3. Additional costs to enforce the noise control programs, construct attenuation devices, and higher costs for goods and services.

4. Minor safety concern because quieter transportation vehicles will not be heard as readily as existing vehicles.

C. MITIGATION MEASURES PROPOSED TO MINIMIZE THE IMPACT

For reasons of clarity and simplicity, mitigating measures proposed to minimize the impacts are discussed concurrently with the impacts in Section A.

D. ALTERNATIVES TO THE PROPOSED ACTION

The recommended policies of the Noise Element are aimed at reducing transportation noise to an acceptable level that does not jeopardize the health and welfare of the citizens of this county.

In addition to the recommended policies, the following alternatives were considered:

Alternative 1 - Minimum Program

One alternate set of policies was aimed at maintenance of the present noise levels associated with the entire spectrum of present and future transportation modes. The implications of this policy set with respect to physical factors is that the effect will be practically nil. It has not yet been fully determined as to whether maintaining the present transportation noise levels would be hazardous to plant and animal life. However, indications are that increased exposure to present noise levels could potentially have a damaging effect on the physical and mental well-being of the populace. This policy set was not selected because it lacked a sufficiently positive effect on transportation noise.

Alternative 2 - Maximum Program

The aim of another policy set was to eliminate transportation noise within Los Angeles County to the degree that residents will always experience a condition of quiet. The implications of this policy set are significant and far-reaching, since the measures discussed below would be required to achieve this level of noise reduction.

A noise reduction of this magnitude requires the depressing of all major surface transportation facilities or the construction of attenuation walls, berms, or both. Since major surface transportation facilities also serve as conveyors of surface runoff, any obstruction such as depressed facilities, berms or walls could interrupt normal flow patterns and cause significant flooding problems.

The possible reduction of traffic speeds could increase certain air pollutants;e.g., decreasing the average speed on a typical arterial highway from 30 mph to 20 mph would increase the emission of carbon monoxide approximately 45 percent and hydrocarbons about 22 percent, although nitrogen oxides would decrease about 10 percent. The prohibition of trucks on more highways would tend to increase the concentrations of air pollutants even though the countywide air-pollutant emission total would not increase significantly. Some increase in the total air-pollutant emission could be expected, since trucks would, in some cases, be required to travel longer routes, thus increasing the total vehicle miles traveled.

The scenic and esthetic qualities of the environment could be increased by using buffer zones and additional landscaping between the source and the receiver. However, extensive use of walls, earth berms, and depressed facilities for noise abatement has the potential of causing visual pollution even if designed esthetically and adequately landscaped.

In general, the environmental quality of the historical, archaeological/paleontological, and park/recreation sites (as well as churches, hospitals, and schools) would be enhanced because of the increased quiet.

The reduction of transportation noise to the levels implied by these policies would improve the habitat and communication of wildlife, thus enhancing the mating and recognition of warning signals, which is so necessary to the survival of certain animal species. However, the development of extremely quiet vehicles could remove one of the beneficial signals which warn an animal of an oncoming vehicle.

A substantial number of families could be displaced by the construction of depressed highways, earth berms, buffer zones around airports, and other transportation facilities. As a result, adequate housing, particularly for low- and middle-income groups, would be more difficult to obtain. This displacement of families would result in the breakup of many neighborhoods and communities.

While the employment would increase for those organizations assigned the task of mitigating noise, the employment would suffer in industry and organizations which produce noise and those industries which are dependent on those which products noise.

Although the employment of the necessary noise-mitigation organizations would probably be greater than the unemployment of the noise-producing and related industries, it is not reasonable to assume that one can make an engineer, construction worker, or planner out of a truck driver or airline pilot overnight. Also, the disruption to the economics of the area under such a full abatement program would be catastrophic, unless carried out over many decades.

The increased revenue necessary to support noise-abatement programs, higher costs of transportation equipment, and the possible decrease in tax base (due to forcing some industries out of existence and the acquisition of additional land area for buffer zones) would result in an imbalance of revenues and expenditures and would probably cause an appreciable increase in the tax rate.

The reduction of noise by the substantial amount implied for this policy set would definitely have a beneficial effect on the physical and mental well-being of the populace.

The level of citizen education needed would significantly increase the demand on our educational system, probably at the expense of other needs.

A large agency would be required to police and enforce the noise ordinances. Noise abatement measures such as walls, berms, depressed highways, could impede the maneuverability of fire, police, and emergency vehicles. A strict noise abatement law could impede the ability of these agencies to provide their necessary service.

The depression of major highway systems, walls, berms, vehicle speed reductions, and designation of truck routes could result in loss of access, traffic delays, and an inadequate transportation system which could result in higher prices for goods and services.

This policy set was not adopted because of the extreme disruptive effects that could result to the area's economy, mobility, and overall environment if such a program were initiated.

Alternative 3 - No Project

State law requires that a noise element be included in all general plans for all jurisdictions. As outlined in the description of the element, its express purpose is to serve as a tool for planners, administrators, and legislators to use in abating unwanted noise. It establishes programs to follow and recommends goals and coordinated actions which are designed to bring noise under control in this county.

If not implemented, the county would not be in compliance with the law, would be relegated to a subordinate role instead of a role of coordination and leadership in reducing unwanted noise, and noise programs presently proposed by other levels of government may be jeopardized.

For these reasons this alternative was rejected.

E. THE RELATIONSHIP BETWEEN LOCAL SHORT-TERM USES OF MAN'S ENVIRONMENT AND THE MAINTENANCE AND ENHANCEMENT OF LONG-TERM PRODUCTIVITY

This element will improve the noise environment in the county. The short-term implications of the element will be a relatively small amount of disturbance to landforms, disruption of social and economic systems, and commitment of energy and materials. The long-term result should be better health and improvement of the quality of life for all residents.

Expenditure of funds to initate a noise control program and higher short-term costs for certain goods and services when viewed in the context that these expenditures are from a limited source, involve tradeoffs between other desired programs, and are probably not recoverable by those who pay for these higher costs.

F. ANY IRREVERSIBLE ENVIRONMENTAL CHANGES WHICH WOULD BE INVOLVED IN THE PROPOSED ACTION SHOULD IT BE IMPLEMENTED

Irreversible environmental changes which may be involved in implementing this element are as follows:

- Minor modification of landforms.
- Use of natural resources and energy to construct noise attenuation devices.
- Displacement of residents in high noise areas adjacent to certain transportation facilities in order to provide adequate buffer zones would result in disruption of the social processes of these communities.

G. THE GROWTH-INDUCING IMPACT OF THE PROPOSED ACTION

Although there is no direct growth inducing impact involved in implementing the Noise Element, the relocation of noise-affected residents would require additional housing in new areas or increased density in our urban centers.

SECTION IV - WATER QUALITY ASPECTS

The policies and programs of the Noise Element do not impact the water quality of the area, and do not require certification by any public agency.

FOOTNOTES

1. Barton-Aschman Associates, Inc., Urban Transportation Fact Book (Chicago: Barton-Aschman Associates, Inc., 1974), p. 1-12.

2. Central Institute for the Deaf, Effects of Noise on People (Washington: Environmental Protection Agency, December 31, 1971), p. 55.

3. Wyle Laboratories, Home Soundproofing Pilot Project for the Los Angeles Department of Airports (El Segundo: Wyle Laboratories, March, 1970), p. 19.

4. Noise Pollution, Senate Hearings on S 1016, S 3342, and HR 11021 (Washington: U.S. Government Printing Office, 1972) p. 523.

5. From a telephone conservation with Mr. Richard Laughlin of California Department of Transportation, April 30, 1974.

APPENDIX A:

NOISE POLICY - PROGRAM PACKAGES

The following is designed to summarize the relationship between the noise policies and existing programs and proposed action recommendations identified in the implementation chapter of this element.

POLICY #1

PROMOTE THE NECESSARY ORGANIZATIONAL ADJUSTMENTS WITHIN COUNTY GOVERNMENT TO ESTABLISH A CENTRAL AUTHORITY WHICH IDENTIFIES TECHNOLOGICAL OPPORTUNITIES, CONDUCTS STUDIES, ASSESSES EFFECTIVENESS OF PROGRAMS, SETS STANDARDS, AND RECOMMENDS TRANSPORTATION NOISE MITIGATION TECHNIQUES, PROGRAMS, AND ALTERNATIVES.

Existing Programs

a. Airport Development and Management

Short Range Action Recommendations

a. Study the feasibility of establishing a central authority within county government with the responsibility for noise problems and programs.

b. Develop a draft noise ordinance and suggest amendments to the building code and subdivision and zoning ordinances. ✓ develop noise ord.

c. Conduct a community noise study to determine the noise levels of non-transportation sources.

d. Encourage standardization of noise measurement methods by the federal government and advise them of local needs in this regard.

Medium and Long Range Action Recommendations

a. Continue to update the noise element, community noise study, building code, and subdivision and zoning ordinances as needed.

POLICY #2

DETERMINE AND EVALUATE THE PRESENT AND FUTURE NOISE LEVELS ASSOCIATED WITH ALL MAJOR TRANSPORTATION FACILITIES IN THE COUNTY.

Existing Programs

a. Airport Development and Management

b. General Plan - Transportation Planning

Medium and Long Range Action Recommendations

a. Continue to update the noise element, community noise study, building code, and subdivision and zoning ordinances as needed.

POLICY #3

ESTABLISH ACCEPTABLE NOISE STANDARDS CONSISTENT WITH HEALTH AND QUALITY OF LIFE GOALS AND EMPLOY EFFECTIVE TECHNIQUES OF NOISE ABATEMENT THROUGH SUCH MEANS AS BUILDING CODE, NOISE, SUBDIVISION, AND ZONING ORDINANCES.

Existing Programs

a. Building Regulation

b. Land Division

c. Zoning

Short Range Action Recommendations

a. Establish acceptable noise levels to be included by the County Purchasing and Stores Department in the specifications for purchase of vehicles and aircraft and their components.

b. Develop a draft noise ordinance and suggest amendments to the building code and subdivision and zoning ordinances.

Medium and Long Range Action Recommendations

a. Continue to update the noise element, community noise study, building code, and subdivision and zoning ordinances as needed.

POLICY #4

REDUCE THE PRESENT AND FUTURE IMPACT OF EXCESSIVE NOISE FROM TRANSPORTATION SOURCES THROUGH JUDICIOUS USE OF TECHNOLOGY, PLANNING, AND REGULATORY MEASURES.

Existing Program

a. Airport Development and Management

b. Building Regulation

c. Zoning

d. Land Division

e. Bikeway and Trail Development

Short Range Action Recommendations

a. Through political influence, encourage federal and state governments to set reasonable and effective noise limits for all transportation vehicles.

b. Establish acceptable noise levels to be included by the County Purchasing and Stores Department in the specifications for purchase of vehicles and aircraft and their components.

c. Encourage use of noise abatement measures adjacent to all major sources of noise pollution such as airports, freeways, and rail lines.

Medium and Long Range Action Recommendations

a. Encourage the use of noise abatement measures, which also enhance the esthetic qualities of the environment, adjacent to all major transportation facilities where it is necessary and feasible.

b. Continue to update the noise element, community noise study, building code, and subdivision and zoning ordinances as needed.

POLICY #5

ESTABLISH NOISE CRITERIA IN THE SPECIFICATIONS FOR PURCHASE OF VEHICLES, AIRCRAFT AND THEIR COMPONENTS INTENDED FOR USE BY THE COUNTY, INCLUDING ALL EQUIPMENT NEEDED FOR MAINTENANCE AND REPAIR OF SUCH VEHICLES AND AIRCRAFT.

Existing Programs

None identified

Short Range Action Recommendations

a. Encourage local jurisdictions to specify noise levels in the purchase of equipment.

b. Establish acceptable noise levels to be included by the County Purchasing and Stores Department in the specifications for purchase of vehicles and aircraft and their components.

POLICY #6

PROMOTE INCREASED PUBLIC AWARENESS CONCERNING THE EFFECTS OF NOISE.

Existing Programs

a. General Plan - Transportation Planning

Short Range Action Recommendations

a. Inform the public as to why and what county government is doing to combat the noise problem.

b. Study the feasibility of establishing a central authority within county government with the responsibility for noise problems and programs.

POLICY #7

ENCOURAGE CITIES TO ADOPT DEFINITIVE NOISE ORDINANCES AND POLICIES THAT ARE CONSISTENT THROUGHOUT THE COUNTY.

Existing Programs

a. General Plan - Transportation Planning

Short Range Action Recommendations

a. Develop a draft noise ordinance and suggest amendments to the building code and subdivision and zoning ordinances.

b. Encourage local jurisdictions to specify noise levels in the purchase of equipment.

Medium and Long Range Action Recommendations

a. Continue to update the noise element, community noise study, building code, and subdivision and zoning ordinances as needed.

b. Coordinate with other local governments in standardizing building codes, and noise, subdivision, and zoning ordinances.

POLICY #8

COORDINATE WITH, AND ASSIST, THE VARIOUS CITIES IN DEALING WITH THE PROBLEM OF NOISE AND PROVIDE LEADERSHIP AND TECHNICAL EXPERTISE WHEN REQUESTED BY OTHER JURISDICTIONS.

Existing Programs

a. General Plan - Transportation Planning

b. Highway Construction and Maintenance

Short Range Action Recommendations

a. Encourage local jurisdictions to specify noise levels in the purchase of equipment.

b. Study the feasibility of establishing a central authority within county government with the responsibility for noise problems and programs.

Medium and Long Range Action Recommendations

a. Coordinate with other local governments in standardizing building codes, and noise, subdivision, and zoning ordinances.

POLICY #9

COORDINATE WITH FEDERAL, STATE AND CITY GOVERNMENTS IN DEVELOPING AND IMPLEMENTING NOISE ABATEMENT PROGRAMS.

Existing Programs

a. Highway Construction and Maintenance

b. Traffic Operations and Management

Short Range Action Recommendations

a. Encourage assessment of the costs of noise abatement against the producers of noise.

b. Seek funds from higher levels of government to carry out noise abatement programs.

c. Through political influence, encourage federal and state governments to set reasonable and effective noise limits for all transportation vehicles.

POLICY #10

SEEK FUNDS FROM THE APPROPRIATE LEVELS OF GOVERNMENT TO UNDERWRITE THE COSTS OF NOISE ABATEMENT PROGRAMS.

Existing Programs

a. Highway Construction and Maintenance

b. Traffic Operations and Management

Short Range Action Recommendations

a. Seek funds from higher levels of government to carry out noise abatement programs.

POLICY #11

MONITOR THE PROGRAMS AND POLICIES OF THE RESPONSIBLE SPECIAL DISTRICTS, REGIONAL, STATE, AND FEDERAL AGENCIES IN ORDER TO INSURE THAT THEY EFFECTIVELY EXERCISE THEIR MANDATE TO CONTROL THE SOURCES OF NOISE FOR NEW, PROPOSED, OR EXISTING TRANSPORTATION FACILITIES, VEHICLES, OR AIRCRAFT.

Existing Programs

a. Airport Development and Management

Short Range Action Recommendations

a. Through political influence, encourage federal and state governments to set reasonable and effective noise limits for all transportation vehicles.

b. Encourage standardization of noise measurement methods by the federal government and advise them of local needs in this regard.

c. Study the feasibility of establishing a central authority within county government with the responsibility for noise problems and programs.

POLICY #12

ENCOURAGE THE STATE DEPARTMENT OF TRANSPORTATION TO CONDUCT AN ACTIVE HIGHWAY NOISE ABATEMENT PROGRAM WITH SCENIC/ESTHETIC CONSIDERATIONS.

Existing Programs

a. Highway Construction and Maintenance

b. Traffic Operations and Management

Short Range Action Recommendations

a. Encourage use of noise abatement measures adjacent to all major sources of noise pollution such as airports, freeways, and rail lines.

Medium and Long Range Action Recommendations

a. Encourage the use of noise abatement measures, which also enhance the esthetic qualities of the environment, adjacent to all major transportation facilities where it is necessary and feasible.

POLICY #13

URGE CONTINUED FEDERAL AND STATE RESEARCH INTO THE NOISE PROBLEM AND RECOMMEND ADDITIONAL RESEARCH PROGRAMS AS PROBLEMS ARE IDENTIFIED.

Existing Programs

None identified

Short Range Action Recommendations

a. Through political influence, encourage federal and state governments to set reasonable and effective noise limits for all transportation vehicles.

b. Encourage standardization of noise measurement method by the federal government and advise them of local needs in this regard.

POLICY #14

RECOMMEND NEEDED LEGISLATION TO THE STATE AND FEDERAL GOVERNMENT WHICH WILL PROVIDE FOR NOISE ABATEMENT AND THE DISTRIBUTION OF THE COSTS OF NOISE ABATEMENT PROGRAMS AMONG THE PRODUCERS OF NOISE.

Existing Programs

None identified

Short Range Action Recommendations

a. Through political influence, encourage federal and state governments to set reasonable and effective noise limits for all transportation vehicles.

b. Encourage assessment of the costs of noise abatement against the producers of noise.

Medium and Long Range Action Recommendations

a. Encourage the use of noise abatement measures, which also enhance the esthetic qualities of the environment, adjacent to all major transportation facilities where it is necessary and feasible.

POLICY #15

ENCOURAGE THE FEDERAL AND STATE GOVERNMENTS AND OTHER AGENCIES TO WORK FOR STANDARDIZATION AND SIMPLIFICATION OF THE MEASUREMENT METHODS USED IN ASSESSING NOISE IMPACT.

Existing Programs

None identified

Short Range Action Recommendations

a. Encourage standardization of noise measurement methods by the federal government and advise them of local needs in this regard.

APPENDIX B

IMPACT ANALYSIS OF POLICY-PROGRAM PACKAGES

As a result of the implementation of policies and programs contained in the Noise Element, there are direct, indirect, and cumulative effects on the natural and man-made environments. Impact areas affected to a beneficial and/or adverse degree are the following:

- Landforms
- Hydrology
- Air Quality
- Natural Resources
- Economics
- Social
- Urban Development
- Health and Safety
- Services

The significant impacts that may result from the implementation of the fifteen policy program sets are described below.

1. Study and promote the establishment of an authority with responsibility for noise problems and programs and develop supportive ordinances and code amendments.

   a. Impact: A beneficial effect to the social environment will be realized, by reducing the noise intruding into occupational, educational, recreational, religious, and family activities.

      Mitigating Measures: None required.

   b. Impact: A beneficial effect to the health of persons adjacent to major noise sources will be realized by reducing the noise levels and thus the harmful effects.

      Mitigating Measures: None required.

   c. Impact: An adverse economic effect will be realized due to costs of funding and staffing an organization and to carry out a noise control program. A portion of these costs will be to carry out programs which are mandated by federal and state laws.

      Mitigating Measures: The benefits of a noise control program are an increase in human efficiency and productivity, higher property values, fewer hearing difficulties, better social group relationships, improved communication, improved health, lower health costs, less litigation, and a restoration of a degree of quiet to our urbanized society. Certain programs already mandated by the state and federal government will underwrite some of the costs of noise attenuation devices and require that future vehicles of transportation emit lower noise levels. The costs for quieter vehicles will ultimately be borne by the consumer who will pay a higher cost in the market place for his transportation or higher costs for goods transported by quieter vehicles.

d. Impact: The establishment of noise standards in building, subdivision and zoning ordinances, as recommended in this element, could tend to have a restrictive effect on future urban development especially in high density and high rise areas where the effects of reverberation and the "canyon" effects tend to trap sound and keep it from dispersing.

Mitigating Measures: As noise abatement technology progresses, and new quieter vehicles replace the older more noisy models, compliance with these standards can be accomplished more readily and, if staged over a period of years, will lessen this impact while at the same time achieving a gradual improvement in the quality of life in the urban areas through the reduction of noise. In addition, improved noise conditions could enhance existing urban areas; thus encouraging redevelopment or upgrading of communities.

e. Impact: Additional services by government will be necessary to centralize the handling and enforcement of noise-related problems.

Mitigating Measures: The benefits to be derived from a coordinated, comprehensive approach to the noise problem offset any minor interruptions of service or cost of additional staff needed to handle this function.

f. Impact: With regard to safety, there could be some problems as transportation vehicles become quieter. Quiet vehicles could result in more accidents, since people, particularly the very young and the old, may not hear approaching vehicles.

Mitigating Measures: To mitigate the possible safety problem associated with quieter vehicles, reeducation will be required in the schools, since we presently instruct youngsters to stop, look, and listen before crossing. It may also be necessary to rely more extensively on visual crossing devices.

2. Determine and evaluate the present and future noise levels associated with all major transportation facilities in the county and continue to update the noise element, community noise study, building code, and subdivision and zoning ordinances.

a. Impact: A beneficial effect on the health of those people near major noise sources will be realized by reducing the noise levels and thus the harmful effects.

Mitigating Measures: None required.

b. Impact: An adverse economic effect will be realized due to the costs of funding and staffing an organization and for complying with regulations.

Mitigating Measures: The benefits of noise control regulations are higher property values, fewer hearing difficulties, better social group relationships, improved communication, improved health, lower health costs, less litigation, and a restoration of a degree of quiet to our urbanized society. The costs for quieter vehicles will ultimately be borne by the consumer who will pay a higher cost in the market place for his transportation or higher costs for goods transported by quieter vehicles.

c. Impact: The maintenance of noise standards in building, subdivision, and zoning ordinances, as recommended in this element, could tend to have a restrictive effect on future urban development especially in high density and high rise areas where the canyon and reverberation effects tend to trap sound and keep it from dispersing.

Mitigating Measures: With compliance of standards being staged over a period of years, the impact will be lessened while achieving a gradual improvement in the quality of life through the reduction of noise. Also, such improved conditions could encourage redevelopment of communities.

d. Impact: With regard to safety, there could be some problems as transportation vehicles become quieter. Quiet vehicles could result in more accidents, since people, particularly the very young and the old, may not hear approaching vehicles.

Mitigating Measures: To mitigate the possible safety problem associated with quieter vehicles, reeducation will be required in the schools, since we presently instruct youngsters to stop, look and listen before crossing. It may also be necessary to rely on visual crossing devices.

e. Impact: Additional services by government will be necessary to centralize the handling and enforcement of noise - related problems.

Mitigating Measures: The benefits to be derived from a coordinated, comprehensive approach to the noise problem offset any minor interruptions of service or cost of additional staff needed to handle this function.

3. Establish acceptable noise standards consistent with health and quality of life goals and employ and maintain effective techniques of noise abatement through such means as building code, noise, subdivision, and zoning ordinances.

   a. Impact: A beneficial effect to the social environment will be realized by reducing the noise intruding into occupational, educational, recreational, religious and family activities.

      Mitigating Measures: None required.

   b. Impact: A beneficial effect on the health of those people near major noise sources will be realized by reducing the noise levels and thus the harmful effects.

      Mitigating Measures: None required.

   c. Impact: An adverse economic effect will be realized due to the costs of funding and staffing an organization and to carry out a noise control program.

      Mitigating Measures: The benefits of noise control regulations are higher property values, fewer hearing difficulties, better social group relationships, improved communication, improved health, lower health costs, less litigation, and a restoration of a degree of quiet to our urbanized society. The costs for quieter vehicles will ultimately be borne by the consumer who will pay a higher cost in the market place for his transportation or higher costs for goods transported by quieter vehicles.

   d. Impact: The maintenance of noise standards in building, subdivision, and zoning ordinances, as recommended in this element, could tend to have a restrictive effect on future urban development.

      Mitigating Measures: With compliance of standards being staged over a period of years, the impact will be lessened while achieving a gradual improvement in the quality of life through the reduction of noise. Also, such improved conditions could encourage redevelopment of communities.

   e. Impact: With regard to safety, there could be some problems as transportation vehicles become quieter. Quiet vehicles could result in more accidents, since people, particularly the very young and the old, may not hear approaching vehicles.

      Mitigating Measures: To mitigate the possible safety problem associated with quieter vehicles, reeducation will be required in the schools, since we presently instruct youngsters to stop, look, and listen before crossing. It may also be more necessary to rely on visual crossing devices.

f. Impact: Additional services by government will be necessary to centralize the handling and enforcement of noise-related problems.

Mitigating Measure: The benefits to be derived from a coordinated, comprehensive approach to the noise problem offset any minor interruptions of service or cost of additional staff needed to handle this function.

4. Reduce the present and future impact of excessive noise from transportation sources through judicious use of technology, planning, influence, and regulatory measures.

a. Impact: A beneficial effect on the health of those people near sources will be realized by reducing the noise levels and thus the harmful effects.

Mitigating Measures: None required.

b. Impact: There may be some slight alterations in landform as a result of the policies and programs of this element. This will be due to the construction of earth berms, walls or a combination of earth berms and walls for certain new transportation facilities in urbanized areas or where adjacent land use dictates a need for such noise attenuation devices. In rural areas where adequate buffer zones can be provided, these devices will not be needed. It may be feasible to depress some new transportation facilities in certain noise sensitive areas.

Mitigating Measures: The mitigating factor is that any change made to the existing landform will be accompanied by landscaping or planting which has a beneficial esthetic impact.

c. Impact: Noise from transportation sources intrudes our daily existence. One of the most important natural resources, which is slowly being eroded by these intrusions, is the quiet areas. Approximately 75 percent of the county is vacant, recreational or agricultural, including mountains, deserts and beaches. Much of this area provides a place where a reasonable measure of solitude can be enjoyed. The implementation of this element can have a beneficial effect by preserving existing quiet areas and developing new ones.

To construct noise attenuation devices, it will be necessary to expend energy and commit certain natural resources such as soil, rock, sand, cement, wood, and metal to the construction of these various devices.

Mitigating Measures: This element provides a positive action program, whereby the trend of increased noise can be halted and even reversed. The reduction of transportation noise will enhance the quality of life in both the urbanized and undeveloped areas of the county. This should also enhance the environment of wildlife by improving habitat and communication which is necessary to the propagation and survival of certain animal species.

d. Impact: A beneficial effect to the social environment will be realized by reducing the noise intruding into occupational, education, recreational, religious, and family activities. However, there will also be some displacement of residents around the noise problem areas.

Mitigating Measures: Families displaced would relocate to quieter areas which would enhance the social processes -- communication, education, comprehension, relationships. Also, relocation assistance and compensation would be provided to displaced families.

e. Impact: An adverse economic effect will be realized to the costs of funding and staffing an organization and for complying with regulations and necessary abatement procedures.

Mitigating Measures: The benefits of noise control regulations are higher property values, fewer housing difficulties, better social group relationships, improved communication, improved health, lower health costs, less litigation, and a restoration of a degree of quiet to our urbanized society. The costs for quieter vehicles will ultimately be borne by the consumer who will pay a higher cost in the market for his transportation or higher costs for goods transported by quieter vehicles.

f. Impact: The maintenance of noise standards in building, subdivision, and zoning ordinances, as recommended in this element, could tend to have a restrictive effect on future urban development.

Mitigating Measures: With compliance of standards being staged over a period of years the impact will be lessened while achieving a gradual improvement in the quality of life through the reduction of noise. Also, such improved conditions could encourage redevelopment of communities.

g. Impact: With regard to safety, there could be some problems as transportation vehicles become quieter. Quiet vehicles could result in more accidents, since people, particularly the very young and the old, may not hear approaching vehicles.

Mitigating Measures: To mitigate the possible safety problem associated with quieter vehicles, reeducation will be required in the schools, since we presently instruct youngsters to stop, look, and listen before crossing. It may also be more necessary to rely on visual crossing devices.

h. Impact: Additional services by government will be necessary to centralize the handling and enforcement of noise-related problems.

Mitigating Measures: The benefits to be derived from a coordinated, comprehensive approach to the noise problem offset any minor interruptions of service or cost of additional staff needed to handle this function.

5. Establish noise criteria in the specifications for purchase of vehicles, aircraft and their components intended for use by the county including all equipment needed for maintenance and repair of such vehicles and aircraft, and encourage local jurisdictions to also specify noise levels in equipment purchases.

a. Impact: An adverse economic effect will be realized due to the increased cost of quiet equipment.

Mitigating Measures: The benefits of such noise standards are higher property values, fewer hearing difficulties, better social group relationships, improved communication, improved health, lower health costs, less litigation, and a restoration of a degree of quiet to our urbanized society. Certain programs already mandated by the state and federal government will underwrite some of the costs of noise attenuation devices and require that future transportation vehicles emit lower noise levels.

b. Impact: Additional services by government will be necessary to centralize the handling and enforcement of noise-related problems.

Mitigating Measures: The benefits to be derived from a coordinated, comprehensive approach to the noise problem offset any minor interruptions of service or cost of additional staff needed to handle this function.

6. Promote increased public awareness concerning the effects of noise and what county government is doing to combat the problem.

a. Impact: A possible beneficial effect may be realized in that people may become more aware of existing noise environments that are harmful to health.

Mitigating Measures: None required.

b. Impact: Additional governmental services may be required to inform the public of the effects of noise.

Mitigating Measures: Informational services presently available to the county should be adequate to inform the public through periodic press releases of actions taken on noise control problems. The benefits to be derived from a coordinated approach to the noise problem offset any minor interruptions of service or cost of additional staff needed to handle the function.

7. Encourage the cities to specify noise levels in equipment procurement and to adopt and maintain definitive noise ordinances, amendments to the building code and subdivision and zoning ordinances, and policies that are consistent throughout the county.

   a. Impact: A beneficial effect to the social environment will be realized, by reducing the noise intruding into occupational, educational, recreational, religious and family activities. Additionally, there will be some displacement of people around the noise problem areas.

      Mitigating Measures: Families displaced would relocate to quieter areas which would enhance the social processes -- communication, education, comprehension, relationships. Also, relocation assistance and compensation would be provided to displaced families.

   b. Impact: A beneficial effect on the health of persons adjacent to major noise sources will be realized by reducing the noise levels and thus the harmful effects.

      Mitigating Measures: None required.

   c. Impact: An adverse economic effect will be realized to the costs of funding and staffing an organization and to carry out a noise control program. A portion of these costs will be to carry out programs which are mandated by federal and state laws.

      Mitigating Measures: The benefits of noise control regulations are higher property values, fewer hearing difficulties, better social group relationships, improved communication, improved health, lower health costs, less litigation, and a restoration of a degree of quiet to our urbanized society. The costs for quieter vehicles will ultimately be borne by the consumer who will pay a higher cost in the market place for his transportation or higher costs for goods transported by quieter vehicles.

   d. Impact: The maintenance of noise standards in building, subdivision, and zoning ordinances, as recommended in this element, could tend to have a restrictive effect on future urban development especially in high density and high-rise areas where the effects of reverberation and the "canyon" effects tend to trap sound and keep it from dispersing.

      Mitigating Measures: With compliance of standards being staged over a period of years the impact will be lessened while achieving a gradual improvement in the quality of life through the reduction of noise. Also, such improved conditions could encourage redevelopment of communities.

e. Impact: With regard to safety, there could be some problems as transportation vehicles become quieter. Quiet vehicles could result in more accidents, since people, particularly the very young and the old, may not hear approaching vehicles.

Mitigating Measures: To mitigate the possible safety problem associated with quieter vehicles, reeducation will be required in the schools, since we presently instruct youngsters to stop, look and listen before crossing. It may also be more necessary to rely on visual crossing devices.

f. Impact: Additional services will be necessary in government to centralize the handling and enforcement of noise-related problems.

Mitigating Measures: The benefits to be derived from a coordinated, comprehensive approach to the noise problem offset any minor interruptions of service or cost of additional staff needed to handle this function.

8. Coordinate with, and assist, the various cities in dealing with the problem of noise and provide leadership and technical expertise when requested by other jurisdictions.

a. Impact: An adverse economic effect will be realized due to the costs of funding and staffing organizations.

Mitigating Measures: The benefits to be derived from a coordinated, comprehensive approach to the noise problem offset any expenditure to accomplish efficiency.

b. Impact: Additional services by government will be necessary to coordinate with, and assist the various cities.

Mitigating Measures: The benefits derived from a coordinated, comprehensive method of approaching problems related to noise, offset any interruption or magnification of services needed to handle the necessary function.

9. Coordinate with federal, state and city governments in developing, implementing and funding noise abatement programs and effective and reasonable noise limits.

a. Impact: An adverse economic effect will be realized due to the costs of funding and staffing an organization and to carry out a noise control program.

Mitigating Measures: The benefits to be derived from a coordinated, comprehensive approach to the noise problem offset any expenditure necessary. Certain programs already mandated by the state and federal governments will underwrite some of the costs for noise abatement devices and studies.

b. Impact: Coordination with, and assistance to, the various cities will require additional services by county government.

Mitigating Measures: The benefits derived from a coordinated, comprehensive method of approaching problems related to noise, offset any interruption of magnification of services needed to handle the necessary function.

10. Seek funds from the appropriate levels of government to underwrite the costs of noise abatement programs.

a. Impact: Requests for financial assistance is merely an administrative function with no significant effect.

Mitigating Measures: None required.

11. Through a central governmental authority, monitor the programs and policies of the responsible special districts and regional, state and federal agencies in order to insure that they effectively exercise their mandate to control the sources of noise for new, proposed, or existing transportation facilities, vehicles, or aircraft.

a. Impact: An adverse economic effect will be realized due to the costs of funding and staffing an organization to monitor programs by performing detailed analyses.

Mitigating Measures: The benefits to be derived from a coordinated, comprehensive approach to the noise problem offset any expenditures required. Certain programs already mandated by the state and federal governments will underwrite some of the costs for noise abatement devices and studies.

b. Impact: Additional services will be required by county government to perform the monitoring duties.

Mitigating Measures: The benefits derived from a coordinated, comprehensive method of approaching problems related to noise, offset any interruption or magnification of services needed to handle the necessary function.

12. Encourage the State Department of Transportation to conduct an active highway noise abatement program with scenic/esthetic considerations using abatement measures adjacent to all major transportation facilities where feasible.

a. Impact: A beneficial effect to the health of persons adjacent to major noise sources will be realized by reducing the noise levels and thus the harmful effects.

Mitigating Measures: None required.

b. Impact: There may be some slight alterations in landform as a result of the policies and programs of this element. This will be due to the construction of earth berms, walls, or a combination of earth berms and walls for certain new and existing transportation facilities in urbanized areas where adjacent land use dictates a need for such noise attenuation devices. In rural areas where adequate buffer zones can be provided, these devices will not be needed. It may be feasible to depress some new transportation facilities in certain noise sensitive areas.

Mitigating Measures: Any change made to the existing landform will be accompanied by landscaping or planting which has a beneficial visual impact.

c. Impact: One of the most important natural resources, which is slowly being eroded by noise intrustions, is the quiet areas. Approximately 75 percent of the county is vacant, recreational or agricultural, including mountains, deserts and beaches. Much of this area provides a place where a reasonable measure of solitude can be enjoyed.

To construct noise attenuation devices, it will be necessary to expend energy and commit certain natural resources such as soil, rock, sand, cement, wood, and metal to the construction of these various devices.

Mitigating Measures: This element provides a positive action program, whereby the trend of increased noise can be halted and even reversed. The reduction of transportation noise will enhance the quality of life in both the urbanized and undeveloped areas of the county. This should also enhance the environment of wildlife by improving habitat and communication which is necessary to the propagation and survival of certain animal species.

d. Impact: A beneficial effect to the social environment will be realized by reducing noise intruding into occupational, educational, recreational, religious and family activities. However, there will also be some displacement of residents around the noise problem areas.

Mitigating Measures: Families displaced would relocate to quieter areas which would enhance the social processes -- communication, education, comprehension, relationships. Also, relocation assistance and compensation would be provided to displaced families.

e. Impact: An adverse economic effect will be realized due to the cost of noise abatement barriers.

Mitigating Measures: The benefits of a noise abatement program are higher property values, fewer hearing difficulties, better social group relationships, improved communications, improved health, lower health costs, less litigation, and a restoration of a degree of quiet to our urban society. Certain programs already mandated by the state and federal governments will underwrite some of the costs of noise attenuation devices and require that future vehicles of transportation emit lower noise levels.

f. Impact: An active noise abatement program could tend to have a restrictive effect on future urban development.

Mitigating Measures: As noise abatement technology progresses and new quieter vehicles replace the older noisier models, compliance with standards can be accomplished more readily and, if staged over a period of years, will lessen this impact while at the same time achieving a gradual improvement in the quality of life in the urban areas through the reduction of noise. In addition, improved noise conditions could enhance existing areas of urban development, thus encouraging redevelopment or upgrading of communities.

g. Impact: Additional services by government will be necessary to centralize the handling of noise-related problems.

Mitigating Measures: The benefits to be derived from a coordinated approach to the noise problem offset any minor interruptions of service or cost of additional staff needed to handle this function.

h. Impact: With regard to safety, there would be some problems as transportation vehicles become quieter. Quiet vehicles could result in more accidents, since people, particularly the very young and the old, may not hear approaching vehicles.

Mitigating Measures: To mitigate the possible safety problem associated with quieter vehicles, reeducation will be required in the schools, since we presently instruct youngsters to stop, look, and listen before crossing. It may also be more necessary to rely on visual crossing devices.

13. Urge continued federal and state research into the noise measurement methods and noise limits and recommend additional research programs as problems are identified.

a. Impact: Additional services and funds will be necessary in government to accomplish the necessary noise abatement programs by funding and staffing an organization.

Mitigating Measures: The benefits to be derived from a coordinated, comprehensive approach to the noise problem offset any minor interruptions of service or cost of additional staff needed to handle this function.

b. Impact: A beneficial effect on the health of those people adjacent to major noise sources will be realized by reducing the noise levels and thus the harmful effects.

Mitigating Measures: None required.

14. Recommended needed legislation to the state and federal governments which will provide for setting reasonable and effective noise limits, for noise abatement, and for the distribution of the costs of noise abatement programs among the producers of noise.

a. Impact: Additional services and funds will be necessary in government to accomplish the necessary noise programs by funding and staffing an organization.

Mitigating Measures: The benefits to be derived from a coordinated, comprehensive approach to the noise problem offset any minor interruptions of service or cost of additional staff needed to handle this function.

b. Impact: A beneficial effect on the health of those people adjacent to major noise sources will be realized by reducing the noise levels and thus the harmful effects.

Mitigating Measures: None required.

15. Encourage the federal and state governments and other agencies to work for standardization and simplification of the measurement methods used in assessing noise impact.

a. Impact: Additional services and funds will be necessary in government to accomplish the program by funding and staffing an organization.

Mitigating Measures: The benefits to be derived from a coordinated, comprehensive approach to the noise measurement problem will offset any minor interruptions of service or cost of additional staff needed to handle this function.

ADDENDUM TO DRAFT

ENVIRONMENTAL IMPACT REPORT

NOISE ELEMENT

This Addendum in combination with the Draft Environmental Impact Report dated October 11, 1974 is the Final Environmental Impact Report for the Noise Element.

THE DEPARTMENT OF REGIONAL PLANNING

November 8, 1974

INTRODUCTION

This Addendum together with the Draft Environmental Impact Report dated October 11, 1974 is, in the opinion of the Regional Planning Commission, an adequate assessment of the Environmental impacts which may result from the adoption and implementation of the proposed Noise Element of the Los Angeles County General Plan.

The Addendum adds Section V - COORDINATION, Section VI - EVALUATION and Section VII - RESPONSE TO COMMENTS, and when combined with Sections I through IV of the Draft Environmental Impact Report Constitutes the complete Final Environmental Impact Report for this element except for any responses which may need to be added as a result of comments submitted at the Board of Supervisors hearing scheduled for December 19, 1974.

SECTION V - COORDINATION

Throughout the process of preparing the Noise Element and its Environmental Impact Report (EIR), coordination with various citizen and agency groups was actively pursued. Continuous review opportunities were made available to the Los Angeles County Citizens Planning Council (a 50 member citizen group organized to advise the Commission and the Board of Supervisors on general plan matters), the General Plan Policy Review Board (a policy advisory group composed of 16 county department and agency heads) and the Los Angeles County Association of Planning Officials (an affiliation of elected, appointed, and staff planning officials of cities within Los Angeles County). Extensive public input began in mid-July when a preliminary draft of the element and its EIR was published under date of July 17, 1974. Eleven public informational meetings were held in locations easily accessible to citizens living in all geographic portions of the county. The second edition of the Noise Element was published under date of October 11, 1974, and was entitled, "Proposed Element - Draft Environmental Impact Report." Copies of both the "Preliminary and Proposed" documents were mailed to all cities within Los Angeles County, adjacent counties, the Southern California Association of Governments, the South Coast Regional Coastal Commission, the State Clearinghouse, the United States Environmental Protection Agency, and the Angeles National Forest.

A public hearing was held before the Regional Planning Commission on October 29, 1974, following legal notice of such hearing as required by law and extensive additional notice to the public through press releases on September 30 and October 23, 1974, and the mailing of notices to over 1,200 individuals, community groups, and public agencies.

Comments received during the entire review process have been evaluated and responses prepared and included in this Addendum as Section VII.

No comments were submitted on the EIR for the Noise Element at the public hearing held on October 29, 1974.

SECTION VI - EVALUATION

This EIR was prepared by first identifying the relationship between element policy and the programs intended to implement that policy and then assessing the impacts that may result from the implementation of such programs. Following this initial identification of impacts and mitigation measures, a more complete impact statement was developed by grouping the impacts into nine general areas of environmental concern

which provided a better opportunity for analysis of the cumulative impacts generated by the implementation of the element. In order to provide adequate documentation, the EIR not only provides an analysis of physical impacts but also provides additional information relating to economic and social factors to assist in the decision-making process.

Based upon an analysis of the information contained in the EIR it has been concluded that the policy direction identified and the implementation of the program recommendations recommended in the Noise Element will not result in any significant primary or secondary adverse impacts on the physical condition of the environment. It can be anticipated that some social and economic impacts will result from implementing this element. When considered on the basis of a limited geographic area or individual program basis, some economic and social impacts may be significantly adverse. However, in evaluating these factors in the larger scale, the social benefits for improving the health, safety, and general welfare for the citizenry of Los Angeles County far outweigh any social or economic disadvantages.

SECTION VII - RESPONSE TO COMMENTS

A. Comments on Preliminary Draft Dated July 17, 1974

This is the Los Angeles County Road Department's response to comments received on the preliminary Environmental Impact Report (EIR), dated July 17, 1974 from various organizations and individuals who reviewed the document during the period between July 17, 1974 and September 1, 1974. Over 2,000 copies of the element and EIR were distributed for review and comment.

Comments submitted are presented in summary form as are the responses by the Los Angeles County Road Department. The responses indicate page and line where changes were made, and, where no change was made, the reasons for such action are given. If changes were made, the additions are underlined while deletions are lined out.

In addition to the comments received from various organizations and individuals, eleven public presentation meetings were held. At these meetings, the public was invited to make comments on the element and the EIR. These meetings were held on:

July 23, 1974 - Malibu
July 25, 1974 - Newhall
July 30, 1974 - Antelope Valley
July 31, 1974 - Las Virgenes
Aug. 1, 1974 - San Dimas
Aug. 5, 1974 - Redondo Beach
Aug. 8, 1974 - La Canada

Aug. 13, 1974 - Lakewood
Aug. 14, 1974 - San Gabriel
Aug. 15, 1974 - Huntington Park
Aug. 19, 1974 - Van Nuys

COMMENTS AND RESPONSES

COMMITTEES

1. Citizen's Planning Council - Transportation Committee

At their meeting of August 22, 1974, the committee moved to support the Noise Element in its present form.

GENERAL PLAN POLICY REVIEW BOARD - TRANSPORTATION COMMITTEE

2. Department of Health Services

a. COMMENTS: Pg. 66 -- Social Impacts -- The policies and programs must be implemented. Immediate attention should be given to consideration of building code, noise, subdivision and zoning ordinances. Generally, families displaced by implementation of this element will also benefit from improved mental and physical health.

RESPONSE: The following changes were made: Pg. 67, para. 2, line 1 -- "~~If the~~ The policies and programs of this element must be ~~are~~ implemented to alleviate the social effects previously outlined. Although much of the noise problem can be alleviated through changes in the building code, noise, subdivision, and zoning ordinances, there will be . . ."

Pg. 67, para. 3, line 4 -- " . . . group and family relationships. Generally, families displaced by implementation of this element will also benefit from improved mental and phusical health. In addition, . . ."

b. COMMENT: Pg. 68 -- Urban Development -- Discuss the impact of this element on high density and high-rise areas since high-rise areas have particular problems associated with transportation noise.

RESPONSE: The following change was made: Pg. 68, para. 3, line 4 -- " . . . urban development. This effect on high density and high-rise areas would be even greater because of the particular problems of transportation noise in high rise areas, for example, the effect of reverberation and the tendency of groups of these buildings to trap the sound and keep it from dispersing."

3. Urban Affairs

a. COMMENT: Pg. 61 -- Specify Butte Street Yard as being a railroad yard.

RESPONSE: Comment incorporated as suggested.

b. COMMENT: Pg. 65, para. 4 -- Questioned " . . . could create this type of effect." and " . . . such devices . . ."

RESPONSE: The following changes were made: Pg. 65, para. 4, line 7 -- " . . . scenic/esthetic considerations. ~~could create this type of effect~~. Both could necessitate changes in the existing landform."

Pg. 65, para. 4, line 12 -- " . . . considered the use of ~~such devices~~ walls and earth berms to attenuate noise adjacent to transportation facilities."

c. COMMENT: Pg. 68, para. 1, line 2- Questioned the word "efficiency."

RESPONSE: The following change was made: Pg. 68, para. 1, line 2 -- " . . . are an increase in human efficiency and productivity, higher property values, . . ."

d. COMMENT: Pg. 68, para. 2 -- Ken Naylor -- " . . . state and federal ~~levels of~~ governments...future transportation vehicles ~~of transportation~~...for quieter vehicles ~~will~~ may ultimately. . ." Discuss effects of additional costs being borne by consumer.

RESPONSE: Suggested wording changes made. The effects of additional costs are already adequately discussed to the extent that information is available.

e. COMMENT: Pg. 69, para. 3 -- Split and clarify the 2 thoughts in this paragraph.

RESPONSE: The following change was made: Pg. 69, para. 3 -- " . . . of the effects of noise. ~~and certain~~ Certain adjustments in county government will be required to centralize . . ."

f. COMMENT: Pg. 69, para. 4, line 8 -- "Eventually ~~an~~ a separate agency or organization . . ."

RESPONSE: Comment incorporated as suggested.

g. COMMENT: Pg. 70, para. 1, line 1 -- "Displacement of ~~people~~ residents around large airports . . ."

RESPONSE: Comment incorporated as suggested.

h. COMMENT: Pg. 70, para. 7, line 9 -- " . . . levels could potentially have a damaging effect.--~~Increased exposure to the present transportation noise levels would be detrimental to~~ on the physical and . . ."

RESPONSE: Comment incorporated as suggested.

i. COMMENT: Pg. 71, para. 4 -- "In general, the environmental quality of the historical, . . ." Add schools, hospitals, churches, etc., also.

RESPONSE: The following change was made: Pg. 71, para. 4 -- "In general, the environmental quality of the historical, archaeological/paleontological, and park/recreational sites as well as churches, hospitals, schools, etc., would be enhanced because of the increased quiet."

j. COMMENT: Pg. 72 - Change "No Project Alternative" to "Alternative 3-No Project."

RESPONSE: Comment incorporated as suggested.

k. COMMENT: Pg. 73, para. 3, line 1 -- " . . . improve the noise environment in ~~this~~ the county."

RESPONSE: Comment incorporated as suggested.

l. COMMENT: Pg. 73, para. 7 -- " . . . a noise control program and higher short-term costs for certain goods and services . . ." Move this paragraph to the second paragraph of Section E.

RESPONSE: Comment incorporated as suggested.

m. COMMENT: Pg. 73, last para. -- Relocation of noise affected residents would require housing elsewhere in new areas or increased density in centers.

RESPONSE: Because of the present vacancy rate in housing this statement is only a possibliity, not a requirement. The following change was made: Pg. 73, last para. -- "Although there ~~There~~ is no direct growth inducing impact involved in implementing the Noise Element, the relocation of noise-affected residents may require additional housing in new areas or increased density in our urban centers.

GOVERNMENTAL AGENCIES

4. California Department of Transportation

COMMENTS: No adverse comments on the Environmental Impact Report.

RESPONSE: None required.

5. California Office of Planning and Research

COMMENT: Suggested including a map of a typical freeway section showing noise contours.

RESPONSE: A map showing the noise contours for a portion of the San Bernardino Freeway was included between Pages 60-61. Also included was a noise contour map for a typical county arterial highway.

6. California Regional Water Quality Control Board

COMMENTS: No adverse comments.

RESPONSE: None required.

7. United States Department of the Interior - Bureau of Outdoor Recreation

COMMENTS: No adverse comments on the Environmental Impact Report.

RESPONSE: None required.

8. United States Department of Agriculture - Forest Service

COMMENTS: No adverse comments on the Environmental Impact Report.

RESPONSE: None required.

PRIVATE CITIZENS

9. Carl Boyer, 3rd-Newhall

COMMENTS: No comments on the Environmental Impact Report.

RESPONSE: None required.

PRIVATE ORGANIZATIONS

10. Ecology Center of Southern California

a. COMMENT: Pg. 66, para. 2 - Air quality -- Encouraging transportation by less noisy vehicles could increase or decrease the air pollution of L.A. County, depending on the emissions of the encouraged mode of transportation. Of course, we support encouraging less polluting forms of transportation as well as less noisy forms.

RESPONSE: None required.

b. COMMENT: Pg. 66, para 6 -- Mitigating Measure - New development should not be allowed that would increase the noise beyond its current level in the 75% of "vacant" (natural), recreational or agricultural lands.

RESPONSE: It is a goal of this element to keep noise levels as low as possible. Commensurate with that goal, the element recommends that the various ordinances governing land development be changed to reflect this objective.

c. COMMENT: Pg. 67, paragraphs 4-6 -- Economics - there will probably be an economic benefit to workers on noise control related projects.

RESPONSE: This statement will be incorporated in a future draft.

d. COMMENT: Pg. 70-72 - Alternatives -- Alternative 2 -- Maximum program -- we believe that maximum noise abatement such as mentioned in this program should be made available to any community which desires it. Such an alternative should be proposed.

RESPONSE: Cities within the county may choose to implement such a program and for some communities it may be feasible to do so.

e. COMMENT: Pg. 73, last para. -- While direct growth inducements may not exist, indirectly, people will move to quiet residential neighborhoods.

RESPONSE: The response to this comment is addressed in the proposed text change on page 3 of this addendum.

PUBLIC MEETINGS (Eleven)

COMMENT: No comments on the Environmental Impact Report.

RESPONSE: None required.

B. <u>Comments Submitted at the Regional Planning Commission Hearing on October 29, 1974</u>

None submitted.

PREPARED BY THE STAFF OF THE LOS ANGELES COUNTY ROAD DEPARTMENT AND THE DEPARTMENT OF REGIONAL PLANNING

The Los Angeles County Road Department and the Department of Regional Planning wishes to acknowledge the assistance of many public and private groups and individuals in the preparation and review of this element, in particular, the Southern Pacific Transportation Company; the Los Angeles Junction Railway Company; the Union Pacific Railroad Company; the Atchison, Topeka, and Santa Fe Railway Company; the Harbor Belt Line Railroad of Los Angeles Harbor; the City of Los Angeles Department of Airports; the Aviation Division of the County Engineer; Bolt, Beranek, and Newman, Incorporated; Wyle Laboratories; the Los Angeles County General Plan Policy Review Board; the Citizens' Planning Council; the Los Angeles County Association of Planning Officials; and CALTRANS.

For information concerning the Noise Element contact the Los Angeles County Road Department, Engineering Services Division, 1540 Alcazar Street, Los Angeles 90033, Telephone - (213) 225-1677 Extension 75184.

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Joseph K. Kennedy, Deputy Director

October 11, 1974

Preface

Los Angeles County initiated a countywide planning program in 1968. Its first phase culminated on October 1, 1970, when the Board of Supervisors adopted the Environmental Development Guide (EDG) as a preliminary general plan. The EDG placed heavy emphasis on identifying major problems and articulating relevant goals and policies.

Shortly after the adoption of the EDG, a number of court decisions and amendments to state planning law occurred. These decisions and amendments have significantly affected the scope and application of general plans and have required several new plan elements, thereby creating the necessary to amend the EDG. The first major amendment was initiated in 1972 and resulted in an amended plan entitled, the General Plan of Los Angeles County, adopted by the Board of Supervisors on June 28, 1973, after intensive public review and hearings.

The 1973 plan was limited to a treatment of unincorporated county areas. It amended the Open Space and Land Use Elements of the EDG, added a Conservation Element, and concerned itself with achieving consistency between zoning and land use.

The latest phase of the General Plan Program has concentrated on the preparation of four newly required elements, namely, Noise, Safety, Seismic Safety, and Scenic Highway. These elements are being published in separate documents to be subsequently incorporated into a comprehensive general plan. These elements are not static documents. They will be continually updated and revised to meet the changing needs and desires of the citizens of Los Angeles County.

While these elements are concerned with the county as a whole, they are not to be construed as binding upon cities within the county. They are intended only as a guide and may be used at the discretion of the individual cities.

This volume is divided into two parts. The first part is the general plan element. It contains a statement of assets, problems, issues and opportunities unique to the Scenic Highway Element, followed by a statement of goals, policies, and programs which are directed toward alleviating the problems. The second part is the draft environmental impact report prepared in accordance with state law and state and county guidelines.

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I. Introduction

The purpose of this element is to establish and protect scenic highways in Los Angeles County by identifying and evaluating a system of existing roads that traverse areas of scenic beauty and interest. The aesthetic, cultural, historical, and recreational features located along these roads can be seen and enjoyed by all residents either by bicycle, bus, private automobile, or other modes of transportation. The county's commitment to the study and protection of scenic highways is contained in written and mapped policy. Program recommendations that will implement these policies are also included in the element. Throughout the element consideration has been given to protection of environmental, social, and economic values associated with aesthetic scenic corridor resources and expansion of the opportunity for the enjoyment of these resources.

The California Government Code (Section 65302) (h) requires all city and county general plans to include:

> A scenic highway element for the development, establishment, and protection of scenic highways pursuant to the provisions of Article 2.5 (commencing with Section 260) of Chapter 2 of division 1 of the Streets and Highways Code.

This element will emphasize the development of a system of scenic corridors predominantly along existing roadways and will establish priorities for future corridor studies. Importance is also placed on providing a practical means to protect scenic resources within selected corridors. The proposed system includes candidate routes of county-wide significance including city routes of more than local importance.

Three basic terms used in the element and needing definitions are:

> <u>scenic corridor</u> - the visible land area outside of the highway right-of-way which can be realistically subjected to protective land use controls;
>
> <u>scenic highway</u> - a road which, in addition to its transportation function, provides opportunities for enjoyment of natural and manmade scenic resources where aesthetic values are protected and enhanced;
>
> <u>officially designated scenic highway</u> - a state or county route whose scenic corridor protection program has been approved by the California Department of Transportation (CALTRANS), shown on official publications and posted with official poppy signs.

II. Assets

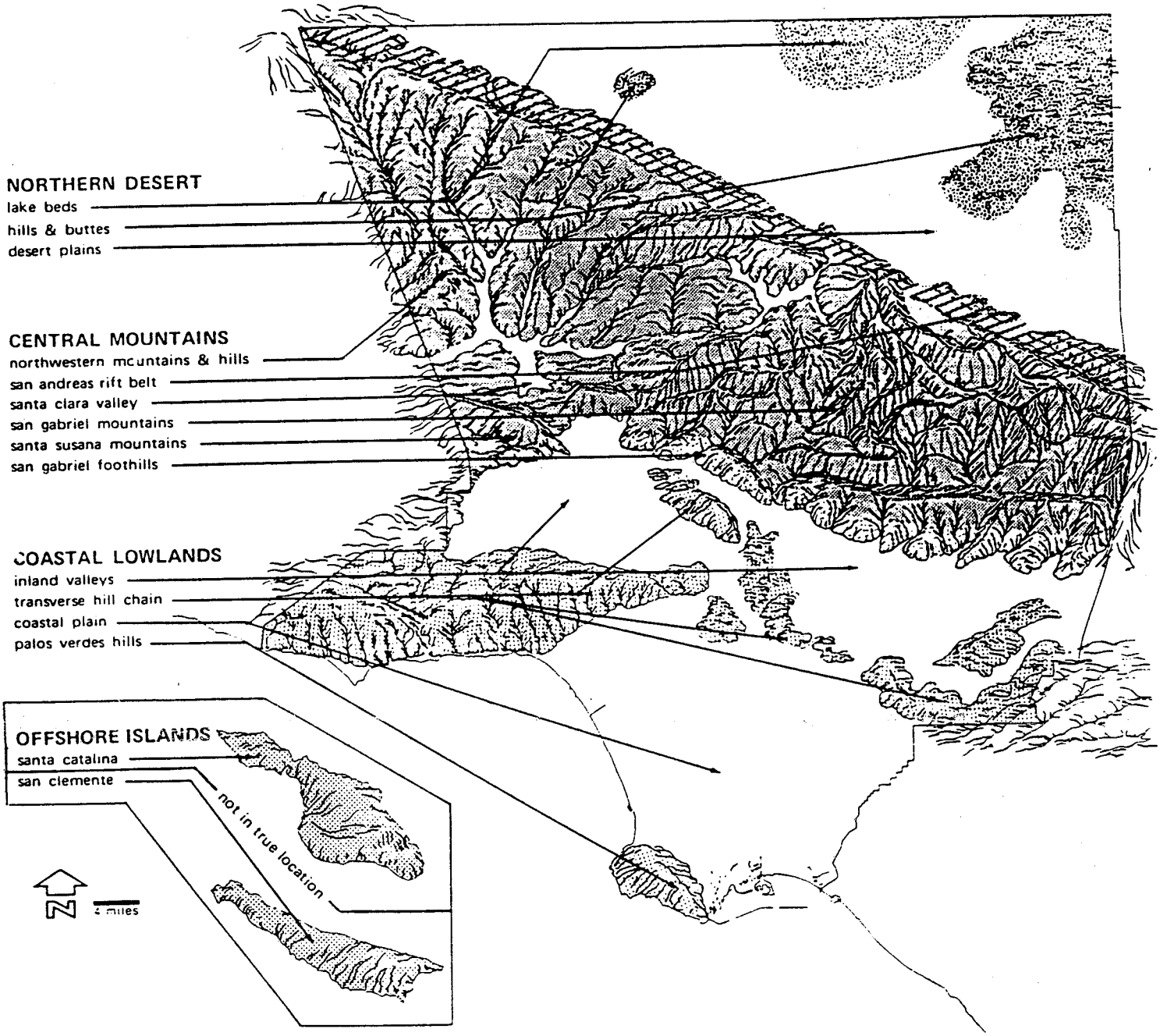
Los Angeles County has been richly endowed with a physical setting which offers its citizens and visitors a variety of scenic experiences - a complex mixture of climates, topography, flora, and fauna, together with a rich historical and cultural heritage. The mountain peaks of the San Gabriels rising over 10,000 feet and the blue waters of the Pacific Ocean are prominent features of different natural regions which are identified with this part of southern California (see Natural Sub-Regions Map). These regions are characterized by a variety of topographic features and native vegetation and include such diverse areas as the Coastal Lowlands and Hills, the Central Mountains, and the Northern Desert. Stands of pine, fir, and other evergreens cover the higher slopes of the Central Mountains, while the floor of the desert in the Antelope Valley is carpeted with fragile wildflowers during the early spring months.

The urban setting also provides a wealth of scenic resources ranging from early California missions to modern skyscrapers. Numerous historical sites have been identified by state and local groups; the state alone has officially designated five historical parks and 69 historical monuments in Los Angeles County. (1) There are many examples of works by Frank Lloyd Wright, Greene and Greene, and other notable architects which, together with other buildings recognized by professional groups as having local and nationwide significance, offer outstanding examples of many architectural styles. Numerous buildings of a cultural nature also display excellence in both landscaping and design; this is evident in many of the museums, amphitheaters, schools and parks located throughout the county. The public buildings of the civic and music centers and the developing skyline of downtown Los Angeles create a vivid urban landscape which is especially picturesque when the mountains are visible in the background.

Many roads have been built which connect the urban concentrations south of the San Gabriel Mountains with the natural regions in other parts of the county. The beautiful scenery visible from these routes has been recognized for many years. Mulholland Drive and Highway, for example, has been considered a valuable scenic resource of the Los Angeles area for over a half a century. This highway runs partly along the crest of the Santa Monica Mountains connecting Cahuenga Pass in Los Angeles with Leo Carrillo Beach State Park on the Pacific Ocean. This mountain chain, unique in its intrusion into a highly urbanized area, offers not only panoramic views of the ocean, steep canyons, bold geologic formations, and many significant ecological areas. Many other roads are also located in areas of diverse and attractive scenery, such as the Angeles National Forest and the San Andreas Rift Zone.

Figure SH-1

Natural Sub-Regions



III. Problems and Issues

The Scenic Highway Element concentrates on providing solutions to two major problems: the inadequate designation of scenic highways and the threat to scenic resources within potential scenic corridors.

A. Inadequate Designation of Scenic Highways

There has been only one scenic highway officially designated in Los Angeles County; namely, Angeles Crest Highway. This is indicative of a lack of governmental commitment to establish scenic highways. To a lesser extent, the lack of incentives in the state Scenic Highway Program and the lack of public awareness about scenic highways have also contributed to the problem.

1. Insufficient Governmental Commitment

In recognition of the outstanding scenery along its roadways, Los Angeles County established the "parkway" classification in the County Master Plan of Highways and identified a variety of scenic drives in the 1965 Regional Recreation Areas Plan. However, high priorities have generally not been assigned to the development of implementation programs due to the more pressing needs of providing mandated services to county residents. Nor have local governments participated actively in the official designation of state and county scenic highways. There needs to be a greater governmental commitment to programs for the identification, designation, protection, and provision of scenic highways and ancillary facilities throughout the county.

Out of 180 miles of state highways in the county eligible for official designation under the state Scenic Highway Program, 55 miles have been so designated. (4) There are located within the Angeles National Forest, where the scenic corridor is already protected. In areas involving private land, where positive action by local government is necessary to apply measures for the protection and enhancement of scenic resources, no official designations have been accomplished. The need for an increased local governmental commitment is evident too in the protection of county roads for their official designated county scenic highways in Los Angeles County. (5)

Also, local governments have made only limited progress toward the establishment of their own local scenic highway programs. In the summer of 1973, Los Angeles County took specific action to protect scenic resources along certain highways and drives. The Zoning Ordinance was amended to regulate outdoor advertising signs along scenic highways and drives and new provisions were added to the same ordinance to include a Resource Management (RM) Zone. However, specific standards and criteria need to be developed for the RM Zone in order to make it a more effective tool for corridor protection. The Resource Management Zone is intended to protect and preserve scenic, cultural, natural, and other resources in areas designated in the

general plan; however, only one Resource Management area (the Malibu Coastal) has been designated in the unincorporated area.

Los Angeles County identified 45 scenic drives in the 1965 Regional Recreation Areas Plan in the interest of preservation and enhancement of scenic beauty. (6) Until recent outdoor advertising restrictions were adopted, these scenic drives had received little special protective measures for their scenic amenities. There needs to be further action to preserve and enjoy the scenic resources found along these drives. For example, additional land use regulations could be applied along scenic drives and some "signing" or public information measures taken to enhance and better identify these routes to the traveler.

2. Lack of Incentives in the State Program

The failure to achieve better results in the state Scenic Highway Program is partly a result of shortcomings associated with the program itself. The Scenic Highway Advisory Committee, a group created by the legislature to advise the state, has recommended that more thought be given to the provision of incentives to local governments.

In 1973, the Committee found that:

- The lack of incentives for local cooperation has always been a major defect of the program and must be corrected. (2)

Early this year, it recommended that the state:

- Develop more positive incentives and funding sources for amenities on officially designated routes. (3)

At the present time, there are no monetary incentives provided by the state to stimulate local government participation in the state Scenic Highway Program. Inducements currently provided include:

a. CalTrans conducts corridor studies for routes shown on the State Master Plan of Scenic Highways; (budgetary constraints and low priorities have caused delays in the performance of these studies)

b. the state lists officially designated routes in publications issued by CalTrans; and,

c. the state places "poppy" signs along officially designated routes.

3. The Lack of Public Awareness

The state Scenic Highway Program has generally not received active support from a large number of citizens. This is partly due to the diffuse nature of potential scenic highway users and the lack of governmental publicity for the program. Because of low-key programs and the limited number of persons directly affected, a general lack of public awareness exists regarding

scenic highways. Those groups which are concerned with promoting beauty along roads have not been able to generate the kind of attention and following necessary to stimulate widespread local governmental action. In the absence of widespread public concern for scenic highways, local governments have been slow in initiating scenic highway programs.

B. Threat to Resources within Potential Scenic Corridors

Southern California has lost many of its scenic resources due to a variety of human activities which have had a negative effect on environmental quality. Deteriorating visual quality has been a major cause of this problem with the lack of aesthetic quality in road and freeway design has been a contributing factor.

1. Deteriorated Visual Quality

In the absence of adequate land use controls in scenic areas, many natural and man-made aesthetic amenities have been adversely affected by unsightly development and urban sprawl. Characteristic of these are monotonous residential developments sprawling across the coastal plains and inland valleys, roads lined with blighted commercial strips, and hillside areas graded and developed with little regard to the natural landscape. Although some areas have retained their natural quality, they are not being subjected to intense development pressure.

The visual pollution associated with the proliferation of billboards, signs, utility lines, and unsightly urban uses detracts from and often obscures many of our scenic resources. Attempts at regulation and control of these types of uses has met with strong opposition from many groups, making it difficult to enact effective legislation dealing with visual pollution.

Another factor that significantly affects visual quality is air pollution. Manmade sources of air pollution contribute to reduction of visibility of and the deterioration of some vegetation and wildlife. (7) In fact, visibility in some parts of the Los Angeles basin is less than 10 miles on an average of two out of every three days; (8) thus, many of our scenic resources simply cannot be seen or enjoyed for much of the year.

2. Lack of Aesthetic Quality in Road and Freeway Design

Scenic qualities have sometimes been materially reduced because of lack of attention to aesthetics in highway and freeway design. Grading for freeways can damage scenic resources, especially in hilly terrain. The large cuts made for the Golden State Freeway adjacent to the Van Norman Lakes provide a vivid example of this. (9) Occasionally too, the opportunity for a road to enhance a scenic experience is missed due to insufficient consideration of the viewpoint of the user.

Although some of the new roads constructed in scenic ares of the county are aesthetically designed, others are not. Construction of some roads is based solely on traffic and engineering standards and economic criteria, while the issues or preserving the beauty of an area and enhancing the scenic enjoyment of the viewer are either not considered or, at the very least, not given enough weight in project evaluation.

The two major problems identified include a number of related issues. The major questions underlying the inadequate designation of scenic highways are:

- Who benefits from scenic highways?
- What are the costs involved in developing a scenic highway system?
- What is the function of a scenic highway?

Significant issues derived from these questions relate to the need to balance considerations of transportation, aesthetic design, public and private costs, and community viewpoints.

Significant issues regarding the threat to aesthetic resources within scenic corridors are:

- What is scenic?
- What is the appropriate degree of corridor protection?
- What is the effect of corridor protection on property values?

Since these questions involve value judgments they are not easily answered. In order to resolve the potential conflicts arising between the use of property and scenic resource protection measures, consideration must be given to both the equitable treatment of property owners and the preservation of scenic and cultural resources.

IV. Opportunities

Despite these problems, ample opportunities exist to manage them and provide the basis for generating a successful scenic highway program. Most importantly, Los Angeles County already has many roads within scenic areas which can serve the dual purpose of providing a transportation function while protecting and enhancing adjacent aesthetic resources. In fact, there are 180 miles of state highways within the county eligible to become officially designated state scenic highways. Moreover, the county's scenic drives identified in 1965 total approximately 700 miles, most of which are along existing roads. (10) These state and county roads provide the nucleus of a scenic highway system without requiring lengthy and expensive highway construction. Accordingly, program implementation can be pursued with only a minimum capital outlay.

Another available opportunity is the variety and extent to which Los Angeles County is endowed with scenic resources. Despite large-scale development, there remain many unspoiled vistas of the coast, desert, and mountains. In addition, urban centers offer numerous views embracing buildings of outstanding architectural and historical interest. In terms of scale, these scenic resources vary from the picturesque to the awesome and deserve specific evaluation as they relate to existing roadways.

The California Legislature, in recognition of the importance of preserving and enhancing scenic resources, established the state Scenic Highway Program. The state program provides an opportunity for local jurisdictions to participate is the establishment of protected scenic highways. Cities and the counties can participate in the state program or can establish their own local programs to achieve a desired level of scenic quality within their communities.

Fortunately, there already exist a variety of legal mechanisms to protect scenic highways. The California Government code and Streets and Highways Code provide the legal framework within which local jurisdictions can establish their own regulations dealing with scenic corridor protection. Local subdivision and zoning ordinances are available for use in local or state scenic highway programs. The opportunity also exists to modify these ordinances to make them more effective tools in scenic highway implementation.

Similarly, there are opportunities to be gained by utilizing such existing county programs as acquisition programs for beaches and parks, utility undergrounding programs, traffic operation and management programs, and street tree and parkway programs. Such existing programs should provide means to implement the Scenic Highway Element. Additional programs are in effect providing for ancillary uses such as bikeways, riding and hiking trails, comfort facilities, and scenic and historic identification.

Equally useful in promoting a successful scenic highway system is the public's increasing awareness and sensitivity to aesthetic considerations. No longer are merely efficient and functional transportation systems desired; the public wants visually pleasing ones as well. By publicizing the importance of scenic highways and the benefits derived from them, local governments can provide an effective focus for this interest and concern. Such concern also offers an opportunity to marshal public support for the inclusion of appropriate parks, open space, and other related activities within scenic corridors. Moreover, public support and involvement in individual corridor analysis and design would provide local knowledge of scenic resources and community input on the eventual use of each proposed route.

V. Statement of Goals

The basis ideals and values of the Scenic Highway Element are reflected in goals which link assets, problems, issues, and opportunities with policies and programs. They provide the emphasis for developing policy and implementation programs. Actions affecting the quality of roadside scenic resources should be based on the intent of the Scenic Highway Element's goals which follow:

- A scenic highway system serving the public through a variety of transportation modes.
- Enhanced recreational opportunities served by a system of scenic highways.
- Preservation and enhancement of aesthetic resources within scenic corridors.

VI. Statement of Policies

Policies establish a commitment to a course of action for solving problems and for proceeding toward achievement of the goals of the Scenic Highway Element. Both written and mapped policy are intended to provide a framework for the establishment of program implementation.

In formulating the policy statements appearing below, the importance of the total transportation function of the highway was recognized. Alternative policies were also assessed as to their potential environmental impact and additional input from several outside review groups was considered.

It shall be the policy of Los Angeles County to:

1. Establish a countywide scenic highway system in urban and rural areas.

2. Encourage utilization of appropriate existing roads as scenic highways rather than the construction of new routes.

3. Protect and enhance aesthetic resources within corridors of designated scenic highways.

4. Establish and maintain rural scenic highways to provide access to scenic resources and serve recreational users.

5. Establish and maintain urban scenic highways to provide access to interesting and aesthetic manmade features, historical and cultural sites, and urban open space areas.

6. Provide a comprehensive scenic highway system which safety accommodates various forms of transportation compatible with scenic highway criteria and standards.

7. Develop and apply standards to regulate the quality of development within corridors of designated scenic highways.

8. Remove visual pollution from designated scenic highway corridors.

9. Require the development and use of aesthetic design considerations for road construction, reconstruction or maintenance for all designated scenic highways.

10. Increase governmental commitment to the designation of scenic highways and protection of scenic corridors.

11. Encourage the fair distribution of social and economic costs and benefits associated with scenic highways.

12. Promote the use and awareness of scenic highway amenities for all segments of the population.

13. Improve scenic highway coordination and implementation procedures between all levels of government.

14. Encourage increased citizen participation in the scenic highway programs at all governmental levels.

The Scenic Highway System Map is a graphic extension of written policy. It identifies those routes which have been determined to merit further evaluation of their scenic importance.

The map depicts two major categories of scenic highways--"adopted," and "proposed for further study." These routes are all listed and described in Appendix A. The one "adopted" scenic highway shown on the map is Angeles Crest Highway, officially designated by CalTrans. Routes proposed for further study will be subject to corridor studies in the future with first priority routes receiving primary attention. Second priority routes will be studied upon completion of all first priority corridor studies.

A number of routes proposed for future study are also shown as "Scenic Drives" on the Regional Recreation Areas Plan adopted in 1965. These routs retain their official status as "Scenic Drives" and, as such, are subject to existing provisions of the Zoning Ordinance, specifically the sections dealing with outdoor advertising. The "Scenic Drive" status will be retained for these routes until such time as individual corridor studies are completed and, if appropriate, the routes are adopted as county or state scenic highways.

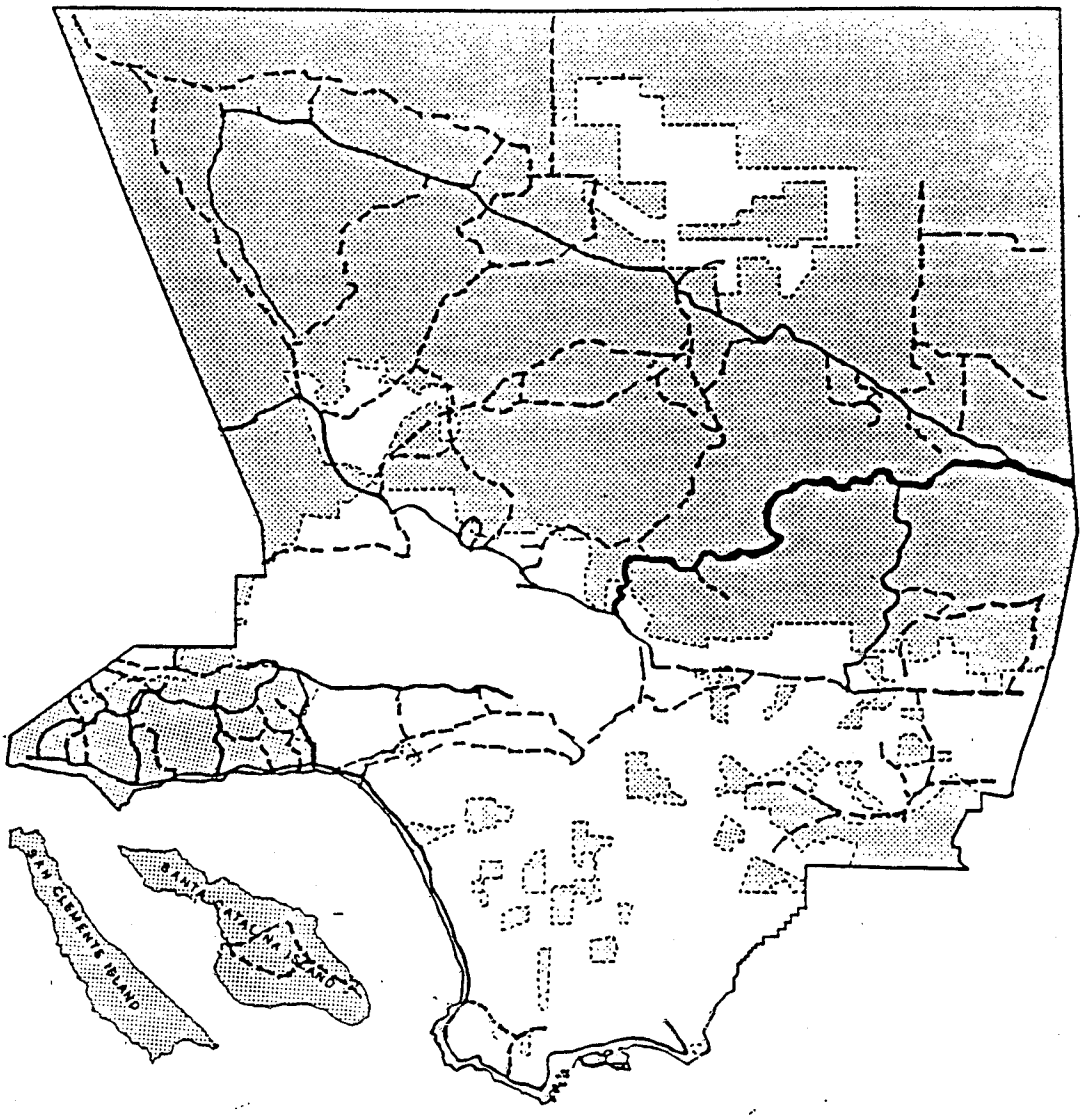
Although not all Scenic Drives are shown on the Scenic Highway System, it is the intent of Los Angeles County that all routes, existing and proposed, on the 1965 Regional Recreation Areas Plan remain in effect until they have each been considered for inclusion as adopted routes in the Scenic Highway System.

Corridor studies will involve a comprehensive analysis and evaluation of the aesthetic and transportation considerations of each individual route. Such studies would:

- identify scenic resources;
- delineate corridor boundaries;
- assess beneficial and detrimental environmental impacts;
- recommend methods for preserving aesthetic features;
- evaluate the relationship of the road to the landscape;
- identify potential sites for vista points or roadside rests;
- evaluate alternative uses of publicly owned lands and right-of-way;
- determine costs, benefits, and funding sources;
- determine the suitability of the route or its alternatives for adoption.

Close coordination between planners, facility designers, and citizens will be an integral part of these studies.

Figure SH-2
Scenic Highway System



Note:

It is specifically not the intent of the Scenic Highway System Map and accompanying legend to impose, restrict, or adversely effect scenic highway proposals within the corp – orate limits of any City. Routes shown through white areas represent suggestions for potential scenic routes within incorporated cities.

Adopted

First Priority

Second Priority

proposed for further study

Incorporated Cities

VII. Criteria and Standards

Scenic highway criteria and standards are the means by which potential routes are evaluated and the suitability of specific implementation programs determined. Criteria are generally quantitative, or measurable.

Criteria and standards perform a number of important functions in this element such as:

1. identifying and selecting candidate routes and establishing study priorities;

2. guiding the effectiveness and evaluation of corridors;

3. judging the effectiveness of corridor protection programs and the design of roadways.

The responsibility for establishing criteria and standards rests primarily with local jurisdictions. The state has established general guidelines, but has left local government the task of providing and enforcing specific criteria and standards.

A. Criteria for Corridor Studies

Within the Scenic Highway Element, three sets of criteria will be discussed. These deal with criteria for selection of a system of candidate routes, criteria for initiating corridor studies, and criteria for corridor boundary delineation.

1. Criteria for the Selection of a System of Candidate Routes

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

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

b. Urban routes providing access to interesting and aesthetic manmade features, historical and cultural sites, and urban open space areas.

c. Highways shown on the State Master Plan of Scenic Highways.

d. "Scenic drives" identified in the 1965 Los Angeles County Regional Recreation Areas Plan where traversable roadways exist.

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

f. Entry routes to the county which have substantial scenic value.

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

2. Criteria for Initiating Corridor Studies

The criteria used for establishing first priority status for routs shown on the Scenic Highway System Map are:

a. Highways shown on the State Master Plan of Scenic Highways.

b. Routes with scenic resources threatened by future incompatible development.

c. Perceived need as demonstrated by public support.

d. Routes which represent an opportunity to preserve scenic resources before they are lost.

Routes which satisfy at least two of the above criteria are classified as first priority. All other routes are classified as second priority.

3. Criteria for Establishing Corridor Boundaries

Before the aesthetic quality of a scenic highway can be evaluated and protective measures considered, it is necessary to delineate the boundaries of the scenic corridor. The boundary selected must define land which can be realistically subjected to protective land use controls.

Because of the physical diversity of the county there must be great variation in criteria used to delineate a particular corridor. A host of possibilities exist for establishing corridor boundaries ranging from the edge of the right-of-way to the line of sight. To demonstrate this variability one need only compare the factors involved in determining the corridor boundary for a rural scenic highway such as Angeles Crest Highway and a proposed urban scenic highway such as along the Sunset Strip. Each route studied will have unique characteristics that must be considered individually in establishing appropriate boundary lines.

B. Criteria and Standards for Corridor Protection

The application of measures necessary to maintain the appropriate transportation characteristics and the aesthetic quality of a scenic corridor is dependent on established standards. CalTrans, in its publication, The Scenic Route. A Guide for the Official Designation of Scenic Highways, established five minimum requirements which must be met by local jurisdictions for participation in the state program: (1) regulation of land use which may include density and/or the intensity of development; (2) detailed land and site planning; (3) control of outdoor advertising; (4) careful attention to and control of earthmoving and landscaping; and (5) the design and appearance of structures and equipment. (11) In order to meet these requirements specific quantitative standards need to be applied by local jurisdictions.

Corridor protection criteria and standards are aimed at encouraging attractive land uses and maximizing the view from scenic highways. The following criteria and standards are not intended to impede the use of property within scenic corridors but are aimed at promoting orderly and harmonious land uses that will not endanger irreplaceable scenic resources. The plan recognizes that there may be specific differences between urban and rural scenic quality and that land use criteria and standards may vary in accordance with those differences. In addition, various road widths and functions may require the application of a variety of land use criteria and standards. Land uses within scenic corridors should be regulated in accordance with such criteria and standards as:

- controlling building heights, setbacks, and densities so as not to obstruct important views;
- screening incompatible land uses through landscaping, fencing, or other appropriate means;
- requiring site planning that locate unattractive uses where they will have the least possible visual impact on the landscape;
- controlling outdoor advertising signs or billboards;
- limiting the size, height, type, and number of on-premise signs;
- undergrounding or locating utility lines so that the visual integrity of the landscaping is maintained;
- grading with a minimum disturbance to natural landforms;
- preserving outstanding trees and vegetation;
- landscaping sites which have been graded or which have had their vegetative cover removed;
- preserving lakes, rivers, shorelines, and creeks in their natural condition or, if modified, treated so as to result in a naturalistic appearance;
- planting or selective clearing of vegetation to improve views;

- incorporating bikeways and riding and hiking trails into the planning of development along scenic highways;
- preserving important historical and architectural sites;
- considering innovative designs as alternatives to conventional subdivisions; and,
- emphasizing rural, agricultural, and open uses on steep land.

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

C. Highway Design: Aesthetic Considerations

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

- curvilinear horizontal alignments;
- highway profiles compatible with the topography;
- minimizing cuts and fills;
- contouring and planting of graded slopes;
- provision of roadside rests, vista points, and scenic areas with interpretive displays;
- determination of appropriate design speeds;
- designing structures and facilities to achieve maximum aesthetic quality;
- preserving valuable trees and vegetation; and,
- controlling access to the roadway.

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

VIII. Implementation Program

The implementation program sets the framework for establishing a scenic highway system in Los Angeles County. Implementation measures will primarily utilize the financial and regulatory capabilities of local programs. In the future, additional measures of a more comprehensive and detailed nature will be developed in cooperation with other agencies and community groups as the range of regulatory needs are identified in the evaluation of individual corridors.

A. Identification of Existing Programs

The following list represents the significant existing programs available to implement this element within the general limits of the preceding written policies and the mapped policy.

1. County Programs

- Beach Acquisition and Management
- Building Regulation
- Grading Regulation
- Highway Construction and Maintenance
- Historical Preservation
- Land Acquisition
- Land Division Regulation
- Park and Open Space Acquisition and Management
- Street Tree and Parkway
- Traffic Operation and Management
- Undergrounding Utility District
- Zoning Regulation including Outdoor Advertising Control

2. District Programs

- Flood Control and Water Conservation
- Public Transportation
- Resource Conservation

3. City Programs

- Building Regulation
- Grading Regulation
- Highway Construction and Maintenance
- Historical Preservation
- Park and Open Space Acquisition and Management
- Street Tree and Parkway
- Traffic Operation and Management
- Zoning Regulation including Outdoor Advertising Control

4. State Programs

- Billboard Removal
- Coastal Zone Conservation and Management
- Open Space Easement
- Park and Beach Acquisition
- Parkways
- Scenic Highways
- Undergrounding Public Utilities

5. Federal Programs

- Billboard Removal
- Forest Management
- Transportation

6. Other Implementation Activities

- Community Relations and Pubic Education
- Coordination and Review
- Land Management
- Legislation
- Long Range Planning

- Private Actions
- Research and Monitoring

B. Evaluation of Existing Programs

The purpose of this evaluation is to determine the effectiveness of programs relating to scenic highway implementation by analyzing their major strengths and weaknesses.

1. County-City Programs

Due to the similarity of existing county and city programs, they will be evaluated jointly. Perhaps most significant are Local Highway Construction and Maintenance Programs and Traffic Operation and Management Programs. These would provide a ready means of providing well-maintained, safe, and efficient scenic highways. However, as currently structured, these programs do not provide extensively for aesthetic considerations, bicycle paths, or riding and hiking trails. Accordingly, to ensure successful implementation, they should be appropriately modified so as to be more comprehensive.

Resources for Scenic Highway Program implementation can also be provided by the Street Tree and Parkway Programs. Generally, such programs can assist materially in efforts to improve the roadside environment through landscaping.

Restoration of impaired aesthetic resources is aided by the Undergrounding Utility District Program. This program is effectively used to assist various utility companies in undergrounding utility lines in different parts of the county. By selecting areas along scenic highways for undergrounding projects, this program could be more effectively utilized.

Existing Land Division, Building, and Grading Regulation Programs can be used to protect scenic resources within designated scenic corridors by applying the regulations to the problems of access to developments, blight, and topographic alteration. Unfortunately, at the present time, all of these programs suffer from a common weakness in that they do not specifically address themselves to aesthetic considerations. However, with minor modifications such regulations could be used in the state Scenic Highway Program through adequate consideration of land division, site planning, building design, and earthmoving activities within scenic corridors.

Zoning ordinances have a significant potential for scenic corridor protection. In particular, they can regulate the extent and type of land uses and density. Moreover, local zoning ordinances to regulate outdoor advertising are common in Los Angeles County. Many local ordinances, by requiring landscaping of such uses as parking lots and junkyards, have beneficial impacts on scenic quality. The main weakness of many zoning ordinances is that they generally do not explicitly recognize and promote aesthetic standards.

County and city park, beach and open space acquisition programs can contribute to the establishment and protection of scenic highways. For example, clearance of housing along the newly acquired Topanga Beach provides additional visual access to the ocean. Such programs as these have a significant impact on scenic corridors through the acquisition of selected outstanding areas. These programs are hampered somewhat by a heavy reliance on state and federal funding that oftentimes is unpredictable.

2. District Programs

District programs can also assist in the implementation of the Scenic Highway Element. For example, the County Flood Control District's landscaping activities along drainage channels that parallel scenic highways can contribute to the implementation of the element policy. Resource conversation districts through their traditional role of natural resource protection could provide logical assistance during corridor studies. Coordination should be strengthened between these districts and other governmental levels.

The extensive bus systems operated by the Southern California Rapid Transit District and the municipal transit agencies in their pubic transportation programs encompass several proposed routes that have been selected for further study. However, the total number of scenic areas accessible by public transit is small; most of these routes are in the urbanized southern portion of the country. Highways in rural areas such as the Santa Monica Mountains and the Angeles National forest are generally not served by public transit. Added difficulties in using public transit are the curtailed schedules on weekends, lack of facilities for recreation equipment and the inconvenience of interline transfers in order to travel a complete route.

3. State Programs

Only at the state level is there a specific program related to scenic highway development. This is the State Scenic Highway Program which offers guidelines for official designation of scenic highways. In addition, the program provides valuable technical assistance in the evaluation of scenic corridors. A major weakness is that no financial incentives are offered to encourage participation on the park of local governments.

A complementary program, although conceptually different, is the state's Parkway Program, which calls for the establishment of low volume two-lane roads bordered by ribbon parks.

The Coastal Zone Conservation and management program, recently established as a result of increasing concern over the development of coastal areas, recognized the coastal zone as an area with unique problems and opportunities. Under this program, the development of land along the coast is regulated through the issuance of permits. Long range plans for the use of land along the coast are also required to be prepared. Because this is a relatively new program it is too early to make an objective assessment of their Planning and Permit Program. However, it should be noted that such things as scenic quality and aesthetics are considered in their permit process and in the development of an Appearance and Design Element in the Coastal Plan.

With regard to improving scenic quality, there are two state programs offering assistance. The first is the Billboard Removal Program which provides for the elimination of billboards along selected federally funded highways. Its primary merits are a successful accomplishment record and the provision of funds with the state paying 5 percent and the federal government the remainder of the incurred. The program's impact is limited since its scope is restricted to only federally funded highways.

The second program, the Undergrounding Public Utilities Program, provides that no electric or communication utility shall install overhead distribution facilities in proximity to (within 1,000 feet of each edge of the road right-of-way) any designated scenic highway and which would be visible from such scenic highway if erected overhead. Clearly, this requirement can effectively prohibit overhead utility lines from impairing the view from scenic highways. However, these regulations do not apply to high voltage transmission lines which frequently have a detrimental visual impact.

One of the stronger programs which provide considerable protection for scenic resources is the State Park Acquisition Program. A significant amount of parkland has been acquired through this program, especially in the Santa Monica Mountains. Since part of the program is funded through bond issues, the effectiveness of the program depends on continued public support.

Another program which has been successfully used in Los Angeles is the Open Space Easement Program. Under this program, the state reimburses local jurisdictions for a portion of the property tax revenue lost as a result of the acquisition of open space easements. As an example of this program, the county recently acquired an easement on Santa Catalina Island which provided an additional 42,000 acres of open space.

4. Federal Programs

Federal programs which can contribute to the implementation of the Scenic Highway Element by offering standards and financial assistance are those dealing with billboard removal and transportation. As previously noted, the federal Billboard Removal Program can provide funding assistance if the scenic highway involved is a federally funded road. The Federal Transportation Program can provide funds for the construction of new highways, some of which are eligible for official designation under the state Scenic Highway Program. Since these routes are primarily multi-lane, limited access highways, there is a continuing challenge to achieve a balance between transportation need and visual quality. Accordingly, improved aesthetic design standards should be developed to guide their construction.

A significant federal program dealing with scenic resources in Los Angeles County is administered by the U.S. Forest Service. The National Forests contain much of the local scenic resources and the Forest Service administers a land use management program of adequate quality to effectuate a comprehensive internal scenic highway system.

5. Other Implementation Activities

Land management activities and legislation at the state level could have a considerable impact on scenic highway implementation. Two such examples are the Marler-Johnson and Porter Acts. Both are state acts involving low-cost leasing of rights-of-way for recreation purposes by local government. However, both are subject to restrictions limiting their highway enhancement effectiveness. The Marler-Johnson Highway Park Act is restricted to the actual road right-of-way while the Porter Act is limited to low value excess land within 200 feet of the highway.

In addition, the state legislature is considering certain alterations to the state Scenic Highway Program. Most important is the proposal that before a highway can be considered for designation as an official scenic highway it must have been appropriately indicated in tea scenic highway element of a local general plan. Also under consideration is a requirement that high priority be given to the provision of roadside facilities along state scenic highways. (12) The main defect in this proposed legislation is the lack of any provisions embracing transport modes other than the automobile and establishing design guidelines reflecting differences between urban and rural areas.

6. Evaluation Summary

The net effect of existing programs has been the official designation of one scenic highway in Los Angeles County. A principal weakness at the local level is the lack of specifics in ordinances which could be applied to scenic corridor protection. The main weakness of the state Scenic Highway Program is the lack of incentives offered, especially the absence of financial assistance to local jurisdictions. The visual environment undoubtedly has been protected in some areas as a result of the application of many of these programs, but without any overall coordination or organization it will be difficult to achieve widespread results. However, much better results can be attained if there are certain modifications to existing programs and if essential new programs dealing with scenic highways are initiated.

C. Action Program

This section sets forth a scenic highway action program to implement plan policies. The action program consists of all existing programs previously evaluated as well as the recommendations that follow. In developing the action program, consideration has been given to program priorities and phasing. Criteria were established for determining first and second priorities and for categorizing recommendations into short and long range actions.

1. Priority Action Areas

a. Criteria for Establishing Priorities

Recognizing that significant resources within potential scenic corridors are not unlimited and many competing problems do exist, appropriate criteria were developed so that the most critical concerns relating to scenic highways would be included in program development. As a result, the following criteria were used to establish priorities:

- Significant threats to aesthetic resources within scenic corridors.
- Critical needs and deficiencies as defined by public input.
- Actions necessary to take advantage of available opportunities to protect scenic quality.

These criteria were then applied to the problems, previously identified in the element, in order to determine what priority they should be given. Action areas involving at least two of the above criteria were considered to be of such importance as to be given first priority. Those not meeting this standard were assigned a second priority status.

b. First Priority Action Areas

1. Scenic resources within potential scenic highway corridors.

2. Aesthetic appearance of existing roads within scenic corridors.

3. Phased corridor studies based upon factors identified in the Criteria and Standards section.

c. Second Priority Action Areas

1. Restoration of impaired aesthetic resources in designated scenic corridors.

2. Improved governmental commitment to state and local scenic highway programs.

3. Strengthening of the state Scenic Highway Program.

4. Program for selected corridor studies included in the medium and long range action areas.

2. Action Recommendations

The following actions are designed to assist the county in implementation of the element and contribute to the achievement of its expressed goals. The ordering of these recommendations does not reflect any particular priority importance. Short range actions are those that should be

initiated within five years, but their duration may extend beyond such a time period. Medium and long range actions are those expected to occur from five to 15 years in the future. However, some of these may require initiation within the next five years.

a. Short Range Action Recommendations

1. Delegate the responsibility for scenic highway planning and coordination to the Department of Regional Planning.

2. Direct the Regional Planning, Road, Parks and Recreation, and County Engineer Departments to initiate scenic corridor studies for first priority routes.

3. Direct the General Plan Policy Review Board to assist the appropriate county departments in the preparation of desirable amendments to Zoning, Subdivision, Building, and Grading Ordinances to include standards for scenic corridor protection.

4. Direct the appropriate county departments to give special emphasis to aesthetics in the planning, design, and construction of public facilities within scenic corridors.

5. Direct the Department of Regional Planning, the County Engineer, and the Road Department to give special emphasis to aesthetics in the planning, design, and construction of adopted scenic highways.

6. Direct the Department of Regional Planning and Road Departments to develop a suitable classification for scenic highways for inclusion in the County Master Plan of Highways.

7. Direct the Department of Regional Planning to recommend the addition of adopted city routes of countywide importance to the Scenic Highway Element.

8. Sponsor changes in the state Scenic Highway Program to:

   a. Incorporate means of transportation other than the automobile within scenic highway programs.

   b. Adopt programs and design guidelines reflecting differences between urban and rural ares.

   c. Provide financial incentives to local governments to encourage progress toward the official designation of scenic highways.

   d. Review and update the Master Plan of State Scenic Highways to include all highways meeting state scenic criteria.

9. Sponsor modification to the Porter Act allow the retention within the public domain of high value as well as low value excess land and to expand the distance limitation to include state owned lands within scenic corridors.

10. Support appropriate federal legislation which would designate Mulholland Drive and Mulholland Highway as a National Scenic Parkway.

11. Direct the Department of Parks and Recreation to coordinate acquisition and disposal of lands within scenic corridors.

12. Direct the Department of Parks and Recreation to study and develop a recommendation on organization and responsibilities of a county-wide citizens' group to advise the county on pertinent scenic highway matters.

13. Direct the Department of Parks and Recreation to provide interpretive displays and trail markers outside of the road right-of-way in conjunction with designated scenic highways in those areas now in the National Forest.

14. Direct the Department of Regional Planning to develop a scenic corridor combining zone and procedures for its application for protection of designated scenic highways.

15. Adopt a resolution recommending that the Southern California Rapid Transit District and municipal transit agencies establish innovative programs to provide service along scenic highways.

b. Medium and Long Range Action Recommendations

1. Corridor studies for those routes not given first priority.

2. When corridor studies are completed, provide for improvements and facilities in accordance with the corridor study recommendations as funds become available on a priority basis.

3. Seek outside sources of funding for scenic highway programs.

4. Revise the county environmental impact reporting procedure to include scenic highway information.

5. Direct the appropriate county departments to emphasize beautification programs within scenic corridors.

6. Sponsor legislation to provide adequate funds to implement the state Parkway Program.

7. Adopt a resolution recommending that the Public Utilities Commission explore possible incentives to encourage the elimination of objectionable overhead facilities within scenic corridors by pubic utility companies.

D. Governmental Roles and Responsibilities

Involved in the element's implementation will be several levels of government, each assuming different roles. These can be summarized as follows:

1. County

The county will establish and maintain a system of scenic highways through active participation in the state Scenic Highway Program and the development of a country program. In order to do this the county will adopt appropriate ordinances to protect scenic resources within unincorporated areas. The county will also perform corridor surveys and studies and will develop specific standards and criteria to be used in the implementation of the element.

With respect to incorporated areas, the county will actively coordinate its activities and proposals with interested cities in order to achieve a county-wide system of scenic highways. The county will encourage cities to study the feasibility of incorporating into their local scenic highway programs those routes shown on the County Scenic Highway System Map which are located within their jurisdictions. The ordinances, standards, and programs developed by the county will be available to cities for their possible consideration.

2. Cities

The cities have been delegated the responsibility under state law to develop scenic highway elements suited to their needs and desires. After determining the course of action they will take, be it participation in the State Scenic Highway Program or their own local program, they may then perform the necessary studies and adopt appropriate ordinances to implement their scenic highway elements. Inter-jurisdictional coordination will play an important role in the achievement of a comprehensive scenic highway system. After adoption of a local scenic highway system, cities may request the county to include adopted routes of countywide importance on the County Scenic Highway System.

3. Regional Agencies

The Southern California Association of Governments (SCAG) provides inter-county coordination. The South Coast Regional Commission of the California Coastal Zone Conservation Commission is responsible for planning and land use regulation within the Coastal Zone.

4. State

The California Department of Transportation (CalTrans) plays a major role in the Scenic Highways Program. its responsibility includes the construction and maintenance of roads, some of which may become scenic highways, and the provision of general standards and guidelines and technical assistance. Through legislation, the state should also provide financial incentives and make appropriate revisions in existing programs in order to encourage effective implementation of scenic highway programs in local jurisdictions.

5. Federal

The federal government's role should be to provide encouragement primarily through the establishment of national goals, guidelines, and adequate funding for road construction, billboard removal, parks, open space, and conservation programs. Moreover, the federal government should provide technical assistance on scenic evaluation studies.

E. Constraints, Capabilities, and Feasibility

To help organize efficient and effective implementation of recommended Scenic Highway Programs, an identification of existing constraints and capabilities is presented.

1. Constraints

- Opposition to new regulations controlling the use of private land.
- Lack of comprehensive regulations protecting scenic resources.
- Lack of effective coordination at local levels of government.
- Lack of governmental commitment.
- Absence of specific local agency responsibility for implementation of the Scenic Highway Element.
- Difficulty in creating appropriate highway design standards applicable to a variety of scenic highway conditions.
- Absence of funding for local scenic highway projects.

2. Capabilities

- Authority to regulate land use.
- Existing public support for strengthening land use regulations.
- Existing roads in scenic areas.

- Existing regulations and ordinances.
- Public concern and support for an aesthetic environment.
- Authority to raise and allocate revenues.
- Existing technical expertise.

3. Feasibility

The feasibility of implementing the Scenic Highway Program recommendations is determined by their reasonableness and practicality. The program package will not require any new large financial obligations. There are no technological breakthroughs needed to implement the recommendations. A reordering of priorities will be required to emphasize the preservation of scenic resources in decisions made by local governments. This shift in priority follows the current trend of increased environmental awareness and concern. The program recommendations constitute a feasible package for scenic highways, since the county has the capability to both carry out these actions and to reorder governmental priorities.

F. Costs and Funding

Scenic Highway Programs basically involve regulatory actions rather than activities that required substantial capital outlays. No relatively large increases in governmental financial commitments will be necessary to take the courses of action required for the implementation of the existing and proposed programs. Costs will include scenic corridor surveys and studies plus selective acquisition and improvement programs for such things as roadside rest areas, vista points, and identification signs. There may be some loss of property tax revenue within the scenic corridor due to the implementation of resource protection measures such as acquiring scenic easements and rights-of-way. Costs should be shared by all levels of government. An analysis should be made as an integral part of each corridor study to determine what recommendations can be implemented using existing revenues and what additional programs should be undertaken if funding sources can be identified.

G. Implementation Strategies

To overcome the constraints imposed on solving major problems and to utilize the capabilities for realizing the acknowledged opportunities, the following strategies for implementing the Scenic Highway Element are recommended:

1. Concentrate preservation efforts on existing roads in critically threatened scenic areas.

2. Protect scenic quality through modifications of existing regulations.

H. Use of the Scenic Highway Element in Decision-Making

The Scenic Highway Element is intended to provide general guidance for all public agencies associated with scenic highways. The standards, criteria, and programs recommended in the element are expected to influence the actions and policies of local, state, and federal governments. The coordination envisioned should assist the designation of inter-jurisdictional scenic routes. It is also expected that this element will aid the private sector of the economy in the planning and design of developments along scenic highways.

The element more specifically provides elected officials and personnel of county government a course of action to participate in the state Scenic Highway Program. It suggests the use of various regulations and programs to take advantage of the opportunities available in Los Angeles County. The Scenic Highway Element can also be used as a guide for actions dealing with the preservation, maintenance, and improvement of scenic corridors and with the preparation of a capital budget for any public facilities and services associated with them.

I. Conclusion

The prospects for solving the major problems of threatened scenic resources and inadequate scenic highway designation are very good. There are existing programs that can be used to solve these problems and, in areas where the programs are lacking, feasible proposals can be made to overcome any shortcomings. Also, the existing programs and proposals necessary for implementation do not involve substantial financial commitments for the agencies that will administer them. The only real concern is the amount of government commitment that will be made in this area. If county government assumes a strong leadership role, major strides toward the achievement of the Scenic Highway Element goals can be made.

IX. Footnotes

1. Stat of California, Department of Parks an Recreation, California Historical Landmarks, 1973, pps. 3, 4, and 9.

2. State of California, Business and Transportation Agency, Department of Public Works, State Scenic Highway System Progress Report 1972, January 1973, Appendix A.

3. State of California, Business and Transportation Agency, Department of Transportation, State Scenic Highway System Progress Report 1973, January, 1974, Appendix A.

4. Ibid., Appendix D.

5. Ibid., Appendix E.

6. Regional Planning Commission, Regional Recreational Areas Plan, 1965, pps. 35-59.

7. County of Los Angeles, Air Pollution Control District, APCD Digest, Vol. 3, No. 10, October 1973, pps. 1 and 4.

8. County of Los Angeles, Air Pollution Control District, APCD Annual Report of Meteorology, Air Pollution Effects and Contaminant Maxima of Los Angeles County, 1973, p. 68.

9. City of Los Angeles, Department of Planning, The Visual Environment of Los Angeles, April 1971, p. 16.

10. Regional Planning Commission, op. cit. p. 19.

11. State of California, Department of Transportation, The Scenic Route: A Guide for the Official Designation of Scenic Highways undated, pp. 6-7.

12. California Legislature, Assembly Bill No. 2472, introduced May 15, 1973, amended January 10, 1974.

X. Glossary

CalTrans

California State Department of Transportation

Combining Zone

An overlay zone; a zoning classification applied in conjunction with another zone in order to add special considerations or controls.

Multimodal

The description of a transportation concept involving the movement of people by a variety of methods (i.e. by foot, bicycle, bus, car or horse).

Officially Designated State Scenic Highway

A state or county route whose scenic corridor protection program has been approved by CalTrans, shown on official publications and posted with official poppy signs.

Outdoor Advertising Sign

Any sign or billboard directing public attention to a business or product that is not a primary business or product offered or sold on the premises where the sign is located.

Scenic Corridor

The visible land area outside of the highway right-of-way which can be realistically subjected to protective land use controls.

Scenic Drive

That extend of highway or local road, identified by the county in its 1965 Regional Recreation Areas Plan which offers views of outstanding natural or manmade features.

Scenic Highway

A road which, in addition to its transportation function, provides opportunities for enjoyment of natural and manmade scenic resources where aesthetic values are protected and enhanced.

Scenic Quality

The total impression made by components of a natural or manmade landscape which provide an attractive and memorable visual experience to the viewer.

Scenic Resources

Such irreplaceable and unique components in a landscape as topographical features, waterbodies, vegetation, geological formations, historical sites, and outstanding examples of urban design and rural lifestyles.

State Master Plan of Scenic Highways

The Official California State Highway System Map which indicates eligible and existing officially designated state scenic highways.

State Scenic Highway Program

The program leading to the official designation of routes as scenic highways by CalTrans following the local adoption of measures to protect scenic resources.

XI. Bibliography

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Litton, R. Burton Jr., Forest Landscape Description and Inventories-A Basis for Land Planning and Design. Pacific Southwest Forest and Range Experience Station. Berkeley, California. (U.S.D.A. Forest Service Res. Paper PSW - 49)

State of California Department of Public Works, The Scenic Route, A Guide for the Official Designation of Eligible Scenic Highways.

Appendix A

Scenic Highway System Map Index

I. Scenic Highway System Map Index

A. Adopted Route

Route Number	Route Name
1	Angeles Crest Highway - From National Forest Boundary to San Bernardino County Line

B. First Priority Routes - Proposed For Further Study

Route Number	Route Name
2	Angeles Crest Highway - From Foothill Freeway to National Forest Boundary
3	Mulholland Drive and Highway - From Hollywood Freeway to Pacific Coast Highway
4	Coastal Alignment - From Ventura County Line to Orange County Line. Includes: Pacific Coast Highway from Ventura County Line to California Incline, Ocean Avenue, Barnard Way (Santa Monica), Pacific Avenue (Venice), Via Marina, Admiralty Way (Marina del Rey), Fiji Way, Lincoln Boulevard, Jefferson Boulevard, Culver Boulevard, Vista del Mar (Playa del Rey and El Segundo), Highland Avenue (Manhattan Beach), Manhattan Avenue, Hermosa Avenue (Hermosa Beach), Harbor Drive Pacific Coast Highway, Esplanade (Redondo Beach), Paseo de la Playa (Torrance), Palos Verdes Drive, W. (Palos Verdes Estates), Palos Verdes Drive, S. (Rancho Palos Verdes) 25th Street, Western Avenue, Paleo del Mar, Pacific Avenue, 22nd Street, Crescent Avenue, Harbor Boulevard, Vincent Thomas Bridge (Los Angeles), Seaside Avenue, Ocean Boulevard, Bayshore Avenue, Second Street, Marina Drive, Pacific Coast Highway from Los Alamitos Circle to Orange County Line (Long Beach).
5	Alignment along San Andreas Rift Zone - Oakdale Canyon Road from Old Ridge route, Elizabeth Lake Road, Avenue Q, Palmdale Boulevard, Antelope Valley Freeway, Pearblossom Highway, Ft. Tejon Road, Big Pines Road to Angeles Crest Highway; Old Ridge Route - From Oakdale Canyon Road to Lake Hughes Road.
6	Henry Mayo Drive - From Ventura County Line to Golden State Freeway
7	Topanga Canyon Boulevard - From Mulholland Drive to Pacific Coast Highway

Route Number	Route Name
8	San Gabriel Canyon Road - Crystal Lake Road - From Foothill Freeway to Angeles Crest Highway
9	Simi Valley - San Fernando Valley Freeway - From Ventura County Line to De Soto Avenue
10	Foothill Freeway - From Golden State Freeway to Ventura Freeway
11	Golden State Freeway - From San Diego Freeway to Henry Mayo Drive
12	Orange Freeway - From Pomona Freeway to Orange County Line
13	Dume Canyon Road - Kimberley Canyon Road Kanan Road - From Pacific Coast Highway to Ventura Freeway
14	Malibu Canyon Road - Las Virgenes Road - From Pacific Coast Highway to Mulholland Highway

C. Second Priority Routes - Proposed for Further Study

Route Number	Route Name
15	Lake Hughes Road - From Old Ridge Route to Elizabeth Lake Road
16	Gorman Post Road - Lancaster Road - 110th Street W. from Golden State Freeway to Avenue K, including connection with Oakdale Canyon Road
17	Golden State Freeway - From Henry Mayo Drive to Kern County Line
18	Pine Canyon Road - From Lancaster Road to Elizabeth Lake Road
19	Munz Ranch Road - From Lancaster Raod to Elizabeth Lake Road
20	Johnson Road - 110th Street W. - Avenue K from Elizabeth Lake Road to 60th Street W.
21	Bouquet Canyon Road - Magic Mountain Parkway - From Elizabeth Lake Road to Golden State Freeway
22	Spunky Canyon Road - San Francisquito Canyon Road - From Bouquet Canyon Road to Elizabeth Lake Road

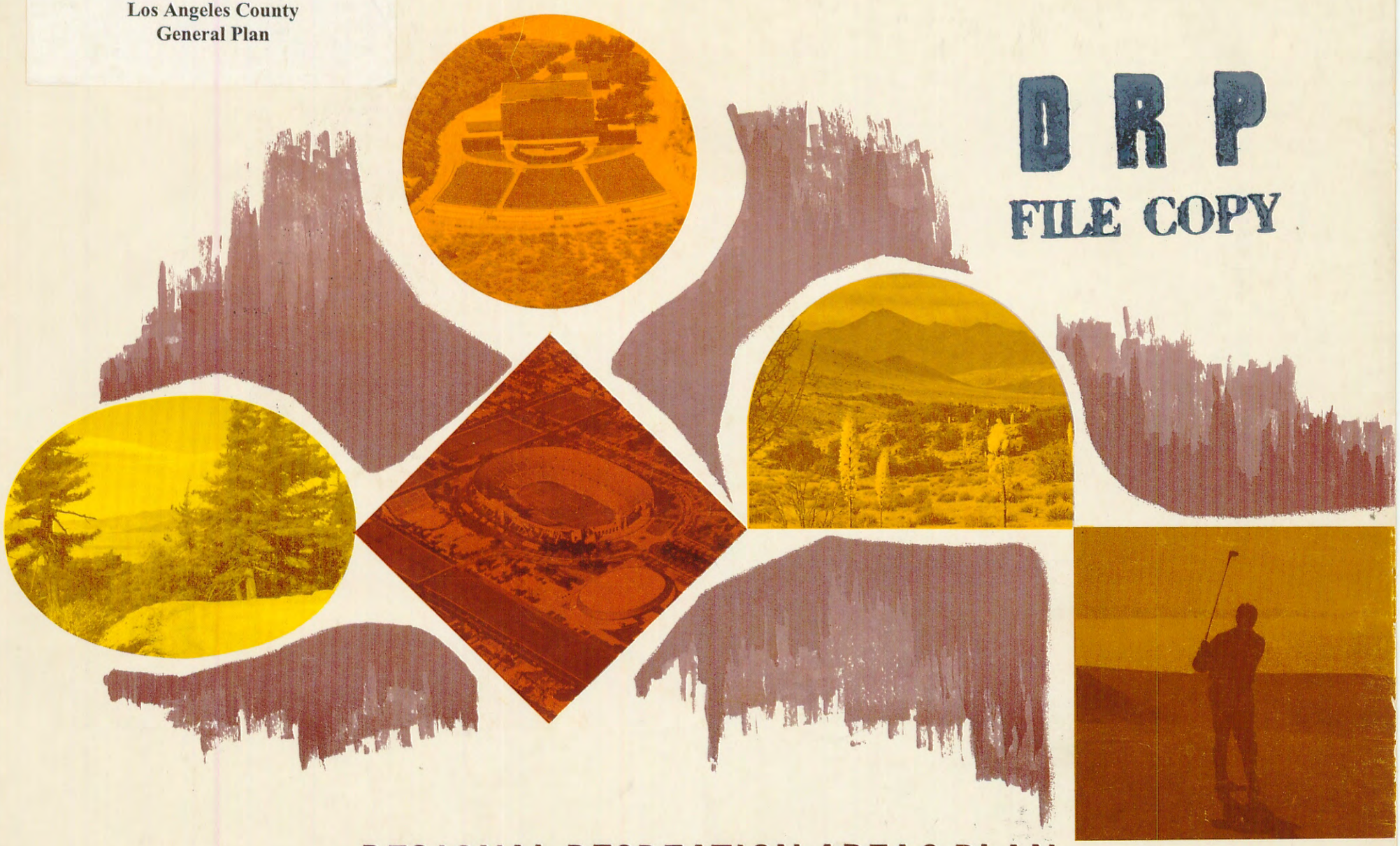
Route Number	Route Name
23	170th Street E. - 165th Street E. - Bob's Gap Road - From Saddleback Butte State Park to Ft. Tejon Road
24	Pearblossom Highway - Antelope Highway - From 165th E. to San Bernardino County Line
25	Largo Vista Road - 204th Street E. - From Pearblossom Highway to Big Pines Road
26	90th Street W. - From Avenue K to Kern County Line
27	Godde Hill Road - 60th Street W. - From Elizabeth Lake Road to Avenue K
28	Antelope Valley Freeway - From Golden State Freeway to Pearblossom Highway
29	Placerita Canyon Road - From Antelope Valley Freeway to Sand Canyon Road
30	Lopez Canyon Road - Kagel Canyon Road - From and to the Foothill Freeway
31	Little Tujunga Road - Sand Canyon Road - From Foothill Freeway to Sierra Highway
32	Vasquez Canyon Road - From Sierra Highway to Bouquet Canyon Road
33	Agua Culde Canyon Road - From Soledad Canyon Road to Antelope Valley Freeway
34	Soledad Canyon Road - From and to the Antelope Valley Freeway
35	Angeles Forest Highway - From Angeles Crest Highway to Antelope Valley Freeway
36	Aliso Canyon Road - From Antelope Valley Freeway to Soledad Canyon Road
37	Mt. Emma Road - Cheseboro Road - From Ft. Tejon Road to Angeles Forest Highway
38	106th Street E. - Juniper Hills Road - 131st Street E. - From and to Ft. Tejon Road
39	Pallett Creek Road - From 131st Street E. to Ft. Tejon Road
40	Devil's Punch Bowl Road - From 131st Street E. to Devil's Punch Bowl county Park
41	Big Rock Creek Rada - From Big Pines Road to Angeles Crest Highway
42	Valley Circle Boulevard - Topanga Canyon Boulevard - From Ventura Freeway to Simi Valley - San Fernando Valley Freeway
43	Simi Valley - San Fernando Valley Freeway - From DeSoto Street to San Diego Freeway

Route Number	Route Name
44	San Diego Freeway - From Wilshire Boulevard to Mulholland Drive and from Simi Valley - San Fernando Valley Freeway to Golden State Freeway
45	La Tuna Canyon Road - From Sunland Boulevard to Foothill Freeway
46	Ventura Freeway - From Ventura County Line to Valley Circle Boulevard
47	Triunfo Canyon Road - From Ventura County Line to Kimberley Canyon Road
48	Westlake Boulevard - From Ventura County Line to Mulholland Highway
49	Las Virgenes Road - From Ventura Freeway to Mulholland Highway
50	Little Sycamore Canyon Road - From Ventura County Line to Mulholland Highway
51	Decker Canyon Road - From Mulholland Highway to Pacific Coast Highway
52	Encinal Canyon Road - From Decker road to Pacific Coast Highway
53	Latigo Canyon Road - From Kimberley Canyon Road to Pacific Coast Highway
54	Avenue O - 240th Street E. - Avenue P - From 170th Street E. to San Bernardino County Line
55	Piuma - Schueren - Saddle Peak Roads - From Malibu Canyon Road to Tuna Canyon Road
56	Stunt Road - From Saddle Peak Road to Mulholland Highway
57	Rambla Pacifico - From Piuma Road to Pacific Coast Highway
58	Tuna Canyon Road - From Fenwood Pacific Drive to Pacific Coast Highway
59	Old Topanga Canyon Road - From Mulholland Highway to topanga Canyon Boulevard
60	Fernwood Pacific Drive - From Topanga Canyon Boulevard to Tuna Canyon Road
61	Sunset Boulevard - From Pacific Coast Highway to Pueblo de Los Angeles State Historical Park
62	San Vicente Boulevard - Wilshire Boulevard - From Ocean Avenue to Pueblo de Los Angeles State Historical Park (via Flower, Temple and Main Streets)
63	Los Feliz Boulevard - Western Avenue - From Riverside Drive to Sunset Boulevard
64	Griffith Park - Various routes in park from Griffith Park Drive at Los Feliz Boulevard

Route Number	Route Name
65	Descanso Drive - Chevy Chase Drive - Highland Drive Linda Vista Avenue - Orange Grove Boulevard - From Foothill Freeway to Pasadena Freeway
66	Elysian Park - Various routes through the park from Elysian Park Avenue at Sunset Boulevard
67	Pasadena Freeway - Orange Grove Avenue - Mission Street - Fremont Street - Huntington Drive - From Sunset Boulevard to Foothill Freeway
68	Foothill Freeway - Route 210 Freeway - Orange Freeway - From Ventura Freeway to Pomona Freeway
69	Foothill Freeway - From Route 210 Freeway to San Bernardino County Line
70	San Gabriel Canyon Road - From Glendora Mountain Road to Route 39
71	Glendora Mountain Road - From Foothill Boulevard to San Gabriel Canyon Road
72	Glendora Ridge Road - From Glendora Mountain Road to San Bernardino County Line
73	Mills Avenue - Mt. Baldy Road - From Foothill Freeway to Glendora Ridge Road
74	Mt. Wilson Road - From Angeles Crest Highway to observatory
75	Old Brea Canyon Road - Valley Boulevard - Grand Avenue - From Pomona Freeway to San Bernardino Freeway
76	Colima Raod - From Fullerton Road to Whittier Boulevard
77	Hacienda Boulevard - From Colima Road to Orange County Line
78	East Road - From Hacienda Boulevard to Fullerton road
79	Fullerton Road - From Pomona Freeway to Orange County Line
80	Pomona Freeway - From Fullerton Road to San Bernardino County Line
81	Palos Verdes Drive N. - Palos Verdes Drive E. - From Palos Verdes Drive W. to Vermont Avenue, Palos Verdes Drive N. to Palos Verdes Drive S.
82	Harbor Scenic Drive - From and to Ocean Boulevard
83	Big Tujunga Canyon Raod - From Foothill Freeway to Angeles Forest Highway
84	Laurel Canyon Boulevard - From Sunset Boulevard to Ventura Boulevard

Route Number	Route Name
85	Various routes on Santa Catalina Island and in Avalon including: Old Ranch Road, Middle Ranch Road, Escondido Road, Airport Road, Pebbly Beach Road and Wrigley Terrace Drive
86	Santa Susana Pass Road - From Topanga Canyon Boulevard to Ventura County Line
87	Arroyo Drive and Boulevard - From Pasadena Freeway to Holly Street
88	Kanan Road - From Ventura Freeway to Ventura County Line
89	Glendale Freeway - From Glenoaks Boulevard to Foothill Freeway
90	Glenoaks Boulevard - Glendale Freeway to Scholl Canyon Park
91	Chevy Chase Drive - From Glendale Freeway to Highland Drive

Official File Copy
Los Angeles County
General Plan



DRP
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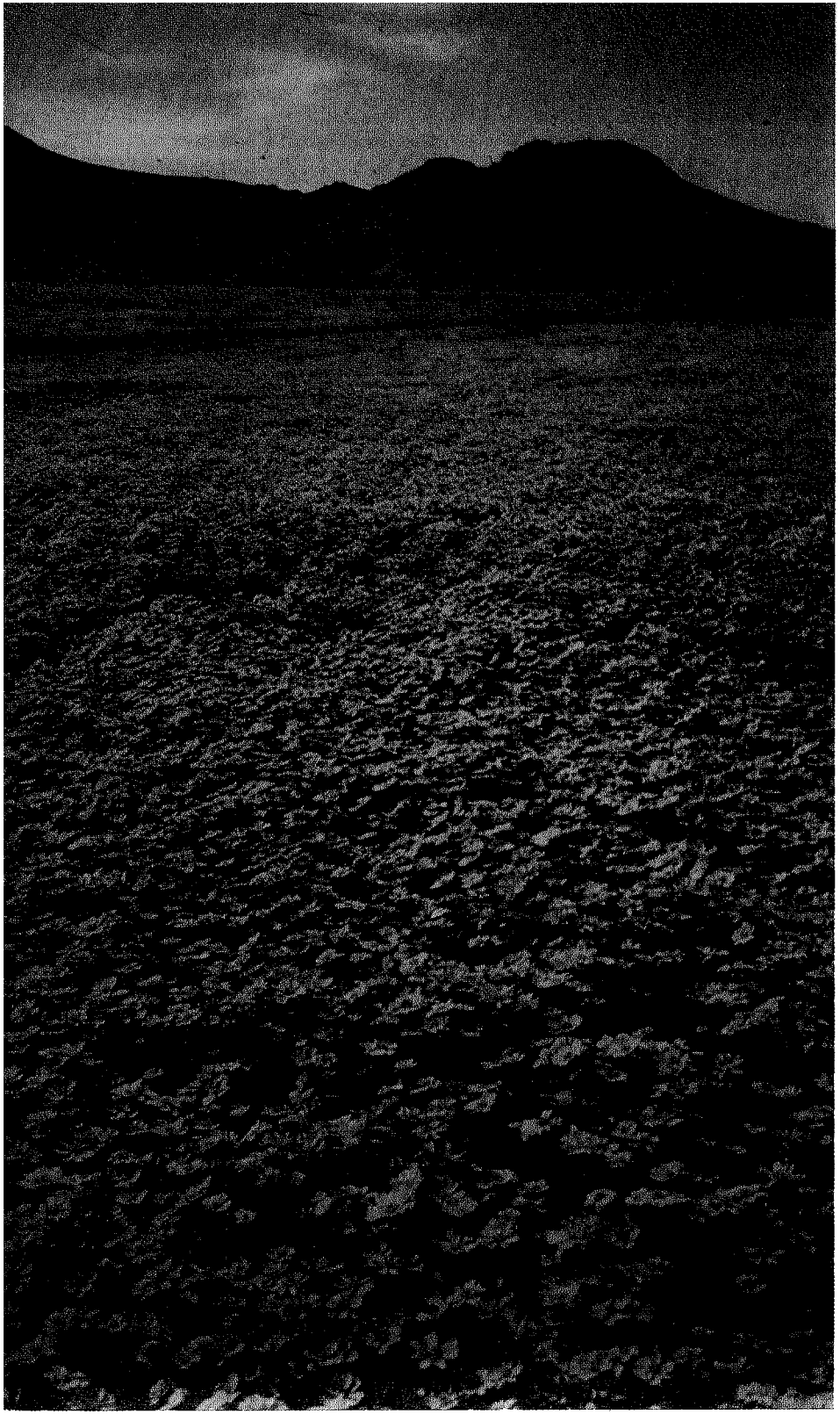
REGIONAL RECREATION AREAS PLAN

LOS ANGELES COUNTY REGIONAL RECREATION AREAS PLAN

A part of the Recreation Element of the General Plan
as amended July 29, 1965

County Art Museum Julius Shulman photograph



Julius Shulman photograph

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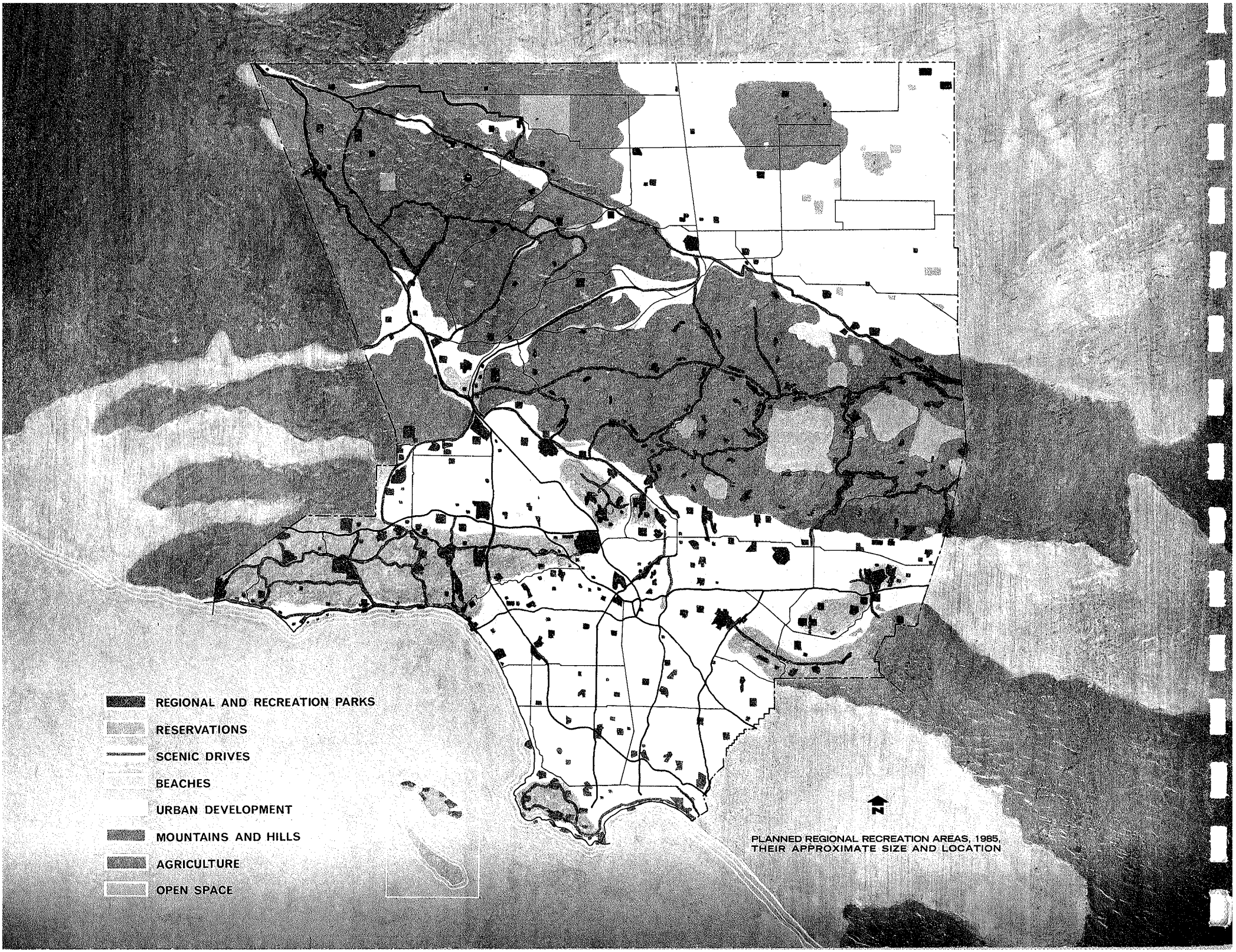


PLANNED REGIONAL RECREATION AREAS, 1985, THEIR APPROXIMATE SIZE AND LOCATION

The Concept

The Regional Recreation Areas Plan consists of a system of existing, developing and proposed regional recreation areas in Los Angeles County that together would satisfy the anticipated needs of the projected 1985 population.

The purpose of this plan is to suggest the types of regional recreation areas, their number, the amount of required area and the generalized location of new sites which will be necessary to provide an adequately varied regional recreation program for a metropolitan population. It provides an overall view of the county's future public recreation needs without regard to jurisdictional boundaries and includes almost all types of recreational areas.

The accompanying map shows the physical scope of the plan in relation to major land forms and uses by indicating the distribution of all regional recreation areas, their approximate size and location.

INTRODUCTION TO THE PLAN

A regional recreation area is an extent of land and/or water surface which, by its unique features and/or unusual or extensive development, offers recreational opportunities that attract visitors from beyond the immediate vicinity without regard to physical, political or community boundaries. These regional attractions are generally beyond the scope of local park programs for one or more of the following reasons: (1) they provide recreation services or contain certain features which are of interest to more than the local community; (2) they are larger in area than that required to meet neighborhood or community recreation needs; (3) they require unusual or extensive development normally beyond the capability of the local community.

The plan is a part of the recreation element of the General Plan of the County of Los Angeles which also consists of plans for small craft harbors, the shoreline, riding and hiking trails and local parks. Except for the plan of local parks, these sub-elements have been incorporated into the Regional Recreation Areas Plan.

This report, apart from the officially adopted definitions, standards, and map is a summary of the studies, planning and findings of the Regional Planning Commission and only reflects the detailed information maintained on file in the offices of the Commission. Specific information about many of the sites and facilities listed herein may be obtained by directing an inquiry to the noted operating agency or to the Regional Planning Commission.

This restudy reaffirms the objectives of the original Regional Recreation Areas Plan as adopted in 1959 and reflects the further development and enhancement of those objectives in at least three significant ways:

1. A fuller measure of agreement among the many and various jurisdictions in the county has been reached with special regard for determination of present and future needs for regional recreation areas and facilities.

2. Applicable standards for additional categories of regional recreation areas have been established and the existing standards have been further refined and reestablished in accord with current understanding of needs and use of regional recreation areas and facilities.

3. This plan is more comprehensive than the original in that the total number of areas identified in the plan is more than double the previous number and includes a wider range of recreational areas and facilities identified as having regional significance.

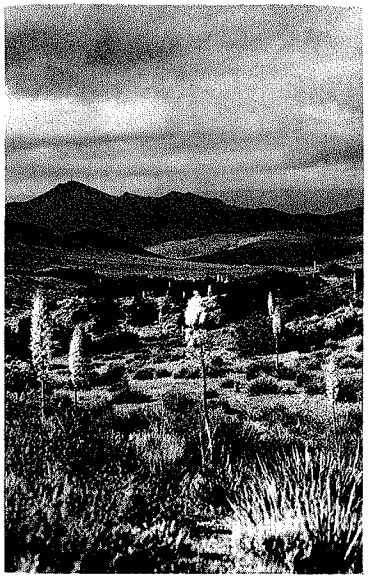
This plan therefore more explicitly reflects the broadening concept of what constitutes "recreation" itself and the desirable program of providing necessary areas and facilities for such "recreation" on a regional basis.

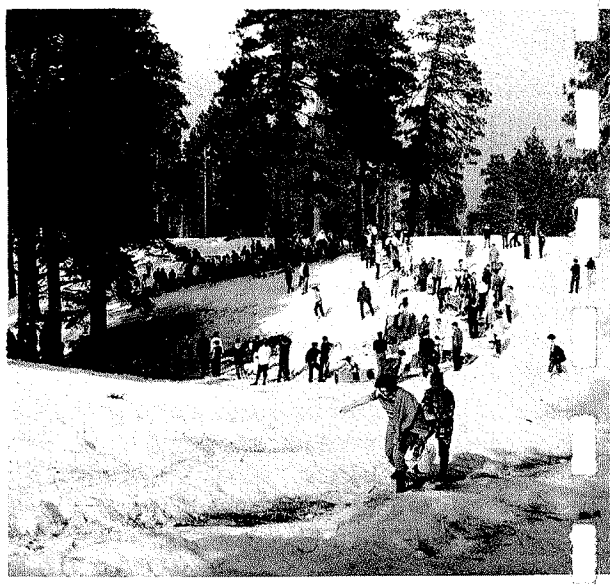
The Responsibility for Providing Regional Recreation Areas

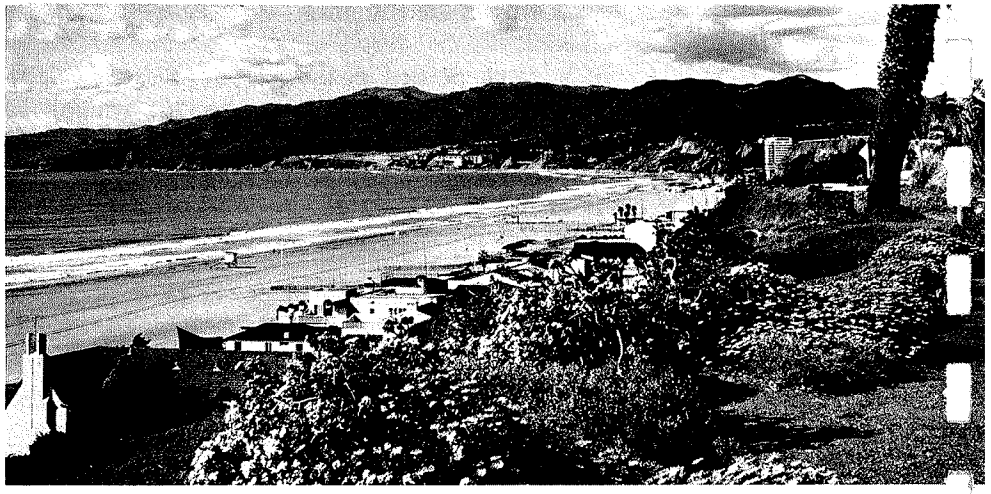
The providing of regional recreation areas is primarily the responsibility of the County of Los Angeles. However, other public agencies at all levels of government share the responsibility as well. This plan recognizes the responsibility of both by designating the agency responsible for or most likely to be responsible for the acquisition, development, operation and maintenance of each respective area and facility. A part of the total need of course will be satisfied by non-public areas and facilities and this plan reflects that by designating the known private agencies and operators as in the case of golf courses.

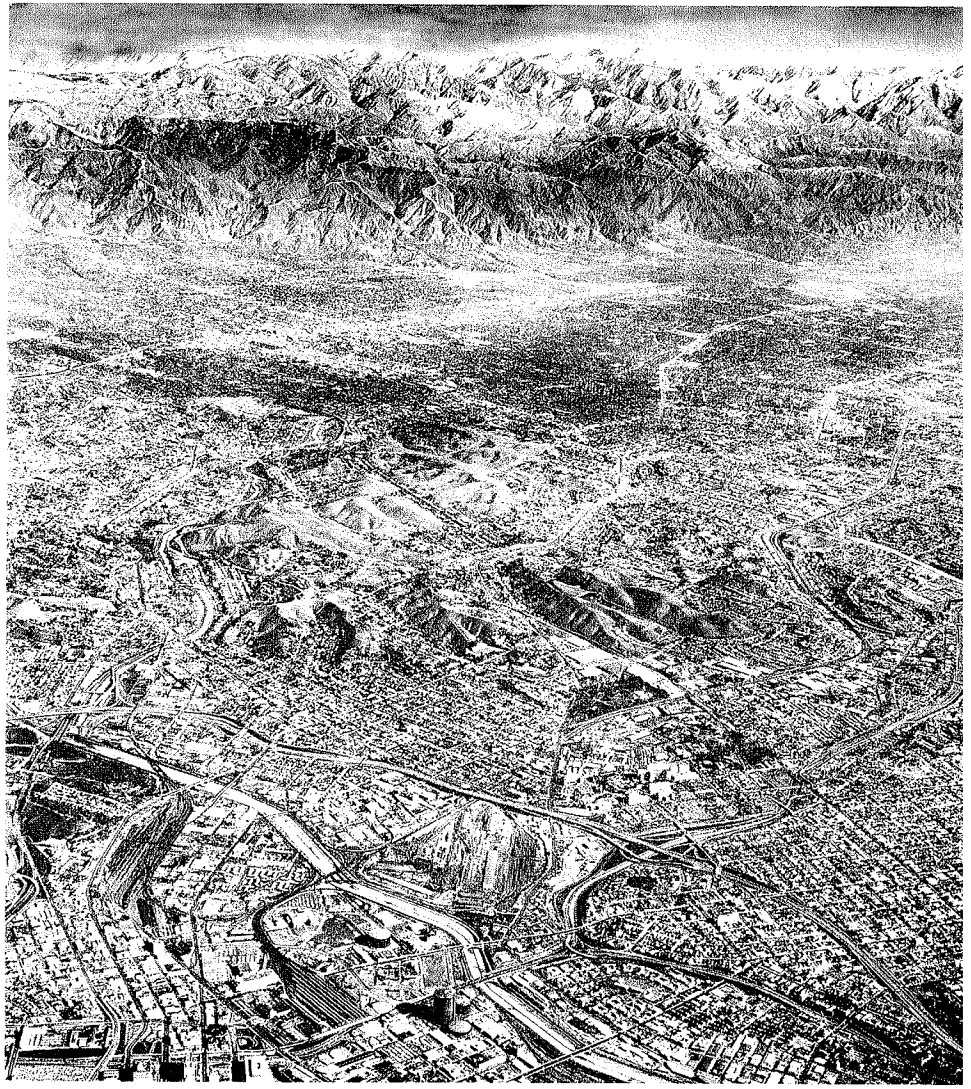
The Dilemma and Need to Act

Los Angeles County enjoys several enviable advantages over many metropolitan areas, for example, mild climate, varied topography, dynamic and expanding economy, large area (over 4,000 square miles) and good circulation through an extensive freeway and highway system. The opportunities for establishing regional recreation areas are therefore numerous and varied. However, sites available for acquisition within the urban area are limited and rapidly dwindling as urban development expands. As development spreads the need for recreation land increases and because land costs also rise--in some cases spectacularly--the problem of acquisition becomes increasingly critical. This plan recognizes the dilemma and urges all reasonable haste in further development of a recreation land acquisition program.









Ferndell, Griffith Park

The Making of a Plan for Action

The focus of this plan is first on regional recreation areas within the urban and urbanizable areas, close to the concentrations of population, and second on rural and permanently open portions of the county. The plan identifies and recommends acquisition of a wide enough variety of regional recreation areas to satisfy the recreational needs of virtually all the ten million people anticipated by 1985.

Commercial recreation areas have generally been excluded from this plan except when: (1) they comprise a part of a publicly owned recreation complex; (2) they may be acquired in the future by a public agency, as in the case of golf courses; or (3) they are essential to the use of a recreational resource, as in the case of winter sports areas in the Angeles National Forest.

The cities in Los Angeles County and agencies of the County, State and Federal governments concerned with providing regional recreation facilities participated in reviewing the original Regional Recreation Areas Plan, refining the criteria for placing areas on the plan and suggesting additional areas to meet the established criteria. The review and suggestions resulted in many recreational areas being added to the plan, particularly those within the Angeles National Forest recommended by the United States Forest Service. The Forest Service recommendations were based upon a comprehensive reevaluation of the use of national forest lands as a part of the Outdoor Recreation Resources Review Commission's recent studies; consequently, there are more than twice as many areas on the current plan as were on the Regional Recreation Areas Plan adopted in 1959.

Recreation Areas to Meet the Needs

The locational and demand standards utilized in the formulation of this plan apply to open space type urban recreation areas and do not apply to cultural interest areas such as historical sites and museums or to the natural resource preservation and wilderness experience type recreation areas. Such areas and facilities generally are not planned or created but exist much by accident, incident or circumstance and the number and size of such sites may not appropriately be subjected to demand standards.

The standards that are used in the plan are applicable to those major recreation areas that are or will be an integral part of the urban environment and constitute the primary criteria for determination of needs and demands for such major recreation areas for the region as a whole. These standards therefore apply to the recreational opportunities usually indigenous to regional parks, recreation parks, beaches, golf courses, roadside rests, vista points, scenic drives and other areas within the existing or anticipated urban portions of the county.

In order to take advantage of the recreational opportunities provided by such areas and facilities, the greater majority of patrons will devote a number of hours or the better part of a day, including travel time, to such recreational activity. The term "day use" therefore is applied to these areas. While many of the natural resource areas within the county are also utilized on a "day use" basis, this type of area or facility generally constitutes a highly unusual recreation experience and does not lend itself to standardization and duplication.

The general planning standard applied in the preparation of this plan is six acres of regional recreation area, in the urban and urbanizable areas, per thousand persons. This is in addition to any neighborhood and community recreation area which should comprise an additional four acres per thousand, for a total of ten acres of recreation space per thousand persons. Based on the population projection of ten million people for Los Angeles County, it will be necessary to provide 60,000 acres of regional recreation areas. This plan indicates a total of approximately 75,000 acres in existing, developing and proposed day use regional recreation areas.

Specific planning standards as to the number of persons to be served and the recommended size in acres have been applied to recreation parks and golf courses. These standards are presented in the section of the report which lists all the areas of each type found on the plan.

Classification System

The regional recreation areas identified in this plan are divided into five major classes: Regional Park, Recreation Park, Reservation, Scenic Drive and Specialized Facility. The specialized facility classification is further divided into twenty-seven types of areas.

map symbols

1. A **regional park** is a major park that offers recreational opportunities of a nature or of such wide variety that it attracts people in the widest possible range of age and interest and generally serves the population living within a radius distance of approximately one hour's drive.

2. A **recreation park** is a major park oriented toward active recreational uses, providing facilities associated with sports centers such as sports fields, courts, courses, pools, gyms and ranges.

3. A **reservation** is an extent of land preserved from development in order to protect scenic resources, unusual native plants and animals, geologic phenomena or open spaces that would enhance or complement the recreational function of an adjacent or nearby recreation area.

4. A **scenic drive** is an extent of highway or local road which affords visual enjoyment of nature either undisturbed or enhanced by the incidental or designed efforts of man.

5. A **specialized facility** is a singular recreational facility of regional significance. It may be an individual element such as a historical site or it may be a unit of a larger or more inclusive regional recreation area. The specialized facilities recognized in this plan are identified under the following five sub-classifications:

A. Outdoor Activity Areas
B. Sports Activity Areas
C. Shore and Water Activity Areas
D. Cultural Activity Areas
E. Scenic Experience Areas

Status of Development

Each regional recreation facility or area has been classified as to status of development and an entry of (E) (D) or (P) indicating this has been included following the name of each item. Such entry is to be interpreted as follows:

(E) An "existing" regional recreation area is one upon which all or a substantial portion of the contemplated uses have been established, whether fully developed or not;

(D) A "developing" regional recreation area is either:

1) Land committed for regional recreational use, but upon which none or almost none of the uses contemplated have been established; or

2) An established regional recreation site at which a major portion of the total acreage has yet to be acquired for or committed to such use;

*(P) A "proposed" regional recreation area is land that has been proposed for regional recreation use, but upon which no commitment for such use has been made. Areas in the National Forest may be so designated if at present no specific recreation use is in effect.

*The entry (P) proposed is not to be construed as merely a suggestion for future consideration, but is rather an integral part of the total plan reflecting serious consideration and application of criteria and/or standards to each such entry. The proposed regional recreation areas in this plan constitute minimal additions which must be acquired and/or developed in order to adequately provide broadly based and diversified recreation for the anticipated 1985 population.

THE PLAN IN SUMMARY

While the possibilities for establishing regional recreation areas within Los Angeles County are numerous and varied, actual site acquisitions have become increasingly difficult as urban development continues in an ever-expanding pattern. Though need for recreation land tends to increase proportionate to population growth, the cost of such land tends to increase even more rapidly resulting in an ever more difficult problem of land acquisition. This plan recognizes the problem and recommends an accelerated program of acquisition of recreation lands.

The following summary indicates the present state of the plan and what further acquisitions are required in order to fulfill the total plan. Chart No. 4 demonstrates that bold and even dramatic action is required if Los Angeles County is to have and maintain recreation lands required by present and future inhabitants of this, the second largest urban complex in the United States.

1 The 470 areas summarized by classification and status

Classification	Existing	Developing	Proposed	Total
Regional Parks	22	22	17	61
Recreation Parks	11	7	23	41
Reservations	8	3	28	39
Scenic Drives	12	0	31	43
Specialized Facilities	135	44	107	286
	188	76	206	470

2 Summary of number and acreage of areas by major service groupings according to nature of recreational experience and opportunity based on determined or expected dominant use. Totals are not applicable inasmuch as some areas are included in more than one grouping.

Status	Day Use Areas		Overnight Use & Wilderness Experience Areas		Natural Resource Reservations		Historic Sites & Monuments	
	No.	Ac.	No.	Ac.	No.	Ac.	No.	Ac.
Existing	137	28,251	29	6,513	8	41,489	20	79
Developing	41	18,480	33	4,384	4	6,490	1	23
Proposed	127	28,210	52	7,481	27	74,811	5	8

3 Summary of total acreage of proposed land acquisition including lands held in public ownership but not committed to public recreation use.

	Privately owned	Publicly owned but not committed to recreation	Total
Day Use Areas	23,522	4,688	28,210
Overnight Use & Wilderness Experience Areas	802	6,679	7,481
Natural Resource Reservations	27,393	11,638	39,031[a]
Historic Sites & Monuments	8		8
Totals	51,725	23,005	74,730

[a] The plan includes an additional 35,780 acres proposed for Natural Reservations but which will not require public acquisition in order to maintain the land as such. 32,280 acres are in the National Forest and 3,500 acres of reservation lands privately owned.

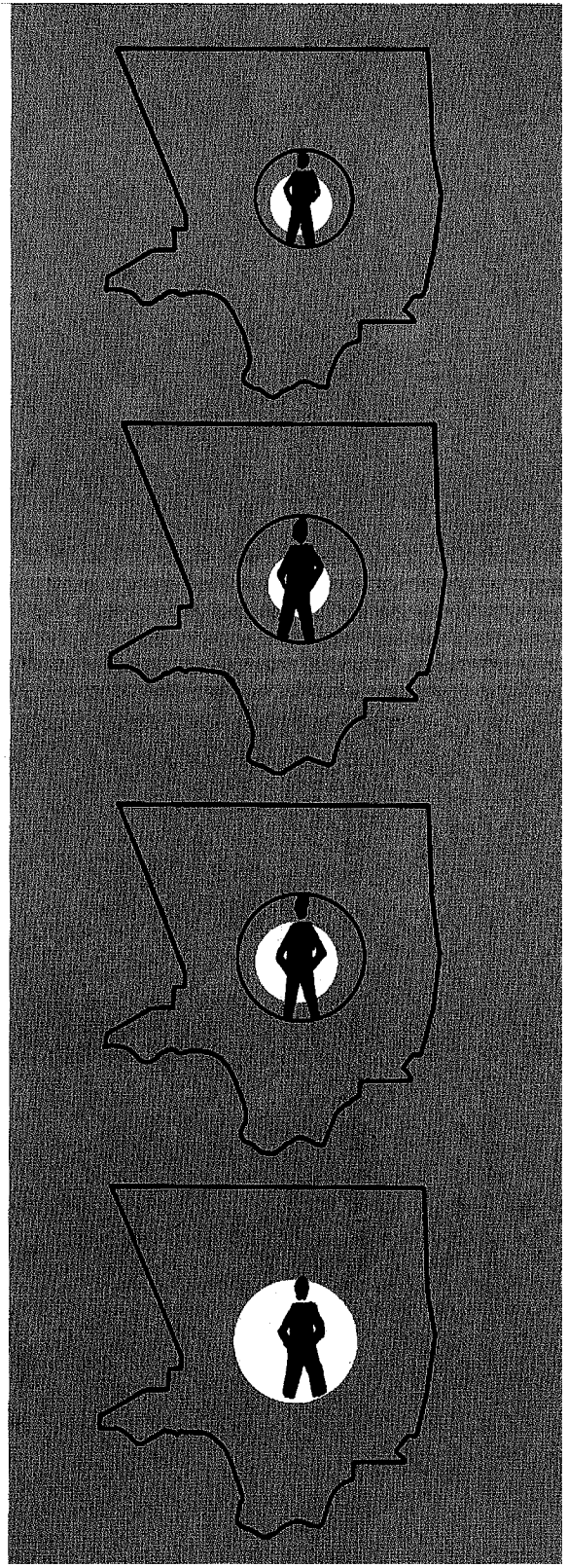
4 Summary of day use acreage: Day use recreation areas are considered to be subject to the application of demand need standards. The plan proposes a minimum of 6 acres of such areas per 1,000 persons. The illustrations to the right indicate the current deficiency in day use areas and emphasize the need for action to eliminate the deficiency over the next twenty years.

The existing developed acreage is far short of minimum standards. At present there is a serious deficiency of over 13,000 acres.

By 1985, the need will have increased by another 18,000 acres to serve an estimated population of 10 million.

If only the acreage now developing is added to that presently existing, there will still be a deficiency of over 13,000 acres in 1985.

Therefore, it is essential to acquire the acreage proposed in this plan and develop at least enough acreage for the 1985 population.



Placerita Canyon

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REGIONAL PARKS

A regional park is a major park that offers recreational opportunities of a nature or of such wide variety that it attracts people in the widest possible range of age and interest and generally serves the population living within a radius distance of approximately one hour's drive. It contains extensive area, usually exceeding fifty acres, and offers unusual recreational attractions or a combination of two or more specialized facilities. Each of the attractions or facilities within the park is of major significance and together they offer both active and passive recreational opportunities.

The total area in existing, developing and proposed regional parks identified in the plan ranges from 40,000 to 45,000 acres. The difference in area is due to the fact that the ultimate size of some of the developing and proposed parks has not yet been determined.

The regional parks listed herein include such well known parks as Griffith Park, Big Pines Recreation Area, Carrillo Beach State Park and others. Of greater significance in terms of the plan however, is the listing of those parks soon to be developed such as Castaic and the designation of future sites that will not become realities for some time but which should be recognized, identified and planned for now.

Table 1

REGIONAL PARKS

Area Number	Map Location	Name and Location	Acreage	Operating Agency	Regional Facilities/Activities
312	H 6	ARROYO SECO-SYCAMORE GROVE PARKS (E) 5819 Hermon Ave and 4702 N Figueroa St Highland Park (L A)	322	Los Angeles Rec & Parks Dept	Existing: large picnic grounds, tennis courts, bowling green, soapbox derby roadway, riding stables and trails
197	I 5	BALDWIN HILLS REGIONAL PARK (P) La Cienega Blvd and Stocker St Baldwin Hills (L A)	230	County Parks & Rec Dept	Proposed: 1 18-hole golf course, amphitheater, picnic grounds, riding and hiking trails
377	F 10	BIG PINES RECREATION AREA (E) Big Pines and Angeles Crest Hwys Angeles National Forest	1,324	United States Forest Service	Existing: campground, picnic grounds, riding and hiking trails, winter sports, water sports
72	B 4	BONES REGIONAL PARK (D) Ave G between 220th and 215th Sts West Antelope Valley	99	County Parks & Rec Dept	Proposed: camping, picnicking, nature study, undetermined active recreational uses
143	G 6	BRAND PARK (E) Brand Park Dr Glendale	660	Glendale Parks & Rec Dept	Existing: picnic grounds, playground, play mall, community recreation lodge, library Proposed: riding and hiking trails
297	H 7	BROOKSIDE PARK (E) Arroyo Seco, north of Colorado Frwy Pasadena	521	Pasadena Parks Dept	Existing: Rose Bowl (100,000 seat stadium), 2 18-hole golf courses, recreation park, large picnic grounds
32	H 2	CALABASAS REGIONAL PARK (D) North of Ventura Frwy, approximately 1 mile west of Las Virgenes Canyon Rd Agoura	528	County Parks & Rec Dept	Proposed: multiple participant sports facilities, 1 18-hole golf course, picnic grounds
53	I 1	CARRILLO BEACH STATE PARK (E) Pacific Coast Hwy at Ventura County line	1,640	California Div of Beaches & Parks	Existing: beach facilities, campgrounds, picnic grounds, riding and hiking trails Proposed: small craft anchorage
16	D 3	CASTAIC RESERVOIR (D) Lake Hughes Rd Castaic	3,000 (2,600 ac water surface potential)	State and County Parks & Rec Dept	Proposed: campgrounds, picnic grounds, fishing, boating, riding and hiking, other undetermined recreational uses Total area 8,700 acres, only 3,000 usable for recreation
465	G 3	CHATSWORTH RESERVOIR REGIONAL PARK (P) Valley Circle Blvd and Plummer St Chatsworth (L A)	1,260 (607 ac max water surface)	Los Angeles or County Parks & Dept	Proposed: 1 18-hole golf course, water sports, picnic grounds, amphitheater
270	F 8	CHILAO RECREATION AREA (E) Angeles Crest Hwy approximately 10 miles west of San Gabriel Canyon Rd Angeles National Forest	288	United States Forest Service	Existing: campgrounds, picnic grounds

Table 1

REGIONAL PARKS

Area Number	Map Location	Name and Location	Acreage	Operating Agency	Regional Facilities/Activities
392	F 9	CRYSTAL LAKE RECREATION AREA (E) San Gabriel Canyon Rd approximately 3 miles south of Angeles Crest Hwy Angeles National Forest	317	United States Forest Service	Existing: picnic grounds, campgrounds, riding and hiking trails, water sports
295	H 7	EATON CANYON PARK (D) New York Dr and Sierra Madre Villa Ave East Pasadena	742	County Parks & Rec Dept	Existing: riding and hiking trail stop (Fox Ridges), picnic grounds, nature museum Proposed: amphitheater, 9-hole golf course, campground Only 255 acres in public ownership
342	K 7	EL DORADO PARK (D) Spring St and San Gabriel River Long Beach	791	Long Beach Parks & Rec Depts	Existing: recreation park, 1 18-hole golf course, children's fishing lake Proposed: nature center, water sports, farmyard zoo Only 285 acres in public ownership
164	H 6	ELYSIAN PARK (E) Pasadena and Golden State Frwys Los Angeles	889	Los Angeles Rec & Parks Dept & L A Dodgers	Existing: parkways, large picnic grounds, vista points, Dodger Stadium Proposed: recreation park
193	I 6	EXPOSITION PARK (E) 3915 South Figueroa St Los Angeles	96	Coliseum Commission	Existing: Los Angeles Memorial Coliseum and Los Angeles Memorial Sports Arena
				Los Angeles Rec & Parks Dept	Los Angeles Swimming Stadium - public swimming facility with 1 olympic swimming and diving pool, 1 wading pool, 5,000 seating capacity
				County Museum of History & Science	General collections of Historical, Natural Science and Anthropological interest
				California	California Museum of Science and Industry Proposed: Air, Space and Missile museum in Armory
				Los Angeles Rec & Parks Dept	Rose gardens - 7 acres with 160 varieties of roses
432	H 10	GANESHA PARK (E) Pomona	80	Pomona Rec & Parks Dept	Existing: picnic grounds, tennis courts, hiking trails, swimming pool
153	H 6	GRIFFITH PARK (E) Golden State and Ventura Frwys Los Angeles	4,109	Los Angeles Rec & Parks Dept	Existing: transportation museum, archery ranges, campgrounds, Fern Dell Nature Museum, children's arts and crafts center and theater, 2 18-hole golf courses, 1 9-hole golf course, 2 9-hole short golf courses, Greek Theater, Griffith Observatory and Planetarium, large picnic grounds, zoo, children's zoo, recreation park Developing: 1 18-hole golf course, major zoo Proposed: community park

Table 1

REGIONAL PARKS

Area Number	Map Location	Name and Location	Acreage	Operating Agency	Regional Facilities/Activities
127	G 5	HANSEN DAM RECREATIONAL AREA (E) 11770 Foothill Blvd Pacoima (L A)	1,465	Los Angeles Rec & Parks Dept	Existing: water sports, specialized children's attraction (miniature train), recreation park, riding and hiking trails Developing: 1 18-hole golf course Proposed: amphitheater
220	K 5	HARBOR PARK (E) Anaheim Blvd and Figueroa St Wilmington (L A)	283	Los Angeles Rec & Parks Dept	Existing: 1 9-hole golf course, major waterfowl sanctuary Developing: recreation park, 1 9-hole golf course, water sports
79	C 5	HUGHES-ELIZABETH LAKES (D) Elizabeth Lake-Pine Canyon Rd and Lake Hughes Rd Angeles National Forest	203	California Div of Water Resources, United States Forest Service, County Parks & Rec Dept, private organization	Existing: campgrounds, picnic grounds, boating, riding and hiking trails Proposed: expansion of these uses
25	F 3	IVERSON RANCH (P) Santa Susana Pass Rd Chatsworth	500	County Parks & Rec Dept	Proposed: camping, picnicking, nature study, undetermined active recreational uses
258	E 7	KENTUCKY SPRINGS PARK (D) South of Vincent on Angeles Forest Hwy Angeles National Forest	140	County Parks & Rec Dept	Proposed: major equestrian area, camping, picnicking
255	E 8	LITTLE ROCK RESERVOIR REGIONAL PARK (D) Cheseboro Rd, south of Pearblossom Hwy Angeles National Forest	122	United States Forest Service	Existing: fishing and boating Proposed: picnicking, riding and hiking trails, camping
226	L 5	LIVINGSTON UPLAND PARK (P) Portuguese Bend Palos Verdes	195	County Parks & Rec Dept	Proposed: picnic grounds, camping, amphitheater
369	E 9	LONGVIEW PARK (D) Avenue W-8 east of 137th St East Longview (Antelope Valley)	140	County Parks & Rec Dept	Proposed: camping, picnicking, undetermined active recreational uses
116	F 5	LOPEZ PARK (P) Eldridge Ave and Hubbard St Pacoima (L A)	170	Los Angeles or County	Proposed: recreation park, camping, picnicking, riding and hiking trails
64	I 3	MALIBU LAGOON BEACH STATE PARK (D) Pacific Coast Hwy and Serra Rd Malibu	180	County Parks & Rec Dept	Existing: surfing-swimming beach, waterfowl sanctuary Proposed: picnic grounds, 1 18-hole golf course. boat launching facility Only 45 acres in public ownership

Table 1

REGIONAL PARKS

Area Number	Map Location	Name and Location	Acreage	Operating Agency	Regional Facilities/Activities
421	H 10	MARSHALL CANYON REGIONAL PARK (D) 6550 Stephens Ranch Rd La Verne	834	County Parks & Rec Dept	Existing: riding and hiking trails, day and overnight camping Proposed: 1 18-hole golf course, 1 9-hole golf course, nature exhibit. Formerly known as Stephens-Frick Regional Park
158	H 4	MISSION CANYON COUNTY PARK (D) Mulholland Dr and Sepulveda Blvd Sherman Oaks (L A)	340 to 1,500	County Parks & Rec Dept	Proposed: recreation park, 2 18-hole golf courses, riding and hiking trails, picnic grounds Formerly called Sepulveda Canyon Regional Park
401	G 10	MOUNT BALDY (E) Mount Baldy Village Angeles National Forest	765	United States Forest Service	Existing: camping, picnicking, winter sports
292	G 7	OAK GROVE PARK (E) Arroyo Seco, north of Foothill Frwy Pasadena	334	Pasadena Parks Dept	Existing: picnic grounds, bird sanctuary Proposed: 100-acre lake for water sports and boating
250	D 7	PALMDALE RESERVOIR REGIONAL PARK (P) Sierra Hwy and Avenue S Palmdale	1,000 (est.)	Palmdale Irrigation District	Existing: boating and fishing for private club members Proposed: riding and hiking trails, picnic grounds
231	L 5	PALOS VERDES SHORELINE PARK (D) Los Angeles city boundary line and 25th St San Pedro	116 (approx 6,000 ft ocean frontage)	County Parks & Rec Dept	Proposed: vista points, picnic grounds, underwater sports Only 55 acres in public ownership
106	F 4	PLACERITA CANYON STATE PARK (D) Placerita Canyon Rd, approximately 1 mile east of Sierra Hwy Newhall	350	County Parks & Rec Dept	Existing: historical site, rustic picnic grounds Proposed: nature trails, day camp
390	F 10	PRAIRIE FORK RECREATION AREA (P) Approximately 3 miles south-southeast of Big Pines Angeles National Forest	342	United States Forest Service	Proposed: campgrounds, picnic grounds, winter sports
431	H 9	PUDDINGSTONE RESERVOIR RECREATIONAL AREA (E) San Bernardino Frwy, San Dimas Ave and Puddingstone Dr San Dimas	1,982	County Parks & Rec Dept	Existing: water sports, picnic grounds, 1 18-hole golf course Proposed: riding and hiking trails, amphitheater, campgrounds, archery course
9	C 2	PYRAMID RESERVOIR (P) U S Highway 99, 11 miles south of Gorman	683 (pot. water surface 590 acs)	California Div of Water Resources & United States Forest Service	Proposed: boating, fishing, camping, picnicking, nature study, riding and hiking

Table 1

REGIONAL PARKS

Area Number	Map Location	Name and Location	Acreage	Operating Agency	Regional Facilities/Activities
3	B 2	QUAIL LAKE (P) Highway 138, approximately 5 miles east of U S Highway 99 Gorman	149 (pot. water surface 40 acs)	County Parks & Rec Dept	Proposed: boating, fishing, camping, picnicking
344	K 7	RECREATION PARK AREA (E) 7th St and Park Ave Long Beach	393	Long Beach Rec & Parks Depts	Existing: recreation park, 1 18-hole golf course, 1 9-hole golf course, water sports (Marine Stadium), large picnic grounds, bowling green
173	H 4	RIVAS CANYON (D) Northwest of and contiguous to Will Rogers State Park, Sunset Blvd Los Angeles	56 to 1,500	Los Angeles Rec & Parks Dept	Proposed: picnicking, riding and hiking, court games, day camp
218	K 5	ROLLING HILLS REGIONAL PARK (D) Crenshaw Blvd and Palos Verdes Drive North Rolling Hills Estates	300	County Parks & Rec Dept	Developing: South Coast Botanic Gardens Proposed: recreation park, 2 18-hole golf courses
235	L 5	ROYAL PALMS SHORELINE PARK (D) L A City boundary at 25th St San Pedro	44 (3,840 ft ocean frontage)	Los Angeles Rec & Parks Dept	Proposed: vista points, picnic grounds, water sports, underwater sports
157	H 4	RUSTIC CANYON (P) Rustic Canyon South of Mulholland Drive Santa Monica Mountains	1,710 to 2,000	Los Angeles Rec & Parks Dept	Proposed: camping, picnicking, rustic area, 2 18-hole golf courses
423	H 10	SAN ANTONIO DAM (P) Mt Baldy Rd, approximately 1½ miles east of Padua Ave Claremont	150	County Parks & Rec Dept	Proposed: camping, picnicking, nature study
419	H 9	SAN DIMAS CANYON PARK (E) 1512 N Sycamore Canyon Rd San Dimas	138	County Parks & Rec Dept	Existing: rustic picnic grounds, nature exhibits, trails day camp
408	G 9	SAN GABRIEL RESERVOIR AREA (D) San Gabriel Canyon Rd, 4 miles north of Sierra Madre Ave Azusa	933	County Flood Control Dist, United States Forest Service & County Parks & Rec Dept, Private concessionaire	Existing: 450 acres water surface, boating, fishing, picnicking Proposed: camping, 380 acres water surface Note: this area includes Camp Rincon
424	H 8	SANTA FE DAM RECREATIONAL AREA (D) Arrow Hwy, Huntington Dr and Irwindale Ave Irwindale	1,152	County Parks & Rec Dept	Proposed: recreation park, 1 18-hole golf course, riding and hiking trails, picnic grounds

Table 1

REGIONAL PARKS

Area Number	Map Location	Name and Location	Acreage	Operating Agency	Regional Facilities/Activities
298	H 6	SCHOLL CANYON REGIONAL PARK (D) East Glenoaks Blvd Glendale	200	Glendale Parks & Rec Dept	Existing: camping, picnic grounds. Proposed: recreation park, 1 18-hole golf course, 1 9-hole golf course, riding and hiking trails
145	G 4	SEPULVEDA DAM RECREATIONAL AREA (D) 16800 Burbank Blvd Encino (L A)	2,148	Los Angeles Rec & Parks Dept	Existing: 2 18-hole golf courses Proposed: recreation park, 2 18-hole golf courses
254	D 8	SOUTH LITTLEROCK (P) 1½ miles south of Littlerock	135	County Parks & Rec Dept	Proposed: camping, picnicking, undetermined active recreational uses
141	G 6	STOUGH PARK (E) North Walnut Ave Burbank	628	Burbank Parks & Rec Dept	Existing: 1 18-hole golf course, driving range, amphitheater Developing: day camp, picnic grounds
47	H 2	TAPIA PARK (D) 1301 N Las Virgenes Rd Calabasas	3,000	County Parks & Rec Dept	Existing: rustic picnic grounds, riding and hiking trails in existing 94 acre park Proposed: 1 18-hole golf course and recreation park or campgrounds, possibly an amphitheater and expansion of existing facilities
39	H 1	TRIUNFO REGIONAL PARK (P) Triunfo Canyon Rd & Ventura Blvd Agoura	600 (pot water surface 167 acs)	County Parks & Rec Dept	Proposed: 1 18-hole golf course, picnic grounds, campgrounds, riding and hiking trails, water sports
20	E 3	VAL VERDE PARK (E) 4 miles west of Castaic Junction on San Martinez Chiquito Rd Del Valle	57	County Parks & Rec Dept	Existing: picnic grounds, riding and hiking trails
441	I 8	VALLEY REGIONAL PARK (P) Valley Blvd and Pass & Covina Rd City of Industry	200	County Parks & Rec Dept	Proposed: recreation park, picnic grounds
372	E 9	VALYERMO REGIONAL PARK (P) 18 miles southeast of Palmdale Antelope Valley	100	County Parks & Rec Dept	Proposed: picnic grounds, riding and hiking trails
466	F 4	VAN NORMAN LAKES (P) San Diego Frwy, Golden State Frwy and Balboa Blvd Sylmar (L A)	1,600	Los Angeles Dept of Rec & Parks	Proposed: riding and hiking, 1 9-hole golf course, picnicking, possible water sports if pollution problem overcome
371	E 9	WEST GRANDVIEW PARK (P) 3 miles east of Valyermo post office Antelope Valley	320	County Parks & Rec Dept	Proposed: camping, picnicking, undetermined active recreational uses

Table 1

REGIONAL PARKS

Area Number	Map Location	Name and Location	Acreage	Operating Agency	Regional Facilities/Activities
323	I 7	WHITTIER NARROWS DAM RECREATIONAL AREA (E) Rosemead Blvd and Pomona Frwy South San Gabriel	1,200	County Parks & Rec Dept	Existing: picnic grounds, waterfowl sanctuary, skeet and trap shoot, 1 18-hole golf course, 1 9-hole golf course Proposed: water feature (boating, fishing), recreation park, narrow gauge railway, tennis center
104	F 4	WILLIAM S HART PARK (E) San Fernando Rd and Newhall Ave Newhall	267	County Parks & Rec Dept	Existing: old west ranch and range, picnic grounds, nature trails

Puddingstone Reservoir

RECREATION PARKS

A recreation park is a major park oriented toward active recreational uses, providing facilities associated with sports centers such as sports fields, courts, courses, pools, gyms and ranges. However, it may also offer incidental passive recreational areas and local park facilities, such as a small picnic area and playground, which are not in themselves of regional significance. It is designed to handle large-scale multiple participant sports programs and can accommodate tournament competition. It is usually not less than fifty acres in size and often comprises the active recreation element of a regional park.

A recreation park should provide facilities for a comprehensive recreational program to serve a population of approximately 200,000. In locating potential recreation parks particular care has been taken to supplement, rather than duplicate, available recreational facilities of nearby high schools, colleges, and universities.

In order to attain the standard of one recreation park per 200,000 persons approximately fifty such parks would be needed in Los Angeles County by 1985. This plan shows thirty-three existing and developing and twenty-six proposed recreation parks which represent a reasonable minimum for the anticipated population. Eighteen of these parks have been planned as elements of regional parks in order to concentrate regional recreation facilities and minimize land acquisition and administrative costs. The total area of the forty-one separate recreation parks is approximately 5,700 acres.

Table 2

RECREATION PARKS

Area Number	Map Location	Name and Location	Acreage	Operating Agency	Regional Facilities/Activities
96	D 5	AGUA DULCE RECREATION PARK (P) Agua Dulce	50	County Parks & Rec Dept	Proposed: multiple participant sports facilities
315	H 7	ALMANSOR RECREATION PARK (E) 800 S Almansor Ave Alhambra	142	Alhambra Parks & Rec Dept	Existing: multiple participant sports facilities, 1 9-hole golf course
208	J 5	ALONDRA PARK (E) 3612 W Manhattan Beach Blvd Lawndale	207	County Parks & Rec Dept	Existing: multiple participant sports facilities, 1 18-hole golf course, picnic grounds, children's attraction (fishing lake), day camp Proposed: specialized children's attraction (treasure island)
306	H 8	ARCADIA COUNTY PARK (E) 405 S Santa Anita Ave Arcadia	185	County Parks & Rec Dept	Existing: multiple participant sports facilities, 1 18-hole golf course, picnic grounds, 12 lighted tennis courts Proposed: specialized children's attraction
190	I 4	BRENTWOOD RECREATION PARK (P) 590 S Burlingame Ave Brentwood (L A)	125	Los Angeles Rec & Parks Dept	Existing: private 18-hole golf course (Brentwood Country Club) Proposed: multiple participant sports facilities and conversion of existing private golf course to public 9-hole course
297	H 7	BROOKSIDE PARK (E) (see Regional Parks)	a	Pasadena Parks Dept	Existing: multiple participant sports facilities, 2 18-hole golf courses, 10 lighted tennis courts
32	H 2	CALABASAS REGIONAL PARK (D) (see Regional Parks)	a	County Parks & Rec Dept	Proposed: multiple participant sports facilities, 1 18-hole golf course, picnic grounds
54	I 1	CHARMLEE RECREATION PARK (P) Northwest of Pacific Coast Hwy and Encinal Canyon Rd Malibu	295	County Parks & Rec Dept	Proposed: multiple participant sports facilities, picnic grounds
27	G 3	CHATSWORTH PLAYGROUND (D) Chatsworth St and Farralone Ave Chatsworth (L A)	50	Los Angeles Rec & Parks Dept	Existing: playground area Proposed: multiple participant sports facilities
175	I 5	CHEVIOT HILLS PLAYGROUND (E) Pico Blvd and Motor Ave Palms (L A)	50	Los Angeles Rec & Parks Dept	Existing: multiple participant sports facilities and picnic grounds Proposed: expansion of same
209	J 6	COMPTON RECREATION PARK (P) Central Ave and Artesia Blvd Compton	50	County Parks & Rec Dept	Proposed: multiple participant sports facilities
337	K 7	DAIRY VALLEY RECREATION PARK (P) Vicinity of 183rd St and Bloomfield Ave Dairy Valley	170	City of Dairy Valley and County Parks & Rec Dept	Proposed: multiple participant sports facilities, 1 18-hole golf course

a - Part of a larger area listed elsewhere

Table 2

RECREATION PARKS

Area Number	Area Number	Name and Location	Acreage	Operating Agency	Regional Facilities/Activities
342	K 7	EL DORADO PARK (E) (see Regional Parks)	a	Long Beach Parks, and Rec Depts	Existing: multiple participant sports facilities, 1 18-hole golf course
164	H 6	ELYSIAN PARK (P) (see Regional Parks)	a	Los Angeles Rec & Parks Dept	Proposed: multiple participant sports facilities within existing regional park
73	B 4	FAIRMONT RECREATION PARK (P) Southwest of 160th St West and Ave G Fairmont (Antelope Valley)	170	County Parks & Rec Dept	Proposed: multiple participant sports facilities
153	H 6	GRIFFITH PARK (E) (see Regional Parks)	a	Los Angeles Rec & Parks Dept	Existing: 2 18-hole golf courses, 1 9-hole golf course, 2 9-hole short courses, multiple participant sports facilities Developing: 1 18-hole golf course
127	G 5	HANSEN DAM RECREATIONAL AREA (E) (see Regional Parks)	a	Los Angeles Rec & Parks Dept	Existing: water sports, multiple participant sports facilities Developing: 1 18-hole golf course
220	K 5	HARBOR PARK (E) (see Regional Parks)	a	Los Angeles Rec & Parks Dept	Existing: 1 9-hole golf course Developing: multiple participant sports facilities, 1 9-hole golf course, water sports
328	J 7	JOHN ANSON FORD PARK (E) Florence and Scout Aves Bell Gardens	56	County Parks & Rec Dept	Developing: multiple participant sports facilities Proposed: 9-hole, 3-par golf course
334	J 8	LA MIRADA PARK (E) Luitwieler Ave and Alicante Rd La Mirada	240	County Parks & Rec Dept	Existing: 1 18-hole golf course Proposed: multiple participant sports facilities, day camping, picnic grounds
85	C 6	LEONA VALLEY RECREATION PARK (P) 15 miles west of Palmdale	170	County Parks & Rec Dept	Proposed: multiple participant sports facilities, 1 18-hole golf course
317	H 6	LINCOLN HIGH DRIVE PARK (D) Paradise Dr north of Lincoln High School Lincoln Heights (L A)	50	Los Angeles Rec & Parks Dept	Proposed: multiple participant sports facilities, extension of Arroyo Seco Green Belt Only 30 acres in public ownership
116	F 5	LOPEZ PARK (P) (see Regional Parks)	a	County & Los Angeles Parks & Rec Depts	Proposed: multiple participant sports facilities, camping, picnicking
78	C 6	MIRA LOMA RECREATION PARK (D) 60th St West and Avenue J Lancaster	250	County Parks & Rec Dept	Proposed: multiple participant sports facilities, 1 18-hole golf course, picnic grounds
158	H 4	MISSION CANYON COUNTY PARK (D) (see Regional Parks)	a	County Parks & Rec Dept	Proposed: multiple participant sports facilities, 2 18-hole golf courses
100	E 4	NEWHALL RECREATION PARK (P) Newhall	170	County Parks & Rec Dept	Proposed: multiple participant sports facilities, 1 18-hole golf course

a - Part of a larger area listed elsewhere

Table 2

RECREATION PARKS

Area Number	Area Number	Name and Location	Acreage	Operating Agency	Regional Facilities/Activities
148	H 5	NORTH HOLLYWOOD PARK (D) 11455 Magnolia Blvd North Hollywood	87	Los Angeles Rec & Parks Dept	Existing: picnic area Proposed: multiple participant sports facilities
448	I 8	OTTERBEIN RECREATION PARK (P) Southwest of Anaheim-Puente and Fullerton Rds Rowland Heights	170	County Parks & Rec Dept	Proposed: multiple participant sports facilities, 1 18-hole golf course
431	H 9	PUDDINGSTONE RESERVOIR RECREATIONAL AREA (E) (see Regional Parks)	a	County Parks & Rec Dept	Existing: water sports, picnic grounds, 1 18-hole golf course Proposed: multiple participant sports facilities
246	C 6	QUARTZ HILL RECREATION PARK (P) 5 miles southwest of Lancaster Quartz Hill (Antelope Valley)	170	County Parks & Rec Dept	Proposed: multiple participant sports facilities, 1 18-hole golf course
192	I 5	RANCHO CIENEGA (E) 5000 Exposition Blvd West Adams (L A)	30	Los Angeles Rec & Parks Dept	Existing: multiple participant sports facilities, stadium
344	K 7	RECREATION PARK AREA (E) (see Regional Parks)	265[a]	Long Beach Rec & Parks Depts	Existing: multiple participant sports facilities, 1 18-hole golf course, 1 9-hole golf course, bowling green, water sports (Marine Stadium)
242	B 8	REDMAN RECREATION PARK (P) 12 miles northeast of Lancaster Antelope Valley	170	County Parks & Rec Dept	Proposed: multiple participant sports facilities, 1 18-hole golf course
322	I 7	REPETTO HILLS RECREATION PARK (P) South of Potrero Grande and Arroyo Drs South San Gabriel	200	Cities of Monterey Park & Montebello	Proposed: 1 18-hole golf course, riding and hiking trails, barnyard zoo, tennis courts, swimming pool
126	G 5	ROGER JESSUP PARK (E) 12651 W Osborne St Pacoima (L A)	186	County Parks & Rec Dept	Existing: multiple participant sports facilities, skeet, trap and rifle range, picnic grounds, archery course
218	K 5	ROLLING HILLS REGIONAL PARK (D) (see Regional Parks)	a	County Parks & Rec Dept	Proposed: multiple participant sports facilities, 2 18-hole golf courses
313	H 6	ROSE HILLS PARK (D) Monterey Rd and Pullman St Lincoln Heights (L A)	250	Los Angeles Rec & Parks Dept	Proposed: multiple participant sports facilities, 1 18-hole golf course, picnic grounds, riding and hiking trails
170	H 5	ROSSMORE RECREATION PARK (P) Rossmore and Melrose Aves Hollywood (L A)	50	Los Angeles Rec & Parks Dept	Proposed: multiple participant sports facilities
424	H 8	SANTA FE DAM RECREATIONAL AREA (D) (see Regional Parks)	a	County Parks & Rec Dept	Proposed: multiple participant sports facilities, 1 18-hole golf course

a - Part of a larger area listed elsewhere

Table 2

RECREATION PARKS

Area Number	Map Location	Name and Location	Acreage	Operating Agency	Regional Facilities/Activities
298	H 6	SCHOLL CANYON REGIONAL PARK (D) (see Regional Parks)	a	Glendale Parks & Rec Dept	Existing: camping, picnic grounds Proposed: multiple participant sports facilities, 1 18-hole golf course, 1 9-hole golf course, riding and hiking trails
145	G 4	SEPULVEDA DAM RECREATIONAL AREA (D) (see Regional Parks)	a	Los Angeles Rec & Parks Dept	Existing: 2 18-hole golf courses Proposed: multiple participant sports facilities, 2 18-hole golf courses
204	I 5	SEPULVEDA-SAN DIEGO RECREATION PARK (P) Sepulveda Blvd and San Diego Frwy Westchester (L A)	65	Los Angeles Rec & Parks Dept	Proposed: multiple participant sports facilities
331	J 6	SOUTH GATE MUNICIPAL PARK (E) 4900 Southern Ave South Gate	93	South Gate Park & Rec Dept	Existing: multiple participant sports facilities, 1 9-hole pitch and putt course, 1,500-seat municipal auditorium
206	J 5	SOUTHWEST SPORTSMAN'S PARK (E) 9835 S Western Ave South Vermont (L A)	20	County Parks & Rec Dept	Existing: multiple participant sports facilities, 1 9-hole lighted pitch and putt course
438	I 9	SPADRA RECREATION PARK (D) Northwest of Valley Blvd and Grand Ave Spadra (Pomona)	170	County Parks & Rec Dept	Proposed: multiple participant sports facilities, 1 18-hole golf course
47	H 2	TAPIA PARK (D) (see Regional Parks)	a	County Parks & Rec Dept	Existing: riding and hiking trails, picnic grounds Proposed: multiple participant sports facilities, 1 18-hole golf course, expansion of existing facilities
244	C 8	TIERRA BONITA RECREATION PARK (P) 9 miles east of Lancaster Antelope Valley	170	County Parks & Rec Dept	Proposed: multiple participant sports facilities, 1 18-hole golf course
48	H 3	TOPANGA CANYON RECREATION PARK (P) Old Topanga Canyon Rd and Topanga Canyon Blvd Topanga	170	County Parks & Rec Dept	Proposed: multiple participant sports facilities, 1 18-hole golf course, picnic grounds
215	K 5	TORRANCE RECREATION PARK (P) 2201 Washington Ave Torrance	63	City of Torrance	Proposed: multiple participant sports facilities
441	I 8	VALLEY REGIONAL PARK (P) (see Regional Parks)	50[a]	County Parks & Rec Dept	Proposed: multiple participant sports facilities
147	H 4	VAN NUYS-SHERMAN OAKS WAR MEMORIAL PARK (E) Van Nuys and Magnolia Blvds Van Nuys (L A)	68	Los Angeles Rec & Parks Dept	Existing: multiple participant sports facilities, picnic areas, swimming pool Proposed: children's domestic animal zoo

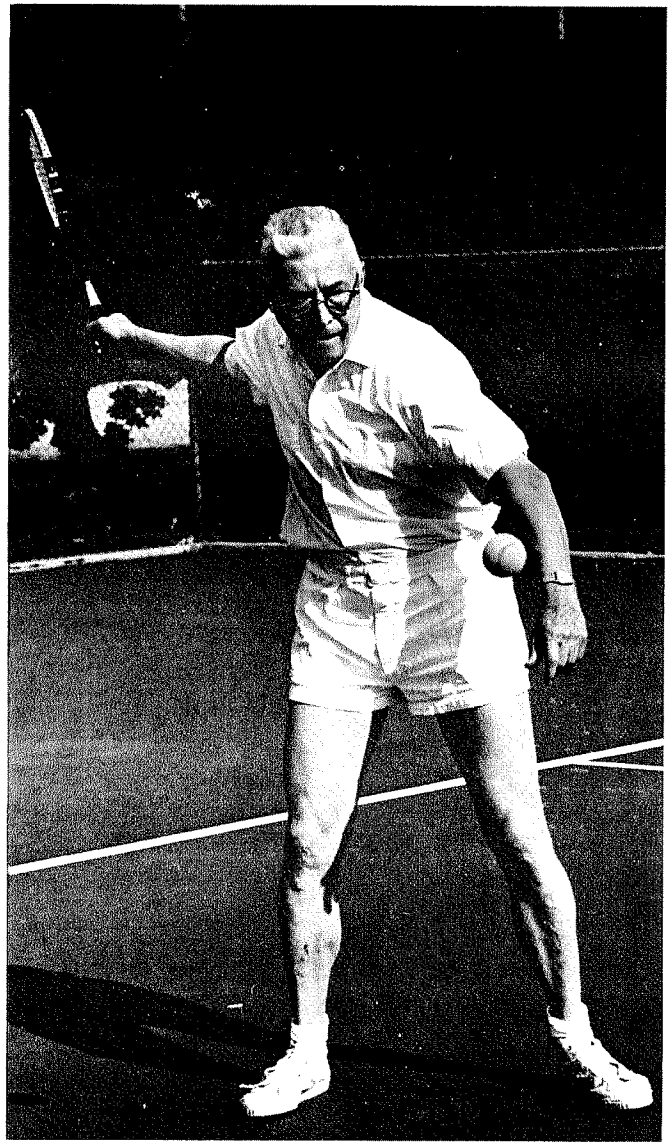
a - Part of a larger area listed elsewhere

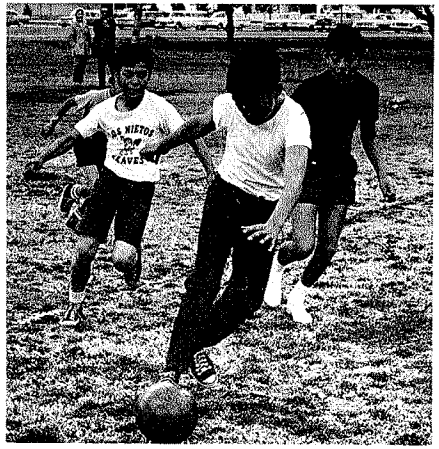
Table 2

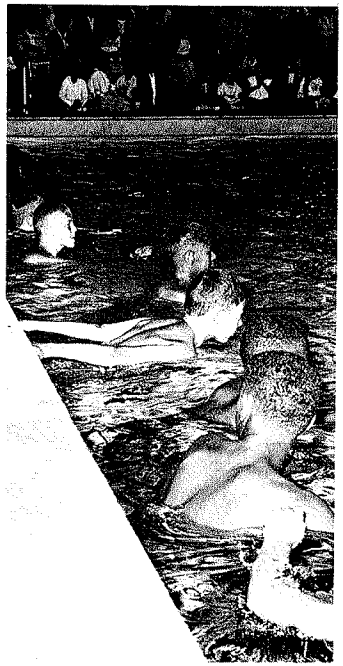
RECREATION PARKS

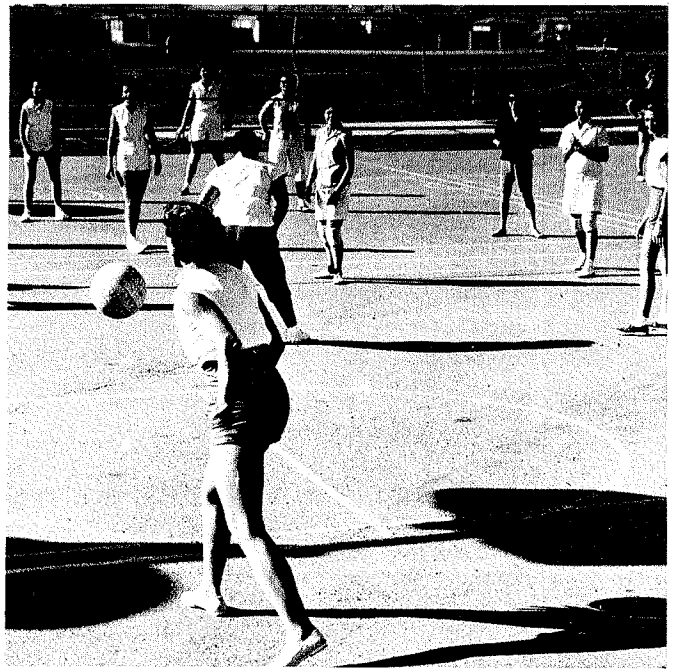
Area Number	Map Location	Name and Location	Acreage	Operating Agency	Regional Facilities/Activities
211	J 6	VICTORIA RECREATION PARK (D) South of 189th St between Main St and Avalon Blvd Dominguez	400	County Parks & Rec Dept	Developing: 1 18-hole golf course, multiple participant sports facilities Approximately 204 acres in public ownership
38	H 3	WARNER RECREATION PARK (P) Southwest of Mulholland Dr and Old Topanga Canyon-Val Mar Rd Calabasas	200	County Parks & Rec Dept	Proposed: multiple participant sports facilities, 1 18-hole golf course
468	J 5	WEST CENTINELA VALLEY RECREATION PARK (P) Vicinity of Rosecrans Ave and Aviation Blvd or El Segundo and Sepulveda Blvds El Segundo	50	County Parks & Rec Dept	Proposed: multiple participant sports facilities
251	D 8	WEST LITTLE ROCK RECREATION PARK (P) 8 miles southeast of Palmdale Antelope Valley	170	County Parks & Rec Dept	Proposed: multiple participant sports facilities, 1 18-hole golf course
352	K 6	WEST LONG BEACH RECREATION PARK (P) Long Beach and San Diego Frwys Dominguez	170	County Parks & Rec Dept	Proposed: multiple participant sports facilities, 1 18-hole golf course
467	J 6	WEST WILLOWBROOK RECREATION PARK (P) Within area bordered by Harbor Frwy, Rosecrans Ave, El Segundo and Avalon Blvds Avalon Gardens (South L A)	50	County Parks & Rec Dept	Proposed: multiple participant sports facilities
323	I 7	WHITTIER NARROWS DAM RECREATIONAL AREA (E) (see Regional Park)	a	County Parks & Rec Dept	Existing: 1 18-hole golf course, 1 9-hole golf course Proposed: multiple participant sports facilities
202	I 6	WRIGLEY FIELD RECREATION PARK (P) Avalon Blvd and 41st Pl Los Angeles	50	Los Angeles Rec & Parks Dept	Proposed: multiple participant sports facilities

a - Part of a larger area listed elsewhere









RESERVATIONS

A reservation is an extent of land preserved from development in order to protect: (1) scenic resources, (2) unusual native plants and animals, (3) geologic phenomena, or (4) open space that would enhance or complement the recreational function of an adjacent or nearby recreation area. Development should be limited to access and comfort facilities and use should be limited to general viewing, nature study, hiking and riding and incidental picnicking and camping.

Mountain, desert and beach areas are included in the reservation category. This plan recognizes only those areas which have been or are intended to be set aside for recreational purposes as distinguished from areas set aside for other purposes, such as flood control debris basins, watersheds and water impounding areas. Reservation areas included within regional parks are not identified separately and, therefore, are not listed in this section. The reservations identified in the plan contain a total of approximately 125,000 acres.

Because of the vast areas of the county that are in public ownership, predominantly the National Forests, the majority of the area listed herein is now existing and available to the public. But this only serves to point up the desirability, indeed the necessity for concentrating on the acquisition of those critical areas located in the urban areas of the County not held in public ownership.

Table 3

RESERVATIONS

Area Number	Map Location	Name and Location	Acreage	Operating Agency	Regional Facilities/Activities
362	C 9	ALPINE BUTTE WILDLIFE SANCTUARY (E) 135th St East and Ave O Antelope Valley	320	County Parks & Rec Dept	Desert fauna and flora Proposed: picnicking
387	F 9	ANCIENT LIMBER PINE SCENIC AREA (P) South of Angeles Crest Hwy, west of Big Pines Angeles National Forest	398	United States Forest Service	Mountain scenery featuring ancient limber pines and native fauna
198	G 5	BIG TUJUNGA WASH (P) Sunland (L A)	500	Los Angeles or County Parks & Rec Dept	Unusual vegetation and wildlife area Proposed: nature trails and museum; riding and hiking trails; limited picnicking facilities
319	I 6	BISCAILUZ CENTER GREENBELT (P) West of Long Beach Fwy, south of and adjacent to San Bernardino Fwy City Terrace	90	County Parks & Rec Dept	Open space within urban area
357	B 9	BLUE ROCK NATURE PRESERVE (P) 3 miles southwest of Hi Vista Antelope Valley	80	County Parks & Rec Dept	Desert fauna and flora Proposed: picnicking, vista points
90	D 5	BOUQUET CANYON AREA (D) Spunky and Bouquet Canyon Rds Angeles National Forest	1,248 (incl 600 acs water)	United States Forest Service, Los Angeles Dept of Water & Power and private	Dept of Water & Power reservoir and land- (approx 1,060 acs) open space reservation only Other lands- camping and picnicking
358	C 10	BUTTE VALLEY WILDFLOWER SANCTUARY (E) 195th St East and Ave I Antelope Valley (Hi Vista)	320	County Parks & Rec Dept	Desert fauna and flora Proposed: picnicking
71	B 5	CALIFORNIA POPPY SANCTUARY (P) 150th St West and Ave D Antelope Valley	20,000	Federal Government	Outstanding fields of wild poppies and other desert flora
410	G 10	CASCADE CANYON GEOLOGICAL AREA (P) East of Mt Baldy Rd and South of Mt Baldy Village Angeles National Forest	350	United States Forest Service	Unusual rock formations Approximately 300 acres in San Bernardino County
422	H 10	COBAL CANYON AREA (P) Claremont	115	City of Claremont	Open space wilderness area
391	F 8	DEVIL'S CANYON-BEAR CANYON WILD AREA (E) West Fork, San Gabriel River Angeles National Forest	35,370	United States Forest Service	Primitive mountain area Existing: riding and hiking trails; camping; fishing (8 miles of fishable streams)

Table 3

RESERVATIONS

Area Number	Map Location	Name and Location	Acreage	Operating Agency	Regional Facilities/Activities
374	E 9	DEVIL'S PUNCHBOWL (E) Southeast of 131st St East and Devil's Punchbowl Rd Angeles National Forest (Valyermo Area)	1,310	County Parks & Rec Dept	
94	D 4	DRY CANYON AREA (P) San Francisquito Canyon Rd, Haskell, Dry, and Pettinger Canyons Angeles National Forest	348 (incl 25 acs water)	United States Forest Service, Los Angeles Dept of Water & Power, and private	Camping and picnicking; Dept of Water & Power lands to be used for open space reservation only
367	D 10	EAST BOB'S GAP NATURE PRESERVE (P) 4 miles northeast of Valyermo Post Office	40	County Parks & Rec Dept	Foothill flora and fauna Proposed: picnicking; vista points
389	F 10	EAST FORK SCENIC AREA (P) Upper East Fork, San Gabriel River Angeles National Forest	12,320	United States Forest Service	Mountain terrain, flora and fauna
288	G 7	EATON CANYON SCENIC AREA (P) Eaton Canyon Angeles National Forest (Altadena Area)	2,667	United States Forest Service	Mountain terrain, flora and fauna
439	I 10	ELEPHANT AND WESTMONT HILLS (P) South of Brea Canyon Rd and Corona Fwy Pomona	208	City of Pomona	Open space
74	B 4	FAIRMONT AREA (P) 167th St West and Lancaster Rd Antelope Valley (Fairmont)	400 (incl 172 acs water)	Los Angeles Dept of Water & Power	Open space
453	J 9	FIRESTONE SCOUT RESERVATION (E) Tonner Canyon, east of Brea Canyon Rd Diamond Bar	3,700	Boy Scouts of America	Camping, picnicking, riding and hiking trails, rifle and archery ranges. Open to Boy Scout groups only
11	C 3	FISH CANYON-REDROCK MOUNTAIN SCENIC AREA (P) Castaic Canyon Rd, east of Old Ridge Route Angeles National Forest	1,797	United States Forest Service	Mountain terrain, flora and fauna
359	C 9	JOSHUA TREES STATE PARK (D) 170th St East and Ave J Antelope Valley	4,240	California Div of Beaches & Parks	Desert flora and natural landforms, camp and picnic grounds proposed for development in 1966 Other proposals include nature trails and museum. Only 2,720 acres in present ownership
366	D 9	LONGVIEW NATURE PRESERVE (P) Pearblossom Hwy east of Longview Rd Antelope Valley (Pearblossom)	140	County Parks & Rec Dept	Desert flora and fauna Proposed: picnicking
368	E 10	MESCAL WILDLIFE SANCTUARY (E) Antelope Hwy and 233rd St East Antelope Valley	100	County Parks & Rec Dept	Desert flora and fauna Proposed: picnicking

Table 3

RESERVATIONS

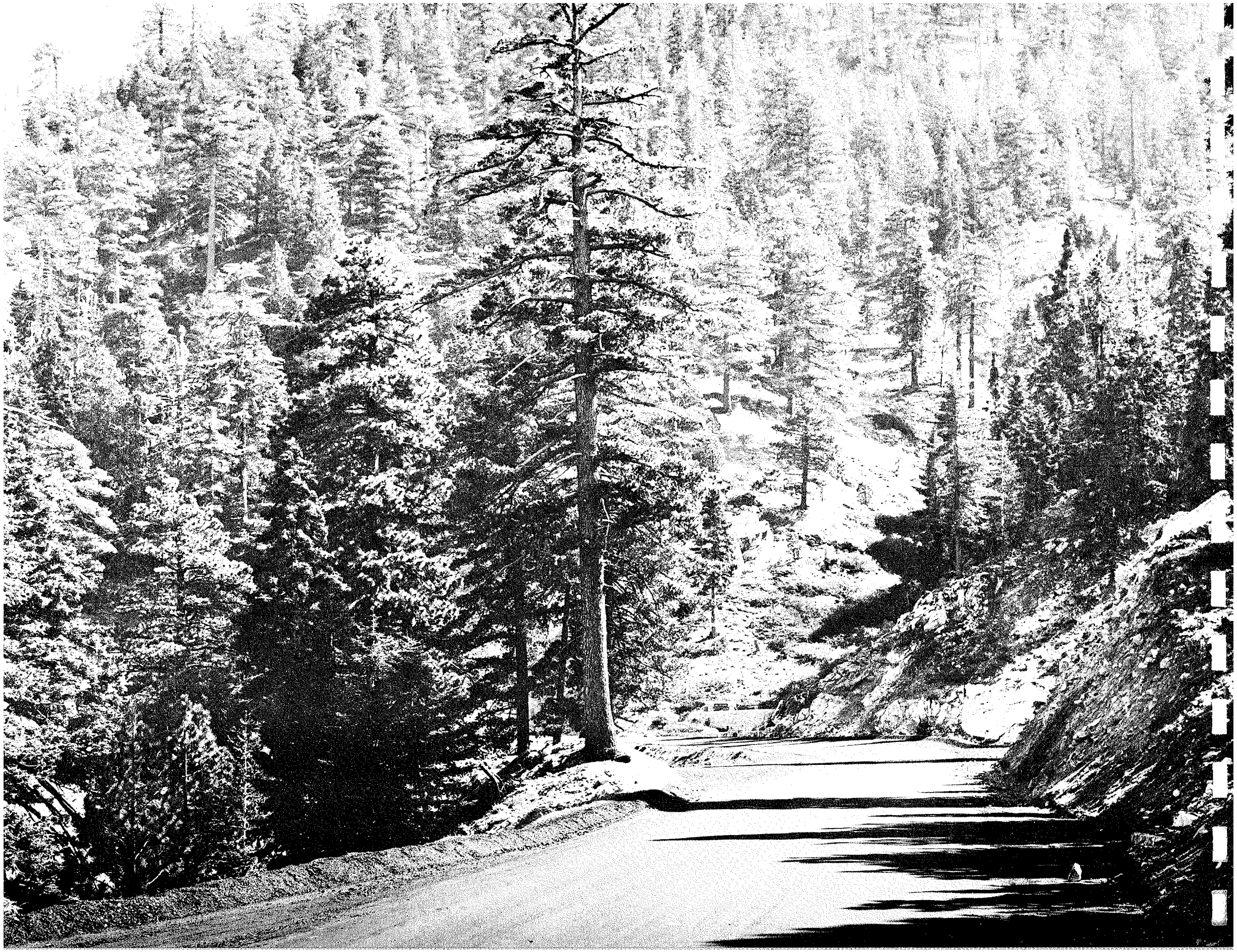
Area Number	Map Location	Name and Location	Acreage	Operating Agency	Regional Facilities/Activities
396	F 10	MOUNT SAN ANTONIO SCENIC AREA (P) West of Mt San Antonio Angeles National Forest	17,840	United States Forest Service	Primitive mountain area, riding and hiking trails, camping, natural habitat of Nelson Big Horn Sheep
378	F 9	MOUNT WILLIAMSON SCENIC AREA (P) Northwest of Crystal Lake Rd and Angeles Crest Hwy Angeles National Forest	2,313	United States Forest Service	Mountain terrain, flora and fauna
69	B 4	NEENACH DESERT RESERVATION (P) Neenach-Fairmont Area Antelope Valley	3,500	County Parks & Rec Dept	Desert flora and fauna
222	K 4	NEPTUNE COVE UPLAND PARK (P) Palos Verdes Dr West near Hawthorne Blvd Palos Verdes Peninsula	40	County Parks & Rec Dept	Marine wildlife refuge area Also see Shoreline Access Facilities
364	D 10	PAYNE WILDLIFE SANCTUARY (E) 233rd St East, north of Pearblossom Hwy Antelope Valley (Llano)	320	County Parks & Rec Dept	Desert flora and fauna Proposed: picnicking
355	B 10	PHACELIA WILDFLOWER SANCTUARY (E) 200th St East and Ave D Antelope Valley (Hi Vista)	160	County Parks & Rec Dept	Desert flora and fauna Proposed: picnicking
360	C 9	PIUTE BUTTE NATURE PRESERVE (P) 15 miles northeast of Palmdale Antelope Valley	240	County Parks & Rec Dept	Desert flora and fauna Proposed: picnicking
91	D 5	RIBBON ROCK GEOLOGICAL AREA (P) 2 miles southeast of Bouquet Reservoir Angeles National Forest	640	United States Forest Service	Unusual rock formations
394	F 9	ROCK BOUND CANYON SCENIC AREA (D) Crystal Lake Rd, 1 mile south of Crystal Lake Angeles National Forest	490	United States Forest Service	Mountain terrain, flora and fauna
402	G 10	SAN ANTONIO FALLS SCENIC AREA (P) South of Mt San Antonio Angeles National Forest	2,240	United States Forest Service	Mountain terrain, flora and fauna Approximately 2,000 acres in San Bernardino County
399	G 10	SWAN ROCK SCENIC AREA (P) East Fork San Gabriel River, near Rattlesnake Peak Angeles National Forest	33	United States Forest Service	Mountain terrain, flora and fauna
2	B 2	TEJON RIDGE NATURE PRESERVE (P) 3½ miles east of Gorman Antelope Valley	80	County Parks & Rec Dept	Desert flora and fauna Proposed: picnicking
275	F 7	TUJUNGA NARROWS SCENIC AREA (P) Big Tujunga Canyon on Angeles Forest Hwy Angeles National Forest	2,120	United States Forest Service	Mountain terrain, flora and fauna

Table 3

RESERVATIONS

Area Number	Map Location	Name and Location	Acreage	Operating Agency	Regional Facilities/Activities
97	E 5	VASQUEZ ROCKS (D) Antelope Valley Fwy and Agua Dulce Canyon Rd Agua Dulce	700	County Parks & Rec Dept	Outstanding rock formations. Formerly an outlaw hideout Existing: picnic grounds, camping
469	G 5	VERDUGO MOUNTAIN RESERVATION (P) Verdugo Mountains	7,500 to 8,500	Cities of Burbank, Glendale & Los Angeles and County Parks & Rec Dept	Proposed: open space reservation within urbanizing area. The portion within the City of Los Angeles may be interspersed with urban development
361	C 8	WEST ALPINE BUTTE WILDLIFE SANCTUARY (P) 115-120th St East and Ave O Antelope Valley	160	County Parks & Rec Dept	Desert flora and fauna Proposed: picnicking

Vasquez Rocks



SCENIC DRIVES

A scenic drive is an extent of highway or local road which affords visual enjoyment of nature either undisturbed or enhanced by the incidental or designed efforts of man. Roadside rests and vista points should be provided as integral parts of a scenic drive to permit sight-seers to park and enjoy the scenery from the side of the road as well as from the automobile. While roads leading through large parks may offer scenic experience most of them are not specifically identified as scenic drives but are considered in this plan as incidental features of those parks. The exceptions are the Elysian Park and Griffith Park drives which are considered scenic attractions of sufficient importance to be identified separately.

This plan represents in part, Los Angeles County's share of the national interest in preservation and enhancement of "scenic beauty". Recent federal legislation and pending state legislation offer encouragement and some financial incentive to implement the plan. An inherent aspect of this particular segment of the plan in contrast to nearly all other segments is the requirement for effective control of the privately owned properties adjacent to the "scenic drive".

In certain instances the acquisition of lesser interests--scenic easements, access rights, etc.--or the imposition of covenants and restrictions on property disposed of could be utilized to help meet the planned objectives as expressed in this plan.

Approximately 700 miles of roads are designated as scenic drives in this plan, of which 260 miles are within the Angeles National Forest. Many of the scenic drives indicated as proposed are actually existing roads on which the scenic qualities have not yet been fully developed.

Table 4

SCENIC DRIVES

Area Number	Map Location	Name and Location	Mileage and Acreage	Operating Agency	Regional Facilities/Activities
282	G 8	ANGELES CREST HIGHWAY (E) From Foothill Blvd to Big Pines including road to Mt. Wilson	46 miles (46)* 920 acs	United States Forest Service, State & County	Mountain and forest scenic vistas
267	F 7	ANGELES FOREST HIGHWAY (E) Between Angeles Crest Hwy and Antelope Valley Frwy	23 miles (23) 460 acs	United States Forest Service & County	Mountain and forest scenic vistas
98	D 6	ANTELOPE VALLEY FREEWAY (P) Between Solemint Junction and Palmdale Reservoir	25 miles 500 acs	County	Canyon and foothill scenic vistas, Vasquez Rocks area
301	H 7	ARROYO SECO ROUTE (P) Pasadena Frwy from Ave 43 to South Pasadena city boundary and Arroyo Dr and Arroyo Blvd from Pasadena Frwy to Oak Grove Park	8 miles 160 acs	Los Angeles, South Pasadena, Pasadena	Forested canyon and foothill scenic vistas within urban area
373	E 10	BIG PINES HIGHWAY (E) Between Valyermo and San Bernardino County line	16 miles (12) 320 acs	United States Forest Service & County	Mountain and forest scenic vistas
123	F 6	BIG TUJUNGA DRIVE (E) Big Tujunga Canyon Rd between Foothill Blvd and Angeles Forest Hwy	12 miles (12) 240 acs	United States Forest Service & County	Mountain and forest scenic vistas
380	F 10	BLUE RIDGE ROUTE (P) Along Blue Ridge between Angeles Crest Hwy and San Bernardino County line	8 miles (8) 160 acs	United States Forest Service & County	Mountain and forest scenic vistas
92	D 5	BOUQUET CANYON ROAD AND OLD RIDGE ROUTE (E) Between Bouquet Reservoir and Saugus and Old Ridge Route Rd between Saugus and Golden State Frwy	17 miles (5) 340 acs	United States Forest Service & County	Forested canyon scenic vistas
51	H 1	DECKER CANYON-ENCINAL CANYON ROUTE (P) Decker Rd from Ventura County line to Mulholland Hwy and Encinal Canyon Rd from Mulholland Hwy to Pacific Coast Hwy	10 miles 200 acs	County	Mountain, canyon and ocean scenic vistas
84	C 5	DESERT VIEW ROUTE (P) From Elizabeth Lake to Valyermo via Elizabeth Lake Rd, proposed roads south of & by-passing Palmdale, Barrel Springs Rd, Cheseboro Rd, Stokely Rd and Fort Tejon Rd	44 miles 880 acs	County	Desert and foothill scenic vistas
17	D 3	ELIZABETH LAKE CANYON ROUTE (E) Between Castaic and Fairmont via Lake Hughes Rd	20 miles (18) 400 acs	United States Forest Service & County	Mountain and forested canyon scenic vistas

* - Approximate mileage in Angeles National Forest

Table 4

SCENIC DRIVES

Area Number	Map Location	Name and Location	Mileage and Acreage	Operating Agency	Regional Facilities/Activities
164	H 6	ELYSIAN PARK DRIVES (E) Elysian Park Los Angeles	3 miles 60 acs	Los Angeles Rec & Parks Dept	Forested mountainous vistas in large park within urban Los Angeles
128	G 5	FOOTHILL FREEWAY (P) Between Golden State Frwy and Angeles Crest Hwy at La Canada	20 miles 400 acs	State	Foothill scenic vistas
87	D 4	FOREST VIEW ROUTE (P) From Old Ridge Route to Sierra Hwy via Warm Springs Canyon Rd (P), Spunky Canyon Rd, Haskell Canyon Rd and Martindale Canyon Rd (P)	16 miles (16) 320 acs	United States Forest Service & County	Mountain and forest scenic vistas
409	G 10	GLENDORA MOUNTAIN RIDGE ROUTE (E) From San Gabriel Canyon Rd to Mount Baldy Rd via East Fork San Gabriel Canyon Rd, Glendora Mountain Rd and Glendora Ridge Rd	14 miles (14) 280 acs	United States Forest Service & County	Mountain and canyon scenic vistas
14	D 2	GOLDEN STATE FREEWAY (P) Between Gorman and Foothill Blvd	44 miles (30) 880 acs	United States Forest Service, State & County	Mountain, canyon and foothill scenic vistas
153	H 6	GRIFFITH PARK DRIVES (E) Griffith Park drives and westerly link to Hollywood Frwy (P)	10 miles (10) 200 acs	Los Angeles Rec & Parks Dept	Forested mountain vistas in large park within urban Los Angeles
46	H 2	HILLRIDGE ROAD (P) Hillridge Rd between Malibu Canyon Rd and Kimberly Canyon Rd	7 miles 140 acs	County	Mountain and ocean scenic vistas
440	I 9	HUNTINGTON BEACH FREEWAY (P) San Jose Hills area	3 miles 60 acs	County & State	Hilly, pastoral scenic vistas
70	B 4	LANCASTER ROAD (P) Lancaster Rd between Gorman and 120th St West, Antelope Valley	32 miles 640 acs	County	Desert scenic vistas
257	E 8	LITTLE ROCK CREEK ROAD (P) Between Little Rock Reservoir and Angeles Crest Hwy	10 miles (10) 200 acs	United States Forest Service & County	Mountain and forest scenic vistas
118	F 5	LITTLE TUJUNGA ROAD (E) Between Foothill Blvd and Sand Canyon Rd	6 miles (6) 120 acs	United States Forest Service & County	Mountain scenic vistas
228	L 6	LONG BEACH AND HARBOR ROUTE (P) Between Vincent Thomas Bridge and Pacific Coast Hwy via Seaside Blvd, Ocean Blvd, Bayshore Ave and Westminster Ave	12 miles 240 acs	Los Angeles, Long Beach & County	Ocean waterfront and harbor scenic vistas

Table 4

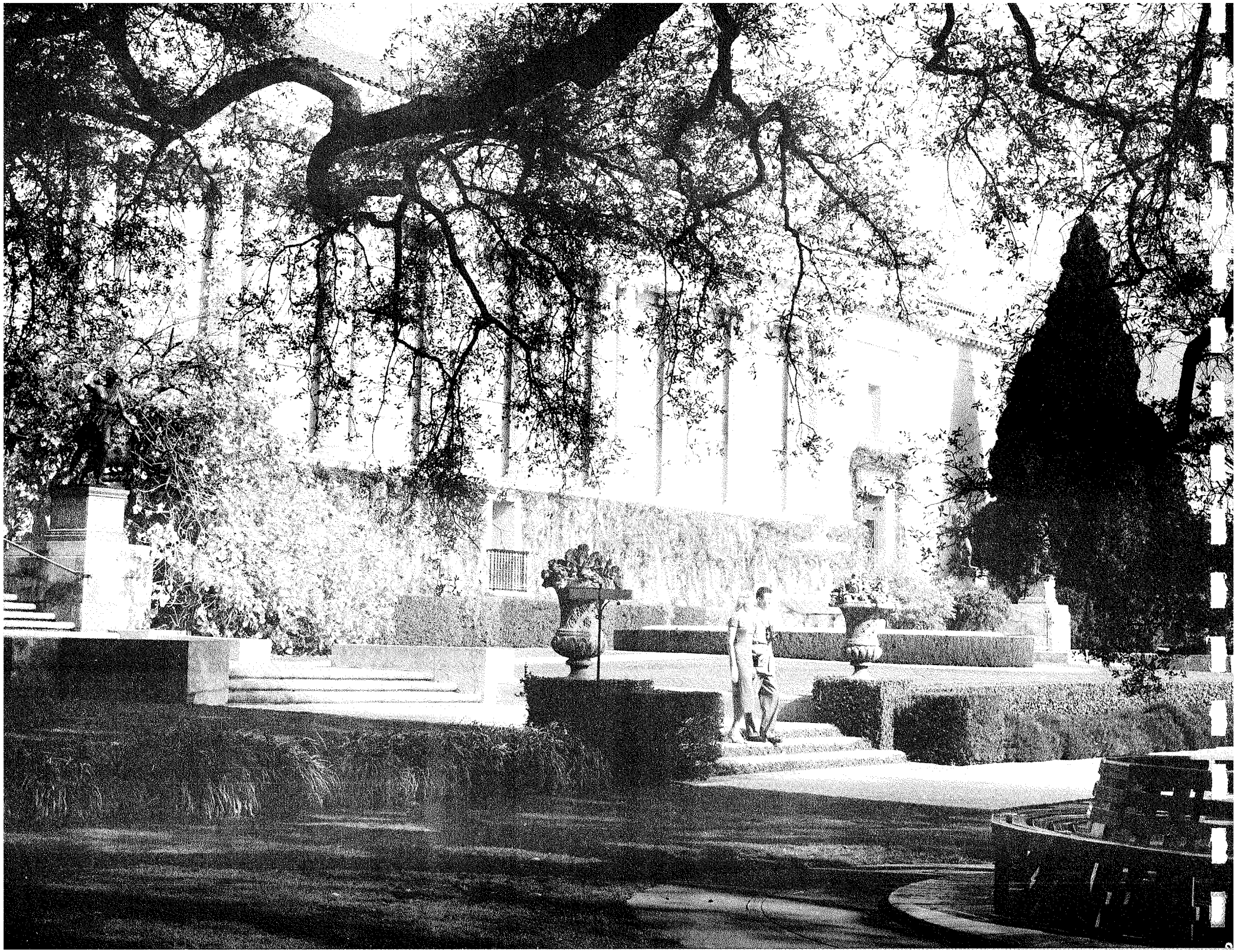
SCENIC DRIVES

Area Number	Map Location	Name and Location	Mileage and Acreage	Operating Agency	Regional Facilities/Activities
314	H 7	LONG BEACH FREEWAY (P) Between San Bernardino Frwy and Pasadena Frwy	4 miles 80 acs	County	Hill and valley scenic vistas
49	H 2	MALIBU FREEWAY (P) Between Malibu and the Ventura Frwy	9 miles 180 acs	County	Mountain, canyon and ocean scenic vistas
415	H 10	MOUNT BALDY ROAD (E) Between Padua Hills and Mount Baldy Village	6 miles (5) 120 acs	United States Forest Service & County	Mountain and forest scenic vistas
41	H 3	MULHOLLAND PARKWAY (P) Mulholland Hwy and Mulholland Dr from Pacific Coast Hwy near Ventura County line to Hollywood Frwy	50 miles 1000 acs	County & Los Angeles	Mountain, ocean, canyon, valley and forest scenic vistas
4	B 3	OAKDALE-ELIZABETH LAKE ROUTE (E) From Old Ridge Route to Elizabeth Lake via Oakdale Canyon Rd, Pine Canyon Rd and Elizabeth Lake Rd	17 miles (9) 340 acs	United States Forest Service & County	Forested mountains and foothills
460	C 2	OLD RIDGE ROUTE (E) Between Lancaster Rd and Lake Hughes Rd	19 miles (12) 320 acs	United States Forest Service & County	Mountain and forest scenic vistas
443	I 9	ORANGE FREEWAY (P) Between San Dimas and Diamond Bar including east and west extensions on Cucamonga Ave (P)	10 miles 200 acs	County	Hill and valley scenic vistas
63	I 2	PACIFIC COAST FREEWAY (P) Between Ventura County line and City of Santa Monica	28 miles 560 acs	State	Scenic coastal vistas
343	K 7	PACIFIC COAST HIGHWAY (P) Between Lakewood Blvd and Orange County line	4 miles 80 acs	State	Landscaped urban development, marina, open space
217	K 5	PALOS VERDES PENINSULA ROUTE (P) Circular route along portions of Palos Verdes Drives north, east, south and west	10 miles 200 acs	County	Rocky shoreline, open space, scenic hillside urban development, and harbor vistas
232	L 5	PASEO DEL MAR AND HARBOR ROUTE (P) Between Vincent Thomas Bridge and Palos Verdes Dr South via Harbor Blvd, Crescent Ave, Pacific Ave and Paseo Del Mar extension (P)	6 miles 120 acs	County	Harbor waterfront and ocean scenic vistas
44	H 3	RED ROCK-OLD TOPANGA CANYON-TRIPPET RANCH ROADS (P) Between Mulholland Hwy and Reseda Frwy (P)	10 miles 200 acs	County	Mountain and canyon scenic vistas

Table 4

SCENIC DRIVES

Area Number	Map Location	Name and Location	Mileage/ Acreage	Operating Agency	Regional Facilities/Activities
165	H 4	RESEDA FREEWAY (P) Between Ventura Frwy and Pacific Coast Frwy (P) with off-routes to Mulholland Dr and Topanga Canyon	10 miles 200 acs	County	Mountain, canyon and ocean scenic vistas
167	H 4	SAN DIEGO FREEWAY (P) From Ventura Frwy to Sunset Blvd and from Sepulveda Blvd to Manchester Blvd	9 miles 180 acs	County	Hill and canyon scenic vistas
397	G 9	SAN GABRIEL CANYON ROAD (E) Between Foothill Blvd and Angeles Crest Hwy	18 miles (15) 360 acs	United States Forest Service & State	Mountain and forest scenic vistas
326	I 7	SAN GABRIEL RIVER FREEWAY (P) Whittier Narrows recreation area	3 miles 60 acs	County	Scenic hillside vistas and adjacent park development
108	F 6	SANTA CLARA DIVIDE (P) Los Pinetos Rd (P) and Mt Gleason Rd (P) between Sierra Hwy and Angeles Crest Hwy	17 miles (17) 340 acs	United States Forest Service & County	Mountain and forest scenic vistas from ridge
21	E 3	SAUGUS-VENTURA ROUTE (P) Saugus-Ventura Rd between Golden State Frwy and Ventura County line	6 miles 120 acs	State & County	Mountain and canyon scenic vistas
327	I 8	SKYLINE DRIVE (P) Along the crest of the Puente Hills between San Gabriel River Frwy and Brea Canyon Rd incorporating existing segments of Skyline Dr	12 miles 240 acs	County	Pleasant vistas from crest of Puente Hills, surrounded by and interspersed with urban development, natural foliage, open space, and avocado groves
52	H 3	TOPANGA CANYON BOULEVARD (P) Between Pacific Coast Hwy and Mulholland Dr	9 miles 180 acs	County	Canyon and mountain scenic vistas
33	H 3	VALLEY CIRCLE ROUTE (P) From Mulholland Hwy (west of Topanga Canyon Blvd) to Golden State Frwy via Mulholland Dr, Valley Circle Blvd (D) and Reseda Frwy (P)	20 miles 400 acs	Los Angeles	Craggy mountain terrain in San Fernando Valley
135	G 5	VERDUGO PARKWAY (P) Proposed drive along the crest of the Verdugo Mountains with supplementary drives to Brand, Crescenta Valley and Stough Parks	10 miles 200 acs	County, Los Angeles, Glendale, Burbank	Panoramic vistas of the San Fernando Valley, Los Angeles coastal basin and the San Gabriel Mountains



SPECIALIZED FACILITIES

A specialized facility is a singular recreational facility of regional significance. It may be an individual element such as a historical site or it may be a unit of a larger or more inclusive regional recreation area. It is to be emphasized that many of the areas or facilities listed herein are not subject to an application of standards based on population or size of service area or need but are included because they are inherently unique and are of regional significance in contrast to local or limited significance.

It is precisely because of the test of regional significance that this classification includes certain specific facilities not otherwise classified as a separate category. The swimming stadium in Exposition Park is an example of this. There are a large number of Olympic size pools in the county but one alone is unique in that it has spectator stands with a very large capacity (5,000) and because of location and relationship to other facilities in Exposition Park is used for major swimming and diving events. Thus, it has been separated out and listed separately under Stadiums as the only such pool possessing regional significance. This general principle has been the primary determinant for selection and inclusion of each area or facility in this plan.

Specialized facilities encompass a wide range, from Winter Sports Areas of thousands of acres to small picnic spots and from the Memorial Coliseum seating 94,000 spectators to a Vista Point able to accommodate only a few viewers.

The plan identifies a total of 286 existing, developing or proposed areas and recognizes that additional items may be warranted as conditions and circumstances may determine.

This plan places such specialized facilities in five subclassifications as follows:

A. Outdoor Activity Areas:

- Picnic Grounds
- Campgrounds
- Day Camps
- Riding and Hiking Trails

B. Sports Activity Areas:

- Golf Courses
- Tennis Centers
- Marksmanship Ranges
- Winter Sports Areas
- Sports Arenas
- Stadiums

C. Shore and Water Activity Areas:

- Water Recreation Areas
- Water Feature Areas
- Small Craft Harbors and Launch Facilities
- Beaches
- Shoreline Access Facilities

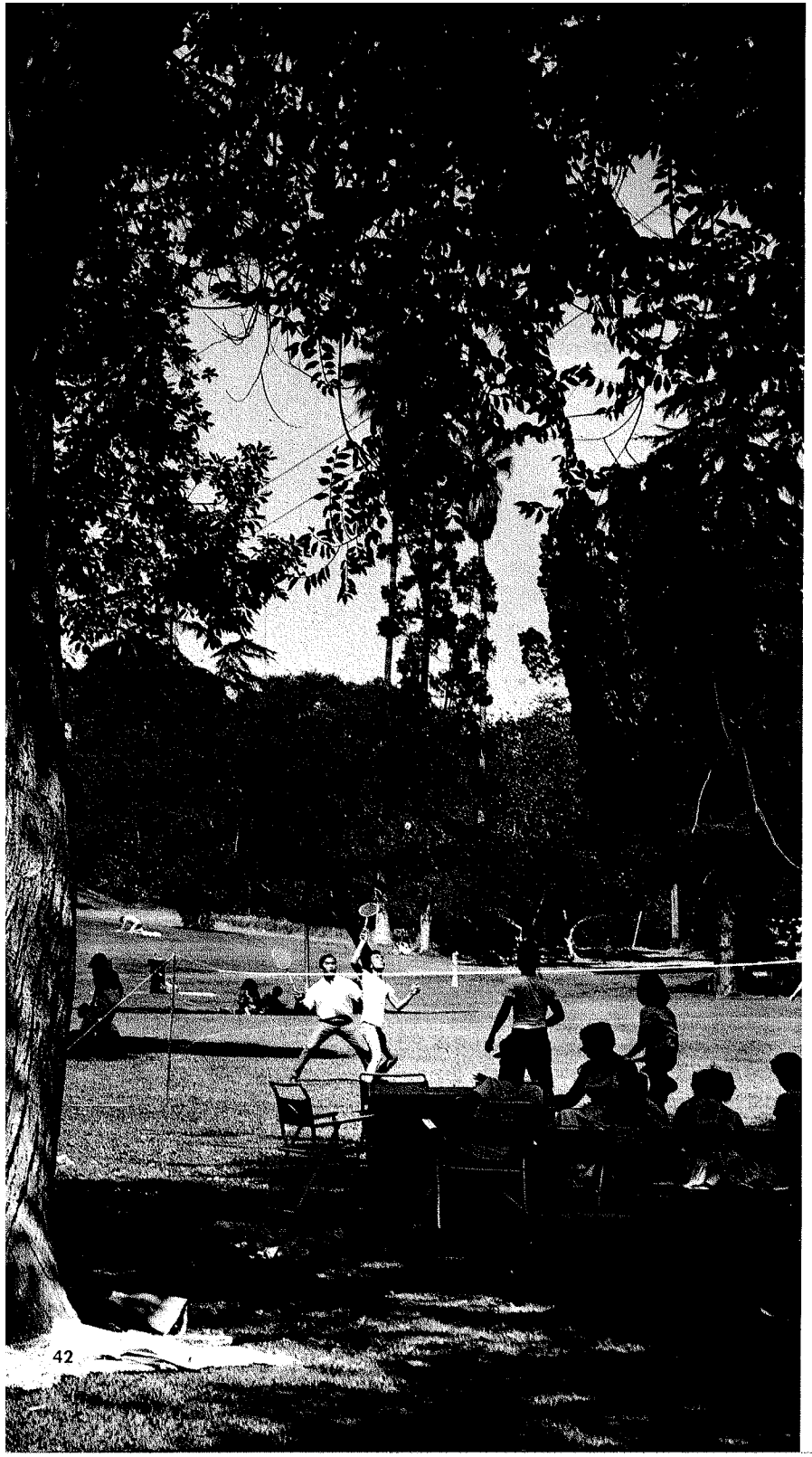
D. Cultural Activity Areas:

- Amphitheaters
- Auditoriums
- Civic-Cultural Centers
- Historical Structures and Sites
- Arboreta and Botanic Gardens
- Observatories and Planetariums
- Museums and Art Galleries
- Zoos and Specialized Animal Exhibits
- Specialized Children's Attractions
- Fairgrounds and Exhibition Buildings

E. Scenic Experience Areas:

- Roadside Rests
- Vista Points

Huntington Library



Elysian Park

Outdoor Activity Areas

Picnic Grounds are areas, usually located within parks, generally equipped with tables, cooking and comfort facilities to permit enjoyment of outdoor eating as a part of an outdoor recreational experience. Picnic areas are found within most parks, both local and regional, but this plan itemizes only major picnic areas which are regional attractions. Sites identified within the Angeles National Forest provide a rustic setting and usually consist of groupings of smaller picnic grounds.

Table 5

PICNIC GROUNDS

Area Number	Map Location	Name and Location	Acreage	Operating Agency	Remarks
256	E 7	ALISO CANYON (P) 3 miles southeast of Acton Angeles National Forest	167	United States Forest Service	Proposed mountain picnic area
284	G 7	ARROYO SECO (D) Angeles Crest Hwy, 2 miles north of La Canada Angeles National Forest	52	United States Forest Service	Mountain picnic area
312	H 6	ARROYO SECO-SYCAMORE GROVE PARKS (E) (see Regional Parks)	a	Los Angeles Rec & Parks Dept	Large picnic areas
278	F 7	BARLEY FLATS (P) 2 miles northeast of Red Box Angeles National Forest	40	United States Forest Service	Proposed mountain picnic area
377	F 10	BIG PINES RECREATION AREA (E) (see Regional Parks)	150[a]	United States Forest Service	Part of mountain recreation area
72	B 4	BONES REGIONAL PARK (D) (see Regional Parks)	a	County Parks & Rec Dept	Picnic area within developing regional park
90	D 5	BOUQUET CANYON AREA (D) (see Reservations)	a	United States Forest Service	Forested canyon picnic area
297	H 7	BROOKSIDE PARK (E) (see Regional Parks	a	Pasadena Parks Dept	Large picnic ground
32	H 2	CALABASAS REGIONAL PARK (D) (see Regional Parks)	a	County Parks & Rec Dept	Picnic area within developing regional park
16	D 3	CASTAIC RESERVOIR (D) (see Regional Parks)	119[a]	California Div of Water Resources and County Parks & Rec Dept	Picnic area within developing regional park
276	F 8	CHARLTON FLATS RECREATION AREA (E) Angeles Crest Hwy, 22 miles northeast of La Canada Angeles National Forest	326	United States Forest Service	Mountain picnic area
54	I 1	CHARMLEE RECREATION PARK (P) (see Recreation Parks)	a	County Parks & Rec Dept	Part of proposed recreation park
270	F 8	CHILAO RECREATION AREA (E) (see Regional Parks)	a	United States Forest Service	Part of mountain recreation area
277	F 7	COLBY RANCH (P) (see Campgrounds)	a	County Parks & Rec Dept	Proposed public picnic grounds on existing private campgrounds

a - Part of a larger area listed elsewhere

Table 5

PICNIC GROUNDS

Area Number	Map Location	Name and Location	Acreage	Operating Agency	Remarks
136	G 6	CRESCENTA VALLEY PARK (E) New York and Honolulu Aves La Crescenta	51	County Parks & Rec Dept	Existing picnic grounds. Reclassified from Regional Parks
166	H 4	CRESTWOOD HILLS PARK (P) (see Day Camps)	a	Los Angeles Rec & Parks Dept	
392	F 9	CRYSTAL LAKE RECREATION AREA (E) (see Regional Parks)	150[a]	United States Forest Service	Part of mountain recreation area
212	J 6	DOMINGUEZ HILLS (P) Dominguez	200	County Parks & Rec Dept	Picnic area proposed in hills adjacent to urban area
94	D 4	DRY CANYON AREA (P) (see Reservations)	a	United States Forest Service	Picnic area in proposed reservation
405	G 9	EAST FORK SAN GABRIEL RIVER (P) 3 miles east of San Gabriel Reservoir Angeles National Forest	91	United States Forest Service	Picnicking
164	H 6	ELYSIAN PARK (E) (see Regional Parks)	a	Los Angeles Rec Parks Dept	Large picnic areas in regional park
153	H 6	GRIFFITH PARK (E) (see Regional Parks)	a	Los Angeles Rec & Parks Dept	Large picnic areas in regional park
79	C 5	HUGHES-ELIZABETH LAKES (D) (see Regional Parks)	a	United States Forest Service & Private	Picnicking
25	F 3	IVERSON RANCH (P) (see Regional Parks)	a	County Parks & Rec Dept	Picnicking
258	E 7	KENTUCKY SPRINGS PARK (D) (see Regional Parks)	a	County Parks & Rec Dept	Picnicking
30	G 3	KNAPP PARK (D) Southwest of Kittridge St and Valley Circle Blvd Canoga Park (L A)	58	Los Angeles Rec & Parks Dept	Picnicking
384	F 9	KRATKA RIDGE (E) (see Winter Sports Areas)	78[a]	United States Forest Service & Concessionaire	Portion of existing winter sports area
155	H 5	LAUREL CANYON PARK (D) 8100 W Mulholland Dr Los Angeles	50	Los Angeles Rec & Parks Dept	Picnicking

a - Part of a larger area listed elsewhere

Table 5

PICNIC GROUNDS

Area Number	Map Location	Name and Location	Acreage	Operating Agency	Remarks
131	G 4	LIMEKILN CANYON (P) North of Devonshire St and west of Tampa Ave Chatsworth (L A)	82	Los Angeles Rec & Parks Dept	Picnicking, riding and hiking trails
414	G 9	LITTLE DALTON (D) Glendora Mountain Rd 2 miles north of Glendora Angeles National Forest	7	United States Forest Service	Picnicking
261	E 7	LITTLE GLEASON (P) 2 miles northeast of Mount Gleason Angeles National Forest	57	United States Forest Service	Picnicking
122	F 5	LITTLE TUJUNGA PARK (P) (see Campgrounds)	50[a]	Los Angeles Rec & Parks Dept	Picnicking and camping
116	F 5	LOPEZ PARK (P) (see Regional Parks)	a	Los Angeles or County Parks & Rec Dept	Part of proposed regional park
124	F 6	LOWER BIG TUJUNGA (D) Big Tujunga Rd, 4 miles north of Sunland Angeles National Forest	214	United States Forest Service	Picnicking
120	F 5	LOWER LITTLE TUJUNGA (P) Little Tujunga Rd, 2 miles north of Foothill Blvd Angeles National Forest (see Campgrounds)	a	United States Forest Service	Picnicking
113	F 5	LOWER PACOIMA CANYON (D) Pacoima Canyon at Little Tujunga Rd Angeles National Forest	35	United States Forest Service	Picnicking
265	F 7	MILL CREEK (D) Angeles Forest Hwy, 8 miles south of Soledad Canyon Rd Angeles National Forest (see Campgrounds)	a	United States Forest Service	Picnicking
205	H 8	MONROVIA CANYON PARK (E) (see Day Camps)	a	City of Monrovia	Rustic picnic grounds within day camp area
42	H 1	MUDD RANCH (P) (see Golf Courses)	a	County Parks & Rec Dept	Large picnic area proposed in conjunction with golf course in rustic setting
393	F 9	NORTH FORK SAN GABRIEL RIVER (D) San Gabriel Canyon Rd, 22 miles north of Azusa Angeles National Forest	129	United States Forest Service	Picnicking

a - Part of a larger area listed elsewhere

Table 5

PICNIC GROUNDS

Area Number	Map Location	Name and Location	Acreage	Operating Agency	Remarks
148	H 5	NORTH HOLLYWOOD PARK (D) (see Recreation Parks)	a	Los Angeles Rec & Parks Dept	Existing large picnic area planned as part of future recreation park
13	C 2	OAK FLAT (D) West of Golden State Frwy, 10 miles north of Castaic Angeles National Forest	34	United States Forest Service	Picnicking
7	B 3	OAK GROVE CANYON (P) Oakdale and Pine Canyon Rds Sawmill Mountain	200	County Parks & Rec Dept	Picnicking and camping
292	G 7	OAK GROVE PARK (E) (see Regional Parks)	a	Pasadena Parks Dept	Large picnic area in regional park
233	L 5	PECK PARK (E) 1430 Summerland Ave San Pedro (L A)	107	Los Angeles Rec & Parks Dept	Picnicking
106	F 4	PLACERITA CANYON PARK (D) (see Regional Parks)	a	County Parks & Rec Dept	Part of developing regional park
9	C 2	PYRAMID RESERVOIR (P) (see Regional Parks)	a	California Div of Water Resources and United States Forest Service	Part of proposed regional park
3	B 2	QUAIL LAKE (P) (see Regional Parks)	a	County Parks & Rec Dept	Part of proposed regional park
344	K 7	RECREATION PARK AREA (E) (see Regional Parks)	a	Long Beach Parks & Rec Depts	Large picnic area in regional park
274	F 6	ROAD'S END CAMP (P) (see Campgrounds)	a	County Parks & Rec Dept	Picnicking and camping
93	D 5	ROWHER CANYON (D) 1 mile north of Sleepy Valley and Mint Canyon Rd Angeles National Forest	15	United States Forest Service	Picnicking
157	H 4	RUSTIC CANYON (P) (see Regional Parks)	a	Los Angeles Rec & Parks Dept	Part of proposed regional park
423	H 10	SAN ANTONIO DAM (P) (see Regional Parks)	a	County Parks & Rec Dept	Part of proposed regional park
419	H 9	SAN DIMAS CANYON PARK (E) (see Regional Parks)	a	County Parks & Rec Dept	Rustic picnic area in regional park

a - Part of a larger area listed elsewhere

Table 5

PICNIC GROUNDS

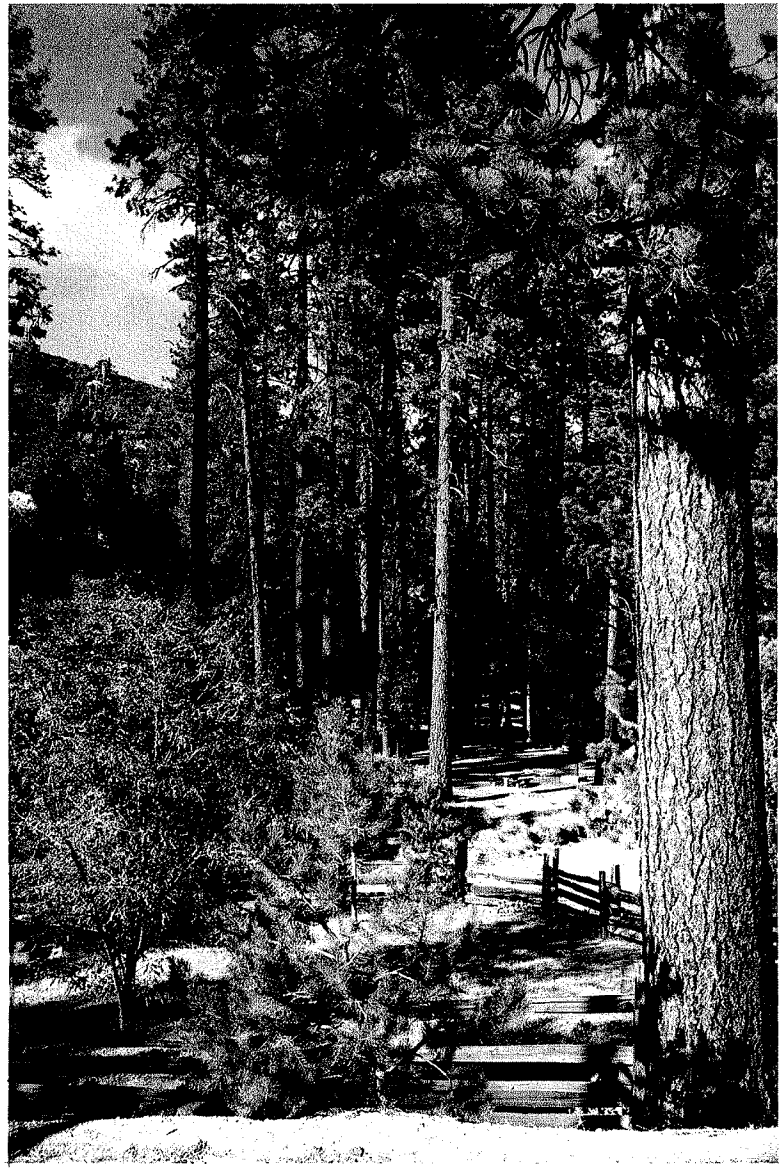
Area Number	Map Location	Name and Location	Acreage	Operating Agency	Remarks
89	D 4	SAN FRANCISQUITO CANYON (P) San Francisquito Canyon Rd, 5 miles south of Green Valley Angeles National Forest	121	United States Forest Service	Picnicking
408	G 9	SAN GABRIEL RESERVOIR AREA (D) (see Regional Parks)	a	United States Forest Service and County Flood Control Dist	Part of mountain recreation area
134	G 5	SUNLAND PARK (D) Sunland and Foothill Blvds Sunland (L A)	50	Los Angeles Rec & Parks Dept	Picnicking
45	H 3	SYLVIA PARK (P) Topanga Canyon Blvd and Cheney Dr Topanga	320	County Parks & Rec Dept	Picnicking
47	H 2	TAPIA PARK (D) (see Regional Parks)	a	County Parks & Rec Dept	Rustic picnic area within regional park
353	A 10	TWIN BUTTES PARK (P) 6 miles northeast of Hi Vista Antelope Valley	320	County Parks & Rec Dept	Picnicking
110	F 5	UPPER PACOIMA CANYON (D) 2 miles south of Magic Mountain Angeles National Forest	4	United States Forest Service	Picnicking
466	F 4	VAN NORMAN LAKES (P) (see Regional Parks)	a	Los Angeles Rec & Parks Dept	Part of proposed regional park
140	G 5	VICTORY VAN OWEN PARK (E) Laurel Canyon Blvd and Whitsett St North Hollywood (L A)	88	Los Angeles Rec & Parks Dept	Large picnic area and local park facilities
383	F 8	WATERMAN-BUCKHORN (E) (see Winter Sports Areas)	127[a]	United States Forest Service and Concessionaire	Picnicking and camping portion of winter sports area
159	H 5	WATTLE ESTATE (P) Hollywood Blvd and Curson Ave Hollywood (L A)	80	Los Angeles Rec & Parks Dept	Picnic grounds, nature trails, vista points, oriental gardens
371	E 9	WEST GRANDVIEW PARK (P) (see Regional Parks)	a	County Parks & Rec Dept	Part of proposed regional park

a - Part of a larger area listed elsewhere

Campgrounds are areas in which overnight outdoor living is emphasized. These facilities are usually located in the mountains or foothills but some have been developed or proposed in the desert and shoreline areas as well. Site development should include water, comfort facilities, a stove and table and in general be commensurate with the degree of "roughing it" that the location and accessibility suggests.

"Camping out" is a great tradition that has grown in interest apparently as a concomitant of the increased urbanization of our society. This plan recognizes the great need for facilities and areas for camping and shows all known public campgrounds and proposes a number of additions. This plan further recognizes that readily accessible facilities always tend to be much more crowded than the remote ones and proposes a dispersion of campgrounds that will tend to more likely balance the total use while retaining some as extremely rugged and remote for the very hardy camper.

The really critical factor is not so much a lack of campgrounds, except for the shoreline in summer, but rather the lack of development. This plan proposes that development continue at an accelerated pace.



Chilao Recreation Area

Table 6

CAMPGROUNDS

Area Number	Map Location	Name and Location	Acreage	Operating Agency	Regional Facilities/Activities
269	F 7	ALDER CREEK (P) 2 miles west of Chilao Angeles National Forest	60	United States Forest Service	Camping
382	F 10	BADEN POWELL-THROOP (D) (see Winter Sports Areas)	122[a]	United States Forest Service	Camping and picnicking within winter sports area
107	F 5	BEAR CANYON (D) 1 mile east of Sand Canyon and Little Tujunga Canyon Rds Angeles National Forest	5	United States Forest Service	Camping
377	F 10	BIG PINES RECREATION AREA (E) (see Regional Parks)	300[a]	United States Forest Service	Large public campgrounds within mountain recreation area
375	E 10	BIG ROCK AREA (D) 4 miles west of Big Pines Angeles National Forest	375	United States Forest Service	Camping, picnicking
290	G 8	BIG SANTA ANITA (E) 3 miles north of Sierra Madre Angeles National Forest	125	United States Forest Service	Camping, picnicking
90	D 5	BOUQUET CANYON AREA (D) (see Reservations)	188[a]	United States Forest Service	Camping and picnicking within forest reservation
285	G 7	BROWN MOUNTAIN AREA (D) 2 miles north of Altadena Angeles National Forest	23	United States Forest Service	Camping
53	I 1	CARRILLO BEACH STATE PARK (E) (see Regional Parks)	200[a]	California Div of Beaches & Parks	Camping within a regional park
16	D 3	CASTAIC RESERVOIR (D) (see Regional Parks)	200[a]	County Parks & Rec Dept & State	Camping, boat access camping as part of regional park
454	L 3	CATALINA ISLAND CAMPS (E) Santa Catalina Island	95 (est.)	Youth Groups	Organization camping in 9 separate sites
270	F 8	CHILAO RECREATION AREA (E) (see Regional Parks)	144[a]	United States Forest Service	Public campgrounds within mountain recreation area
281	G 6	CLEAR CREEK (D) Angeles Crest and Angeles Forest Hwys Angeles National Forest	46	United States Forest Service	School camping and picnicking
381	F 8	CLOUDBURST-COOPER CANYON (P) North of Angeles Crest Hwy, 4 miles west of San Gabriel Canyon Rd Angeles National Forest	207	United States Forest Service	Camping, picnicking

a - Part of a larger area listed elsewhere

Table 6

CAMPGROUNDS

Area Number	Map Location	Name and Location	Acreage	Operating Agency	Regional Facilities/Activities
277	F 7	COLBY RANCH (E) Big Tujunga Creek below Strawberry Mountain Angeles National Forest	200	Private nonprofit organization	Organized group camping. Proposed: public picnic grounds
406	G 10	COLDWATER & CATTLE CANYONS (P) 3 miles west of Mt Baldy Village Angeles National Forest	97	United States Forest Service	
403	G 10	COW CANYON SADDLE (P) Near Baldy Rd and Glendora Mountain Rd Angeles National Forest	40	County Parks & Rec Dept	
392	F 9	CRYSTAL LAKE RECREATION AREA (E) (see Regional Parks)	85[a]	United States Forest Service	Large public campground within mountain regional park
391	F 8	DEVIL'S CANYON-BEAR CANYON WILD AREA (E) (see Reservations)	111[a]	United States Forest Service	Camping within forest reservation
94	D 4	DRY CANYON AREA (P) (see Reservations)	108[a]	United States Forest Service & Private	Camping and picnicking within proposed forest reservation
376	E 10	EAST MESCAL AREA (P) Big Pines Hwy, 3 miles west of Big Pines Angeles National Forest	264	United States Forest Service	Camping and picnicking
295	H 7	EATON CANYON PARK (D) (see Regional Parks)	10[a]	County Parks & Rec Dept	Proposed public campground in developing regional park
82	C 4	ELIZABETH LAKE CANYON (D) Lake Hughes Rd, 4 miles south of Lake Hughes Angeles National Forest	204	United States Forest Service	Camping, organization camping and picnicking
117	F 5	GOLD CREEK (D) Little Tujunga Rd, 4 miles north of Foothill Blvd Angeles National Forest	21	United States Forest Service	Organization camping
83	C 5	GREEN VALLEY AREA (D) San Francisquito Canyon and Spunky Cyn Rds Angeles National Forest	143	United States Forest Service	Camping
153	H 6	GRIFFITH PARK (E) (see Regional Parks)	70[a]	Los Angeles Rec & Parks Dept	Griffith Park Boys' Camp; Hollywoodland Camp for Girls
279	G 6	GRIZZLY FLATS (P) West side of Angeles Crest Hwy, 2 miles north of La Crescenta Angeles National Forest	43	United States Forest Service	Camping

a - Part of a larger area listed elsewhere

Table 6

CAMPGROUNDS

Area Number	Map Location	Name and Location	Acreage	Operating Agency	Regional Facilities/Activities
354	B 10	HI VISTA PARK (P) 5 miles northeast of Hi Vista Antelope Valley	320	County Parks & Rec Dept	Camping
79	C 5	HUGHES-ELIZABETH LAKES (D) (see Regional Parks)	42[a]	United States Forest Service	Camping within mountain recreation area
386	F 9	ISLIP (P) (see Winter Sports Areas)	85[a]	United States Forest Service	Camping and picnicking within winter sports area
25	F 3	IVERSON RANCH (P) (see Regional Parks)	100[a]	County Parks & Rec Dept	Camping within proposed regional park
77	C 4	JUDAY FLATS (P) 3 miles northwest of Lake Hughes Angeles National Forest	52	County Parks & Rec Dept	
8	C 3	KELLY RANCH (P) Approximately 5 miles east of Old Ridge Route and 5 miles south of Pine Canyon Rd Angeles National Forest	60	County Parks & Rec Dept	
258	E 7	KENTUCKY SPRINGS PARK (D) (see Regional Parks)	20[a]	County Parks & Rec Dept	Camping within mountain regional park
6	B 2	LIEBRE MOUNTAIN AREA (D) 10 miles southeast of Gorman Angeles National Forest	333	United States Forest Service	
260	E 8	LITTLE ROCK CREEK (P) 7 miles south of Littlerock Angeles National Forest	96	United States Forest Service	Proposed expansion of existing 2-acre camping site (Little Sycamore)
255	E 8	LITTLE ROCK RESERVOIR (D) (see Little Rock Reservoir Regional Park)	14[a]	United States Forest Service	Camping within developing regional park
122	F 5	LITTLE TUJUNGA PARK (P) Little Tujunga Canyon San Fernando Valley (L A)	170	Los Angeles Rec & Parks Dept	Camping and picnicking
226	L 5	LIVINGSTON UPLAND PARK (P) (see Regional Parks)	50[a]	County Parks & Rec Dept	Proposed public campground in proposed regional park
266	F 7	LOOMIS RANCH (P) Alder Creek, south of Mt Pacifico Angeles National Forest	80	County Parks & Rec Dept	Camping
120	F 5	LOWER LITTLE TUJUNGA (P) Little Tujunga Rd, 2 miles north of Foothill Blvd Angeles National Forest	108	United States Forest Service	Camping and picnicking

a - Part of a larger area listed elsewhere

Table 6

CAMPGROUNDS

Area Number	Map Location	Name and Location	Acreage	Operating Agency	Regional Facilities/Activities
421	H 10	MARSHALL CANYON REGIONAL PARK (E) (see Regional Parks)	100[a]	County Parks & Rec Dept	Existing public campground in developing regional park
265	F 7	MILL CREEK (D) Angeles Forest Hwy, 8 miles south of Vincent Angeles National Forest	152	United States Forest Service	Camping and picnicking
264	F 6	MOUNT GLEASON (D) Mount Gleason Rd, 7 miles west of Angeles Forest Hwy Angeles National Forest	82	United States Forest Service	Camping and picnicking
7	B 3	OAK GROVE CANYON (P) (see Picnic Grounds)	50[a]	County Parks & Rec Dept	Camping and picnicking
103	E 5	OAK SPRING CANYON (P) 3 miles southeast of Solemint Junction Angeles National Forest	27	United States Forest Service	Organization camping
262	E 8	PACIFICO MOUNTAIN AREA (P) 3 miles east of Angeles Forest Hwy at Mill Creek Summit Station Angeles National Forest	342	United States Forest Service	Camping, picnicking, winter sports
390	F 10	PRAIRIE FORK RECREATION AREA (P) (see Regional Parks)	a	United States Forest Service	Camping within proposed mountain recreation area
431	H 9	PUDDINGSTONE RESERVOIR RECREATIONAL AREA (D) (see Regional Parks)	85[a]	County Parks & Rec Dept	Proposed public campground in existing regional park
9	C 2	PYRAMID RESERVOIR (P) (see Regional Parks)	45[a]	California Div of Water Resources & United States Forest Service	Camping within proposed regional park
3	B 2	QUAIL LAKE (P) (see Regional Parks)	50[a]	County Parks & Rec Dept	Camping within proposed regional park
10	C 2	RESERVOIR HILL AREA (P) 12 miles southeast of Gorman on Old Ridge Route Angeles National Forest	56	United States Forest Service	Camping and picnicking
274	F 6	ROAD'S END CAMP (P) North of Big Tujunga Canyon Rd at Vogel Flats Angeles National Forest	160	County Parks & Rec Dept	Camping

a - Part of a larger area listed elsewhere

Table 6

CAMPGROUNDS

Area Number	Map Location	Name and Location	Acreage	Operating Agency	Regional Facilities/Activities
413	G 9	ROBERTS-FISH CANYON (D) 2 miles north of Azusa Angeles National Forest	27	United States Forest Service	Camping
86	C 4	RUBY CANYON (P) Lake Hughes Rd at Ruby Canyon Angeles National Forest	19	United States Forest Service	Camping
157	H 4	RUSTIC CANYON (P) (see Regional Parks)	50[a]	Los Angeles Rec & Parks Dept	Camping
411	G 10	SAN ANTONIO CANYON (D) Mt Baldy Rd, 2 miles south of Mt Baldy Village Angeles National Forest	88	United States Forest Service	Camping
423	H 10	SAN ANTONIO DAM (P) (see Regional Parks)	30[a]	County Parks & Rec Dept	Camping within proposed regional park
408	G 9	SAN GABRIEL RESERVOIR AREA (D) (see Regional Parks)	20[a]	County Flood Control Dist, United States Forest Service and Private	Camping portion of mountain recreation area Includes Camp Rincon
259	E 7	SANTIAGO-KENTUCKY SPRINGS CANYON (P) Angeles Forest Hwy, 4 miles south of Soledad Canyon Rd Angeles National Forest	80	United States Forest Service	Camping
75	B 4	SAWMILL MOUNTAIN AREA (D) Sawmill Rd, 4 miles southeast of Three Points Angeles National Forest	193	United States Forest Service	Camping, organization camping, picnicking
412	G 8	SAWPIT CANYON (P) 4 miles north of Monrovia Angeles National Forest	25	United States Forest Service	Camping
102	E 5	SOLEDAD CANYON (D) Soledad Canyon Rd, 4 miles south of Agua Dulce Angeles National Forest	18	United States Forest Service	Camping and picnicking
263	E 8	SOUTH FORK-LITTLE ROCK CREEK (P) 3 miles southwest of Juniper Hills Angeles National Forest	5	United States Forest Service	Camping
254	D 8	SOUTH LITTLEROCK (P) (see Regional Parks)	30[a]	County Parks & Rec Dept	Camping within proposed regional park

a - Part of a larger area listed elsewhere

Table 6

CAMPGROUNDS

Area Number	Map Location	Name and Location	Acreage	Operating Agency	Regional Facilities/Activities
268	F 8	SQUAW CAMP-HORSE FLATS (P) Angeles Crest Hwy, 1 mile north of Chilao Angeles National Forest	529	United States Forest Service	Camping and picnicking
47	H 2	TAPIA PARK (D) (see Regional Parks)	a	County Parks & Rec Dept	Proposed campground in developing regional park
95	D 5	TEXAS CANYON (P) East of Bouquet Canyon Rd at southern boundary of Angeles National Forest	30	United States Forest Service	Camping
407	G 10	THOMPSON RANCH (P) Cattle and Coldwater Canyons north of Glendora Ridge Rd Angeles National Forest	50	County Parks & Rec Dept	Camping
114	F 6	TRAIL CANYON (D) Southwest of Iron Mountain, 2 miles north of Big Tujunga Rd Angeles National Forest	2	United States Forest Service	Camping
39	H 1	TRIUNFO REGIONAL PARK (P) (see Regional Parks)	90[a]	County Parks & Rec Dept	Camping in proposed regional park
273	F 7	UPPER BIG TUJUNGA (D) Big Tujunga Canyon, 1½ miles east of Angeles Forest Hwy Angeles National Forest	126	United States Forest Service	Camping and picnicking
88	D 5	UPPER BOUQUET CANYON (P) Bouquet and Spunky Canyons, north of Bouquet Reservoir Angeles National Forest	234	United States Forest Service	Camping
395	F 10	UPPER EAST FORK SAN GABRIEL RIVER (D) 6 miles east of Crystal Lake Angeles National Forest	9	United States Forest Service	Camping
404	G 8	UPPER WEST FORK SAN GABRIEL RIVER (E) Cogswell Reservoir Angeles National Forest	41	United States Forest Service	Camping
383	F 8	WATERMAN-BUCKHORN (E) (see Winter Sports Areas)	127[a]	United States Forest Service and Private	Camping and picnicking portion of winter sports area
400	G 10	WEBER RANCH (P) Coldwater Canyon, west of Mt Baldy Village and north of Glendora Ridge Rd Angeles National Forest	40	County Parks & Rec Dept	Camping

a - Part of a larger area listed elsewhere

Table 6

CAMPGROUNDS

Area Number	Map Location	Name and Location	Acreage	Operating Agency	Regional Facilities/Activities
371	E 9	WEST GRANDVIEW PARK (P) (see Regional Parks)	80[a]	County Parks & Rec Dept	Camping as part of proposed regional park
5	B 2	WEST LIEBRE MOUNTAIN AREA (P) Old Ridge Route, 6 miles southeast of Gorman Angeles National Forest	159	United States Forest Service	Camping, picnicking and organization camping

a - Part of a larger area listed elsewhere

Carrillo Beach State Park

Day Camps are activities in which supervised groups of young children visit rustic or wilderness-type areas and participate in many of the regular camping activities, but do not remain in the area overnight.

The term day camp refers primarily to an activity rather than a type of development. Consequently, such activities can be conducted at almost any park with a rustic setting and with a minimum of facilities. However, there are a few areas within the county developed or planned to be developed specifically to accommodate day camp activities such as Decker Canyon Camp developed and operated by the City of Los Angeles Department of Recreation and Parks, and this plan will limit its attention to such areas.

Table 7

DAY CAMPS

Area Number	Map Location	Name and Location	Acreage	Operating Agency	Regional Facilities/Activities
166	H 4	CRESTWOOD HILLS PARK (P) Kenter Canyon Brentwood (L A)	85	Los Angeles Rec & Parks Dept	Large day camp in rustic setting as part of proposed park which will include picnicking, camping, and possibly an equestrian stop and community amphitheater
50	I 1	DECKER CANYON YOUTH CAMP (E) Decker Road, 2 miles north of Pacific Coast Hwy Malibu	37	Los Angeles Rec & Parks Dept	Large day camp in rustic setting
182	I 4	LOWER LAS PULGAS CANYON (P) North of Requeno Pl and Las Canoas Rd Pacific Palisades (L A)	50	Los Angeles Rec & Parks Dept	Large day camp in rustic setting
205	H 8	MONROVIA CANYON PARK (E) Northern termination of Canyon Blvd Monrovia	160	City of Monrovia	Day camp in rustic setting
106	F 4	PLACERITA CANYON PARK (D) (see Regional Parks)	a	County Parks & Rec Dept	Large day camp in rustic setting as part of regional park
188	I 4	POTRERO CANYON (P) South of Pacific Palisades Playground Pacific Palisades (L A)	65	Los Angeles Rec & Parks Dept	Large day camp with picnicking in rustic setting as an adjunct to Will Rogers Beach State Park
173	H 4	RIVAS CANYON (D) (see Regional Parks)	a	Los Angeles Rec & Parks Dept	Large day camp in rustic setting as part of regional park
419	H 9	SAN DIMAS CANYON PARK (E) (see Regional Parks)	a	County Parks & Rec Dept	Large day camp in rustic setting as part of regional park
323	I 7	WHITTIER NARROWS DAM RECREATIONAL AREA (E) (see Regional Parks)	a	County Parks & Rec Dept	Large day camp in rustic setting as part of regional park

a - Part of a larger area listed elsewhere

Riding and Hiking Trails are paths that are designed to accommodate horseback riding and hiking through areas removed from vehicular traffic. Ideally, they lead through park-like natural areas. In the urban areas many of the paths are of necessity confined to flood control right-of-ways.

Riding and hiking trails are usually not less than six feet wide and are routed to avoid steep and difficult gradients. Trail stops are rest areas which should be an integral part of each trail system and should be spaced a day's hike or half a day's ride apart. Wherever possible trail stops should be incorporated with parks, campgrounds or guard stations.

The trail system shown on the following map is representative of the Master Plan of Riding and Hiking Trails which was adopted by Los Angeles County in 1956. Additional planning studies by the United States Forest Service for the Angeles National Forest areas have proposed alternate and additional routes beyond those shown on the original plan. These routes have been shown on the following map in order to present as comprehensive and up-to-date proposed county-wide trail system as possible.

The plan also includes that part of the California Riding and Hiking Trail that passes through Los Angeles County. This trail, provided for by State Legislation and operated and maintained by the State in cooperation with both federal and local agencies, functions as a "backbone" route on which a more comprehensive trail system may be developed throughout the State.

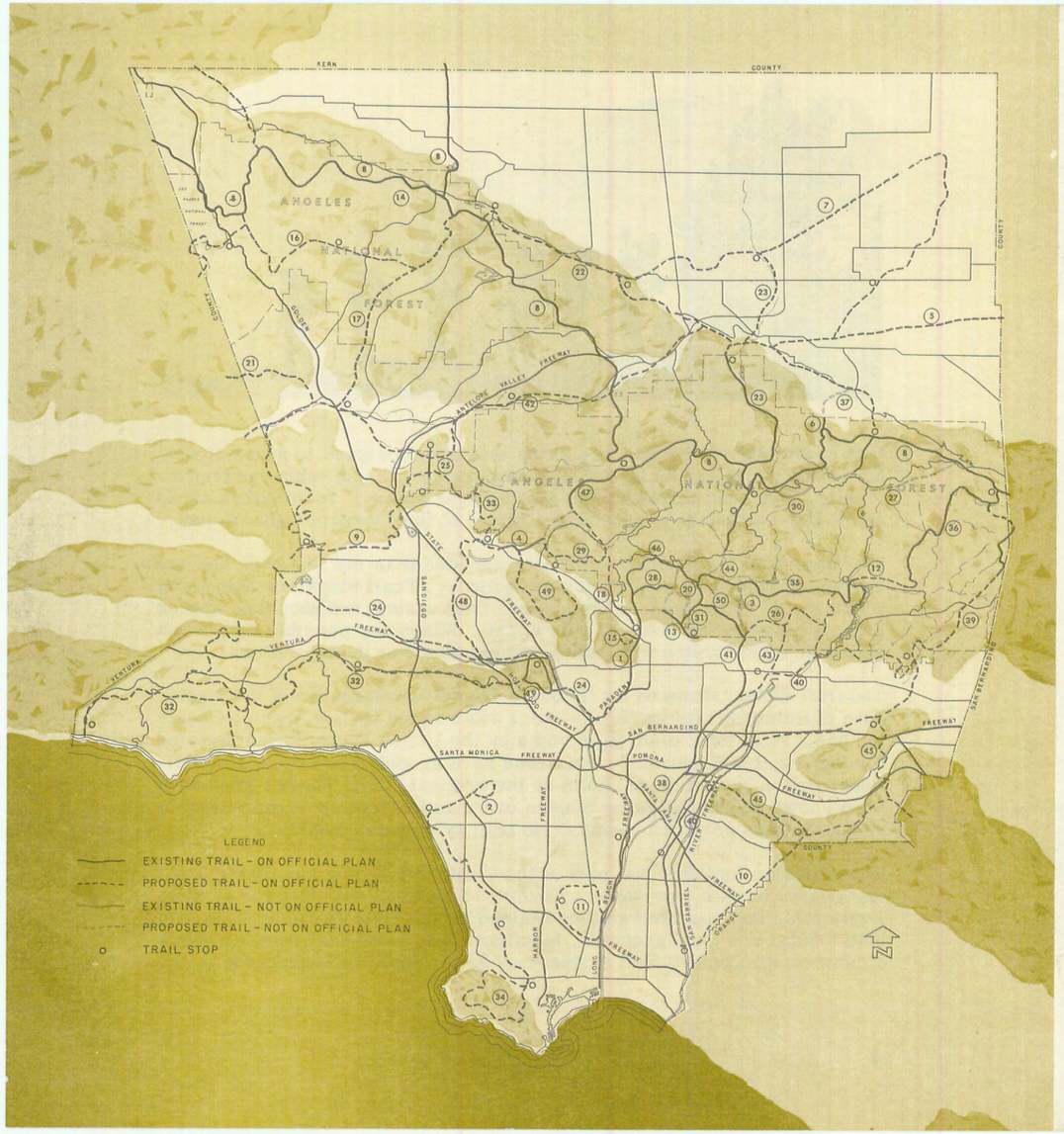


Table 8

RIDING AND HIKING TRAILS

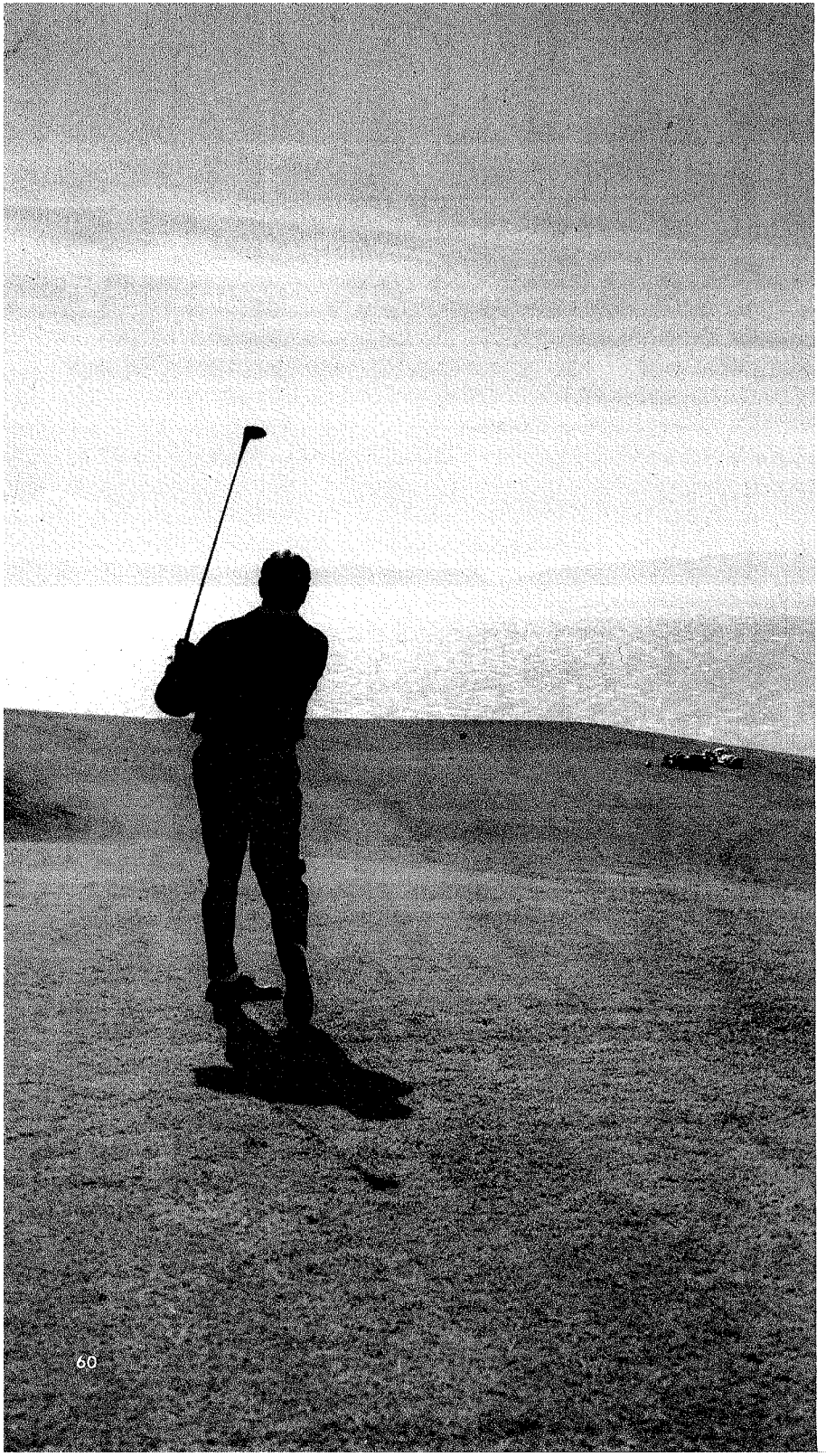
	Name	Present Status	Operating Agency	Remarks
1	ARROYO-SECO	E	Pasadena and So Pasadena	Canyon bottom
2	BALDWIN HILLS LOOP	P		Rolling hills
3	BIG SANTA ANITA *	E	United States Forest Service	Steep canyons and mountains
4	BIG TUJUNGA	E	County	Canyon bottom
5	BOULDER	P		Desert
6	BURHART *	E	California	Forested mountains
7	BUTTE	P		Desert
8	CALIFORNIA STATE TRAIL	E	California	Desert, rolling hills and mountains
9	CHATSWORTH	P		Steep rocky canyons and mountains
10	COYOTE CREEK	P		River bottom
11	DOMINGUEZ HILLS LOOP	P		River bottom
12	EAST FORK	P	United States Forest Service	Canyon bottom
13	EATON CANYON (Las Flores)	E	County	Steep foothills
14	FISH CANYON *	E	United States Forest Service	Canyons and mountains
15	FLINTRIDGE LOOP	E	County	Foothills
16	FOREST VIEW	P		Canyons and mountains
17	FRANCISQUITO	P		Canyon bottom
18	GOULD CANYON	E	County	Foothills
19	GRIFFITH PARK TRAILS	E	Los Angeles	Steep hills
20	IDLE HOUR *	E	United States Forest Service	Steep mountains
21	LAKE PIRU	P		Rugged hills
22	LEONA VALLEY	P		Rolling hills
23	LITTLE ROCK	E	United States Forest Service	Steep canyons
24	LOS ANGELES RIVER	P		River bottom
25	LOS PINETOS	E	County	Steep mountains
26	MONROVIA FOOTHILLS	P		Steep foothills

* - Existing trail maintained but not shown on the Plan of Riding and Hiking Trails

Table 8

RIDING AND HIKING TRAILS

	Name	Present Status	Operating Agency	Remarks
27	MT BADEN POWELL *	E	United States Forest Service	Steep high mountains
28	MT LOWE * (Millard Canyon)	E	United States Forest Service	Steep mountains
29	MT LUKENS TRAIL	P		Rugged foothills
30	MT WATERMAN *	E	United States Forest Service	Mountainous
31	MT WILSON TOLL ROAD (Rattlesnake Trail)	E	United States Forest Service	Steep mountains
32	MULHOLLAND	P		Steep mountains
33	PACOIMA RESERVOIR TRAIL	P		Foothills
34	PALOS VERDES LOOP	P		Rolling hills
35	PINE MOUNTAIN (West Fork)	E	United States Forest Service	Forested mountain top
36	PRAIRIE FORK	E	United States Forest Service	Canyons and gorges
37	PUNCHBOWL *	E	California	Desert slopes
38	RIO HONDO	E	County	River bottom
39	SAN DIMAS	P		Steep mountains
40	SAN GABRIEL RIVER	E	County	River bottom
41	SANTA ANITA WASH	E	County	Canyon bottom
42	SANTA CLARA RIVER	P		Valley and foothills
43	SAWPIT	P		Foothills
44	SHORTCUT CANYON *	E	United States Forest Service	Canyon and mountains
45	SKYLINE	P		Rolling hills
46	SWITZER	E	United States Forest Service	Mountains and canyons
47	TRAIL CANYON	E	United States Forest Service	Steep mountains and canyons
48	TUJUNGA	P		River bottom
49	VERDUGO HILLS LOOP	P		Foothills
50	WINTER CREEK *	E	United States Forest Service	Steep canyons and mountains



Los Verdes Golf Course

Sports Activity Areas

Golf Courses are specialized recreational facilities that require between 120 and 160 acres of land for a standard 18-hole par 72 course. This plan projects one standard 18-hole course for every 90,000 persons. This standard is conservative when compared to either the National Golf Association standard of one course per 20,000 persons or the National Playground Association standard of one course per 54,000 persons.

At the present time, Los Angeles County has a ratio of approximately one golf course per 116,500 persons. However, nearly half of them are closed to the public. Considering only public courses and private ones that are open to the public, the ratio is approximately 1:203,000.

Due to the great demand for courses and the relatively poor effective ratio of courses available to the general public, the role of public agencies in acquisition and development of golf courses is emphasized. Wherever possible, golf courses have been proposed to be elements of regional or recreation parks in order to secure the economies that come with consolidation of recreational facilities.

The proposals contained in the following tables have been made by considering each course's service area in relationship to present and potential population distributions, and by considering availability of land. Expressed in terms of a standard 18-hole golf course, at least 111 courses will be needed by 1985. There are 65 existing courses in Los Angeles County and 49 courses are shown as proposed or developing in the following table, for a total of 114 courses.

Table 9

GOLF COURSES

Area Number	Map Location	Name and Location	No. of Holes	Acreage	Operating Agency	Remarks
315	H 7	ALMANSOR GOLF COURSE (E) (see Almansor Recreation Park)	9	60[a]	Alhambra Parks & Rec Dept	Part of Almansor Recreation Park
208	J 5	ALONDRA GOLF COURSE (E) (see Alondra Park under Recreation Parks)	18	184[a]	County Parks & Rec Dept	Part of Alondra Park which also contains an 18-hole par 3 course
294	G 7	ALTADENA GOLF COURSE (E) 1476 E Mendocino St Altadena	9	56	County Parks & Rec Dept	No plans for expansion
299	H 6	ANNANDALE COUNTRY CLUB (E) 1201 W Colorado St Pasadena	18	115	Private-closed to public	
247	C 7	ANTELOPE VALLEY COUNTRY CLUB (E) Ave O-12 and 10th St West Palmdale	18	120 (est.)	Private-open to public	
306	H 8	ARCADIA COUNTY PARK (E)	(see Santa Anita Golf Course)			
308	H 6	ARROYO SECO GOLF COURSE (E) 1055 Lohman Lane South Pasadena	18	90	City of South Pasadena and Private	Lighted 18-hole pitch and putt course, not standard size
458	L 4	AVALON GOLF COURSE (E) Santa Catalina Island	18	120	Private-open to public	
417	H 8	AZUSA GREENS (D) West of San Gabriel Canyon Rd at Sierra Madre Ave Azusa	18	108	Private-open to public	
145	G 4	BALBOA GOLF COURSE (E) (see Sepulveda Dam Recreational Area under Regional Parks)	18	a	Los Angeles Rec & Parks Dept	Part of Sepulveda Dam Recreational Area. Also see separate listings for Encino and Sepulveda Golf Courses
197	I 5	BALDWIN HILLS GOLF COURSE (P) (see Baldwin Hills Regional Park)	27	180[a]	County Parks & Rec Dept	Part of proposed regional park
168	H 4	BEL AIR COUNTRY CLUB (E) 10768 Bellagio Rd Pacific Palisades (L A)	18	123	Private-closed to public	
452	I 9	BREA CANYON GOLF COURSE (P) Brea Canyon	18	120 (est.)	Private	
	I 4	BRENTWOOD COUNTRY CLUB (E) (see Brentwood Recreation Park)	18	125[a]	Private-closed to public	Proposed: reduction of existing 18-hole golf course to 9-holes as part of conversion of this site to a recreation park

a - Part of a larger area listed elsewhere

Table 9

GOLF COURSES

Area Number	Map Location	Name and Location	No. of Holes	Acreage	Operating Agency	Remarks
297	H 7	BROOKSIDE GOLF COURSE (E) (see Brookside Park under Regional Parks)	36	240[a] (est.)	Pasadena Park Dept	Part of regional park
32	H 2	CALABASAS GOLF COURSE (D) (see Calabasas Regional Park)	18	120[a]	County Parks & Rec Dept	Part of proposed regional park
325	I 8	CALIFORNIA COUNTRY CLUB (E) 1551 S Workman Mill Rd Whittier	18	145	Private-closed to public	
333	J 8	CANDLEWOOD COUNTRY CLUB (E) 14000 E Telegraph Rd Whittier	18	103	Private-closed to public	
465	G 3	CHATSWORTH RESERVOIR GOLF COURSE (P) (see Chatsworth Reservoir Regional Park)	18	120[a]	Los Angeles or County Parks & Rec Dept	Part of proposed regional park. Site # 9 in Los Angeles "Public Golf Courses Plan" of 1948
293	G 6	CHEVY CHASE GOLF COURSE (E) 3067 E Chevy Chase Dr Glendale	9	51	Private-open to public	
426	H 10	CLAREMONT GOLF CENTER (E) 1550 Indian Hill Blvd Claremont	9	35	Private-open to public	
370	E 9	CRYSTALAIRE COUNTRY CLUB (E) 15701 Boca Raton Llano (Antelope Valley)	18	176	Private-closed to public	
337	K 7	DAIRY VALLEY GOLF COURSE (P) (see Dairy Valley Recreation Park)	18	120[a]	City of Dairy Valley	Part of proposed recreation park
141	G 6	DEL BELL GOLF COURSE (E) (see Stough Park under Regional Parks)	18	103[a]	Burbank Parks & Rec Dept	Part of Stough Park
146	H 4	DEAUVILLE COUNTRY CLUB (E) 4001 Reseda Blvd Tarzana (L A)	45	255	Private-closed to public	Includes 2 existing 18-hole courses and 1 proposed 9-hole course
249	D 7	DESERT AIRE GOLF CLUB (E) 3620 East Ave P Palmdale	9	50	Private-open to public	Night lighted
28	G 3	DEVONSHIRE GOLF CLUB (E) 22301 W Devonshire St Chatsworth	9	145	Private-open to public	Three 9-hole par 3 courses existing at this site in addition to one regulation 9-hole course
446	I 9	DIAMOND BAR GOLF COURSE (E) Brea Canyon Rd Diamond Bar	18	178	County Parks & Rec Dept	

a - Part of a larger area listed elsewhere

Table 9

GOLF COURSES

Area Number	Map Location	Name and Location	No. of Holes	Acreage	Operating Agency	Remarks
130	G 4	EAST PORTER RANCH GOLF COURSE (P) Tampa Ave Chatsworth (L A)	18	117	Private-open to public	
295	H 7	EATON CANYON GOLF COURSE (E) (see Eaton Canyon Park under Regional Parks)	9	60[a] (est.)	County Parks & Rec Dept	Part of existing regional park
150	H 4	EL CABALLERO COUNTRY CLUB (E) 5001 Nestle Ave Encino (L A)	18	145	Private-closed to public	
342	K 7	EL DORADO GOLF COURSE (E) (see El Dorado Park under Regional Parks)	18	150[a] (est.)	Long Beach Rec & Parks Depts	Part of existing regional park
80	C 5	ELIZABETH LAKE GOLF CLUB (D) 14700 W Elizabeth Lake Rd Elizabeth Lake	9	50 (est.)	Private-open to public	
145	G 4	ENCINO GOLF COURSE (E) (see Sepulveda Dam Recreational Area under Regional Parks)	18	a	Los Angeles Rec & Parks Dept	Part of Sepulveda Dam Recreational Area. Also see separate listings for Balboa and Sepulveda Golf Courses
73	B 4	FAIRMONT GOLF COURSE (P) (see Fairmont Recreation Park)	18	120[a]	County Parks & Rec Dept	Part of proposed recreation park
199	I 5	FOX HILLS COUNTRY CLUB (E) 5800 W Slauson Ave Culver City	36	260	Private-open to public	Reduction to 27 holes imminent
418	H 9	GLENDORA COUNTRY CLUB (E) 310 S Amalia Ave Glendora	18	130	Private-closed to public	
105	F 4	GOLDEN OAKS GOLF COURSE (E) 23662 San Fernando Rd Newhall	9	40	Private-open to public	
420	H 10	GRAY OAKS GOLF COURSE (E) San Dimas Canyon Rd San Dimas	18	120 (est.)	Private-open to public	
153	H 6	GRIFFITH GOLF COURSE (D) (see Griffith Park under Regional Parks)	18	120[a] (est.)	Los Angeles Rec & Parks Dept	Part of Griffith Park. Also see Harding, Wilson and Roosevelt golf courses
153	H 6	GRIFFITH PARK	(see Griffith, Harding, Roosevelt and Wilson Golf Courses)			
451	J 8	HACIENDA GOLF CLUB (E) 718 East Rd La Habra Heights	18	121	Private-closed to public	

a - Part of a larger area listed elsewhere

Table 9

GOLF COURSES

Area Number	Map Location	Name and Location	No. of Holes	Acreage	Operating Agency	Remarks
127	G 5	HANSEN DAM GOLF COURSE (E) (see Hansen Dam Area under Regional Parks)	18	120[a]	Los Angeles Rec & Parks Dept	Part of Hansen Dam Recreational Area
220	K 5	HARBOR GOLF COURSE (E) (see Harbor Park under Regional Parks)	18	120[a]	Los Angeles Rec & Parks Dept	Part of existing regional park
153	H 6	HARDING GOLF COURSE (E) (see Griffith Park under Regional Parks)	18	150[a]	Los Angeles Rec & Parks Dept	Part of Griffith Park. Also see Roosevelt, Wilson and Griffith golf courses
186	I 5	HILLCREST COUNTRY CLUB (E) 10000 W Pico Blvd Palms (L A)	18	148	Private-closed to public	
121	F 4	KNOLLWOOD COUNTRY CLUB (E) 12025 Balboa Blvd San Fernando (L A)	18	155	County Parks & Rec Dept	
286	G 6	LA CANADA COUNTRY CLUB (E) 5500 N Godbey Dr La Canada	18	85	Private-closed to public	
334	J 8	LA MIRADA GOLF COURSE (E) (see La Mirada Park under Recreation Parks)	18	120[a] (est.)	County Parks & Rec Dept	Part of La Mirada Park
152	H 5	LAKESIDE GOLF CLUB (E) Clybourn Ave North Hollywood (L A)	18	130	Private-closed to public	
340	K 7	LAKEWOOD GOLF COURSE (E) 3101 Carson St Lakewood	18	153	County Parks & Rec Dept	
85	C 6	LEONA VALLEY GOLF COURSE (P) (see Leona Valley Recreation Park)	18	120[a]	County Parks & Rec Dept	Part of proposed recreation park
332	J 7	LOS AMIGOS GOLF COURSE (E) Old River School Rd and Imperial Hwy Downey	18	129 (est.)	County Parks & Rec Dept	On Rancho Los Amigos property
174	I 4	LOS ANGELES COUNTRY CLUB (E) 10101 Wilshire Blvd Westwood (L A)	36	311	Private-closed to public	
223	K 5	LOS VERDES GOLF COURSE (E) Hawthorne Blvd near Palos Verdes Dr West Palos Verdes Peninsula	18	157	County Parks & Rec Dept	Formerly known as Palos Verdes Golf Course
64	I 3	MALIBU LAGOON GOLF COURSE (P) (see Malibu Lagoon Beach State Park under Regional Parks)	18	120[a]	County Parks & Rec Dept	Proposed golf course in proposed expansion of beach park

a - Part of a larger area listed elsewhere

Table 9

GOLF COURSES

Area Number	Map Location	Name and Location	No. of Holes	Acreage	Operating Agency	Remarks
421	H 10	MARSHALL CANYON GOLF COURSE (D) (see Marshall Canyon Regional Park)	27	180[a]	County Parks & Rec Dept	Within park formerly designated Stephens-Frick Regional Park
37	H 3	MC COY CANYON GOLF COURSE (P) ½ mile southwest of Calabasas Calabasas	18	120	Private	
78	C 6	MIRA LOMA GOLF COURSE (D) (see Mira Loma Recreation Park)	18	120[a]	County Parks & Rec Dept	Part of developing recreation park
158	H 4	MISSION CANYON GOLF COURSE (D) (see Mission Canyon County Park under Regional Parks)	36	240[a]	County Parks & Rec Dept	Part of planned regional park lands now being created by refuse disposal operations. Formerly called Sepulveda Canyon Golf Courses
321	I 7	MONTEBELLO GOLF COURSE (E) 901 Via San Clemente Montebello	18	120	City of Montebello	
431	H 9	MOUNTAIN MEADOWS GOLF COURSE (E) (see Puddingstone Reservoir Recreational Area under Regional Parks)	18	161[a]	County Parks & Rec Dept	Part of Puddingstone Reservoir Recreational Area. Formerly Pomona Golf and Country Club (private)
42	H 1	MUDD RANCH GOLF COURSE (P) Northwest of Mulholland Hwy and Latigo Canyon Rd Santa Monica Mountains	18	308	County Parks & Rec Dept	
100	E 4	NEWHALL GOLF COURSE (P) (see Newhall Recreation Park)	18	120[a]	County Parks & Rec Dept	Part of proposed recreation park
336	J 7	NORWALK GOLF COURSE (P) Alondra Blvd and San Gabriel River Norwalk	18	120	County Parks & Rec Dept	
142	G 6	OAKMONT COUNTRY CLUB (E) Country Club Dr Glendale	18	111	Private-closed to public	
448	I 8	OTTERBEIN GOLF COURSE (P) (see Otterbein Recreation Park)	18	120[a]	County Parks & Rec Dept	Part of proposed recreation park
216	K 5	PALOS VERDES COUNTRY CLUB (E) Via Campesina Palos Verdes Estates	18	142	Private-closed to public	
196	I 4	PENMAR GOLF COURSE (E) Lake St and Penmar Ave Venice (L A)	9	49	Los Angeles Rec & Parks Dept	

a - Part of a larger area listed elsewhere

Table 9

GOLF COURSES

Area Number	Map Location	Name and Location	No. of Holes	Acreage	Operating Agency	Remarks
431	H 9	PUDDINGSTONE RESERVOIR RECREATIONAL AREA (see Mountain Meadows Golf Course)				
447	I 8	PUENTE HILLS GOLF COURSE (P) North Whittier Heights	18	120	County Parks & Rec Dept	
246	C 6	QUARTZ HILL GOLF COURSE (P) (see Quartz Hill Recreation Park)	18	120[a]	County Parks & Rec Dept	Part of proposed recreation park
185	I 5	RANCHO GOLF COURSE (E) 10460 W Pico Blvd Palms (L A)	18	140	Los Angeles Rec & Parks Dept	Site also includes a 9-hole 3 par course
253	D 8	RANCHO SIERRA GOLF CLUB (E) 47205 N 60th St East Littlerock (Antelope Valley)	9	40	Private-open to public	
344	K 7	RECREATION PARK GOLF COURSE (E) (see Recreation Park Area under Regional Parks)	27	151[a]	Long Beach Parks & Rec Depts	Part of existing regional park
242	B 8	REDMAN GOLF COURSE (P) (see Redman Recreation Park)	18	120[a]	County Parks & Rec Dept	Part of proposed recreation park
322	I 7	REPETTO HILLS GOLF COURSE (P) (see Repetto Hills Recreation Park)	18	120[a]	Cities of Monterey Park & Montebello	Part of proposed recreation park
330	J 7	RIO HONDO COUNTRY CLUB (E) 10627 Old River School Rd Downey	18	112	Private-open to public	
189	I 4	RIVIERA COUNTRY CLUB (E) 1250 Capri Dr Pacific Palisades (L A)	18	136	Private-open to public	
218	K 5	ROLLING HILLS GOLF COURSE (D) (see Rolling Hills Regional Park)	36	240[a]	County Parks & Rec Dept	Part of planned regional park lands being created by refuse disposal operations
153	H 6	ROOSEVELT GOLF COURSE (E) (see Griffith Park under Regional Parks)	9	38[a]	Los Angeles Rec & Parks Dept	Part of Griffith Park. Also see Harding, Wilson and Griffith golf courses
313	H 6	ROSE HILLS GOLF COURSE (D) (see Rose Hills Park under Recreation Parks)	18	a	Los Angeles Rec & Parks Dept	Part of developing recreation park
157	H 4	RUSTIC CANYON GOLF COURSE (P) (see Rustic Canyon under Regional Parks)	36	240[a]	Los Angeles Rec & Parks Dept	Part of proposed regional park
310	H 7	SAN GABRIEL COUNTRY CLUB (E) 411 E Las Tunas Dr San Gabriel	18	105	Private-closed to public	

a - Part of a larger area listed elsewhere

Table 9

GOLF COURSES

Area Number	Map Location	Name and Location	No. of Holes	Acreage	Operating Agency	Remarks
442	I 9	SAN JOSE HILLS GOLF COURSE (D) San Jose Hills West Covina	18	120 (est.)	Private-open to public	To be situated on former land reclamation site
306	H 8	SANTA ANITA GOLF COURSE (E) (see Arcadia County Park under Regional Parks)	18	126[a]	County Parks & Rec Dept	Part of Arcadia County Park
424	H 8	SANTA FE DAM GOLF COURSE (D) (see Santa Fe Dam Recreational Area under Regional Parks)	18	120[a]	County Parks & Rec Dept	Part of regional park proposal on government-owned land
298	H 6	SCHOLL CANYON GOLF COURSE (D) (see Scholl Canyon Regional Park)	27	180[a] (est.)	Glendale Rec Dept	Part of developing regional park
145	G 4	SEPULVEDA DAM RECREATIONAL AREA	(see Balboa, Encino and Sepulveda Golf Courses)			
145	G 4	SEPULVEDA GOLF COURSE (D) (see Sepulveda Dam Recreational Area under Regional Parks)	36	a	Los Angeles Rec & Parks Dept	Part of Sepulveda Dam Recreational Area. Also see Balboa and Encino golf courses
341	K 7	SKYLINKS GOLF COURSE (E) 4800 E Wardlow Rd Long Beach	18	157	Long Beach Rec & Parks Depts	
99	E 4	SOLEMINT GOLF COURSE (P) Sierra Hwy near Soledad Canyon Rd Solemint Junction	18	120	County Parks & Rec Dept	
437	I 9	SOUTH HILLS COUNTRY CLUB (E) 2655 S Citrus Ave West Covina	18	125	Private-closed to public	
444	I 10	SOUTH POMONA GOLF COURSE (P) Corona Frwy and Garey Ave Pomona	18	120	County Parks & Rec Dept	
438	I 9	SPADRA GOLF COURSE (D) (see Spadra Recreation Park)	18	120[a]	County Parks & Rec Dept	Part of developing Spadra Recreation Park
141	G 6	STOUGH PARK (see DeBell Golf Course)				
47	H 2	TAPIA GOLF COURSE (P) (see Tapia Park under Regional Parks)	18	120[a]	County Parks & Rec Dept	Proposed golf course as part of proposed expansion of Tapia Park
244	C 8	TIERRA BONITA GOLF COURSE (P) (see Tierra Bonita Recreation Park)	18	120[a]	County Parks & Rec Dept	Part of proposed recreation park
48	H 3	TOPANGA CANYON GOLF COURSE (P) (see Topanga Canyon Recreation Park)	18	120[a]	County Parks & Rec Dept	Part of proposed recreation park

a - Part of a larger area listed elsewhere

Table 9

GOLF COURSES

Area Number	Map Location	Name and Location	No. of Holes	Acreage	Operating Agency	Remarks
39	H 1	TRIUNFO GOLF COURSE (P) (see Triunfo Regional Park)	18	120[a]	County Parks & Rec Dept	Part of proposed regional park
23	E 3	VALENCIA VALLEY GOLF COURSE (D) East of Golden State Frwy, south of Saugus-Ventura Rd Newhall area	18	200	Private-open to public	
466	F 4	VAN NORMAN LAKES GOLF COURSE (P) (see Van Norman Lakes under Regional Parks)	9	60[a]	Los Angeles Rec & Parks Dept	Part of proposed regional park Site #13 on Los Angeles "Public Golf Courses Plan" 1948. Formerly called San Fernando Golf Course
211	J 6	VICTORIA GOLF COURSE (D) (see Victoria Recreation Park)	18	120[a]	County Parks & Rec Dept	Part of developing recreation park
339	K 6	VIRGINIA COUNTRY CLUB (E) 4559 Virginia Rd Long Beach	18	126	Private-closed to public	
449	I 9	WALNUT VALLEY GOLF CLUB (E) 20055 5th Ave Walnut	27	180 (est.)	Private-closed to public	
38	H 3	WARNER GOLF COURSE (P) (see Warner Recreation Park)	18	120[a]	County Parks & Rec Dept	Part of proposed recreation park
352	K 6	WEST LONG BEACH GOLF COURSE (P) (see Recreation Parks)	18	120[a]	County Parks & Rec Dept	Part of proposed recreation park
129	G 3	WEST PORTER RANCH GOLF COURSE (P) West of Tampa Ave and north of Devonshire St Chatsworth	18	150	Private-closed to public	
251	D 8	WEST LITTLEROCK GOLF COURSE (P) (see Recreation Parks)	18	120[a]	County Parks & Rec Dept	Part of proposed recreation park
207	J 5	WESTERN AVENUE GOLF COURSE (E) 12009 S Western Ave Gardena	18	125	County Parks & Rec Dept	
323	I 7	WHITTIER NARROWS GOLF COURSE (E) (see Regional Parks)	27	180[a] (est.)	County Parks & Rec Dept	Part of existing regional park
171	H 5	WILSHIRE COUNTRY CLUB (E) 301 N Rossmore Ave Hollywood (L A)	18	116	Private-closed to public	
153	H 6	WILSON GOLF COURSE (E) (see Griffith Park under Regional Parks)	18	150[a]	Los Angeles Rec & Parks Dept	Part of Griffith Park. Also see Harding, Griffith and Roosevelt golf courses
36	H 3	WOODLAND HILLS COUNTRY CLUB (E) 21150 Dumetz Rd Woodland Hills (L A)	18	124	Private-closed to public	

a - Part of a larger area listed elsewhere

Tennis Centers are facilities that provide a sufficient number of courts to accommodate more than the local demand, can accommodate tournament competition and are open to the general public. Both tennis centers on the plan are proposed facilities. Such center should preferably include a "pro shop" or at least a tennis equipment shop and also a light refreshment facility.

Table 10

TENNIS CENTERS

Area Number	Map Location	Name and Location	Acreage	Operating Agency	Remarks
184	I 4	TENNIS CENTER (P) Wilshire and Sepulveda Blvds West Los Angeles	14	County Parks & Rec Dept	Proposed: 24-court center including 1 tournament court
323	I 7	WHITTIER NARROWS DAM RECREATIONAL AREA (P) (see Regional Parks)	a	County Parks & Rec Dept	Proposed: 24-court tennis center including 1 tournament court within existing regional park

a - Part of a larger area listed elsewhere

Marksmanship Ranges are facilities designed to enable practice in the development of skill in the use of various firearms and the bow and arrow. These include skeet, trap, rifle, pistol and archery ranges. Their regional significance stems from the unusual development requirements necessary for safety and the large isolated areas they require. Such factors greatly restrict the site opportunities for development of marksmanship ranges in the urban and suburban areas and, therefore, their attraction is almost always regional.

Table 11

MARKSMANSHIP RANGES

Area Number	Map Location	Name and Location	Acreage	Operating Agency	Regional Facilities/Activities
153	H 6	GRIFFITH PARK (E) (see Regional Parks)	a	Los Angeles Rec & Parks Dept	Existing: 28-butt roving archery course
431	H 9	PUDDINGSTONE RESERVOIR RECREATIONAL AREA (P) (see Regional Parks)	a	County Parks & Rec Dept	Proposed: 28-butt roving archery course in existing regional park
126	G 5	ROGER JESSUP PARK (E) (see Recreation Parks)	a	County Parks & Rec Dept	Existing: 28-butt roving archery course, skeet and trap range, pistol and rifle range
323	I 7	WHITTIER NARROWS DAM RECREATIONAL AREA (E) (see Regional Parks)	a	County Parks & Rec Dept	Existing: 56-butt roving archery course, skeet and trap range, pistol and rifle range

a - Part of a larger area listed elsewhere

Kratka Ridge Ski Area

Winter Sports Areas in Los Angeles County are located in the mountains and are variably developed to accommodate skiing, tobogganing, sledding, snow camping and "snow bunny" (snow play) activities. Many of the slopes are improved to eliminate hazards; also ski lifts and lodges are made available for participants and visitors. Many mountain picnic areas are also used during the winter months for snow play, snow camping and limited sledding and tobogganing. The following table identifies the major winter sports areas in the county.

Table 12

WINTER SPORTS AREAS

Area Number	Map Location	Name and Location	Acreage	Operating Agency	Regional Facilities/Activities
382	F 10	BADEN POWELL-THROOP (P) Angeles Crest Hwy, 6 miles west of Big Pines Angeles National Forest	302	United States Forest Service	Skiing and snow play. Also see Campgrounds
377	F 10	BIG PINES RECREATION AREA (E) (see Regional Parks)	500[a]	United States Forest Service concessionaires	Multiple winter sports areas: Blue Ridge - 100 acres Holiday Hill - 300 acres Table Mountain - 100 acres
386	F 9	ISLIP (P) San Gabriel Canyon Rd and Angeles Crest Hwy Angeles National Forest	220	United States Forest Service	Skiing and snow play. Also see Campgrounds
384	F 9	KRATKA RIDGE (E) Angeles Crest Hwy, 3 miles west of San Gabriel Canyon Rd Angeles National Forest	144	United States Forest Service concessionaire	Multiple winter sports activities. Also see Picnic Grounds
401	G 10	MOUNT BALDY (E) (see Regional Parks)	486[a]	United States Forest Service concessionaire	Multiple winter sports activities. Recreation area in both Los Angeles and San Bernardino Counties
262	E 8	PACIFICO MOUNTAIN AREA (P) (see Campgrounds)	105[a]	United States Forest Service	Skiing and snow play, part of camping and picnicking area
383	F 8	WATERMAN-BUCKHORN (E) Angeles Crest Hwy 5 miles west of San Gabriel Canyon Rd Angeles National Forest	419	United States Forest Service concessionaire	Multiple winter sports activities. Also see Campgrounds and Picnic Grounds

a - Part of a larger area listed elsewhere

Los Angeles Memorial Sports Arena

Sports Arenas are large structures capable of accommodating a variety of indoor sports activities and seating large audiences. To be properly considered a regional facility, such arena must be readily accessible and close to freeways and major highways. Also, there must be adequate parking available, food service and sufficient dressing room facilities. An arena may be used for other than sporting events on occasion but the significance of listing such facility in this plan is the primary use for sporting events.

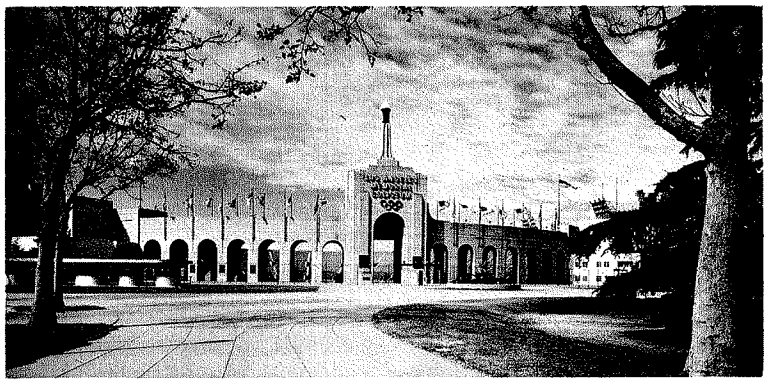
Further, though this plan does not specifically propose additional arenas it does note that two major areas of population concentration--San Fernando Valley and San Gabriel Valley--are without such facility and a Regional Sports Arena should be developed for each commensurate with the ability to sustain same. Arenas operated by schools and private organizations have not been listed but this plan recognizes the two publicly owned and operated facilities, one in Los Angeles and one in Long Beach.

Table 13

SPORTS ARENAS

Area Number	Map Location	Name and Location	Acreage	Operating Agency	Remarks
348	K 6	LONG BEACH ARENA (E) (see Long Beach Municipal Auditorium under Auditoriums)	a	City of Long Beach	Seating capacity 15,000. Arena is connected to Municipal Auditorium by a foyer
193	I 6	LOS ANGELES MEMORIAL SPORTS ARENA (E) (see Exposition Park under Regional Parks)	a	Los Angeles Coliseum Commission	Indoor sports arena with seating capacity of 14,000-18,500

a - Part of a larger area listed elsewhere



Stadiums are large structures designed to accommodate large numbers of spectators for a variety of outdoor sports events and special programs. By its very nature, the stadium must be readily accessible and close to the freeway and major highway system. Further, parking must be adequate, food service available, dressing rooms large and variable and lighting adequate to permit use for any event, especially team sports.

This plan recognizes a number of Stadiums including the Coliseum--"home" of the 1932 Olympic Games--and the famous Rose Bowl in Pasadena. However, this plan further recognizes that increased use of the medium capacity facilities--mostly the school stadiums and therefore not shown in this plan--has given rise to scheduling difficulties. While not proposing a specific facility, it is felt that additional medium capacity stadiums serving regional needs should be considered for other areas of population concentration.

With the exception of Dodger Stadium, private and school stadiums are not included in the following table.

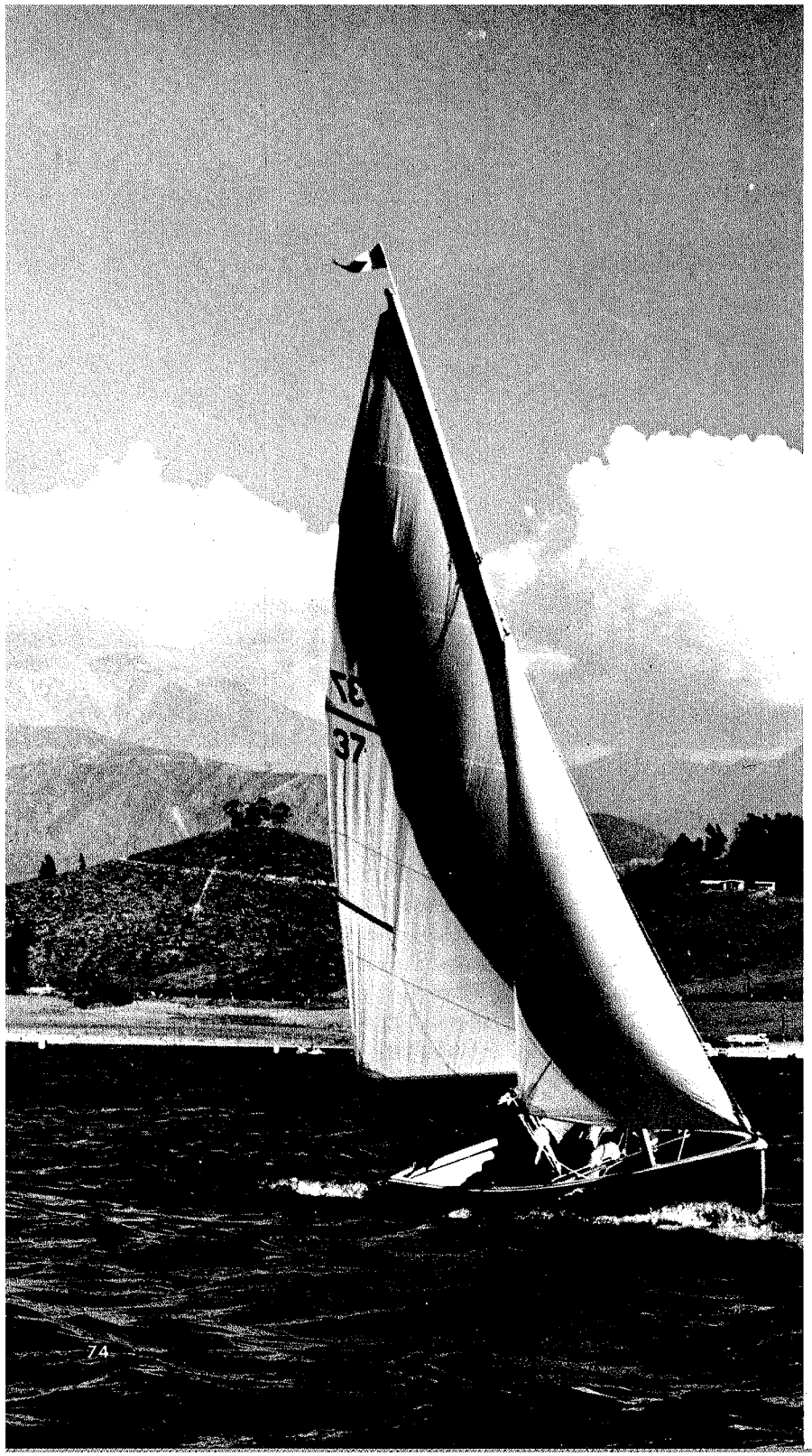
Table 14

STADIUMS

Area Number	Map Location	Name and Location	Acreage	Operating Agency	Remarks
164	H 6	DODGER STADIUM (E) Chavez Ravine adjacent to Elysian Park Los Angeles	315[a]	Private	Major league baseball stadium with seating capacity of 56,000. Included in acreage of Elysian Park but not administratively a part thereof
193	I 6	LOS ANGELES MEMORIAL COLISEUM (E) (see Exposition Park under Regional Parks)	a	Los Angeles Coliseum Commission	Outdoor sports arena with variable seating capacity of 73,000 to 94,000
193	I 6	LOS ANGELES SWIMMING STADIUM (E) (see Exposition Park under Regional Parks)	a	Los Angeles Rec & Parks Dept	Outdoor swimming stadium of Olympic dimensions with seating capacity of 5,000
192	I 5	RANCHO CIENEGA STADIUM (E) (see Rancho Cienega under Recreation Parks)	a	Los Angeles Rec & Parks Dept	Outdoor sports arena with seating capacity of 4,000
297	H 7	ROSE BOWL (E) (see Brookside Park under Regional Parks)	a	Pasadena Parks Dept	Outdoor sports arena with seating capacity of 100,000

a - Part of a larger area listed elsewhere

LA
DODGERS



Shore and Water Activity Areas

Water Recreation Areas are inland bodies of water and bodies of protected ocean water both of which provide opportunity for participation in activities such as boating, fishing, water skiing, swimming and shell rowing. Small craft harbors are of such significance as to be listed separately. Nearly all the areas shown in this plan are a part of a regional park and in some cases, such as Hansen Dam and Puddingstone Reservoir, constitute the major recreational element of the park itself.

Puddingstone Reservoir

Table 15

WATER RECREATION AREAS

Area Number	Map Location	Name and Location	Acreage	Operating Agency	Regional Facilities/Activities
58		BEACHES (see table, page 81)			
16	D 3	CASTAIC RESERVOIR (D) (see Regional Parks)	a	California Div of Water Resources and County Parks & Rec Dept	Creation of 2,600 acres of water surface imminent. Part of developing regional park
465	G 3	CHATSWORTH RESERVOIR REGIONAL PARK (P) (see Regional Parks)	a	Los Angeles or County Parks & Rec Dept	Proposed: development of reservoir to include most forms of water sports
392	F 9	CRYSTAL LAKE RECREATION AREA (E) (see Regional Parks)	a	United States Forest Service	Boating and fishing
342	K 7	EL DORADO PARK (P) (see Regional Parks)	a	Long Beach Parks and Rec Depts	Proposed: development of water sports activities in developing regional park
127	G 5	HANSEN DAM RECREATIONAL AREA (E) (see Regional Parks)	a	Los Angeles Rec & Parks Dept	Swimming, boating, fishing, water skiing
220	K 5	HARBOR PARK (P) (see Regional Parks)	a	Los Angeles Rec & Parks Dept	Proposed: development of some forms of water sports in existing regional park
79	C 5	HUGHES-ELIZABETH LAKES (D) (see Regional Parks)	a	California Div of Water Resources, County Parks & Rec Dept, United States Forest Service and private organizations	Existing: approximately 53 acres of water surface within regional park area designation
255	E 8	LITTLE ROCK RESERVOIR REGIONAL PARK (D) (see Regional Parks)	a	County Parks & Rec Dept and United States Forest Service	Fishing, boating, water skiing and swimming
64	I 3	MALIBU LAGOON BEACH STATE PARK (D) (see Regional Parks)	a	County Parks & Rec Dept	Existing: surfing
344	K 7	MARINE STADIUM (E) 340 Nieto Ave Long Beach (see Recreation Park Area under Regional Parks)	61[a]	Long Beach Parks & Rec Depts	Boat racing, water skiing. Part of Recreation Park Area
292	G 7	OAK GROVE PARK (D) (see Regional Parks)	a	Pasadena Parks Dept	Proposed: 100-acres of water surface at Devil's Gate Dam

a - Part of a larger area listed elsewhere

Table 15

WATER RECREATION AREAS

Area Number	Map Location	Name and Location	Acreage	Operating Agency	Regional Facilities/Activities
250	D 7	PALMDALE RESERVOIR REGIONAL PARK (P) (see Regional Parks)	a	Palmdale Irrigation Dist and County Parks & Rec Dept	Proposed: development of water sports facilities as part of proposed regional park
431	H 9	PUDDINGSTONE RESERVOIR RECREATIONAL AREA (E) (see Regional Parks)	a	County Parks & Rec Dept	Boating, swimming, fishing
9	C 2	PYRAMID RESERVOIR (P) (see Regional Parks)	a	California Div of Water Resources and United States Forest Service	Potential of 590 acres of water surface in proposed regional park. Boating, fishing
3	B 2	QUAIL LAKE (P) (see Regional Parks)	a	County Parks & Rec Dept	Boating and fishing. Part of proposed regional park
416	H 10	SAN DIMAS RESERVOIR (P) 3 miles north-northeast of San Dimas Angeles National Forest	39	United States Forest Service and private organizations	Fishing and boating includes 16 acres of water surface
408	G 9	SAN GABRIEL RESERVOIR AREA (D) (see Regional Parks)	a	Private concessionaire, County Flood Control Dist, United States Forest Service, County Parks & Rec Dept	Existing: 450 acres water surface, fishing, boating, picnicking (includes Camp Rincon). Proposed: 380 acres water surface
**	SHORELINE ACCESS FACILITIES (see table, page 82)				
**	SMALL CRAFT HARBORS (see table, page 79)				
39	H 1	TRIUNFO REGIONAL PARK (P) (see Regional Parks)	a	County Parks & Rec Dept	Fishing and boating as part of proposed regional park
466	F 4	VAN NORMAN LAKES (P) (see Regional Parks)	a	Los Angeles Rec & Parks Dept	Proposed: water sports facilities if pollution problem overcome
323	I 7	WHITTIER NARROWS DAM RECREATIONAL AREA (P) (see Regional Parks)	a	County Parks & Rec Dept	Proposed: fishing and boating in existing regional park

a - Part of a larger area listed elsewhere

Lincoln Park

Water Feature Areas are bodies of water which provide opportunity for participation in some of the activities associated with water recreation areas, but on a greatly reduced scale. Examples are small park lakes such as those in Belvedere Park and Echo Park, which offer fishing for children, concessionary boat rides, and model boat racing. Water feature areas may also include water display fountains and ponds of regional interest, although none are named in this plan.

Table 16

WATER FEATURE AREAS

Area Number	Map Location	Name and Location	Acreage	Operating Agency	Regional Facilities/Activities
208	J 5	ALONDRA PARK (E) (see Recreation Parks)	a	County Parks & Rec Dept	Fishing lake for children under 12
137	G 4	CALIFORNIA BUSCH GARDENS (D) (see Arboreta and Botanic Gardens)	a	Private-open to public	Concessionary boat rides, botanic gardens
203	J 4	DEL REY LAGOON (E) Pacific and 66th Aves Playa del Rey (L A)	10	Los Angeles Rec & Parks Dept	Concessionary boating. Adjacent to Dockweiler Beach
172	H 6	ECHO PARK (E) 1730 Park Ave Los Angeles	22	Los Angeles Rec & Parks Dept	Concessionary boat rides, fishing lake for children under 16
342	K 7	EL DORADO PARK (E) (see Regional Parks)	a	Long Beach Parks & Rec Depts	Fishing lake for children under 16 in developing regional park
320	I 6	HOLLENBECK PARK (E) 1901 E Sixth St Boyle Heights (L A)	21	Los Angeles Rec & Parks Dept	Fishing lake for children under 16
318	I 6	LINCOLN PARK (E) 3401 Valley Blvd Lincoln Heights (L A)	46	Los Angeles Rec & Parks Dept	Fishing lake for children under 16
180	I 6	MACARTHUR PARK (E) Wilshire Blvd at Alvarado St Los Angeles	32	Los Angeles Rec & Parks Dept	Concessionary boat rides
138	G 4	RESEDA PARK (E) 6503 Reseda Blvd Reseda (L A)	40	Los Angeles Rec & Parks Dept	Fishing lake for children under 16

a - Part of a larger area listed elsewhere

Small Craft Harbors and Launch Facilities have been placed in three categories: Marina; Protected Anchorage or Harbor of Refuge; and Launch Facility.

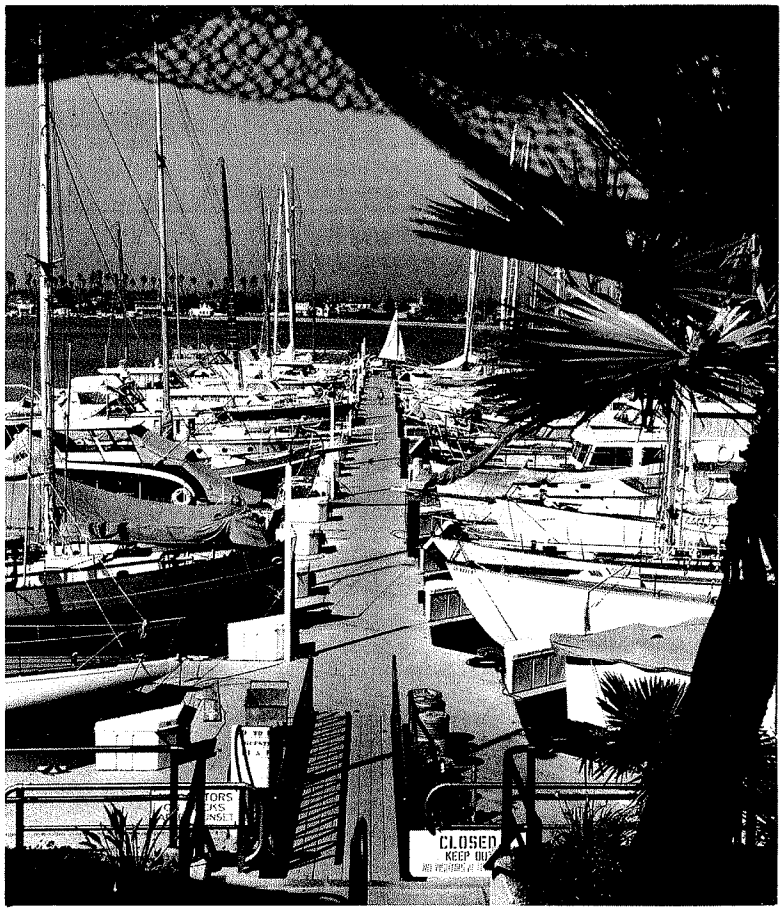
1. Marina - A marina is a protected small craft harbor for berthing and mooring of small pleasure craft. It offers all services and supplies necessary for non-portable small craft maintenance and operation. In addition, it may offer lodging, restaurants, storage, and other conveniences and attractions for visitors as well as resident and transient boaters. It may also have some launch capability for portable small craft.

2. Protected Anchorage or Harbor of Refuge - A protected anchorage is a small craft harbor designed primarily to provide boaters safe shelter in time of storm or when suffering mechanical breakdown. It may also be used as a temporary layover and rendezvous point for vessels in transit. It should normally offer only semi-permanent and temporary buoy mooring and may also offer services and supplies and launch capability for operation of portable small craft.

3. Launch Facility - A launch facility is a facility that enables launching and recovery of portable small craft. It requires an extent of still, protected water; a firm ramp which extends a certain distance below the surface of the water for trailer launching and/or cranes for sling launching and adequate parking for boat trailers and cars.

This plan identifies all existing and potentially developable sites in Los Angeles County including Santa Catalina Island as based on studies and recommendations of Small Craft Harbors and County Engineers. The total capability as reported in the plan therefore represents the ultimate capability of the Los Angeles County shoreline plus the known capability of existing and future inland bodies of water.

This plan recognizes an ultimate capability of daily launch and recovery capability of approximately 6,500 small craft, berthing capability of approximately 20,000 and mooring capability of approximately 600.



Long Beach Marina

Table 17

SMALL CRAFT HARBORS AND LAUNCH FACILITIES

Area Number	Map Location	Name and Location	Acreage	Operating Agency	Type and Estimated Capacity
457	L 4	AVALON HARBOR (E)* Santa Catalina Island	50 (est.)	City of Avalon	Protected anchorage - mooring for 300 boats
238	L 6	CABRILLO BEACH (E) San Pedro (L A)	5 (est.)	Los Angeles Rec & Parks Dept	Launch facility - 200 boats per day
16	D 3	CASTAIC RESERVOIR (D) (see Regional Parks)	19[a]	County Parks & Rec Dept	Launch facility - potential capability of 2,100 boats per day
459	L 3	CATALINA HARBOR (P) Santa Catalina Island	35	Private	Marina - potential berthing for 800 boats
455	L 4	EMERALD BAY (P) Santa Catalina Island	15	Private	Marina - potential berthing for 400 boats
347	K 6	GOLDEN AVENUE RAMPS (E) Southern terminus of Golden Ave Long Beach	5	City of Long Beach	Launch facility - 200 boats per day
213	K 5	KING SMALL CRAFT HARBOR (E) Redondo Beach	115	City of Redondo Beach and Private lessees	Marina - berthing for 725 boats. Preliminary planning shows ultimate capacity of 1,350. Launching capability estimated to be 600 boats per day
346	K 6	LONG BEACH HARBOR (E) Long Beach	100 (est.)	Long Beach Marine Dept & Private lessees	Marina - berthing for approximately 1,895 boats. Launching capability estimated to be 675 boats per day
350	L 7	LONG BEACH MARINA (E) Alamitos Bay Long Beach	258	Long Beach Marine Dept	Marina - berthing for 1,800 boats. Preliminary planning shows ultimate capacity of 2,900 berthing spaces. Launching capability estimated to be 425 boats per day
237	L 6	LOS ANGELES HARBOR (E) San Pedro (L A)	250 (est.)	Los Angeles Harbor Dept & private lessees	Marina - berthing for approximately 3,345 boats. Launching capability estimated at 315 boats per day
64	I 3	MALIBU LAGOON BEACH STATE PARK (P) (see Regional Parks)	a	County Dept of Small Craft Harbors	Launch facility - potential capability of 550 launchings per day. Proposed facility in developing regional park
200	I 4	MARINA DEL REY (E) Marina Del Rey	780	County Dept of Small Craft Harbors and private lessees	Marina - ultimate berthing capability estimated to be 6,000. Ultimate launching capability estimated to be 1,490 boats per day. Development in progress
59	I 2	PARADISE COVE (P) East of Point Dume Malibu area	70	County Dept of Small Craft Harbors	Marina - potential berthing for approximately 1,535, and mooring for approximately 115 boats. Potential launching capability estimated at 500 boats per day. Existing private facility estimated to be capable of launching 100 boats per day

a - Part of a larger area listed elsewhere

* - Although Avalon Bay does not provide all-year protection nor appear to offer feasible developmen potential it is recognized because of its functional value to the City of Avalon

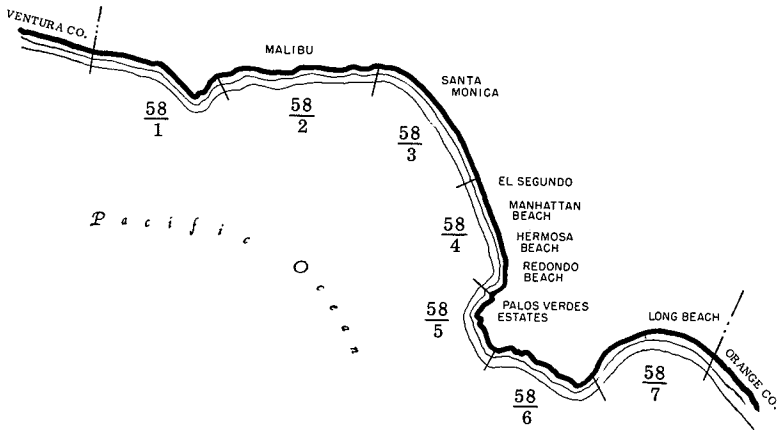
Table 17

SMALL CRAFT HARBORS AND LAUNCH FACILITIES

Area Number	Map Location	Name and Location	Acreage	Operating Agency	Type and Estimated Capacity
230	L 5	PORTUGUESE BEND (P) Palos Verdes Peninsula	40 (est.)	County Dept of Small Craft Harbors	Marina - potential berthing for approximately 900 boats
431	H 9	PUDDINGSTONE RESERVOIR RECREATIONAL AREA (E) (see Regional Parks)	a	County Parks & Rec Dept	Launch facility - 200 boats per day
194	I 4	SANTA MONICA HARBOR (D) Santa Monica	50 (est.)	Santa Monica Harbor Dept	Marina - mooring for approximately 45 boats. Plans for new 1,273-slip marina being held in abeyance pending determination on the Santa Monica Bay Causeway proposal. Existing breakwater in deteriorated condition
53	I 1	SEQUIT POINT (P) (see Regional Parks)	a	County Dept of Small Craft Harbors	Protected anchorage - potential berthing for 200 boats, mooring for 200 boats, and launching capability for 400 boats per day. Part of Carrillo Beach State Park acreage
67	I 3	TOPANGA CANYON (P) Mouth of Topanga Canyon Malibu area	40	County Dept of Small Craft Harbors	Launching facility - potential capability of 400 boats per day

a - Part of a larger area listed elsewhere

King Small Craft Harbor



Beaches identified in this plan are the sections of the county's ocean shoreline which are suitable for swimming, surfing, sunbathing, volleyball and other beach-oriented activities, whereas the other sections of the shoreline are listed under Regional Parks, Reservations, Roadside Rests, Shoreline Access Facilities, Small Craft Harbors and Launch Facilities and Vista Points.

Excluding the frontage of the commercial harbors, approximately 36 miles of the 67 mile Los Angeles County mainland shoreline is in public ownership. The remaining shoreline frontage is in private ownership, the greater portion of which is in unincorporated county territory. The Regional Planning Commission and the Board of Supervisors adopted the Master Plan of Shoreline Development in 1945 and it has formed the basis for orderly shoreline acquisition and development which this plan recognizes and strongly suggests the continuing implementation of same.

The beaches in the following table are parts of the seven sections of shoreline into which the county was divided in the shoreline plan and are listed in sequence from the Ventura County to the Orange County boundaries. The stage of development indicated for each is general because of the multiplicity of jurisdictions controlling beach frontages and the varying degrees of public acquisition and development.

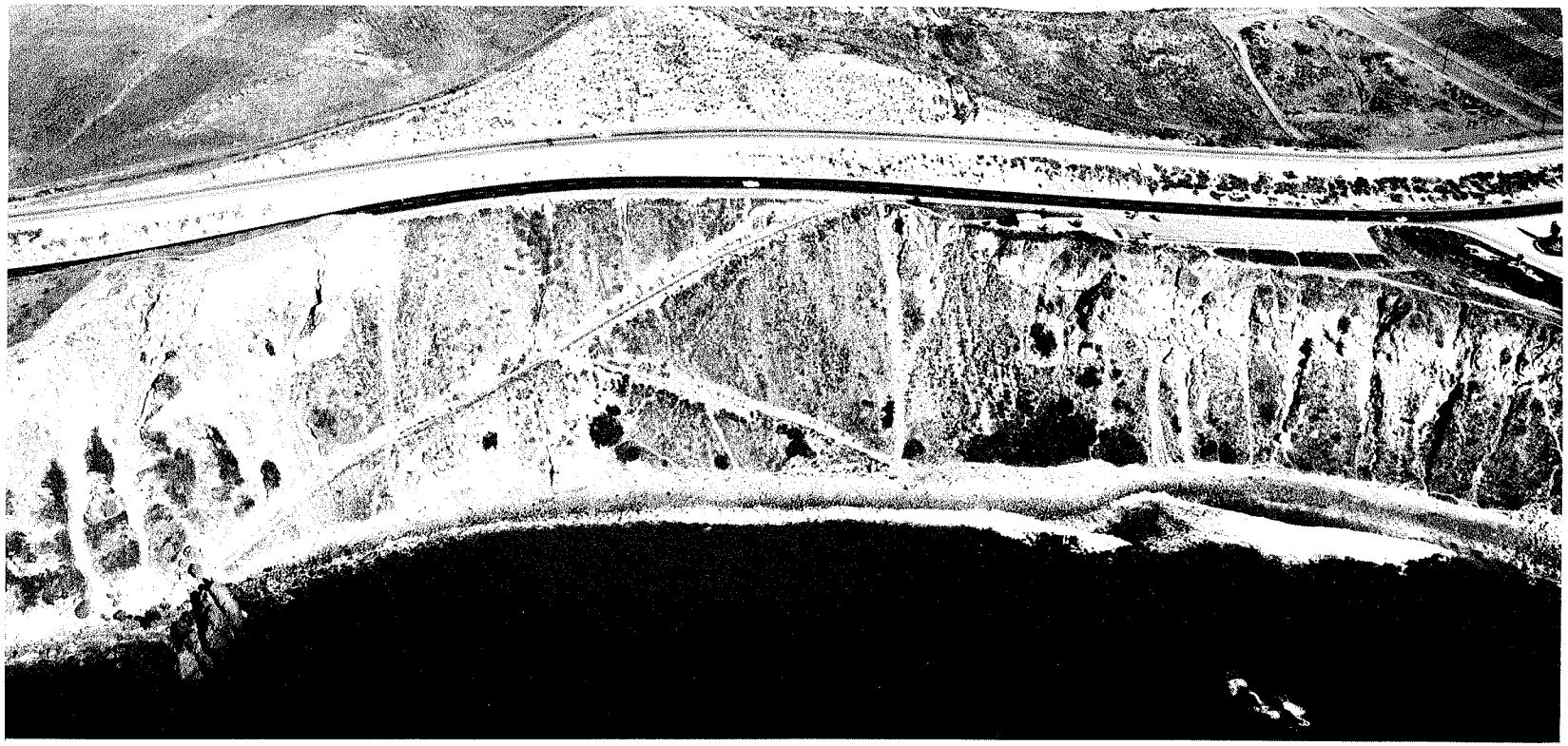
Table 18

BEACHES

Area Number	Map Location	Name
58/1	I 1	WEST MALIBU (D) Carrillo Trancas Zuma Westward
58/2	I 3	EAST MALIBU (D) Escondido Corral-Solstice Puerco Amarillo Malibu Carbon La Costa Big Rock Las Tunas Topanga (also Keller's Shelter pier at Malibu)
58/3	I 4	LOS ANGELES AND SANTA MONICA (E) Castlerock Will Rogers Santa Monica Venice Dockweiler (Playa Del Rey) (also Santa Monica Municipal Pier)
58/4	K 5	EL SEGUNDO TO TORRANCE (E) El Segundo El Porto Manhattan Hermosa Redondo Clifton Torrance (also municipal piers at Manhattan Beach, Hermosa Beach and Redondo Beach)
58/5	K 4	PALOS VERDES ESTATES (E) Malaga Cove to Pt Vicente
58/6	L 5	SAN PEDRO (E) Pt Vicente to Cabrillo Beach
58/7	L 7	LONG BEACH (E) Long Beach Belmont Shores (also Belmont Pier)
351	L 6	LONG BEACH OFFSHORE ISLANDS (P)

Shoreline Access Facilities are designed to provide public access to the shoreline for activities such as surf casting, pole fishing, skin and scuba diving, underwater photography, exploration of marine life in tidal pools, bird watching, beachcombing, sightseeing, hiking and other forms of nature study. This plan recognizes that many of these uses are incompatible with surf and sand beach activities, and further that they are better adapted to rugged and rocky segments of the shoreline which are unsuitable for bathing and boating.

These facilities should provide: parking and sanitary facilities; a path to the shore; public right-of-way paralleling the water for a depth of at least 30 feet from mean high tide, where possible, and extending laterally from the point of access as far as topography and safety permit.



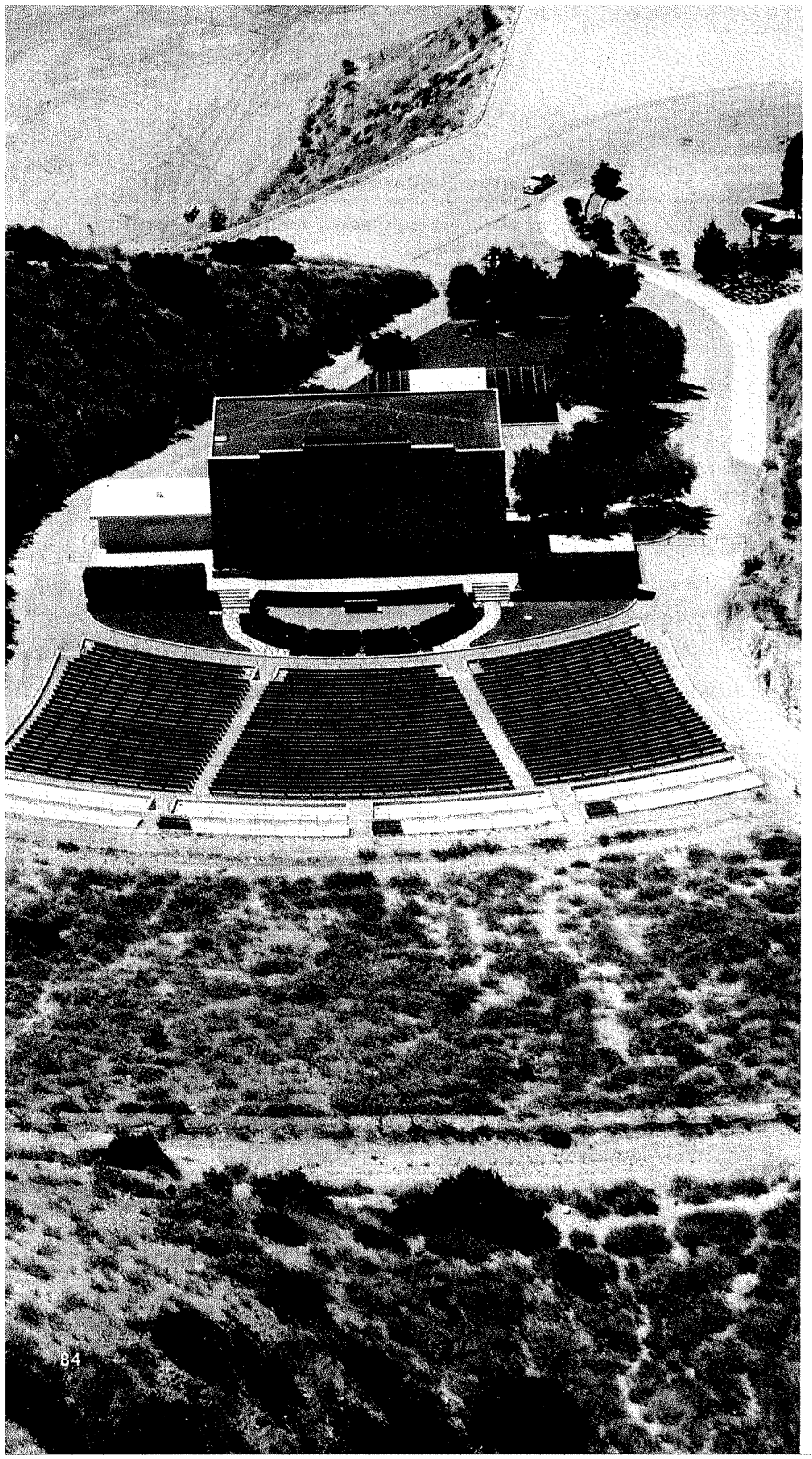
Point Vicente Public Fishing Access

Table 19

SHORELINE ACCESS FACILITIES

Area Number	Map Location	Name and Location	Acreage	Operating Agency	Regional Facilities/Activities
229	L 5	ABALONE COVE UPLAND PARK (P) Palos Verdes Dr South near Portuguese Pt Palos Verdes Peninsula	38	County Parks & Rec Dept	Surf fishing, tidal pool exploration, skin and scuba diving, beach combing
56	I 1	ALISOS CANYON (P) Pacific Coast Hwy at Alisos Canyon Malibu	3	County Parks & Rec Dept	Surf fishing, skin and scuba diving, beach combing, tidal pool exploration
62	I 2	CORRAL CANYON (D) Pacific Coast Hwy at Corral Canyon Malibu	3	County Parks & Rec Dept	Surf fishing, skin and scuba diving
66	I 3	LAS FLORES CANYON (P) Pacific Coast Hwy at Las Flores Canyon Malibu	3	County Parks & Rec Dept	Surf fishing, skin and scuba diving, beach combing
222	K 4	NEPTUNE COVE UPLAND PARK (P) (see Reservations)	a	County Parks & Rec Dept	Surf fishing, tidal pool exploration, skin and scuba diving, wildlife preserve
55	I 1	NICHOLAS CANYON (P) Pacific Coast Hwy at Nicholas Canyon Malibu	3	County Parks & Rec Dept	Surf fishing, skin and scuba diving, beaching combing, sight seeing
239	L 6	POINT FERMIN PARK (E) Paseo Del Mar and Gaffey St San Pedro (L A)	37	Los Angeles Rec & Parks Dept	Surf fishing, skin and scuba diving, beach combing, sight seeing. Also see Vista Points
225	L 5	POINT VICENTE PUBLIC FISHING ACCESS (E) Palos Verdes Drive West, east of Crest Rd Palos Verdes Peninsula	11	County Parks & Rec Dept	Surf fishing, tidal pool exploration, skin and scuba diving, sight seeing. Also see Vista Points
60	I 2	RAMIREZ CANYON (P) Pacific Coast Hwy at Ramirez Canyon Malibu	3	County Parks & Rec Dept	Surf fishing, tidal pool exploration, skin and scuba diving, sight seeing. Also see Vista Points
235	L 5	ROYAL PALMS SHORELINE PARK (E) (see Regional Parks)	a	Los Angeles Rec & Parks Dept	Surf fishing, skin and scuba diving, beach combing, sight seeing. Part of regional park. Also see Vista Points
57	I 1	STEEP HILL CANYON (P) Pacific Coast Hwy at Steep Hill Canyon Malibu	3	County Parks & Rec Dept	Surf fishing, skin and scuba diving, beach combing, sight seeing. Also see Roadside Rests

a - Part of a larger area listed elsewhere



Starlight Bowl, Stough Park

Cultural Activity Areas

Amphitheaters are recreation facilities consisting of outdoor theaters primarily in use during the summer season. They usually consist of banks of seats rising progressively in front of a stage which may be enclosed. The amphitheater represents one of the oldest forms of recreation facility dating back to the Greek "Classical Age" and it is noteworthy that the classical use (instrumental performance, drama and dialogue) is carried on in today's programming of concerts, drama, ballet and lectures. The most noted one in Los Angeles County is the Hollywood Bowl with its annual "Symphony Under the Stars" summer program. Somewhat smaller but almost as prominent are the Greek Theater in Griffith Park and the Pilgrimage Theater.

Several additional amphitheaters are proposed in this plan, mostly as integral parts of regional parks, recognizing the need for these in several parts of the county deficient in such facilities at present.

Table 20

AMPHITHEATERS

Area Number	Map Location	Name and Location	Acreage	Operating Agency	Regional Facilities/Activities
363	D 10	BLACK BUTTES AMPHITHEATER (P) Vicinity of Palmdale Blvd and 230th St East Wilsona (Antelope Valley)	20	County Parks & Rec Dept	Proposed: outdoor amphitheater
465	G 3	CHATSWORTH AMPHITHEATER (P) (see Chatsworth Reservoir Regional Park	20[a]	Los Angeles or County Parks & Rec Depts	Proposed: outdoor amphitheater within proposed regional park
295	H 7	EATON CANYON AMPHITHEATER (P) (see Eaton Canyon Park under Regional Parks)	20[a]	County Parks & Rec Dept	Proposed: outdoor amphitheater within developing regional park
153	H 6	GREEK THEATER (E) 2700 N Vermont Ave Griffith Park (L A) (see Griffith Park under Regional Parks)	20[a] (est.)	Greek Theater Association	Existing: 4,400 seat capacity outdoor amphitheater staging music, drama, ballet and special programs within Griffith Park
450	J 8	HACIENDA AMPHITHEATER (P) La Habra Heights	20	County Parks & Rec Dept	Proposed: outdoor amphitheater
127	G 5	HANSEN DAM AMPHITHEATER (P) (see Hansen Dam Recreational Area under Regional Parks)	20[a]	Los Angeles Rec & Parks Dept	Proposed: outdoor amphitheater in existing regional park
160	H 5	HOLLYWOOD BOWL (E) 2301 Highland Ave Hollywood (L A)	63	Hollywood Bowl Association	Existing: outdoor amphitheater with seating capacity of 20,000. Music, drama, ballet and special programs
219	K 5	PACIFIC BOWL (P) Lomita	47	County Parks & Rec Dept	Proposed: outdoor amphitheater. Possible alternate location in proposed Livingston Upland Park
162	H 5	PILGRIMAGE THEATER (E) 2580 N Cahuenga Blvd Hollywood (L A)	29	Pilgrimage Theater Foundation	Existing: outdoor amphitheater presenting religious plays during summer
431	H 9	PUDDINGSTONE RESERVOIR AMPHITHEATER (P) (see Puddingstone Reservoir Recreational Area under Regional Parks)	20[a]	County Parks & Rec Dept	Proposed: outdoor amphitheater in existing regional park
245	C 6	QUARTZ HILL AMPHITHEATER (P) 5 miles southwest of Lancaster Quartz Hill (Antelope Valley)	20	County Parks & Rec Dept	Proposed: outdoor amphitheater
141	G 6	STARLIGHT BOWL (E) Burbank (see Stough Park under Regional Parks)	20[a] (est.)	Burbank Parks & Rec Dept	Existing: outdoor amphitheater in Stough Park with seating capacity of 2,766. Summer musical and special programs
47	H 2	TAPIA PARK AMPHITHEATER (P) (see Tapia Park under Regional Parks)	20[a]	County Parks & Rec Dept	Proposed: outdoor amphitheater in developing regional park

a - Part of a larger area listed elsewhere

Auditoriums listed in this plan are primarily existing civic auditoriums. The plan does not propose any additional facilities or identify the scores of school, college and private auditoriums in Los Angeles County. The only auditoriums which are not existing are the Torrance Auditorium, which is in the planning stage, and the two buildings in the Music Center which are under construction.

Table 21

AUDITORIUMS

Area Number	Map Location	Name and Location	Acreage	Operating Agency	Regional Facilities/Activities
169	H 5	FIESTA HALL (E) 7377 Santa Monica Blvd West Hollywood	*	County Parks & Rec Dept	Seating capacity 400. Located within Plummer Park
144	H 6	GLENDALE CIVIC AUDITORIUM (E) 1401 N Verdugo Rd Glendale	4 (est.)	City of Glendale	Seating capacity 2,000
348	K 6	LONG BEACH MUNICIPAL AUDITORIUM (E) 270 E Seaside Blvd Long Beach	15 (est.)	City of Long Beach	Seating capacities: Convention Hall 4,400 Exhibit Hall 2,200 Concert Hall 1,377 Also see Long Beach Arena under Sports Arenas
309	H 7	MISSION PLAYHOUSE (E) 320 S Mission Dr San Gabriel (see San Gabriel Plaza Area under Historical Structures and Sites)	1[a] (est.)	City of San Gabriel	Seating capacity 1,500. Within San Gabriel Plaza area
181	I 6	MUSIC CENTER (E) Block bordered by First, Hope and Temple Sts and Grand Ave (see Los Angeles Civic Center Area under Civic-Cultural Centers)	6[a]	Private non-profit organizations	Large performing arts complex consisting of: Memorial Pavilion (E) seating capacity 3,300 Mark Taper Forum (D) seating capacity 730 Center Theater (D) seating capacity 1,833
302	H 7	PASADENA CIVIC AUDITORIUM (E) 300 E Green St Pasadena	4 (est.)	City of Pasadena	Seating capacities: Main Auditorium 2,972 Exhibit Hall 2,600 Gold Room 480
195	I 4	SANTA MONICA CIVIC AUDITORIUM (E) 1855 Main St Santa Monica	9	City of Santa Monica	Seating capacity 2,530
331	J 6	SOUTH GATE MUNICIPAL AUDITORIUM (E) (see South Gate Municipal Park under Recreation Parks)	a	City of South Gate	Seating capacity 1,200. Part of South Gate Municipal Park
214	K 5	TORRANCE AUDITORIUM (D) (see Torrance Civic Center under Civic-Cultural Centers)	a	City of Torrance	Large auditorium planned as an element of a park-like civic center complex now developing, which will include fine arts and performing arts facilities

* - Less than 1 acre

a - Part of a larger area listed elsewhere

Music Center

Julius Shulman photograph

Civic-Cultural Centers assume regional significance as recreation areas when they possess cultural attractions of regional significance and/or are of such a magnitude as to attract sight-seers. The Los Angeles and Torrance civic center areas containing governmental office buildings, landscaped malls, performing arts theaters and historical structures and sites are the two civic-cultural centers identified in the plan.

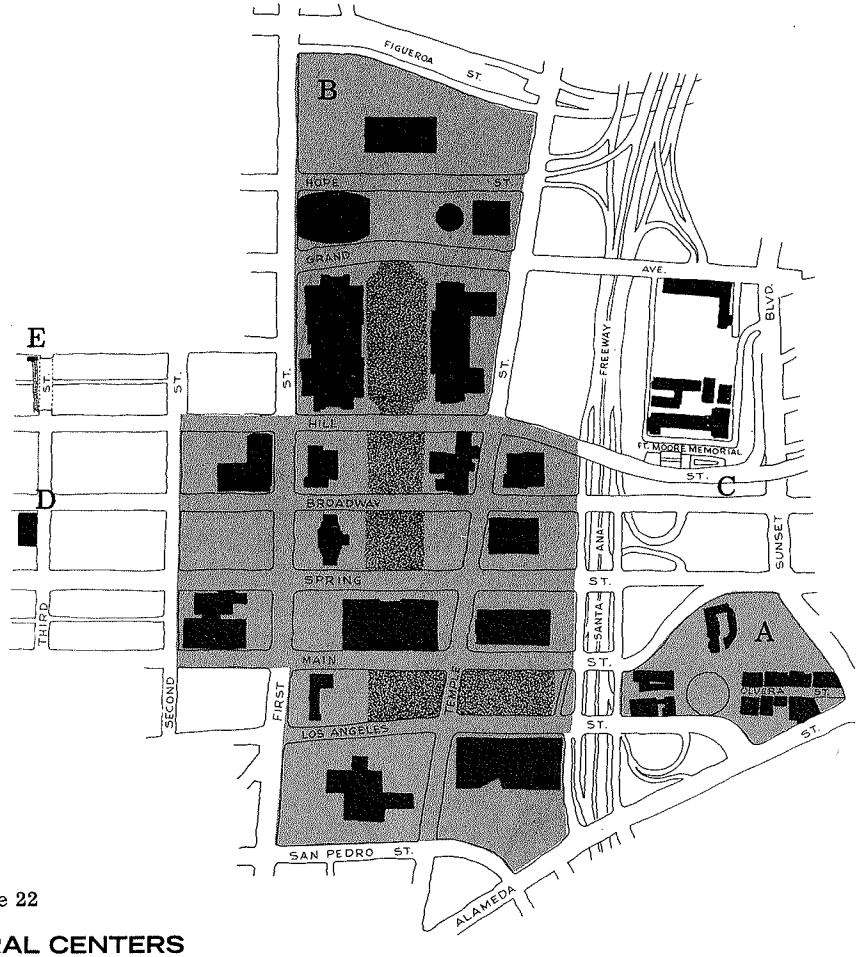


Table 22

CIVIC-CULTURAL CENTERS

Area Number	Map Location	Name and Location	Acreage	Operating Agency	Regional Facilities/Activities
181	I 6	LOS ANGELES CIVIC CENTER AREA (E) Area generally bounded by Sunset Blvd, Alameda, Second and Figueroa Sts, and certain peripheral areas	228	Private individuals, Los Angeles, County, California, United States government	Many historical sites and structures, and concentration of governmental structures
		A. El Pueblo de Los Angeles	15[a]	California, Los Angeles	State historical monument for restoration of Spanish-Mexican Plaza area
		Avila Adobe 14 Olvera St			Oldest residence in Los Angeles; built by Francisco Avila prior to 1822
		First Cemetery in City of Los Angeles 521 N Main St			Citizens of Yang-na and early settlers were buried here from 1823 to 1844

a - Part of a larger area listed elsewhere

Table 10

CIVIC-CULTURAL CENTERS

Area Number	Map Location	Name and Location	Acreage	Operating Agency	Regional Facilities/Activities
		La Casa Pelanconi (Cafe La Golondrina) 33-35 Olvera St			One of earliest brick houses in Los Angeles Built in 1885
		Merced Theater 418 N Main St			First theater in Los Angeles; built in 1869
		Old Plaza Fire house Old Plaza at Los Angeles St			Museum of Fire Dept memorabilia; erected in 1884
		Olvera St, Main St, and Sunset Blvd			Restoration of an early Spanish-Mexican street
		Pico House 430 N Main St			First 3-story building in Los Angeles; built in 1869 by Pio and Andres Pico
		Plaza Church 100 Sunset Blvd			La Iglesia de Nuestra Senora la Reina de Los Angeles originally established in 1784. Present church dedicated in 1822
		Plaza de Los Angeles Main St and Sunset Blvd			First public park in Los Angeles
		Sepulveda House Olvera St			First two-story brick house in Los Angeles, built in 1885
		B. Civic Center	200[a] (est.)	Los Angeles, County, California, United States, school district	Concentration of government buildings around 2 planned park-like malls
		City East Mall County West Mall	7[a] 7[a]	Los Angeles and County	Two landscaped malls forming axial configuration of civic center
		Music Center	6[a]	Private non-profit organization	Large performing arts complex (see Auditoriums for further detail)
		C. Fort Moore Pioneer Memorial Hill St between Sunset Blvd and Santa Ana Frwy	a	Los Angeles Rec & Parks Dept	At this site the first American flag was raised in Los Angeles on July 4, 1847 by a company of New York dragoons and Mormon volunteers
		D. Bradbury Building 304 S Broadway	a	Private	Unusual office building design peculiar to Gay 90's period. Only one of its kind in Los Angeles County; built in 1893
		E. Angel's Flight 3rd and Hill Sts	a	Private	World's shortest railway, built in 1901
214	K 5	TORRANCE CIVIC CENTER (D) North side of Torrance Blvd between Madrona and Maple Aves Torrance	40	City of Torrance	Existing: City Hall, police station, municipal courts, swimming pool, teenage recreation center Developing: cultural arts center including performing arts theater, superior courts building Proposed: park-like mall with radial circulation pattern, large civic auditorium, children's playground, and oriental gardens

a - Part of a larger area listed elsewhere

Hugo Reid Adobe, Los Angeles State and County Arboretum

Historical Structures and Sites must be one or more of the following:

1. A site or structure at which or in which an historically significant event took place, which is interpreted to mean an event that marked a turning point in the history of the County, State or Nation or which marked a beginning, change, or end of an institution or way of life affecting all or a major portion of the populace;

2. An authentic and unique structure or group of structures possessing distinct architectural features that depict a period of growth in the history of the County, State, or Nation that has passed or is passing into antiquity, or an authentic structure that was once occupied by a person who was a principal in an historically significant event;

3. An element of an institution having historical significance to the growth of the region;

4. Any site or structure designated a state or national historical monument by the appropriate state or federal agency.

This plan shows perhaps a surprisingly large number of such locations but in doing so it recognizes the rich heritage of the county, especially the tremendous influence of the early Spanish and Mexican interests here. This list alone suggests that we are not nearly so young or new as we are often considered to be. El Paseo de Cahuenga Park, is an illustration of this. In 1769, even prior to the American Revolution, Gaspar de Portola led an historic expedition from Baja, California to Monterey and established a camp near where today Cahuenga Boulevard intersects Barham Boulevard. This journey opened the way for a series of subsequent activities including the establishment of the California missions by Junipero Serra and the settlement of El Pueblo de Los Angeles itself.

Table 23

HISTORICAL STRUCTURES & SITES

Area Number	Map Location	Name and Location	Acreage	Operating Agency	Historical Significance
430	H 10	ADOBE DE PALOMARES (E) 491 E Cucamonga Ave Pomona	*	Historical Society of Pomona Valley	Home built around 1854 by Ygnacio Palomares, who with Ricardo Vejar was originally granted Rancho San Jose
181	I 6	ANGEL'S FLIGHT (E) 3rd and Hill Streets (see Los Angeles Civic Center Area under Civic-Cultural Centers)	*	Private-open to public	World's shortest railway, built in 1901 to carry passengers from downtown Los Angeles to the top of Bunker Hill
181	I 6	AVILA ADOBE (E) 14 Olvera St (see Los Angeles Civic Center Area under Civic-Cultural Centers)	a	Private-open to public	Oldest residence in Los Angeles, built by Francisco Avila in 1818. Part of El Pueblo de Los Angeles State Historical Monument
305	H 7	BALDWIN'S CARRIAGE HOUSE (E) (see Los Angeles State and County Arboretum under Arboreta and Botanic Gardens)	a	Historical Committee of California Arboretum Founda-	Carriage house built in 1879 by E. J. (Lucky) Baldwin on Rancho Santa Anita. Situated on the grounds of the Los Angeles State and County Arboretum
221	K 6	BANNING MANSION (E) 401 East M St Wilmington (L A)	20	Los Angeles Rec & Parks Dept	Restoration of the home of Phineas Banning, built around 1864
115	F 4	BEALE'S CUT (FREMONT PASS) (P) State Hwy #14 one mile north of intersection with Golden State Frwy Newhall Area	*	County Parks & Rec Dept	Toll road "cut" excavated by Edward F. Beale in 1863 to shorten traveling time between the Little Santa Clara and San Fernando Valleys
345	K 7	BIXBY RANCH (P) 7th St, east of Long Beach State College Long Beach	8	Long Beach Parks Dept	Original Headquarters of Rancho Los Alamitos
181	I 6	BRADBURY BUILDING (E) 304 S Broadway (see Los Angeles Civic Center Area under Civic-Cultural Centers)	*	Private	Unusual office building constructed in 1893. Only one of its kind in Los Angeles County
151	H 5	CAMPO DE CAHUENGA (E) 3919 Lankershim Blvd Studio City (L A)	*	Los Angeles Rec & Parks Dept	Site of Treaty of Cahuenga signing in 1847 by General Pico and Colonel Fremont which ended hostilities between the United States and Mexico and brought California under American control
149	H 6	CASA ADOBE DE SAN RAFAEL (E) 1340 Dorothy Dr Glendale	1½	Glendale Parks & Rec Dept	Adobe built around 1865 by the granddaughter of Jose Maria Verdugo on part of Rancho San Rafael, one of the first and largest California land grants
307	H 6	CASA DE ADOBE (E) (see Southwest Museum under Museums and Art Galleries)	a	Private-open to public	Replica of a Spanish California ranch home. Situated on the grounds of the Southwest Museum

* - Less than 1 acre

a - Part of a larger area listed elsewhere

Table 23

HISTORICAL STRUCTURES & SITES

Area Number	Map Location	Name and Location	Acreage	Operating Agency	Historical Significance
210	J 6	DOMINGUEZ RANCH HOUSE (E) 18127 S Alameda St Compton	*	Private-open by appointment only	Home built in 1826 by descendant of Juan Jose Dominguez, a Spanish soldier in the Portola expedition of 1769 who was original grantee of Rancho San Pedro
224	K 6	DRUM BARRACKS (E) 1053 Cary Ave Wilmington (L A)	*	Private	Sole surviving structure of headquarters for California, Arizona, and New Mexico during the Civil War
287	G 7	ECHO MOUNTAIN (E) Approximately 3/4 mile northeast of Loma Alta Dr and Lake Ave Angeles National Forest (Altadena area)	5	United States Forest Service	Terminus of old Mt Lowe incline railroad. Designated historical site by United States Forest Service
156	H 5	EL PASEO DE CAHUENGA PARK (D) Cahuenga Blvd near Barham Blvd Studio City (L A)	23	Los Angeles Rec & Parks Dept	Campsite of Gaspar de Portola's expedition of 1769 from Baja California to Monterey
181	I 6	EL PUEBLO DE LOS ANGELES STATE HISTORICAL MONUMENT (E) Area generally bounded by Macy, Alameda, Arcadia, and Main Sts Downtown Los Angeles (see Los Angeles Civic Center Area under Civic-Cultural Centers)	15[a]	California Div of Beaches & Parks & Los Angeles Rec & Parks Dept	This area contains the following historical structures or sites which are also listed separately in this table: Avila Adobe First Cemetery in City of Los Angeles La Casa Pelanconi Merced Theater Old Plaza Fire House Olvera Street Pico House Plaza Church Plaza de Los Angeles Sepulveda House
181	I 6	FIRST CEMETERY IN THE CITY OF LOS ANGELES (P) 521 N Main St (see Los Angeles Civic Center Area under Civic-Cultural Centers)	a	Los Angeles Rec & Parks Dept	Indians of the village of Yang-na and early settlers were buried here between 1823 and 1844. Part of El Pueblo de Los Angeles State Historical Monument
181	I 6	FORT MOORE PIONEER MEMORIAL (E) Hill St between Sunset Blvd and Santa Ana Frwy (see Los Angeles Civic Center Area under Civic-Cultural Centers)	a	Los Angeles Rec & Parks Dept	First American flag raised in Los Angeles at this site on July 4, 1847 by a company of New York Dragoons and Mormon volunteers
309	H 7	GRAPEVINE ADOBE-OLD WINERY (E) Broadway and Santa Anita St San Gabriel (parts of San Gabriel Plaza Area)	a	Private-not regularly open to public	One of the old adobes of San Gabriel. Winery built in 1895 by Jean Boyer
112	F 4	HART'S STATION (P) Sierra Hwy and San Fernando Rd Newhall	*	County Parks & Rec Dept	Site of one of the stage stations on the Butterfield Overland Mail route from St Louis to San Francisco, 1858-1861

* - Less than 1 acre

a - Part of a larger area listed elsewhere

Table 23

HISTORICAL STRUCTURES & SITES

Area Number	Map Location	Name and Location	Acreage	Operating Agency	Historical Significance
305	H 7	HUGO REID ADOBE (E) (see Los Angeles State and County Arboretum under Arboreta and Botanic Gardens)	a	Historical Committee of California Arboretum Foundation	First house built on Rancho Santa Anita, in 1839. Situated on the grounds of the Los Angeles State and County Arboretum
433	H 10	LA CASA DE ALVARADO (E) 1512 Hacienda Pl Pomona	*	Private-open by appointment only	Adobe built in 1840 by Ignacio Alvarado. First public school sessions in Pomona met in this house in 1870
428	H 9	LA CASA DE CARRION (E) 919 Puddingstone Dr La Verne	*	Private-open by appointment only	Built in 1860's by Saturnino Carrion. Included in federal government's Survey of Historical Buildings of the United States
201	I 5	LA CASA DE LA CENTINELA (E) 7634 Midfield Ave Inglewood	*	La Casa de la Centinela Ass'n open to the public	Built in the 1840's by Ygnacio Machado. Listed as an historic American building in Library of Congress
181	I 6	LA CASA PELANCONI (Cafe La Golondrina) (E) 35 Olvera St (see Los Angeles Civic Center Area under Civic-Cultural Centers)	a	Private	One of earliest brick houses in Los Angeles, built in 1855. Part of El Pueblo de Los Angeles State Historical Monument
309	H 7	LAS TUNAS ADOBE (E) 328 W Mission Dr San Gabriel (part of San Gabriel Plaza Area)	a	Private-not regularly open to the public	Oldest adobe in San Gabriel area; said to have been built 3 years before the mission church. Historical plant collection
309	H 7	LOPEZ ADOBE (E) 330 N Santa Anita Ave San Gabriel (part of San Gabriel Plaza Area)	a	Private-not regularly open to the public	One of the original mission buildings
338	K 6	LOS CERRITOS RANCH HOUSE (E) 4600 Virginia Rd Long Beach	*	Long Beach Parks and Long Beach Library Depts	Former headquarters of Rancho Los Cerritos, built in 1844
139	G 4	LOS ENCINOS STATE HISTORICAL MONUMENT (E) 16756 Moorpark St Encino (L A)	5	California Div of Beaches & Parks	Former headquarters of Rancho de Los Encinos; adobe built in 1849. Original site of Mission San Fernando
311	H 6	LUMMIS HOUSE STATE HISTORICAL MONUMENT (E) 200 E Ave 43 Highland Park (L A)	2	Los Angeles Rec & Parks Dept	Former home of early Los Angeles journalist and writer, Charles F. Lummis
181	I 6	MERCED THEATER (E) 418 N Main St (see Los Angeles Civic Center Area under Civic-Cultural Centers)	a	California Div of Beaches & Parks and Los Angeles Rec & Parks Dept	First theater in Los Angeles; built in 1869. Part of El Pueblo de Los Angeles State Historical Monument

* - Less than 1 acre

a - Part of a larger area listed elsewhere

Table 23

HISTORICAL STRUCTURES AND SITES

Area Number	Map Location	Name and Location	Acreage	Operating Agency	Historical Significance
106	F 4	OAK OF THE GOLDEN DREAM (E) Placerita Canyon Rd, approximately 1 mile east of Sierra Hwy Newhall (see Placerita Canyon State Park under Regional Parks)	a	County Parks & Rec Dept	Site of first gold discovery in California; by Francisco Lopez y Arballo on March 9, 1842. Within Placerita Canyon State Park
181	I 6	OLD PLAZA FIRE HOUSE (E) Old Plaza at Los Angeles St (see Los Angeles Civic Center Area under Civic-Cultural Centers)	*	California Div of Beaches & Parks	Museum of Los Angeles Fire Department memorabilia; built in 1884. Part of El Pueblo de Los Angeles State Historical Monument
181	I 6	OLVERA STREET (E) Main St and Sunset Blvd (see Los Angeles Civic Center Area under Civic-Cultural Centers)	a	California Div of Beaches and Parks	Restoration of an early Spanish-Mexican street. Part of El Pueblo de Los Angeles State Historical Monument
181	I 6	PICO HOUSE (E) 430 N Main St (see Los Angeles Civic Center Area under Civic-Cultural Centers)	a	California Div of Beaches & Parks	First 3-story building in Los Angeles; hotel built in 1869 by Pio and Andres Pico. Part of El Pueblo de Los Angeles State Historical Monument
111	F 4	PIONEER OIL REFINERY (E) ½ mile south of the intersection of Pine St and San Fernando Rd Newhall	*	Private-open to public	Restoration of the first commercial oil refinery in California; built in 1876
329	J 7	PIO PICO STATE HISTORICAL MONUMENT (E) 6003 Pioneer Blvd Whittier	7	California Div of Beaches & Parks	Home of the last Mexican governor of California
181	I 6	PLAZA CHURCH (E) Main St and Sunset Blvd (see Los Angeles Civic Center Area under Civic-Cultural Centers)	a	Private-open to public	La Iglesia de Nuestra Senora la Reina de Los Angeles, originally established in 1784. Present church dedicated in 1822
181	I 6	PLAZA DE LOS ANGELES (E) Main St and Sunset Blvd (see Los Angeles Civic Center Area under Civic-Cultural Centers)	a	Los Angeles Rec & Parks Dept	First public park in Los Angeles. Part of El Pueblo de Los Angeles State Historical Monument
169	H 5	PLUMMER HOUSE (E) 7377 Santa Monica Blvd West Hollywood (see Fiesta Hall under Auditoriums)	*	County Parks & Rec Dept	Oldest house in Hollywood; built by Eugene R. Plummer in 1874. Houses Audubon nature museum. Within Plummer Park
305	H 7	QUEEN ANNE COTTAGE (E) (see Los Angeles State and County Arboretum under Arboreta and Botanic Gardens)	a	Historical Committee of California Arboretum Foundation	Built in 1881 by E. J. (Lucky) Baldwin as a guest house. Situated on the grounds of the Los Angeles State & County Arboretum

* - Less than 1 acre

a - Part of a larger area listed elsewhere

Table 23

HISTORICAL STRUCTURES AND SITES

Area Number	Map Location	Name and Location	Acreage	Operating Agency	Historical Significance
125	G 4	SAN FERNANDO MISSION (E) 15101 San Fernando Mission Blvd San Fernando (L A)	10	Private-open to public	Restoration of one of the original missions on El Camino Real, which was established in 1797 and became one of the largest in the chain
309	H 7	SAN GABRIEL MISSION (E) 537 W Mission Dr San Gabriel (part of San Gabriel Plaza Area)	13[a]	Private-open to public	Restoration of one of the original missions on El Camino Real, established in 1771. Museum houses many mission relics
304	H 7	SAN GABRIEL MISSION DAM (P) Huntington and La Presa Drs East Pasadena	*	County Parks & Rec Dept	Restoration of dam constructed in 1821 to supply water for San Gabriel Mission
309	H 7	SAN GABRIEL PLAZA AREA (E) Area adjacent to the San Gabriel City Hall	20 (est.)	Private individuals, City of San Gabriel, San Gabriel Plaza Development Ass'n	Several types of historical structures and sites
		San Gabriel Plaza (area adjacent to original Spanish-Mexican plaza)			Restoration of Plaza. Architectural design zone established requiring all new buildings to conform to Spanish or early California style of architecture
		San Gabriel Mission (see separate entry in this table)			
		Mission Playhouse (see entry under Auditoriums)			San Gabriel Civic Auditorium
		Old Adobes of San Gabriel (see separate entries in this table) Grapevine Adobe - Old Winery Las Tunas Adobe Lopez Adobe Thornton Adobe Vigare Adobe			
445	I 9	SAN JOSE STATION (P) 20701 Carrey Rd Walnut	*	County Parks & Rec Dept	Site of one of the stage stations on the Butterfield Overland Mail Route from St Louis to San Francisco, 1858-1861
181	I 6	SEPULVEDA HOUSE (E) 23 Olvera St (see Los Angeles Civic Center Area under Civic-Cultural Centers)	a	Private	First 2-story brick house in Los Angeles, built around 1870
29	G 3	SHADOW HILLS PARK (E) Vanowen St east of Fallbrook Ave Canoga Park (L A)	9	Los Angeles Rec & Parks Dept	Site of one of the earliest plantings of eucalyptus trees in southern California, in early 1870's

* - Less than 1 acre

a - Part of a larger area listed elsewhere

Table 23

HISTORICAL STRUCTURES AND SITES

Area Number	Map Location	Name and Location	Acreage	Operating Agency	Historical Significance
309	H 7	THORNTON ADOBE (E) 715 Carmelita St San Gabriel (part of San Gabriel Plaza Area)	a	Private-not regularly open to public	Built in 1851 by John R. Evertson, first census taker of Los Angeles and County
309	H 7	VIGARE ADOBE (E) 616 S Ramona St San Gabriel (part of San Gabriel Plaza Area)	a	Private-not regularly open to public	Old restored adobe
240	J 6	WATTS TOWERS (E) 1765 E 107th St Watts (L A)	*	Private-open to the public	Unique combination of sculpture and architecture, built by Simon Rodia between 1921 and 1954
283	G 7	WEST FORK RANGER STATION (E) West Fork Rd about 4 miles east of Red Box Station Angeles National Forest	1	United States Forest Service	First United States Forest Service ranger station in California and second in the nation, built in 1900
183	I 4	WILL ROGERS STATE PARK (E) 14253 Sunset Blvd Pacific Palisades (L A)	186	California Div of Beaches & Parks	Home of renowned humorist Will Rogers

* - Less than 1 acre

a - Part of a larger area listed elsewhere

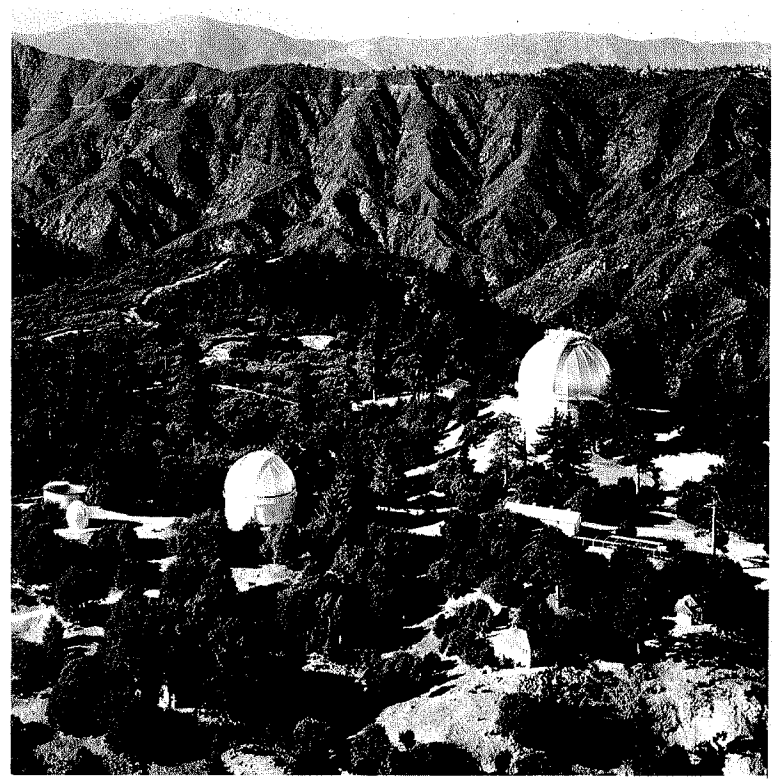
Shadow Ranch, Shadow Hills Park

Banning Mansion

Observatories and Planetariums are structures that house telescopic equipment with which celestial bodies are explored and studied, and in which pertinent exhibits and displays are incidentally made available to the interested public. Such displays and exhibits are supplemented by scheduled lectures and demonstrations.

The Carnegie Institution Observatory on Mt. Wilson is, of course, one of the most important observatories in the world and houses the famous 100-inch mirror reflecting telescope, the world's first of such magnitude. The Zeiss Planetarium at Griffith Park is one of few such installations in the world.

This plan recognizes these two installations as significant regional recreation facilities.



Mount Wilson Observatory

Table 24

OBSERVATORIES AND PLANETARIUMS

Area Number	Map Location	Name and Location	Acreage	Operating Agency	Regional Facilities/Activities
153	H 6	GRIFFITH OBSERVATORY AND PLANETARIUM (E) (see Griffith Park under Regional Parks)	a	Los Angeles Rec & Parks Dept	Astronomy exhibits and planetarium shows
289	G 7	MOUNT WILSON OBSERVATORY (E) Southern terminus of Mt Wilson-Red Box Rd Angeles National Forest	20 (est.)	Private-open to public	World famous 100" reflecting telescope, astronomy exhibits and educational programs

a - Part of a larger area listed elsewhere

Brand Park

Queen Anne Cottage, Los Angeles State and County Arboretum

Arboreta and Botanic Gardens are facilities at which groups of plants are cultivated and identified for general or specialized interest. They may also contain areas for botanical and horticultural experiment and research. One of the largest in the county is the Los Angeles State and County Arboretum in Arcadia which conducts educational and research programs. Equally well-known but more specialized ones are Descanso Gardens in La Canada, known for its blooming ornamental plants, and Huntington Gardens in San Marino, known for an extensive cactus garden and Japanese garden. Brand Park and Memory Garden near the San Fernando Mission contains a plant collection of historical interest and Lafayette Park in the Wilshire area has a special fragrance garden for the blind. The Rancho Santa Ana Botanic Garden is primarily a graduate school of Botany but maintains extensive grounds featuring native flora. No specific additional facilities are proposed in this plan but it is recommended that the county should encourage behests and gifts of private gardens to the public, especially if of rare and/or scientific interest.

Table 25

ARBORETA AND BOTANIC GARDENS

Area Number	Map Location	Name and Location	Acreage	Operating Agency	Regional Facilities/Activities
132	G 4	BRAND PARK & MEMORY GARDEN (E) San Fernando Mission Blvd and Columbus Ave Sylmar (L A)	6	Los Angeles Rec & Parks Dept	Collection of flowers, shrubs, and trees from California missions located opposite San Fernando Mission
137	G 4	CALIFORNIA BUSCH GARDENS (E) 15800 Roscoe Blvd Van Nuys (L A)	17	Private-open to public	Botanical gardens, special animal exhibit, water feature with small boat rides
291	G 6	DESCANSO GARDENS (E) 1418 Descanso Dr La Canada	630 (140 in gardens)	County Arboreta & Botanic Gardens Dept	Extensive collection of ornamental plants including a California native plant section, history of the rose garden and over 600 varieties of camellias; nature trails, children's education programs and meeting facilities
303	H 7	HUNTINGTON LIBRARY, ART GALLERY & BOTANIC GARDENS (E) 1151 Oxford Rd San Marino	200	Private-open to the public without charge	Desert plants, camellia, and Japanese gardens
177	H 5	LAFAYETTE PARK SCENT GARDEN (E) 2830 W Sixth St Wilshire (L A)	*	Los Angeles Rec & Parks Dept	Scent garden for the blind containing a variety of 100 flowering plants
305	H 7	LOS ANGELES STATE AND COUNTY ARBORETUM (E) 301 N Baldwin Ave Arcadia	127	County Arboreta & Botanic Gardens Dept	World-wide plant collections, special botanical exhibitions, educational programs, plant introduction and testing
296	H 8	LUX ARBORETUM (D) Cloverleaf Canyon Monrovia	35	County Arboreta & Botanic Gardens Dept	Technical adjunct to Los Angeles State & County Arboretum. Public use will be limited to special groups by arrangement
425	H 10	RANCHO SANTA ANA BOTANIC GARDEN (E) 1500 N College Ave Claremont	80	Private-open to the public without charge	Native plants arboretum and graduate school offering PhD in Botany
193	I 6	ROSE GARDEN (E) 3915 S Figueroa St Exposition Park (L A) (see Exposition Park under regional parks)	7[a]	Los Angeles Rec & Parks Dept	Seven-acre rose garden consisting of 16,000 plants representing 160 varieties of roses
218	K 5	SOUTH COAST BOTANIC GARDENS (D) (see Rolling Hills Regional Park)	83[a]	County Arboreta & Botanic Gardens Dept	Specialized plant collections. Considered a part of Rolling Hills Regional Park herein, but will not administratively be a part of said park

* - Less than 1 acre

a - Part of a larger area listed elsewhere

Museums are structures in which objects of permanent interest in one or more of the arts and sciences are preserved and exhibited. **Art Galleries** and art museums are devoted exclusively to the exhibition of works of art.

Many colleges and universities maintain art galleries as an integral part of their academic curriculum which are not listed here because their primary interest is not that of public exhibition.

Public and private museums and art galleries open to the public are listed in the following table. La Brea Tar Pits within Hancock Park, is listed in this section because it is operationally a part of the Los Angeles County Museum and it is itself an exhibit of natural phenomenon as the source of important fossil collections.

Table 26

MUSEUMS AND ART GALLERIES

Area Number	Map Location	Name and Location	Acreage	Operating Agency	Regional Facilities/Activities
236	L 6	CABRILLO BEACH MARINE MUSEUM (E) 3720 Stephen White Dr San Pedro (L A)	*	Los Angeles Rec & Parks Dept	Collection of Pacific Ocean marine and shore life specimens including seashells, mariners' exhibit
193	I 6	CALIFORNIA MUSEUM OF SCIENCE AND INDUSTRY (E) 3915 S Figueroa St Los Angeles (see Exposition Park under Regional Parks)	a	California Div of Beaches & Parks	Exhibits of California's agricultural and educational resources as well as its industrial and scientific development. Includes Hall of Health building under construction
456	L 4	CATALINA ISLAND MUSEUM (E) Avalon Santa Catalina Island	*	Private-open to public	Collection of native Catalina Island land and marine animals, large topographic model of island
176	I 5	COUNTY ART MUSEUM (E) 5801 Wilshire Blvd West Wilshire (L A)	24	County Art Museum	Major art collection and educational programs. Within Hancock Park. Also see La Brea Tar Pits in this table
153	H 6	FERNDELL NATURE MUSEUM (E) 5375 Red Oak Dr Griffith Park (L A) (see Griffith Park under Regional Parks)	a	Los Angeles Rec & Parks Dept	Exhibits of plant and animal life found in Griffith Park
31	G 3	FRANCIS LEDERER ESTATE (D) 23134 Sherman Way Canoga Park (L A)	7	County Parks & Rec Dept	Art collection
161	H 5	HOLLYWOOD FILM MUSEUM (D) South of Hollywood Frwy and east of Highland Ave Hollywood (L A)	4	Private non-profit organization	Institution to foster and perpetuate interest in the educational and cultural contributions of the movie, radio, recording and television industries
303	H 7	HUNTINGTON LIBRARY, ART GALLERY AND BOTANIC GARDENS (E) (see Arboreta and Botanic Gardens)	a	Private-open to public without charge	18th Century British paintings, rare English and American books and manuscripts

* - Less than 1 acre

a - Part of a larger area listed elsewhere

Table 26

MUSEUMS AND ART GALLERIES

Area Number	Map Location	Name and Location	Acreage	Operating Agency	Regional Facilities/Activities
187	I 3	J. PAUL GETTY MUSEUM (E) 17985 Pacific Coast Hwy Malibu	*	Private-open to public without charge	Classical and renaissance fine arts exhibits
176	I 5	LA BREA TAR PITS (E) Hancock Park (see County Art Museum-this table)	a	County Museum	Fossil deposits of prehistoric animals. Dedicated as a registered natural history landmark of the National Park Service in December 1964
349	K 6	LONG BEACH MUSEUM OF ART (E) 2300 E Ocean Blvd Long Beach	*	Long Beach Museum of Art	Art exhibition gallery
178	I 6	LOS ANGELES COUNTY ART INSTITUTE (E) 2401 Wilshire Blvd Westlake (L A)	*	County Art Institute	Art school and exhibition gallery
193	I 6	LOS ANGELES COUNTY MUSEUM OF NATURAL HISTORY (E) 900 Exposition Blvd Los Angeles (see Exposition Park under Regional Parks)	a	County Museum	Four habitat halls; 18th Century French rooms; La Brea Tar Pit fossil collection; halls of American Indian life and South Pacific ethnology
163	H 6	LOS ANGELES MUNICIPAL ART GALLERY (E) 4800 Hollywood Blvd Hollywood (L A)	*	Los Angeles Municipal Art Dept	Exhibition gallery in Barnsdall Park. Original structure, known as Hollyhock House, designed by Frank Lloyd Wright between 1918 and 1920. Contemporary gallery also designed by Wright, added in 1955.
295	H 7	MCCURDY NATURE CENTER (E) (see Eaton Canyon Park under Regional Parks)	a	County Parks & Rec Dept	Nature museum in developing regional park
300	H 7	PASADENA ART MUSEUM (E) 46 N Los Robles Ave Pasadena	*	Private-open to public without charge	Exhibition gallery
307	H 6	SOUTHWEST MUSEUM (E) 234 Museum Dr Highland Park (L A)	14	Private-open to public	Exhibits of the archeology and ethnology of the American Indian. Includes the Casa de Adobe, a replica of an early California hacienda
193	I 6	SPACE MUSEUM (P) 3915 S Figueroa St Los Angeles (see Exposition Park under Regional Parks)	a	California Div of Beaches & Parks	Air, space and missile museum to be established on site of old Armory within Exposition Park
153	H 6	TRAVEL TOWN (E) Griffith Park (see Griffith Park under Regional Parks)	a	Los Angeles Rec & Parks Dept	Outdoor collection of vehicles that paved the way for development of southern California. One-horse open shay to 1947 airplane

* - Less than 1 acre

a - Part of a larger area listed elsewhere

Zoos are combinations of zoological gardens and scientific institutions in the most literal translation. However, from a recreational standpoint, a zoo can best be characterized as a simulated natural habitat for the keeping and exhibition of wild animals. Zoos have however come to include **Specialized Animal Exhibits** sometimes called children's zoos. This category also includes specialized animal exhibits where a single or a specialized group of animal species is featured such as the case with the Arabian horses at the California Polytechnic College in Pomona. The only zoo in this plan which provides a regional service at this time is the zoo located and presently being rebuilt at Griffith Park.

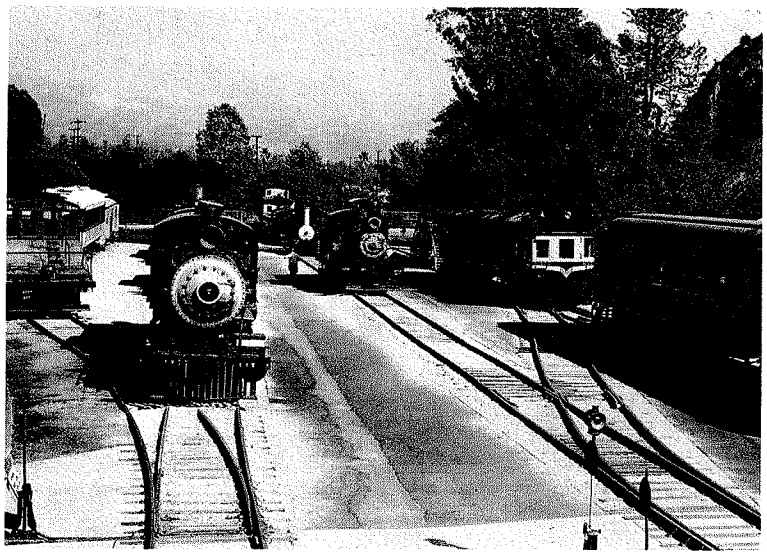
Griffith Park Zoo (under construction)

Table 27

ZOOS AND SPECIALIZED ANIMAL EXHIBITS

Area Number	Map Location	Name and Location	Acreage	Operating Agency	Remarks
153	H 6	GREATER LOS ANGELES ZOO (D) Griffith Park (L A) (see Regional Parks)	a	Non-profit organization	Existing: small zoo and children's zoo Developing: major zoo
	I 9	KELLOGG ARABIAN HORSE FARM (E) California Polytechnic College Kellogg Campus Pomona	5 (est)	California Polytechnic College	Existing: horse and horsemanship exhibitions

a - Part of a larger area listed elsewhere



Travel Town, Griffith Park

Specialized Children's Attractions are unique or unusual recreational attractions developed primarily for children such as farmyard zoos, miniature railroads and children's theaters. They are usually located within parks and all but one of those on the plan are in regional or recreation parks. Fishing lakes for children are listed under Water Feature Areas.

Table 28

SPECIALIZED CHILDREN'S ATTRACTIONS

Area Number	Map Location	Name and Location	Acreage	Operating Agency	Regional Facilities/Activities
306	H 8	ARCADIA COUNTY PARK (P) (see Recreation Parks)	a	County Parks & Rec Dept	Proposed: unusual children's attraction in existing recreation park
153	H 6	CULTURAL ARTS CENTER (E) (see Griffith Park under Regional Parks)	a	Los Angeles Rec & Parks Dept	Children's theater, arts and crafts center
342	K 7	EL DORADO PARK (P) (see Regional Parks)	a	Long Beach Parks & Rec Depts	Proposed: farmyard zoo
153	H 6	GRIFFITH PARK (E) (see Regional Parks)	a	Los Angeles Rec & Parks Dept	Farmyard zoo, miniature railroad, travel town, children's cultural arts center
127	G 5	HANSEN DAM (E) (see Regional Parks)	a	Los Angeles Rec & Parks Dept	Miniature railroad
179	I 6	PARK VIEW PLAYGROUND (E) Park View and Fourth Sts Los Angeles	1	Los Angeles Rec & Parks Dept	Children's (and adults') photo center
147	H 4	VAN NUYS-SHERMAN OAKS WAR MEMORIAL PARK (D) (see Recreation Parks)	5[a]	Los Angeles Rec & Parks Dept	Developing: children's zoo containing domestic animals and playground in "Wizard of Oz" setting, in existing recreation park

a - Part of a larger area listed elsewhere

Fairgrounds and Exhibition Buildings are large areas usually owned and operated by agricultural districts. The grounds and buildings are used for fair purposes only several weeks out of the year and other exhibition events utilize the facilities throughout the year. Only the facilities owned by public agencies are listed in this plan. The Los Angeles County Fairground at Pomona is one of the largest in the United States and the annual fair in late September attracts well over a million visitors and exhibitors from throughout the United States and abroad. This plan does not propose any new fairgrounds but does suggest that the existing facilities continue to and increasingly be used for a wide variety of events and activities.

Table 29

FAIRGROUNDS AND EXHIBITION BUILDINGS

Area Number	Map Location	Name and Location	Acreage	Operating Agency	Regional Facilities/Activities
243	B 7	ANTELOPE VALLEY FAIRGROUNDS (E) 301 E Ave I Lancaster	40	50th Agricultural District	Exhibit buildings and grounds
133	G 4	DEVONSHIRE DOWNS (E) 18000 Devonshire St Northridge (L A)	57	51st Agricultural District	Exhibit buildings and grounds
325	I 7	GREAT WESTERN LIVESTOCK SHOW (E) 2120 S Eastern Ave Commerce	10	48th Agricultural District	Exhibit buildings and grounds
429	H 10	LOS ANGELES COUNTY FAIRGROUNDS (E) Pomona	450	County Fair Association	Exhibit buildings and grounds

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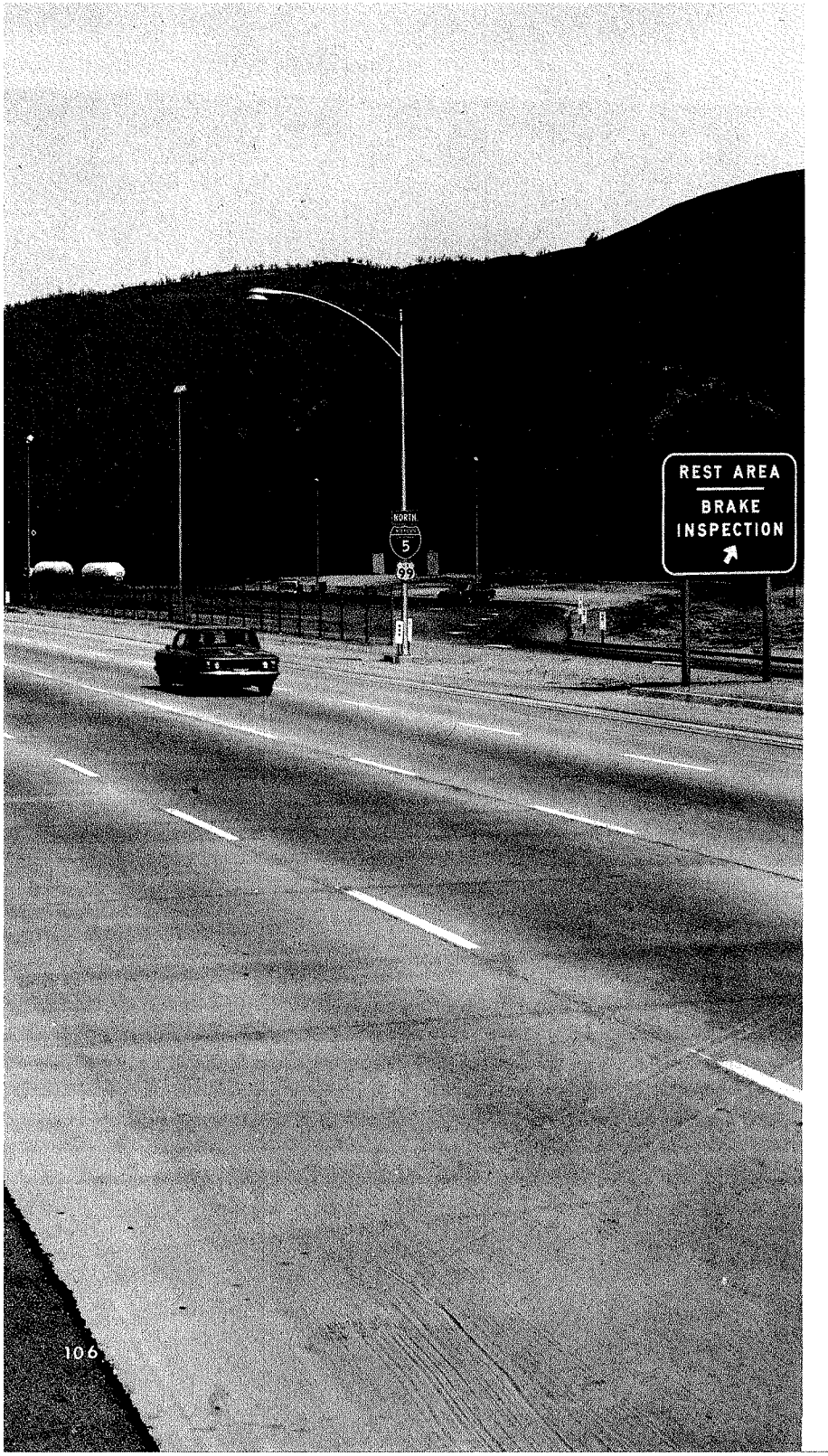


Scenic Experience Areas

Roadside Rests are parking areas along roadways that provide resting places for drivers and passengers in order to reduce fatigue. They are usually small areas that provide shade, water, picnic tables and sanitary facilities.

Roadside rests could also ideally function as information centers for tourists entering the metropolitan area. Three such special roadside rests are proposed in this plan.

Roadside rests have not been a common feature of the highways in California, but recent state legislation and appropriations will hopefully give a boost to the whole program. This plan recognizes the need for same in the County and therefore, proposes a rather considerable number of such rests dispersed in the main along the heavily traveled highways and includes the proposals of both the State Division of Highways and County Department Parks and Recreation as well as others.

Table 30

ROADSIDE RESTS

Area Number	Map Location	Name and Location	Acreage	Operating Agency	Remarks
272	F 7	ANGELES FOREST HIGHWAY ROADSIDE REST (P) Angeles Forest Hwy, approximately 3/4 mile north of Big Tujunga Rd Angeles National Forest	3	County Parks & Rec Dept	Standard facility
61	I 2	CORRAL BEACH ROADSIDE REST (P) Corral Canyon Rd and Pacific Coast Hwy Malibu	1-3	County Parks & Rec Dept	Standard facility
22	E 3	DEL VALLE ROADSIDE REST (P) Saugus-Ventura Rd and San Martinez Chiquito Canyon Rd Del Valle	1-3	County Parks & Rec Dept	Standard facility
35	H 2	GRAPE ARBOR ROADSIDE REST (E) 26911 W Ventura Blvd (North side of Ventura Frwy, west of Las Virgenes Rd) Agoura	5	County Parks & Rec Dept	Standard facility, formerly called Hope Roadside Rest
470	H 2	KIMBERLY CANYON ROADSIDE REST (P) Kimberly Canyon Rd (P), south of Mulholland Hwy Santa Monica Mountains	2	County Parks & Rec Dept	Standard facility
34	H 3	LEONIS ADOBE ROADSIDE REST (P) Eastbound Ventura Frwy Calabasas	5	County Parks & Rec Dept	Standard facility and tourist information center Site includes a well preserved adobe brick house
68	B 4	NEENACH ROADSIDE REST (P) Ave D (State Hwy 138) and 200th St West Antelope Valley	1-3	County Parks & Rec Dept	Standard facility
109	F 4	NEWHALL CREEK ROADSIDE REST (P) Sierra Hwy and San Fernando Rd Newhall	1-3	County Parks & Rec Dept	Standard facility
241	B 7	OBAN ROADSIDE REST (P) Ave D (State Hwy 138) and Sierra Hwy Lancaster	1-3	County Parks & Rec Dept	Standard facility
1	A 1	OLD CHANDLER INN ROADSIDE REST (P) Golden State Frwy (United States Hwy 99) north of State Hwy 138 Gorman	1-3	County Parks & Rec Dept	Standard facility
248	D 7	PALMDALE ROADSIDE REST (P) Sierra Hwy and Ave Q Palmdale	1-3	County Parks & Rec Dept	Standard facility

Table 30

ROADSIDE RESTS

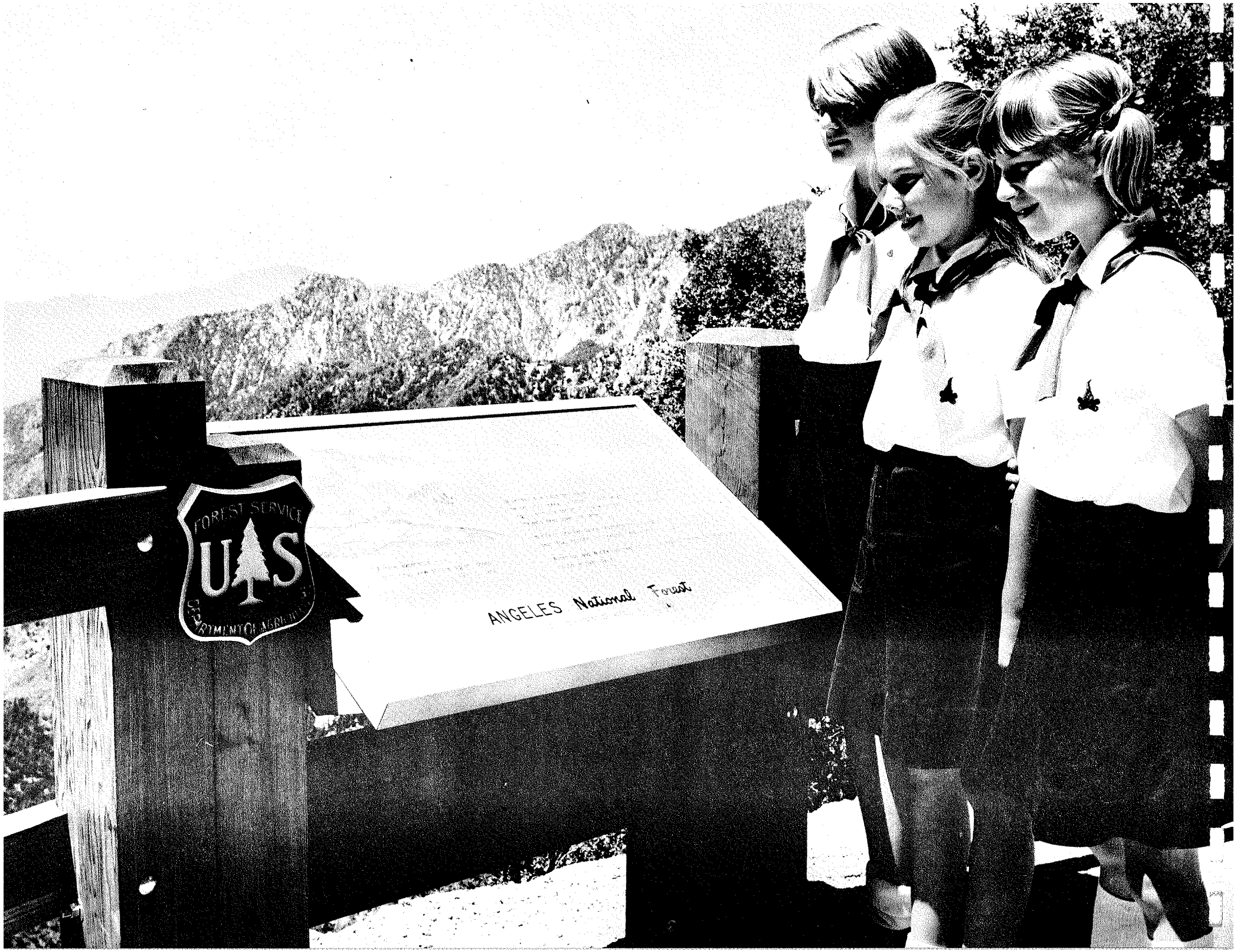
Area Number	Map Location	Name and Location	Acreage	Operating Agency	Remarks
76	C 4	PINE CANYON ROADSIDE REST (P) Pine Canyon Rd, 4 miles west of Lake Hughes Rd Lake Hughes	3	County Parks & Rec Dept	Standard facility
436	I 9	POMONA ROADSIDE REST (P) Eastbound San Bernardino Frwy at Holt Ave Pomona	104	City of Pomona	Standard facility in conjunction with water reclamation facility
43	H 2	ROCKY OAKS ROADSIDE REST (P) Mulholland Hwy and Cornell Rd Santa Monica Mountains	2	County Parks & Rec Dept	Standard facility
434	H 9	SAN BERNARDINO FREEWAY ROADSIDE REST (P) San Bernardino Frwy at Kellogg Hill San Dimas	1-3	County Parks & Rec Dept	Standard facility and tourist information center
335	J 8	SANTA ANA FREEWAY ROADSIDE REST (P) Santa Ana Frwy and Alondra Blvd Santa Fe Springs	1-3	County Parks & Rec Dept	Standard facility and tourist information center
365	D 9	SHADY BEND ROADSIDE REST (D) Pearblossom Hwy and 175th St East Antelope Valley	46	County Parks & Rec Dept	Standard facility, formerly called Llano Roadside Rest
24	F 3	STATE ROADSIDE REST #1 (P) Golden State Frwy southbound, 7 miles south of Castaic	3	California Div of Hwys	Standard facility
316	H 7	STATE ROADSIDE REST #2 (P) Rosemead Blvd and Grand Ave Rosemead	3	California Div of Hwys	Standard facility
101	E 4	STATE ROADSIDE REST #3 (P) Southbound Antelope Valley Frwy at Solemint Junction Solemint	3	California Div of Hwys	Standard facility
81	C 5	STATE ROADSIDE REST #4 (P) Elizabeth Lake Rd, 15 miles northwest of Palmdale	3	California Div of Hwys	Standard facility
252	D 8	STATE ROADSIDE REST #5 (P) Westbound Pearblossom Hwy Little Rock	3	California Div of Hwys	Standard facility
65	I 3	STATE ROADSIDE REST #6 (P) Pacific Coast Hwy between Topanga Canyon Blvd and Malibu Canyon Rd Malibu	3	California Div of Hwys	Standard facility

Table 30

ROADSIDE RESTS

Area Number	Map Location	Name and Location	Acreage	Operating Agency	Remarks
280	G 6	STATE ROADSIDE REST #7 (P) Angeles Crest Hwy 2 miles south of Angeles Forest Hwy Angeles National Forest	3	California Div of Hwys	Standard facility
379	F 10	STATE ROADSIDE REST #8 (P) Angeles Crest Hwy, 6 miles east of San Gabriel Canyon Rd Angeles National Forest	3	California Div of Hwys	Standard facility
398	G 9	STATE ROADSIDE REST #9 (P) San Gabriel Canyon Rd, 5 miles south of Angeles Crest Hwy Angeles National Forest	3	California Div of Hwys	Standard facility
427	H 10	STATE ROADSIDE REST #10 (P) Foothill Frwy at San Bernardino County line Claremont	3	California Div of Hwys	Standard facility
40	H 2	STATE ROADSIDE REST #11 (P) Malibu Frwy, 1 mile south of Ventura Frwy Calabasas	3	California Div of Hwys	Standard facility
119	F 6	STATE ROADSIDE REST #12 (P) Big Tujunga Rd, 5 miles north of Sunland	3	California Div of Hwys	Standard facility
356	B 9	STATE ROADSIDE REST #13 (P) Lancaster Frwy, 14 miles east of Lancaster	3	California Div of Hwys	Standard facility
57	I 1	STEEP HILL CANYON ROADSIDE REST (P) (see Shoreline Access Facilities)	a	County Parks & Rec Dept	Part of shoreline access facility
26	F 3	STONY POINT ROADSIDE REST (P) Santa Susana Ave and Mayan Dr Chatsworth (L A)	1-3	County Parks & Rec Dept	Standard facility
18	D 3	TRUEBLOOD ROADSIDE REST (E) Golden State Frwy and Lake Hughes Rd Castaic	6	County Parks & Rec Dept	Standard facility
15	D 3	VIOLIN CANYON ROADSIDE REST (P) Golden State Frwy, 5 miles north of Lake Hughes Rd Angeles National Forest	1-3	County Parks & Rec Dept	Standard facility
19	E 3	WAYSIDE HONOR RANCHO ROADSIDE REST (D) Golden State Frwy and Parker Rd Castaic	16	County Parks & Rec Dept	Standard facility

a - Part of a larger area listed elsewhere


FOREST SERVICE
U S
ANGELES National Forest

Vista Points are areas that command a panoramic and in most cases spectacular view by virtue of elevation differential and relative freedom from visual obstructions. They should be developed with a small parking area and possibly marked with a sign.

A vista point is often an element of a park, a scenic drive or other type of specialized facility, but may also be an independent facility. The following table includes the more spectacular ones in the county. Development of scenic drives will provide vista points as an integral part of same which this plan recognizes as possible worthy additions when specifically identifiable.

Table 31

VISTA POINTS

Area Number	Map Location	Name and Location	Acreage	Operating Agency	Remarks
197	I 5	BALDWIN HILLS REGIONAL PARK (P) (see Regional Parks)	a	County Parks & Rec Dept	Panorama of western part of Los Angeles coastal plain
385	F 9	BEAR CANYON VISTA POINT (D) Southwest of San Gabriel Canyon Rd and Angeles Crest Hwy Angeles National Forest	*	United States Forest Service	Panorama of Bear Canyon
464	F 10	BIG ROCK CANYON VISTA POINT (E) Angeles Crest Hwy, east of Dawson Saddle Angeles National Forest	*	United States Forest Service	Panorama of Big Rock Canyon and the Antelope Valley
271	F 8	DEVIL'S CANYON VISTA POINT (E) Angeles Crest Hwy, southeast of Chilao Angeles National Forest	*	United States Forest Service	Panorama of west side of Devil's Canyon-Bear Canyon Wild Area
212	J 6	DOMINGUEZ HILLS (P) (see Picnic Grounds)	a	County Parks & Rec Dept	Panorama of south and western parts of Los Angeles coastal plain
227	L 5	FRIENDSHIP PARK (D) Palos Verdes Drive East and 25th St San Pedro (L A)	112	County Parks & Rec Dept and Los Angeles Rec & Parks Dept	Panorama of harbor, coastal plain and channel islands
153	H 6	GRIFFITH PARK OBSERVATORY (E) Western Canyon Rd (see Regional Parks)	a	Los Angeles Rec & Parks Dept	Panorama of Los Angeles coastal plain
463	F 10	INSPIRATION POINT (E) Angeles Crest Hwy at Blue Ridge Angeles National Forest	*	United States Forest Service	Panorama of San Gabriel River watershed

a - Part of a larger area listed elsewhere

* - Less than 1 acre

Table 31

VISTA POINTS

Area Number	Map Location	Name and Location	Acreage	Operating Agency	Remarks
234	L 5	LOOKOUT POINT PARK (E) Gaffey and 35th Sts San Pedro (L A)	1	Los Angeles Rec & Parks Dept	Panorama of harbor, coastal plain and channel islands
154	H 4	MULHOLLAND DRIVE VISTA POINT (D) Site at the head of Encino and Mandeville Canyons	*	Los Angeles Rec & Parks Dept	Panorama of San Fernando Valley and Los Angeles coastal plain
222	K 4	NEPTUNE COVE (P) (see Neptune Cove Upland Park under Reservations)	a	County Parks & Rec Dept	Tidal pools and ocean coastline flora and fauna Part of proposed reservation
191	I 4	PALISADES PARK (E) Broadway and Ocean Ave Santa Monica	26	Santa Monica Rec Dept	Panorama of Santa Monica Bay and Malibu shoreline
231	L 5	PALOS VERDES SHORELINE PARK (D) (see Regional Parks)	a	County Parks & Rec Dept	Panorama of Catalina Island and Palos Verdes Peninsula shoreline
233	L 5	PECK PARK (E) (see Picnic Grounds)	a	Los Angeles Rec & Parks Dept	Panorama of Los Angeles and Long Beach harbors. Part of a picnic ground
461	I 2	POINT DUME (P) Birdview Ave and Cliffside Dr Malibu	*	California Div of Beaches & Parks	Panorama of Santa Monica Bay and coastline
239	L 6	POINT FERMIN PARK (E) (see Shoreline Access Facilities)	a	Los Angeles Rec & Parks Dept	Panorama of Catalina Island and Palos Verdes Peninsula shoreline. Part of shoreline access facility
225	L 5	POINT VICENTE PUBLIC FISHING ACCESS (E) (see Shoreline Access Facilities)	a	County Parks & Rec Dept	Panorama of Catalina Island and Palos Verdes Peninsula shoreline
12	C 2	RESERVOIR SUMMIT (E) Old Ridge Route at Reservoir Hill Angeles National Forest	*	United States Forest Service	Panorama of mountain land forms and landscapes
235	L 5	ROYAL PALMS SHORELINE PARK (D) (see Regional Parks)	a	Los Angeles Rec & Parks Dept	Panorama of Catalina Island and Palos Verdes Peninsula shoreline
462	I 9	SKYLINE DRIVE VISTA POINT (P) Northwest of Fullerton and East Rds La Habra Heights	*	County Parks & Rec Dept	Panorama of coastal plain and San Gabriel Valley
388	F 9	TWIN PEAKS VISTA POINT (E) San Gabriel Canyon Rd, 3 miles south of Angeles Crest Hwy Angeles National Forest	*	United States Forest Service	Panorama of Bear Canyon

* - Less than 1 acre

a - Part of a larger area listed elsewhere

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REGIONAL RECREATION AREAS

A PART OF THE RECREATION ELEMENT OF THE GENERAL PLAN

Los Angeles County, California

I hereby certify that this plan of Regional Recreation Areas for Los Angeles County, an amendment to the recreation element of the Master Plan, was approved and adopted by resolution of the Board of Supervisors of the County of Los Angeles on this 20th day of January, 1959.

Harold J. Ostley, County Clerk Ex-Officio Clerk of the Board of Supervisors of the County of Los Angeles.

Deputy

I hereby certify that this plan of Regional Recreation Areas for Los Angeles County, an amendment to the recreation element of the Master Plan, was approved and adopted by resolution of the Regional Planning Commission of the Los Angeles County Regional Planning District and the County of Los Angeles on this 1st day of July, 1958.

Chairman

Director of Planning

ATTEST:

Secretary

THE REGIONAL PLANNING COMMISSION
OF THE COUNTY OF LOS ANGELES

As Amended By Resolutions Of

The Regional Planning Commission		The Board of Supervisors Of The County Of Los Angeles
Of The District	Of The County	
NOV. 24, 1964	NOV. 24, 1964	MARCH 30, 1965
JUNE 9, 1965	JUNE 9, 1965	JULY 29, 1965

	existing	developing	proposed
REGIONAL PARK	◆	◈	◇
RECREATION PARK	■	▩	□
SCENIC DRIVE	⬬	⬭	⬭
RESERVATION	◗	◑	◒
SPECIALIZED FACILITY	●	◍	○

The following 27 attractions have been considered Specialized Regional Facilities. These facilities may be separately located or within other Regional Recreation Areas.

CULTURAL ACTIVITY AREAS

Amphitheaters
Auditoriums
Civic-Cultural Centers
Historical Structures and Sites
Arboreta and Botanic Gardens
Observatories and Planetariums
Museums and Art Galleries
Zoos and Specialized Animal Exhibits
Specialized Children's Attractions
Fairgrounds and Exhibition Buildings

SHORE AND WATER ACTIVITY AREAS

Water Recreation Areas
Water Feature Areas
Small Craft Harbors and Launch Facilities
Beaches
Shoreline Access Facilities

SPORTS ACTIVITY AREAS

Golf Courses
Tennis Centers
Marksmanship Ranges
Winter Sports Areas
Sports Arenas
Stadiums

SCENIC EXPERIENCE AREAS

Roadside Rests
Vista Points

OUTDOOR ACTIVITY AREAS

Picnic Grounds
Campgrounds
Day Camps
Riding and Hiking Trails

SANTA CATALINA ISLAND

SAN CLEMENTE ISLAND

MILES

MILES

THE LOS ANGELES COUNTY REGIONAL PLANNING COMMISSION

ARTHUR J. BAUM Chairman

MILTON BREIVOGEL Director

JULY 1965

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LITHOGRAPHED BY CENTRAL DUPLICATING BUREAU/COUNTY OF LOS ANGELES

COUNTY OF LOS ANGELES

GENERAL PLAN

IMPLEMENTATION CHAPTER

IMPLEMENTATION CHAPTER

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INTRODUCTION

Implementation means carrying out or realizing the intent of the Plan. It involves focusing all of the powers of government on carrying out Plan policies and realizing its goals. While Plan preparation is primarily the responsibility of the planning agency, Plan implementation is the responsibility of the entire governmental organization.

A key objective of Plan implementation is to encourage all public agencies (local, regional, State and federal) active in the County to cooperate in carrying out the Plan. The cities of Los Angeles County have participated in the development of this Plan and are encouraged to assist in its implementation by relating development programs, zoning decisions and major capital budgeting decisions to the policies set forth in the County General Plan.

Other levels of government also have the opportunity to participate in the Plan's implementation. Regional agencies may assist by relating regional policies, regulatory actions and service delivery programs to County Plan policy. State and federal agencies may participate in Plan implementation by relating capital investment decisions to Plan intent and by providing financial support through grant or other assistance programs.

This Chapter defines basic Plan implementation concepts, summarizes the major implementation powers available to the County and notes limitations on the County's capability to carry out the Plan. It also identifies the strategies for Plan implementation; recommends criteria for establishing priorities for urban revitalization, new urban expansion and centers development; and sets forth a system for Plan monitoring and feedback designed to evaluate the effectiveness of the implementation strategies employed. The Chapter also contains specific implementation actions recommended for the various elements of the Plan.

Plan and Implementation Consistency

The need to maintain consistency between Plan policy and implementation actions stems from the State Planning and Zoning Law and Subdivision Map Act that require existing zoning, rezoning actions and land division decisions to be consistent with a general plan. In order to ensure consistency in day-to-day decision making relative to rezoning, land division, and other development permits, it is necessary to make the land control mechanisms consistent with the adopted plan.

The overall intent of the General Plan is the critical factor in determining the consistency of specific development proposals. The intent is established by examining all relevant expressions of goals and policy in the Plan, starting with basic countywide policy statements and maps and proceeding to more specific plan components, including areawide, community and specific plans. Since all Plan policies cannot be mapped, the mere examination of land use and other policy maps is insufficient to determine consistency.

To achieve greater compatibility with the General Plan, land management tools should provide a process for decision making which facilitates the consideration of cumulative impacts and can be easily related to ongoing planning functions at the countywide and community levels. In addition, new tools will be required to facilitate future development in keeping with the goals and policies of the Plan. For example, new ordinance provisions are recommended to put into effect a system of incentives for the encouragement of development and investment which is compatible with Plan policy. Also recommended are developmental review procedures for special management areas including hillsides, significant ecological areas, scenic highway corridors and potential agricultural preserves.

In developing new tools and amending existing ones, such as the zoning ordinance, to carry out the policies of the Plan, the function of the countywide Chapters and Elements should be carefully considered. The Plan deals with factors of countywide significance and is not designed to regulate land use on a parcel by parcel basis. Small isolated parcels could be appropriately developed to uses compatible at the neighborhood, community or areawide scale even though they are not shown on the countywide Land Use Policy Map.

GENERAL IMPLEMENTATION POWERS

The County of Los Angeles possesses a wide range of existing and potential capabilities for carrying out Plan policies and furthering the public interest. The following pages summarize the major powers the County has available to implement the Plan. The recommended action programs at the end of this Chapter elaborate upon implementing tools as they relate to the particular elements.

Citizen Participation

State and federal statutes provide the authority for citizen participation during the planning process. Public involvement was a major feature of every phase of Plan development. Citizen participation and support for Plan implementation activities is essential if Plan goals and objectives are to be realized.

Interagency Coordination

The authority to coordinate with other agencies is a major implementation capability. It has the potential of encouraging other governmental agencies to support the General Plan through their authority to raise and expend revenues; legislate and regulate; deliver services; acquire, dispose of and manage land; enter into contracts; investigate and take positions on issues; and conduct reviews.

Legislation

The power to enact and influence legislation is an important capability. The County not only enacts codes and ordinances, but also sponsors and takes positions on State and federal legislative proposals.

Review Authority

The County and its constituent agencies possess significant review authority. City general plans are referred to the County for review and comment and, of course, city review of County plans occurs routinely. The County participates in the Federal Office of Manage-

ment and Budget A-95 project reviews, relating to the federal allocation of various grant monies to local and regional agencies. Another example is the review of environmental impact reports (EIRs) prepared by other agencies. These and other types of reviews are important implementation instruments.

Regulation

The authority to regulate the conduct of various activities, such as land use through the zoning and subdivision ordinances, has been traditionally recognized as an important plan implementation instrument in unincorporated areas. However, in addition to land use regulation, there are many other regulatory ordinances, such as the building, fire and health codes, which can help carry out Plan policy.

Impact Analysis

The California Environmental Quality Act of 1970 (CEQA) requires the preparation of environmental impact reports for all projects which may have a significant effect on the environment. The EIR is an informational device but acts indirectly as a useful tool for encouraging development in accord with the Plan.

Land Acquisition, Disposal and Management

The County is the owner and manager of thousands of acres of land, and numerous facilities and buildings. The authority to acquire and dispose of property is a significant tool for implementing the Plan.

Raising Revenues*

Another implementation power is the authority to raise (or forego) revenue through such activities as issuance of bonds, collection of fees, levying of taxes and grant or loan applications. Like the power to spend, the power to raise revenue has countywide impact and is not limited to unincorporated areas.

*Authority to raise and to expend revenues is limited by State constitutional provisions, especially those imposed in 1978 by Proposition 13 and in 1979 by Proposition 4.

Expenditure of Revenues

One of the most important implementing powers is the authority to spend money which is embodied in the capital and annual budgets. The opportunity exists to more directly link this capability to carrying out Plan intent.

Delivery of Services

County agencies provide numerous public services many of which are allocated directly to the residents of cities. Even those services which are provided only in unincorporated territories (and the manner in which they are provided) can have influence in cities. Services delivery policy represents a powerful capability for realizing the Plan intent.

The Authority to Contract

The power to enter into contracts and agreements with individuals, firms and other public agencies is another important implementation device. Joint powers and mutual aid agreements are examples of the use of the authority to make contracts. The County provides many basic services to cities under contractual arrangements.

The County as an Employer

The County can use its position as a major employer to implement Plan policy, particularly social and economic policy. The County affirmative action program is an example of an activity which supports Plan policy.

Investigative Authority

The power to investigate problems and issues and take positions on them is a significant capability for carrying out the Plan. An example is the power to conduct hearings on issues of public concern.

Research and Information Dissemination

County agencies collect, analyze and disseminate information which influences public attitudes and opinions on key issues. The availability and use of information can contribute significantly to Plan implementation.

Summary

The above powers demonstrate that the County possesses a very credible capacity to implement the Plan. The Plan policies embody the commitment to use the powers. The implementation strategies discussed later in this chapter are an approach to coordinating these powers.

MAJOR CONSTRAINTS

Although County government possesses a wide range of powers to implement its General Plan, there are also significant constraints on its ability to act. Major constraints are identified and discussed below.

Limited Resources

Development of major new urban centers in urban fringe areas will require large commitments of public funds for both construction and long term maintenance of various service systems. Likewise, revitalization of inner city areas requires significant public investments. The County cannot provide public facilities for major new developments and also meet urban revitalization needs without significant new revenues. The Plan is structured to reduce public costs over the life of the Plan but it must be recognized that the initial public investment needed to fully attain the benefits of Plan may not be available when needed. Continued efforts to insure that Los Angeles County and its cities receive their full share of Federal Assistance programs are of the greatest urgency.

Dispersal of Responsibility

A serious constraint is the dispersal of responsibility among a large number of County agencies. Within County government dispersal of responsibility and authority can create coordination problems and reduce its ability to focus quickly its full capacity on the realization of the Plan. Even more difficult to deal with is the dispersal of authority and responsibility which stems from the presence of several hundred special districts; numerous regional, State and federal agencies; and 81 cities. This fragmentation of responsibilities with attendant conflicting priorities is a major limitation on the capability to implement the Plan. However, the area planning councils and many cities, representing local viewpoints, have made a major input to the Plan; this presents an opportunity for improving future city-County coordination.

Lack of Authority

Changing trends and conditions are bringing new needs into prominence. Public institutions can experience a lag in responding to new needs. In some cases, the County has neither the authority to act nor has it evolved institutions that can adequately cope with new problems.

Related to this is the inertia of old policy. Where policy has been reversed or an emphasis has been shifted, a transitional period is needed to change or replace related policies in both the public and private sectors.

A third facet of the lack of authority is the current trend toward the transfer of some authority to the State or regional jurisdictions. For example, the adoption of a constitutional amendment limiting property tax (Proposition 13), a traditional local revenue source, has resulted in a significant shift of authority from local to State government.

Summary

These constraints have not been, nor will they be in the future, easily overcome. Some constraints have beneficial functional considerations, such as their role as checks and balances. Others are deficiencies which must be addressed. The constraints outlined above should be viewed as challenges to County government to act in a concerted and coordinated manner in order to promote the public interest.

GENERAL STRATEGIES

An implementation strategy is a coordinated general pattern of public actions structured to achieve the goals and to impact positively the problems addressed in the Plan. The strategy establishes priorities and emphases among the various policies, and indicates how the policies are interrelated and how they support each other. It provides a framework for coordinating short and medium term actions, and for focusing them on the solution of specific problems. It recognizes the general capabilities and constraints that affect the implementation of the Plan.

The general strategies for implementing the Plan are identified below. The discussion is organized around the key concerns of the Plan: urban development; environmental protection and resource conservation; and, economic and human resources development.

URBAN DEVELOPMENT STRATEGIES

Historically, the major urban development emphasis in Los Angeles County has been new urban expansion at the fringes of existing urban areas. Maintenance of the existing housing stock and revitalization of older urban areas has been a subordinate strategy in terms of its priority for public resources. Urban expansion will continue to play a major role in the years just ahead. However, over the Plan period, emphasis is placed -- as it must be if the Los Angeles area is to avoid the devastation that has jeopardized the older metropolitan areas of the eastern United States -- on the maintenance and/or revitalization of existing urban areas.

Revitalization Strategy

Urban revitalization may emphasize either rehabilitation (the repair and conservation of existing neighborhoods and facilities) or recycling (replacement of one building by another, or the substantial clearance and rebuilding of a neighborhood). Each

approach may be applied selectively or in combination. The Plan rejects the concept of wholesale recycling of older urban areas. Rehabilitation is the major urban revitalization strategy, especially in residential neighborhoods. Recycling is regarded as a subordinate strategy in residential areas because of the Plan's intent to avoid disrupting neighborhoods. It is to be applied only on a selective basis where essential to the realization of residential revitalization, or to replace unrepairable, unsafe structures. However, larger scale recycling might well be suitable in the revitalization of older, obsolete commercial and industrial areas.

Urban revitalization strategies may seek either to eliminate blight by concentrating on improving neighborhoods in the worst condition, or to contain the spread of blight by concentrating resources on neighborhoods which are only beginning to show signs of decline and obsolescence. It is clear that sufficient public resources will not be available in the short term to be applied over the more than 300 square miles of urban development threatened by obsolescence and blight. Accordingly, they are mixed strategies of both eliminating and containing blight by focusing public resources on key locations where a successful revitalization effort will have a catalytic effect in stimulating private reinvestment in surrounding areas.

New Development Strategy

The new development strategy includes the infilling of by-passed vacant urban lands and new expansion into previously non-urban land. Major urban expansion is required to provide the needed land resource for pressing housing needs; however, over the life of the Plan increasing emphasis should be placed on infill and revitalization. Although both new expansion and infill are required to meet the future needs of residents, the emphasis for allocating public resources is placed on infilling. Public investment in infill areas can play a particularly important catalytic role in revitalizing some older urban areas.

Regional Centers Strategy

A key facet of the urban development strategy is the development of activity centers. The Plan, in recognition of the established multi-centered character of Los Angeles, supports the development and enhancement of a system of regional centers to conveniently serve a large population spread over an extensive urban area. Although the need for both single function and multi-purpose centers is recognized, the strategy emphasizes the development of multipurpose regional centers.

Transportation Strategy

Transportation strategies support the emphasis on urban revitalization and multipurpose centers development. The Plan emphasizes maintenance of existing roads, closing of freeway and highway gaps and improvement of public transportation. It stresses more effective van-pooling and car-pooling, a countywide rapid transit system with major utilization of existing freeway rights-of-way, and the development of community transit systems linking key multi-purpose centers with their service areas and providing feeder services for the countywide rapid transit system.

Housing Strategy

Housing supply strategies support the revitalization approach. A major thrust of the strategy is to preserve and prolong the life of the 2,600,000 sound or rehabilitable housing units in the County as the principal resource for meeting housing needs. In the early years of the Plan -- during the 1980s -- emphasis is placed on increasing the housing supply in all income ranges. This is designed to take the pressure off of rapidly inflating home prices and provide a relocation resource for future revitalization programs. Construction is expected to supply about 630,000 new units by 2000; about 285,000 of these units should be built by 1985. New construction emphasizes moderate density twinhomes and townhouses with somewhat less emphasis on very low density. Only limited amounts of high density residential development are anticipated and these would be clustered in or adjacent to regional centers, where appropriate.

The low and moderate income housing strategy is to encourage the supply of such housing throughout the urban area. This requires not only geographic dispersion but also avoidance of major concentrations of low income housing in any single locality. Where a surplus of potential sites are available, preference should be given to locations with convenient services (shops, transit, recreation, etc.) and with proximity to suitable job opportunities.

ENVIRONMENTAL PROTECTION AND RESOURCE CONSERVATION STRATEGIES

The environmental protection strategies support the Plan's major emphasis of resource conservation. Key environmental protection strategies are those dealing with pollution control, hazard area management and resource conservation. Historically, crisis-oriented strategies have been applied to the problem of environmental protection. Pollution control has thus emphasized the abatement of air and water quality problems after undesirable conditions posed serious health or safety threats. In the short run, it is necessary to retain an emphasis on pollution abatement. In the long run, however, the pollution control strategy places an emphasis on the prevention of environmental pollution.

The major hazard management strategy of Los Angeles County has been the abatement of environmental hazards including fire, flood and geologic/seismic threats. This has involved attempts to solve environmental problems by massive investments in mitigation technology. This practice has become increasingly expensive. It will also be increasingly expensive to "manufacture" prime buildable land from marginal land in order to offset the rapid disappearance of naturally prime land in south Los Angeles County. Because of the growing cost and detrimental environmental impacts of abatement approaches, the hazard area management strategy emphasizes efforts to direct urban development to avoid severe hazard areas.

The Plan emphasizes the saving or conservation of resources. Conservation involves rational consumption or preservation of resources. The preservation of unique and irreplaceable resources is emphasized. Although the resource conservation strategy calls for resources to be consumed in a more rational manner than in the past, it also supports recycling efforts and development of technologies to use alternative resources.

ECONOMIC AND HUMAN RESOURCES DEVELOPMENT STRATEGIES

The revitalization of declining urban areas and the conservation of resources cannot be achieved without strong supporting actions in the closely related spheres of economic and human resources development. The economic development and human resources strategies have two major thrusts. First, they emphasize the revitalization of declining industrial and commercial areas through renewal or rehabilitation and through the expansion of existing industry and active recruitment of new employers in the County. Second, they place high priority on the improvement of job opportunities in areas of high unemployment.

Public services delivery can strongly influence urban, economic and human resources development. The strategy is to emphasize the provision of incentives for revitalization by anticipating service needs in declining urban areas.

Urban, economic and human resources development strategies strongly influence population distribution. In general terms, the Plan seeks to create a more concentrated, moderately higher density pattern of population which is consistent with the Plan emphases on urban revitalization and resource conservation. Recent trends indicate that public preferences have anticipated this direction.

RECOMMENDED PLAN ACTION PROGRAM

The Plan action program is a statement of the coordinated short and medium range recommended actions which are focused on the interrelated strategies of urban revitalization, resource conservation, environmental protection, economic development and human resources development.

The Plan action program is comprised of three major recommendations and the specific action recommendations of each Plan element. Discussed in this section are recommendations for the identification of high priority urban activity centers and target areas for the use of public resources; the establishment of criteria for urbanization and development of a Plan monitoring system. These recommendations deal with issues not readily addressed in any one of the Plan elements and, in addition, are supplemented by some of the specific action programs of the elements.

1. PRIORITIES

INITIATE A COUNTYWIDE COMMUNITY DEVELOPMENT PROGRAM WHICH ESTABLISHES PRIORITIES FOR THE EXPENDITURE OF PUBLIC RESOURCES IN SELECTED HIGH ACTIVITY CENTERS AND IN SELECTED COMMUNITIES OR NEIGHBORHOODS IN SUPPORT OF THE URBAN REVITALIZATION STRATEGY.

Priorities are guidelines which indicate how Plan actions should be ranked for maximizing the use of limited public resources in various parts of the County. Their application is most appropriate in a large mature urban area such as Los Angeles County, which is characterized by numerous decision-making centers, complex infilling and urban revitalization activity, and established service systems.

As a first step in the countywide community development program, priorities must be established to guide public investment and provide

for urgent common needs. The general identification of priorities is a key component of the general strategy of the Plan. However, the establishment of general long term priorities is subject to several constraints. First, difficult choices must be made among valid but competing needs and interests. Second, while setting priorities involves emphasizing certain needs and interests over others, balance among priorities must be achieved to ensure that all legitimate public needs receive some degree of consideration. Third, priorities must be adaptable to changing or unforeseen circumstances, and should be periodically revised.

General Priorities Among Urban Development Strategies

Those actions which support urban revitalization should command high priority for the use of public resources. Implementation would protect and extend the life of the tens of billions of dollars of public and private investment already made in the declining areas of Los Angeles County. Moreover, the necessity for public expenditures to develop outlying areas would be reduced. Finally, this priority promotes equity by enhancing the quality of life and general welfare of people in blighted and deteriorating areas.

Of equal priority are those programs aimed at conserving and maintaining sound urban areas and neighborhoods. They are indispensable to the prevention of blight. Moreover, conservation actions would protect and extend the useful life of additional billions of dollars invested in developed urban areas.

Infilling vacant urban land relates directly to revitalization and conservation. Infilling is important because it rarely requires new roads, water, sewer lines and other public facilities. Thus, it promotes a more effective use of existing services and prior investments while minimizing environmental costs. Public intervention might therefore be cost effective when it helps to mitigate certain environmental hazards which caused the land to

be by-passed. As a short term strategy, infilling warrants the highest priority to meet housing needs since extensive revitalization in the short run is unlikely. Attractive new developments carefully fitted into the fabric of existing neighborhoods can provide an impetus for the rehabilitation and/or improvement of surrounding properties.

Major new urban expansion is essential in the short term to meet the burgeoning housing needs of Los Angeles County residents and to contain the skyrocketing cost of homes. The housing supply must be expanded beyond immediate market needs to provide a relocation resource for future revitalization efforts. Of course, new urban expansion would require the fewest public resources since it is largely a function of private investment. New urban expansion could receive some priority for public investment where a favorable public cost/revenue relationship has been identified or where a significant social or economic benefit to the public would be generated, e.g., provision of low and moderate income housing; contribution to improved public transportation; provision of valuable public open space; or significant expansion of the employment base.

Center Priority

In support of the major strategies and priorities of the Plan, selected multipurpose centers and their environs should be identified in the community development program as high priority targets for the investment of public resources. Their selection can be based on proximity to revitalization areas shown on the General Development Policy Map or to heavy maintenance areas shown on the Housing Development and Neighborhood Conservation Policy Map. Selected centers may be key locations where the investment of public resources may stimulate private investment, not only in the centers, but in surrounding areas. Also, the Centers' status as symbols of identity for major ethnic communities, or their status as providers of key services (e.g., medical

and educational services) for areas threatened by decline, would be factors in setting priorities.

The identification of selected high priority centers must involve wide-ranging dialogues with citizens, city officials and representatives of other local and State governmental agencies. Most importantly, these decisions have to be made within the context of an ever increasing need to stem the spread of urban blight as well as the need to gain maximum benefits from diminishing local public resources. These designations should be regularly reviewed and adjustments made where appropriate to recognize changed conditions.

High Priority Communities or Neighborhoods in Revitalization Areas

Community development priorities should also be established for revitalization areas where public policy would be established to support major changes strengthening the existing urban pattern. This identification should clarify general development policy by specifying target communities and neighborhoods where the public interest is best served by use of public resources. In effect, it would identify areas which have high priority for future large scale public investment or have high priority for the protection and full use of previous public investments. These would also include high priority heavy maintenance areas as part of the containment strategy outlined above (see the Housing Element for a discussion of maintenance areas).

The criteria for selecting high priority revitalization areas would be based on an analysis of such characteristics as: housing with below average assessed value; above average quantities of pre-1940 housing; above average overcrowding; high proportions of deficient plumbing; and other indices of social pathology. Many candidate areas may have already been designated as community development projects or are shown in city plans and studies as needing improvement.

Criteria to identify high priority heavy maintenance areas would be similar to those which define priority revitalization areas. However, the emphasis should be on areas experiencing recent changes in those characteristics which may indicate the onset of obsolescence or blight.

Infill and Expansion Priorities

As noted earlier, public investment to help remove impediments which had earlier discouraged development of by-passed parcels would be cost effective in avoiding the costly extension of services to new development areas. Infill areas are already provided with or are in close proximity to water and sewerage services. Infill at somewhat higher intensities than adjacent uses can be encouraged where it is sensitively designed to fit with and benefit those areas. The intent is to save public resources by encouraging development on lands which will minimize the need for further public investment, promote a more efficient use of existing capital investments and minimize the pressure to expand the urban area into marginal lands with associated private and public costs.

Public support for new urban expansion would normally be directed to the lands most suitable for development that are already provided with or in close proximity to urban infrastructure. This would not include lands subject to unmitigatable severe natural hazards. The intent is to promote full use of previous public investments and direct new development to areas where environmental costs will be low.

2. URBANIZATION CRITERIA

INSTITUTE A DEVELOPMENT QUALIFICATION PROCEDURE TO ENSURE THAT NEW DEVELOPMENT WITHIN URBAN EXPANSION AREAS WILL OCCUR IN A MANNER CONSISTENT WITH STATED PLAN POLICIES AND WILL PAY FOR THE MARGINAL PUBLIC COSTS (ECONOMIC, SOCIAL AND ENVIRONMENTAL) THAT IT GENERATES.

The intent of this recommendation is to ensure that new development within urban expansion areas does not generate costs that ultimately must be borne by taxpayers outside of the specific proposed development. Such a procedure is recommended to implement the mandate of the electorate, which overwhelmingly voted in favor of a State constitutional amendment limiting property taxes (Proposition 13). The message was clear -- in the future, public costs are to be controlled and, if possible, reduced. Moreover, this recommendation is intended to avoid the adverse economic, social and environmental impacts of premature (unnecessary) development.

The criteria to be developed may include such factors as:

- Costs of providing urban services such as police, fire, sewage disposal, schools, etc.;
- Avoidance or mitigation of hazards to acceptable levels;
- Compatibility with preservation of significant natural resources;
- Proximity to local commercial goods and services;
- Proximity to job opportunities;
- Impact on publicly held or privately dedicated open space; and
- Existence of unique circumstances which make urbanization undesirable.

Although the proposed recommendation is pertinent to urban expansion areas throughout the unincorporated areas of Los Angeles County, it is of special value to the Antelope Valley. Due to the anticipated development of a regional airport at Palmdale, handling up to 12 million passengers annually, along with related industrial and commercial activity, the projected population has been estimated at around 218,000. However, if a local airport (of less than 100,000 annual passengers) were to be the case, the corresponding population projection would be considerably less, or about 141,000.

Accordingly, until such time as the new Palmdale Airport is completed, it is essential that decision-makers carefully evaluate new development proposals within the Antelope Valley's urban expansion areas to avoid premature investments in major new public service systems and minimize related costs to taxpayers. In particular, areas designated as urban expansion, presently outside of water and sewer service areas, should be carefully evaluated with regard to the marginal public costs they may generate. The proposed recommendation will be of major assistance in ensuring that such factors are considered prior to making land use decisions.*

3. MONITORING

a) DEVELOP A PLAN MONITORING SYSTEM WHICH WOULD PROVIDE DECISION MAKERS WITH INFORMATION ABOUT CHANGES IN URBAN DEVELOPMENT TRENDS AND SOCIAL OR ECONOMIC CONDITIONS, IN ORDER TO ENABLE COUNTY GOVERNMENT TO ADJUST FOR CONTINGENCIES SUCH AS UNANTICIPATED IMPACTS OF PAST URBAN DEVELOPMENT DECISIONS OR FAILURE OF SOME PLAN POLICIES AND PROGRAMS TO ACHIEVE DESIRED OBJECTIVES.

b) AS PART OF THE MONITORING SYSTEM, DEVELOP PROCEDURES, AS FEASIBLE, BY WHICH ADJUSTMENTS COULD BE MADE TO COUNTYWIDE AND AREAWIDE/COMMUNITY URBAN/NON-URBAN DESIGNATIONS. SUCH PROCEDURES WOULD UTILIZE A SET OF CLEARLY ARTICULATED CRITERIA TO EVALUATE PROPOSED ADJUSTMENTS IN ORDER TO ENSURE THAT THE COSTS (SERVICE, SOCIAL, ENVIRONMENTAL, ETC.) OF NEW DEVELOPMENT ARE PAID FOR BY THAT DEVELOPMENT.

Monitoring is a key component of the Plan implementation effort. It involves gathering and analyzing information about decisions, trends, conditions and events affecting a planning jurisdiction and determining its significance relative to the Plan. The recognition and management of change that is significant for the realization of the Plan is its fundamental concern. Monitoring

*A description of the major components of the proposed Development Qualification Procedure may be found in Technical Supplement "D-II".

enables decision makers to respond to change by periodically adjusting the Plan to keep it relevant to unanticipated forces and conditions. It also helps decision makers evaluate to what extent Plan goals and objectives are being achieved and assess the effectiveness of implementation strategies and programs.

In addition to providing an objective measure of the ongoing effectiveness of the strategies of the General Plan, monitoring can provide essential information to the Regional Planning Commission and the Board of Supervisors on such key subjects as:

1. Market demand for housing as compared to the land supply;
2. Environmental factors such as natural resources and hazards; and,
3. Cumulative impact of individual development proposals.

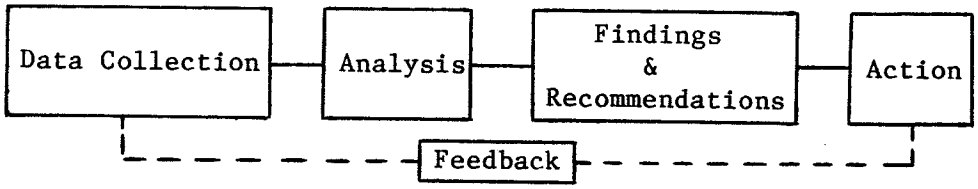
Plan monitoring will not duplicate the detailed, specialized monitoring systems which other agencies already operate. Wherever possible, information from other more specialized monitoring activities will be collected and used in order to conserve scarce resources. Nevertheless, development of comprehensive, computer-assisted plan monitoring for an area as dynamic and complex as Los Angeles County is a major undertaking requiring commitment of substantial resources over a period of several years.

This section sets forth the general concept and approach to Plan monitoring.* An interim system will be developed initially and should evolve into a more comprehensive computer-assisted system as dictated by the balance between needs, available resources and the technical feasibility of specific monitoring activities. Because of the nature of the county planning function, the interim monitoring system will consist of two separate but interrelated sub-systems, the countywide and the unincorporated area systems.

*A more complete discussion of the proposed concept of the monitoring system is contained in Technical Supplement "D-I".

The monitoring process for both sub-systems involves five major steps: data collection; analysis; findings and recommendations; action; and, feedback. (See Figure 8.1)

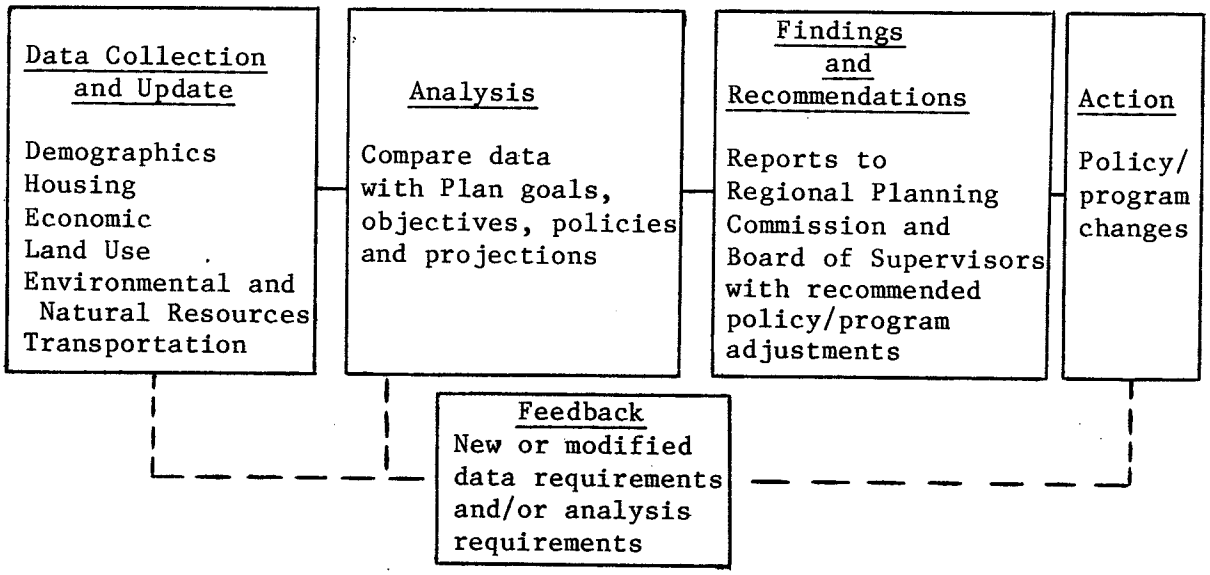
FIGURE 8.1
THE MONITORING PROCESS



Sub-System I: The Countywide Monitoring System

The countywide monitoring sub-system will be designed to facilitate strategic decision making on issues of countywide significance. It will emphasize measuring the effectiveness of General Plan policies and implementation strategies in meeting goals and objectives. (See Figure 8.2)

FIGURE 8.2
COUNTYWIDE MONITORING SYSTEM



The data categories of the countywide monitoring sub-system will be structured around the Plan's strategies of urban development; resource conservation and environmental protection; and, economic and human resource development. Monitoring the effectiveness of these strategies requires the interpretation of selective key data. Six broad data categories will be included in the countywide sub-system: (1) demographics; (2) housing; (3) economic; (4) land use; (5) environment and natural resources; and, (6) transportation.

Data will be collected and analyzed at the countywide level and, where relevant, by the 14 planning areas. This approach will provide the capacity to evaluate and periodically update population, housing, employment and land use (PHEL) projections for the year 2000 contained in the Plan. Tables 8.1 and 8.2 contain PHEL projections for 1985 which are intended to serve as intermediate guideposts, and to provide the required information for housing distribution targets as well as the input to the regional air quality management and waste treatment plans. It should be stressed, however, that these projections are only approximations in that the state of the art does not permit precise quantification of the future. They will be reviewed annually and revised, if necessary, every two years. Therefore, rigid application of these projections should be avoided.

Sub-System II: The Unincorporated Area Monitoring System

The functions of unincorporated areas monitoring are to facilitate decision making on specific development proposals including requests for zone changes, variances, permits, and land divisions; and to translate the experience gained into general policy and program recommendations aimed at keeping the Plan relevant to unincorporated

TABLE 8.1

PROJECTED POPULATION, EMPLOYMENT AND HOUSING UNIT CHANGES

BY PLANNING AREA, 1975-85

	Population Gain	Employment Gain	New Housing Construction
San Fernando	68,000	42,000	46,000
Burbank/Glendale	15,000	14,000	16,000
West San Gabriel Valley	7,000	12,000	14,000
East San Gabriel Valley	60,000	45,000	43,000
Malibu/Santa Monica Mtns.	22,000	7,000	11,000
West	14,000	20,000	20,000
Central	24,000	24,000	28,000
East Central	32,000	15,000	21,000
Southeast	11,000	18,000	14,000
South	11,000	28,000	17,000
Southwest	18,000	24,000	21,000
Santa Clarita Valley	40,000	20,000	16,000
Antelope Valley	23,000	11,000	12,000
Channel Islands	*	*	*
LOS ANGELES COUNTY**	345,000	280,000	281,000

*Less than 1,000.

**Planning area sums do not necessarily equal LOS ANGELES COUNTY total because of rounding.

Source: Los Angeles County Department of Regional Planning

TABLE 8.2

PROJECTED URBAN LAND USE CHANGES

BY PLANNING AREA (IN ACRES)

1975 - 1985

	Recycle*	Infill	Urban Expansion
San Fernando	900	3,800	1,600
Burbank/Glendale	1,000	800	200
West San Gabriel Valley	1,000	1,000	200
East San Gabriel Valley	600	6,800	5,000
Malibu/Santa Monica Mtns.	Negligible	400	2,600
West	1,200	500	700
Central	1,400	800	0
East Central	1,200	1,000	0
Southeast	900	2,800	200
South	900	3,000	0
Southwest	800	3,000	0
Santa Clarita Valley	100	1,000	3,500
Antelope Valley	100	800	4,500
Channel Islands	Negligible	Negligible	Negligible
LOS ANGELES COUNTY	10,100	25,700	18,500

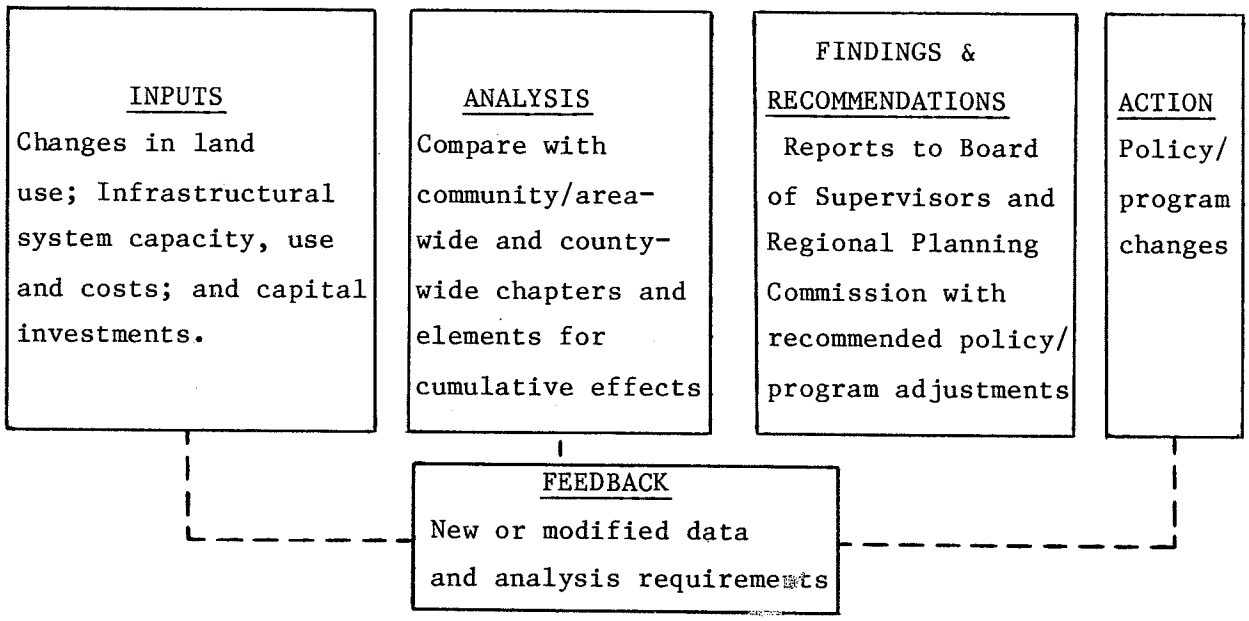
Source: Los Angeles County Department of Regional Planning.

*Includes recycling by the private market.

area needs. Monitoring unincorporated areas will emphasize identifying the cumulative effects of construction activity, zoning, land division and capital programming and investment in the context of short range population projections (see Figure 8.3 and Table 8.3).

FIGURE 8.3

UNINCORPORATED AREA MONITORING SYSTEM



Review Process

The results of Plan monitoring will be reviewed by advisory groups to the Regional Planning Commission and the Board of Supervisors. The Countywide Citizens' Planning Council (CCPC), General Plan Policy Review Board (GPPRB) and Area Planning Councils all have contributed to the formulation of the Plan and implementation recommendations. These groups will continue to play an essential role by assisting the Commission and the Board in developing the actions necessary to respond to data generated by Plan monitoring.

TABLE 8.3

UNINCORPORATED AREA

POPULATION PROJECTIONS

BY PLANNING AREA

1975-2000

	1975	2000	Change 1975 - 2000
San Fernando	1,000	2,000	1,000
Burbank/Glendale	19,000	20,000	1,000
West San Gabriel Valley	89,000	91,000	2,000
East San Gabriel Valley	234,000	284,000	50,000
Malibu/Santa Monica Mtns.	42,000	77,000	35,000
West	11,000	13,000	2,000
Central	145,000	152,000	7,000
East Central	108,000	113,000	5,000
Southeast	84,000	86,000	2,000
South	22,000	25,000	3,000
Southwest	86,000	88,000	2,000
Santa Clarita Valley	63,000	165,000	102,000
Antelope Valley	37,000	76,000	39,000
Channel Islands	400	500	100
LOS ANGELES COUNTY*	941,000	1,192,000	251,000

*Planning area sums do not necessarily equal LOS ANGELES COUNTY total because of rounding.

Source: Los Angeles County Department of Regional Planning.

Note: These projections treat those incorporations and annexations between 1975 and 1978 as having occurred by 1975.

In addition to these advisory bodies, the proposed Committee on Affordable Housing and the recently established Economic Development Council will be asked to review the Plan monitoring reports and make recommendations within their areas of expertise.

Future Development of Plan Monitoring

It is the intent of this implementation program that the monitoring system ultimately be transformed from a manual operation to a computer-assisted operation, covering a much wider range of social, economic and environmental factors within a more fine-grained geographic framework. Cities, major unincorporated communities, and census tracts will be used as geographic monitoring units where appropriate. More emphasis will be placed on monitoring decisions, changes and trends in incorporated areas to provide an improved basis for city/County coordination. Interim monitoring will concentrate on easily accessible, quantitative information relating to changes in population, housing, employment and land use. Future refinement of the system will give increasing weight to such factors as the composition and structure of the population and the economy, demand for various housing types and shifts in housing quality. Increasing attention will be given to environmental quality factors, such as changes in air quality. In addition, County sponsored capital improvements and capital spending by cities and other levels of government should ultimately be included in the data base. Finally, public opinion surveys should be conducted so as to keep abreast of shifts in attitudes, values, and lifestyles, and to ensure that the General Plan remains relevant to changing public needs.

There are many issues that the on-going monitoring system cannot address. Specially designed, in-depth studies will be needed to provide answers to questions that are important for public policy guidance. The following questions have surfaced during the General Plan discussions and are recommended for specific study as part of Plan implementation:

1. Does development in outlying areas of Los Angeles County discourage infill and revitalization? (This question could be approached by using past development approved in an outlying area and formulating what alternative private investment choices would have been present if that development had been prohibited.)

2. How do various levels of development in outlying areas, particularly hillside areas, affect public service costs and revenues for the County taxpayer?

3. How would reinvestment in older areas affect auto and public transit usage? (Impact analysis could include costs of travel, average travel time, energy and air quality.)

4. What would be the impact of zoning incentives (e.g., reduced parking requirements, increased densities) on reinvestment in older urban areas?

5. What are the economic impacts (jobs, regional product, etc.) of public land investment decisions?

6. Given that Proposition 13 is in effect, what impact would regional property and sales tax sharing have on reinvestment in older urban areas?

7. How many undocumented aliens are in the County, where are they located and what are the specific demographic characteristics of this population that may uniquely impact the planning for land use, housing, and human resources (including health, education and welfare)?

PLAN ELEMENT ACTION PROGRAMS

Action programs evolved from the objectives and policies of each Plan element. They are organized in the same manner as the elements are in the Plan. The notations after each program listing indicate the lead County agency or agencies responsible for implementation and the policy or policies from which the program evolved.

The action programs are intended to provide direction and a course of future action for the various County departments and/or other agencies. They are not intended to mandate the commencement of new programs, or the expansion of existing ones, which may require the expenditure of man-hours or funds. Any such action programs identified in this Chapter (including those involving proposed studies, committee formations, new staff positions and/or transfer of staff to other agencies), requiring additional funding by any County department or other agency, must have such funds approved through the appropriate budgetary process, as fiscal resources permit.

Because of the limited availability of public resources, the hundreds of Plan element action programs proposed by the staff were sorted on the basis of the Plan strategies. Those which follow were selected on the basis of the following supplemental criteria: urgent need expressed by the public; threat to the public health and safety; significant threat of damage to natural or other public resources; and, critical deficiencies in urban areas, especially those in need of revitalization.

Among the element action programs, key recommendations include:

- County ordinance amendments to provide development standards in areas requiring special management;
- An accelerated program of community and neighborhood plans within the unincorporated area;

- Comprehensive revitalization plans and programs for unincorporated areas in South Central Los Angeles, and the Compton area;
- Major increases in public resources directed at lower income housing needs and residential rehabilitation efforts;
- A countywide industrial and commercial revitalization program to strengthen the economy and provide jobs;
- An intensified effort to reduce unemployment by improving job skills, attracting new employers and improving access to job centers;
- A coordinated public capital improvement effort to stimulate private reinvestment in older urban areas;
- Balanced improvements in public transportation, highway and other transportation facilities to increase efficiency and safety;
- Major public open space acquisitions, including the Santa Monica Mountains National Recreation Area; and
- High quality water and waste management based on public health, safety and resource considerations.

CONSERVATION AND OPEN SPACE ELEMENT
RECOMMENDED ACTION PROGRAM*

II-1. Amend the County Zoning and Subdivision Ordinances and Building and Grading Codes as necessary to carry out the intent of the open space and special management area policies for agricultural protection, significant ecological areas, mineral resources and mines reclamation, scenic highway corridors, flood prone areas, and hillside management. (Regional Planning, County Engineer-Facilities, Flood Control District, Forester and Fire Warden, Road Department) (Policies 6 - 8, 12, 14, 15, and 22 - 25)

II-2. Implement the California Land Conservation Act (Williamson Act) and initiate contracts with farmers in order to continue the viability of commercial agriculture. Encourage and seek funding for demonstration projects related to: a) crop production for energy fuel substitutes, b) development of new water-conserving irrigation methods, and c) use of reclaimed water. (Agricultural Commissioner, Assessor, Board of Supervisors) (Policies 4 and 6)

II-3. Periodically review and make recommendations to the Regional Planning Commission on the areas depicted as Potential Agricultural Preserves, in response to changing conditions on water supply and pricing, market demand, current farming practices and requests initiated by farmers for inclusion into, or deletion from Potential Agricultural Preserves. (Agricultural Commissioner, Regional Planning) (Policy 6)

II-4. Actively seek funding at all governmental levels to acquire Significant Ecological Areas. Give priority

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* No priorities are implied in the numbering of recommended actions.

to areas of regional importance and areas containing habitats of rare and endangered species. (Parks and Recreation, Regional Planning, Chief Administrative Officer, Small Craft Harbors Beaches) (Policies 7 and 13)

II-5. Actively pursue alternative methods to full fee public acquisition for preserving natural resources and open space (such as purchase-leaseback agreements, open space conservation, scenic or access easements, and dedications for acquiring land). Publicize available tax incentives whereby individuals or corporate entities convey land gifts to public agencies, cooperating closely in this effort with non-profit groups such as the Trust for Public Land and the Nature Conservancy. (Parks and Recreation, Regional Planning, Chief Administrative Officer, Beaches) (Policy 13)

II-6. Actively pursue State Coastal Conservancy grants for the following priority coastal restoration and enhancement projects: (Beaches, Parks and Recreation) (Policies 8, 9 and 33)

Ballona Wetlands (W)*
Los Cerritos Area (W)
Malibu Lagoon (W/U)
Malibu Bluff Line (SC/SD)
Malibu Coastal Trail - various lateral easements (SBIS)
Point Dume (SC/RI)
Santa Catalina Island (W/U)

II-7. Incorporate new local parks into the design of neighborhood revitalization plans, wherever possible. (Parks and Recreation, Community Development) (Policy 28)

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*W - Wetland
W/U - Wetland/Upland areas
SC/SD - Sea Cliff/Sand Dunes
SC/RI - Sea Cliff/Rocky Intertidal
SBIS - Sandy Beach Interconnect System

II-8. Support State legislation which would enable counties to impose a new dwelling unit construction fee for local park purposes. (Parks and Recreation, Chief Administrative Officer, Board of Supervisors) (Policies 27 and 28)

II-9. Propose or support amendments to the Quimby Act (Park Dedication Enabling Act) which would provide more flexibility in use of fees in the acquisition and development of local parks and trail rights-of-way. (Parks and Recreation, Beaches, Chief Administrative Officer, Board of Supervisors) (Policies 27, 28, and 30)

II-10. Give priority to the public acquisition of the following regional recreation areas. Actively pursue federal and State financial assistance in this effort (see the Major Recreation Areas Map and legend for a general depiction and discussion of these sites*). (Parks and Recreation, Small Craft Harbors, Beaches, Regional Planning, Chief Administrative Officer) (Policies 26, 27 and 30 - 33)

New County Recreation Areas

Ramirez Canyon Park

Zuma Canyon Park

Expansion to Existing County Recreation Areas

Baldwin Hills Regional Park

Beach Accessways

Boating Facilities

Charmlee Connector

Regional Trail Systems

Urban River Corridors

*The Major Recreation Area Map, including a description of the legend, may be found in the pocket of the Plan.

Major Federal and State Acquisitions

Santa Monica Mountains National Recreation Area*

- Backbone Trail Right-of-way
- Caballero Canyon area
- Cahuenga Peak area
- Chesebro Canyon-Palo Comado area
- Franklin Canyon-Cross Mountain Park
- Leo Carrillo State Park-Nicholas Flats area
- Malibu Canyon area
- Malibu Creek State Park area
- North Benedict Canyon
- Old Paramount Ranch area
- Runyan Canyon
- Saddle Peak area
- Saddle Rock Ranch area
- Solstice Canyon area
- Tuna Canyon area
- Zuma Canyon area

Other Federal and State Acquisitions and Expansions

- Airport Dunes
- Antelope Valley California Poppy Reserve
- Antelope Valley Indian Museum
- Ballona Wetlands
- Beach Accessways (where appropriate)
- Bouquet Reservoir
- Chino Hills
- El Matador Beach
- El Pescador Beach

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*The subareas listed under the National Recreation Area are recommended by the Santa Monica Mountains Comprehensive Planning Commission (see the Santa Monica Mountains Comprehensive Plan, Final Report, August 1979). In addition, the County recommends the Old Paramount Ranch area for federal acquisition. See the Conservation and Open Space Policy Map for a general depiction of the National Recreation Area.

Encinal Beach/Lechuza Point
Escondido Beach
Fryman Canyon
Hungry Valley State Vehicular Recreation Area
La Costa Beach
La Piedra Beach
Lopez Basin
Malibu Lagoon State Beach
Malibu Pier and Beach
Morris Reservoir
National Forests (private inholdings)
Otterbein State Recreation Area
Pan Pacific State Recreation Area
Paradise Cove Beach
Point Dume State Beach
Ritter Ridge Aquatic Park
Rowher Flats off-road vehicle area
San Antonio Wash
San Gabriel Canyon off-road vehicle area
Santa Susana Mountain State Park
Trails System
Verdugo Mountains - San Rafael Hills
West Corral Beach

Landfill Site Conversions

Calabasas Regional Park
La Puente Regional Park
Mission Canyon Regional Park
Rustic Canyon Regional Park
Spadra Recreation Area
South Coast Regional Park and Golf Course

In addition to the Open Space Action Program, the following actions are necessary to carry out the intent of the Conservation and Open Space Element:

II-11. Ensure that General Plan policy is reflected in the implementation of, and future amendments to, the Areawide Waste Treatment Management Plan for the South Coast area and the Air Quality Management Plan for the South Coast and Southeast Desert Air Basin. (Regional Planning, Road Department, Flood Control District, County Engineer-Facilities, Chief Administrative Officer, Mechanical, Health Services, Sanitation Districts, Probation) (Policy 1)

II-12. Complete and adopt an Energy Element of the General Plan which emphasizes energy, conservation and local energy production. Evaluate and develop methods for protecting solar rights. (Regional Planning, County Counsel, Energy Commission) (Policies 2 and 3)

II-13. Adopt appropriate criteria to use in environmental assessments relative to solar energy. (Regional Planning) (Policies 2 and 3)

II-14. Undertake the following energy programs that emphasize conservation strategies:

a. Prepare a solar subdivision design manual to implement the California Solar Rights Act of 1978;
b. Prepare a transportation energy contingency plan;
c. Evaluate the local applicability of a variety of energy conservation and local energy production programs; and
d. Develop a set of passive solar design standards.

(Regional Planning, County Counsel, Energy Commission, County Engineer-Facilities) (Policies 2 and 3)

II-15. Support stronger tax and cost-saving incentives to encourage greater use of alternative energy sources such as solar energy and wind power. (Regional Planning, Board of Supervisors) (Policies 2 and 3)

II-16. Amend the Building and Grading Code to provide standards resulting in greater water and energy savings in new structures. (County Engineer-Facilities) (Policies 2 4)

II-17. Modify the Los Angeles County Building and Fire Codes to ban shake roofs and provide greater brush clearance protection in designated high fire hazard areas (Fire Zone 4). (Forester and Fire Warden, Regional Planning) (Policy 25)

II-18. Establish a Significant Ecological Areas Technical Advisory Committee to the Regional Planning Commission consisting of scientists knowledgeable of the County's biological resources to assist in protecting vegetation and wildlife within Significant Ecological Areas. (Regional Planning, Museum of Natural History, Parks and Recreation, Beaches) (Policy 7)

II-19. Continue to coordinate on land use issues with the U.S. Forest Service for areas within and adjacent to national forests. When completed, integrate the Forest Plan into the County General Plan. (Regional Planning) (Policy 11)

II-20. Continue to update and expand the land capability/suitability data system as an information source for Plan monitoring and for preparation and review of environmental impact reports. (Regional Planning) (Policies 4, 6, 7, 9, 11, 12, 15 - 17, 21, 22, 24 and 25)

II-21. Complete and adopt a Local Coastal Program consistent with and carrying out the intent of the Coastal Act of 1976. Coordinate this effort closely with other coastal jurisdic-

tions within the County. Upon adoption of the Local Coastal Program, include it as the Coastal Element of the County General Plan. (Regional Planning, Small Craft Harbors, Beaches) (Policies 8 - 10 and 33)

II-22. Support fish habitat improvement and protection programs which maintain and improve breeding and spawning grounds within marine environments and inland waters. (Museum of Natural History, Regional Planning, Board of Supervisors) (Policy 14)

II-23. Add the position of staff archeologist/paleontologist to the Department of Regional Planning. Responsibilities will include reviewing archeological/paleontological sections of environmental documents received by the County, evaluating archeological/paleontological surveys submitted by developers, and supervising the disposition of these resources in accordance with County policy. (Regional Planning, Chief Administrative Officer, Museum of Natural History, Board of Supervisors) (Policy 17)

II-24. Restructure the County Historical Landmarks Committee as a Cultural Heritage Committee and by ordinance delegate to it the following powers and duties:

a. Update the inventory of historic places and structures;
b. Nominate additional historic places and structures for inclusion on the National and State Registers of Historic Places;
c. Review building and/or demolition permits as they may affect historic places and structures;
d. Make recommendations to the Regional Planning Commission where zoning requests may impact historic places or structures; and

e. Recommend to the Board of Supervisors an ordinance to protect historic places or structures.

(Regional Planning, Museum of Natural History, Board of Supervisors) (Policies 17 - 20)

II-25. Conduct a recreation preference study to provide goals, objectives and up-to-date public input for the Recreation Element of the General Plan. (Parks and Recreation, Beaches, Small Craft Harbors Regional Planning) (Policies 26 - 33)

II-26. Completely revise and update the Recreation Element of the General Plan, to include a revised plan of riding and hiking trails, a cultural heritage resources plan, a recreational boating plan and a specific park acquisition and program development direction. In updating the Plan of Riding and Hiking Trails, consider:

a. The designation of environmentally non-sensitive areas that would be appropriate for off-road vehicle use; and,

b. The preparation of an ordinance to govern use of trails and trail easements. This ordinance should contain provisions such as: (1) mapping of trail alignments, (2) restrictions on trespassing beyond trail areas; (3) appropriate buffers to ensure separation of trails from existing or proposed structures and private open space; (4) trail maintenance agreements, and (5) guidelines by which parties may terminate easement agreements.

(Regional Planning, Parks and Recreation, Small Craft Harbors, Beaches) (Policies 26 - 33)

II-27. Continue to support existing joint use of public facilities, sanitary landfills and flood prone areas for recreation purposes, wherever feasible. (Regional Planning, Parks and Recreation, Sanitation District, Flood Control District) (Policies 23 and 31)

II-28. Prepare and adopt Scenic Corridor District Ordinances for Mulholland Highway and other first priority routes. (Regional Planning, Road Department) Policies 16 and 30)

II-29. Establish a County Task Force to advise State and federal agencies in the planning and development of the Santa Monica Mountains National Recreation Area (NRA). This task force will participate in preparing a general management plan for the NRA, and will perform the following roles:

a. Advise on the appropriate functions and uses of the NRA (such as identifying natural areas, recreation areas, and the types of facilities to be developed); and

b. Advise on site selection for acquisition.

(Beaches, Parks and Recreation, Forester and Fire Warden, Regional Planning, Small Craft Harbors, Museum of Natural History) (Policy 26)

LAND USE ELEMENT

RECOMMENDED ACTION PROGRAM

III-1. Complete and adopt community and/or areawide plans now being developed for the following unincorporated communities:

a. Antelope Valley

b. Malibu/Santa Monica Mountains

c. Rowland Heights

d. West Hollywood

e. Santa Clarita Valley update

(Regional Planning) (Policies 7 - 16)

III-2. Prepare Local Coastal Programs for Malibu, Marina del Rey, El Porto, Los Alamitos, and Santa Catalina Island, coordinating closely with the Coastal Commission, affected cities and County departments. (Regional Planning, Small Craft Harbors) (Policies 7 - 16)

III-3. Complete a community planning study in the Diamond Bar area with the assistance of the Diamond Bar Municipal Advisory Council and the Diamond Bar Homeowners Association. Coordinate this study with the City of Pomona and San Bernardino County. (Regional Planning) (Policies 7 - 16)

III-4. Prioritize, adopt, and effectuate detailed plans and programs for the following neighborhoods in East Los Angeles (Belvedere, Belvedere Gardens, City Terrace, Eastmont, Laguna, Marvilla, Montebello Park) as a major step in implementing the adopted community plan; (Regional Planning) (Policies 7 16)

III-5. Assist in the development and implementation of a specific plan for an East Los Angeles Cultural Theme Center with the assistance of community advisory groups and organizations. (Regional Planning) (Policies 7 - 16)

III-6. Develop a coordinated process for the preparation, adoption and implementation of local land use and revitalization plans for communities within the noise impact area of Los Angeles International Airport. Such plans will:

a. Encompass portions of the communities of Lennox, Del Aire and Watts/Willowbrook, as well as portions of the Cities of Inglewood, Hawthorne, El Segundo and Los Angeles;

b. Be prepared in close cooperation with local city representatives and the Los Angeles Department of Airports; and,

c. Constitute refinements of General Plan land use and development policy.

(Regional Planning, Community Development) (Policies 7 - 19 and 30 - 31)

III-7. Prepare neighborhood development plans and programs for unincorporated areas in South Central Los Angeles and the Compton area. These programs will emphasize improving neighborhood design; increasing the supply of adequate housing; increasing job opportunities and accessibility to employment centers; and, improving the effectiveness of service delivery. Consideration should also be given to coordinating this program with the cities in the area. (Regional Planning, Community Development, Housing Authority) (Policies 7 - 16 and 30 - 31)

III-8. Prepare a detailed plan and program for the design and development of the Santa Monica Boulevard corridor in West Hollywood in close cooperation with the Cities of Beverly Hills and Los Angeles. (Regional Planning) (Policies 7 - 16 and 30 - 31)

III-9. Assist in the preparation of a program to encourage agricultural production within significant agricultural resource areas in cooperation with farming interests, resource conservation districts, the County Agricultural Commissioner and interested State and federal agencies. (Regional Planning, Agricultural Commissioner) (Policies 18 and 19)

III-10. Establish the land use component of the General Plan Monitoring System. The objectives of this component shall be: (1) to evaluate the cumulative effects of development proposals in unincorporated areas; and (2) to evaluate new development, infilling and revitalization activity in relation to Plan objectives and strategies. (Regional Planning, Data Processing) (Policies 23 - 25)

III-11. Initiate an inventory of existing lots of record within unincorporated areas designated as Non-Urban by the County of Los Angeles General Plan, and evaluate the potential cumulative impacts associated with future development of such existing parcels. (Regional Planning) (Policies 7 - 19)

III-12. Review alternative programs designed to mitigate potential adverse impacts associated with the development of existing substandard parcels. (Regional Planning) (Policies 7 - 19)

III-13. Adopt and implement appropriate regulatory mechanisms designed to ensure that development proposed for existing substandard parcels occurs in a manner consistent with General Plan policy. (Regional Planning) (Policies 7 - 19)

III-14. Ensure that potential cumulative impacts are considered and mitigated where feasible in the issuance of Conditional Certificates of Compliance. (Regional Planning) (Policies 7 - 19)

III-15. Investigate the feasibility of employing a Transfer of Development Rights concept as a means of implementing General Plan policies pertaining to the conservation of agricultural and open space lands, the preservation of environmentally sensitive areas, the protection of cultural and historical sites, and the mitigation of potential cumulative impacts associated with the development of existing substandard parcels. (Regional Planning) (Policies 7 - 19)

III-16. Investigate the exercise of the community redevelopment authority in addressing and resolving the substandard lot subdivision problem, which would include the identification of candidate redevelopment areas and preparation of specific redevelopment plans. (Regional Planning, Department of Community Development, County Engineer-Facilities) (Policies 7 - 19)

III-17. Amend the zoning ordinance to provide appropriate development standards for unincorporated areas with clusters of substandard lots. First priority should be given to Twin Lakes and Monte Nido. (Regional Planning) (Policies 7 - 16)

III-18. Initiate a comprehensive review and update of the County's development codes (zoning and subdivision ordinances) and make appropriate amendments to the building and grading codes. (Regional Planning, County Engineer-Facilities) (Policies 23 25)

III-19. Achieve and maintain consistency between zoning and the goals, objectives, policies, and programs of the General Plan. In order to accomplish this objective, the following measures are recommended:

a. Adopt enabling ordinances to implement the open space and special management provisions of the Plan;

b. If necessary, apply urgency zoning to properties falling within the open space and special management designations;

c. Undertake necessary amendments to the zoning map to bring it into consistency with adopted current community and areawide plans; and,

d. As new community and areawide plans are adopted, amend the zoning map to achieve consistency.

(Regional Planning) (Policies 23 - 25)

III-20. Amend the County regulations (including the zoning ordinance) to allow increased densities as a means of encouraging low and moderate income housing. (Regional Planning) (Policy 23)

III-21. Amend the zoning ordinance to provide for reduced parking requirements when employers provide for van and carpooling, private transit or other measures which reduce the need for employee parking. (Regional Planning) (Policy 21)

III-22. Amend the zoning and subdivision ordinances and building and grading codes to implement the intent of the special management areas policies (see Recommended Action II-1 of the Conservation and Open Space Element). (Regional Planning, County Engineer-Facilities, Road Department, Flood Control District) (Policies 7 - 16, 17 - 23)

III-23. Amend the zoning ordinance to allow for mixed residential, commercial and/or industrial uses in appropriate locations subject to design and environmental review by the Regional Planning Commission. (Regional Planning) (Policy 23)

III-24. Mount a major effort to enforce the zoning ordinance giving high priority to areas in need of revitalization and heavy maintenance. (Regional Planning) (Policies 1 - 6)

III-25. Review and revise as necessary the subdivision ordinance to assure that minor land division procedures provide for the identification of potential cumulative effects and establish the necessary conditions and safeguards to mitigate adverse environmental impacts. (Regional Planning) (Policy 16)

III-26. Support the review of State legislation and initiate revisions as necessary to modernize the regulations pertaining to land divisions. (Regional Planning) (Policy 16)

III-27. Expand the procedure for County review and evaluation of proposed city tax increment redevelopment projects. In addition to evaluating the fiscal impact on taxing jurisdictions, the procedure should include guidelines for determining whether the project furthers the goals and objectives of the County General Plan. (Regional Planning, Chief Administrative Officer) (Policies 30 - 31)

III-28. Establish a process within adopted city spheres of influence whereby affected cities would be able to input directly into the land use decision making process. This process could include:

a. Amending the Subdivision Ordinance to include a city representative as an *ex officio* member of County Subdivision Committee when a proposed land division falls within that city's adopted sphere of influence; and,

b. Amending the Zoning ordinance to require that a finding be made as to a city's plan policy and zoning for projects subject to rezoning, variance or permit within that city's adopted sphere of influence.

(Regional Planning) (Policies 30 - 31)

III-29. Develop in cooperation with League of California Cities, the Contract Cities Association, the Independent Cities Association, the area planning councils and adjacent counties, a program for improving interjurisdictional coordination of planning. This program should address such matters as:

a. Defining planning issues of countywide or regional significance;

b. Determining an appropriate process for resolving interjurisdictional land use conflicts.

c. Identifying planning projects where maximum benefit would be achieved by joint city/County participation; and,

d. Developing agreements whereby development proposals of countywide or regional significance would be voluntarily submitted to affected jurisdictions for review and comment.

(Regional Planning) (Policies 30 and 31)

HOUSING ELEMENT

RECOMMENDED ACTION PROGRAM

The Housing Element identifies problems and opportunities as a basis for establishing action recommendations that can make adequate and affordable housing available for all residents of Los Angeles County. The following actions emphasize incentives and inducements, rather than restrictive regulatory controls, as the means of stimulating increased private investment in both the development and maintenance of low- and moderate-income housing. Successful implementation of these actions will be highly dependent upon the availability of Federal and State housing assistance as well as the mutual cooperation of local governments and the private sector.

Housing Quantity

IV-1. Investigate the feasibility of issuing tax-exempt revenue bonds, such as the Marks-Foran Residential Rehabilitiation Act and Senate Bill 99, to provide low-interest rehabilitation and construction loans. This investigation should include an analysis of instititional mechanisms to administer and monitor the effectiveness of these bonds, such as a County Housing Finance Agency. (Chief Administrative Officer, Community Development, Housing, Authority, Treasurer and Tax Collector, Regional Planning) (Policies 1, 2, 4, 5, 7 and 8)

IV-2. Undertake a coordinated search for suitable sites for low- and moderate-income housing. This should include: (1) surplus and abandoned schools sites, (2) other surplus or abandoned public and institutional properties, and (3) tax-delinquent properties. (Community Development, Housing Authority, Regional Planning) (Policies 1, 6 and 15)

IV-3. Develop a procedure for selling or leasing land at less than market value for the purpose of developing low- and moderate-income housing. (Community Development, County Engineer-Facilities, Housing Authority, Small Craft Harbors, County Counsel, Regional Planning) (Policies 1,2,15, 19, 24 and 26)

IV-4. Encourage savings and loan associations to pursue joint venture housing developments with local non-profit and limited dividend housing sponsors. (Community Development, Regional Planning) (Policies 2, 8, 23 and 25)

IV-5. Work with HUD to establish a funded program to provide mortgage insurance for construction of affordable multi-family housing. (Community Development) (Policies 1, 17 and 24)

IV-6. Investigate the possibility of utilizing sites within older commercial strips for the location of new housing units. While imaginative design would be necessary to mitigate noise, these new units could break up the strip commercial pattern, provide convenient access to shops and stores, and strengthen the economic viability of the commercial areas. (Community Development, Housing Authority, Regional Planning) (Policies 1 and 6)

IV-7. Consider amendments to County ordinances and policies for the inclusion of significant amounts of both low- and moderate-income housing in some or all residential developments through inclusionary zoning and/or other comparable measures. (County Counsel, Regional Planning) (Policies 1, 2, 3, 21, 31 and 33)

IV-8. Support increased mortgage limits and extended loan terms for the Cal-Vet loan program. (Chief Administrative Officer, Community Development, Regional Planning) (Policies 1, 7 and 17)

IV-9. Support use of eminent domain to foster re-use of abandoned housing units. (Community Development, County Engineer-Facilities, County Counsel, Regional Planning) (Policies 5, 7 and 20)

IV-10. Modify necessary codes and ordinances to facilitate the conversion of obsolete non-residential structures to residential uses, wherever appropriate. (County Engineer-Facilities, Forester and Fire Warden, Health Services, County Counsel, Regional Planning) (Policy 6)

IV-11. Encourage the use of pension program funds as investments in construction and rehabilitation of affordable housing. (Chief Administrative Officer) (Policies 2, 8 and 32)

IV-12. Continue to support a Los Angeles County interdepartmental technical advisory group (Housing Task Force) which develops and expedites County housing programs and provides technical information to non-profit, limited dividend or individual sponsors of low- and moderate-income housing (new construction or rehabilitation). (Community Development, Housing Authority, Regional Planning) (Policies 2, 14, 15, 16, 19, 21, 26, 30 and 33)

Housing Quality

IV-13. Modify or add provisions to existing County codes and standards, that would facilitate rehabilitation and revitalization activities, thereby encouraging reinvestment in older urban areas. (County Engineer-Facilities, Health) (Policies 8, 9, 20 and 33)

IV-14. Develop a flexible code enforcement program based on the needs of individual communities. Such enforcement should be accompanied by financial assistance programs for low-

and moderate-income persons. (County Engineer-Facilities, Health Services, Forester and Fire Warden, Regional Planning) (Policies 5, 8, 10 and 33)

IV-15. Increase the share of Community Development funds to Los Angeles County for low- and moderate-income housing and residential rehabilitation and provide bonus funds to local communities (particularly smaller cities) that actively commit themselves to the provision of low- and moderate-income housing. (Community Development, Housing Authority, Chief Administrative Officer, Regional Planning) (Policies 7, 17 and 22)

IV-16. Use Community Development Block Grants funds to provide direct cash rebates to low- and moderate-income households for major repairs of owner-occupied structures. (Community Development) (Policies 5, 8, 17, 20 and 33)

IV-17. Determine and implement the most productive method of utilizing deposits of Community Development Block Grant funds, in addition to other local, State and federal funds, as leverage to increase private funds available for housing development and rehabilitation loans. (Chief Administrative Office, Community Development) (Policies 2, 8, 17, 24 and 26)

IV-18. Coordinate capital improvement plans, placing a priority on providing improvements in older, deteriorating areas as a means of stimulating private reinvestment. (Chief Administrative Officer, County Engineer-Facilities, Community Development, Regional Planning) (Policies 8, 11, 13 and 14)

IV-19. Support establishment of local housing improvement programs that would employ neighborhood youth, retired and unemployed persons to provide maintenance, repair, and landscaping services to low- and moderate-income owner-occupants at minimal cost. The program could be financed by CETA, Community Develop-

ment Block Grant and/or general operating funds. (Community Development) (Policies 8, 12, 18 and 27)

IV-20. Promote programs to provide rehabilitation loans for rental apartment buildings with interest rate and repayment schedule based on owner's income. These loans should be contingent upon the owner making a specified number of units available to low- and moderate-income persons. (Community Development) (Policies 7 and 33)

IV-21. Seek implementation of the Urban Homesteading Program in Los Angeles County as a means of encouraging reinvestment in older urban areas. (Community Development) (Policies 5, 7, 8 and 17)

Housing Opportunity

IV-22. Aggressively pursue all available housing assistance funds from both Federal and State agencies in order to maximize the potential of those programs (In 1980, the major programs active and successful in addressing housing needs are Section 8 new construction and rental assistance, Section 312 rehabilitation loans, and Section 202 elderly or handicapped housing financing, as well as CDBG and CHFA funding. Housing Authority, Community Development) (Policies 7 and 17)

IV-23. Establish an information and counseling program that will advise and assist low- and moderate-income homeowners and renters in the areas of money management, housing selection, affirmative marketing and lending requirements, purchase procedures, property care and maintenance, home management, buying/renting, lease provisions, energy conservation and availability of housing subsidy programs. (Consumer Affairs, County Counsel, Community Development, Housing Authority) (Policies 12 and 27)

IV-24. Establish a central point within the County for the collection, maintenance and evaluation of data on housing development patterns to aid in the distribution of low- and moderate-income housing throughout the County. (Regional Planning) (Policies 1, 15, 16, 19, 21, 24, 26, 31 and 33)

IV-25. Urge the financial sector to develop and test new mortgage instruments, such as graduated monthly payments and mortgages or rehabilitation/purchase combination loans, that can increase the opportunity for homeownership. (Chief Administrative Officer, Community Development, Regional Planning) (Policiy 23)

IV-26. Include in the "General Plan Monitoring System" measures both to evaluate the effectiveness of housing policies and programs and to provide background for updating the Housing Element. Incorporate the following measures: demolitions, construction, rehabilitation, densities, assisted units, loans, costs, abandonment, incomes, housing and community conditions and vacancy rates. (Community Development, Housing Authority, Human Relations, County Engineer-Facilities, Assessor, Treasurer and Tax Collector, Regional Planning) (Policies 16 and 19)

IV-27. Support legislation placing a constitutional amendment on the General Election ballot to repeal Article 34 (requiring referendum approval for government-owned low-income housing). Until Article 34 is repealed, initiate referenda sufficient to authorize public ownership of additional low-income, elderly and family housing. (Chief Administrative Officer) (Policies 1, 17, 24 and 26)

IV-28. Encourage the cities of Los Angeles County to establish and maintain Housing Authorities or to contract with the County's Housing Authority for services. (Housing Authority) (Policy 22)

IV-29. Monitor the effectiveness of the County policy ("Resolution Concerning Fair Housing in the County of Los Angeles," adopted November 9, 1976) to eliminate discrimination in sales, rental, and financing of housing; amend if necessary. (Human Relations, County Counsel) (Policies 19 and 25)

IV-30. Continue to enforce the current rent control measure that provides emergency relief from the combined effects of a highly speculative housing market and abnormally low vacancy rate, until the supply and price of housing returns to normal market conditions. (Community Development, Small Craft Harbors, County Counsel, Regional Planning) (Policy 24)

IV-31. Modify the County Subdivision Ordinance No. 4478 and Zoning Ordinance No. 1494 as necessary to establish specific standards for condominiums and stock cooperatives, and to include special criteria for review of conversion applications and provisions for tenant relocation assistance, during periods when there is a severe shortage of rental apartments. In the process of preparing ordinance modifications, the Department of Regional Planning will consider other possible methods for addressing this problem, such as:

a. Prohibiting conversion or structures currently rented to a significant proportion of lower income households;
b. Prohibiting all conversions during the time periods when the estimated vacancy rate is below a specified percentage of all housing; and,
c. Limiting the number of converted units to the number of assisted housing units produced during a specified time period.

(County Counsel, Regional Planning) (Policy 29)

Housing Cost

IV-32. Amend County regulations to permit increased housing density bonuses as a means of encouraging development of deconcentrated low- and moderate-income housing that is compatible with adjacent development. Establish provisions to maintain this housing for low- and moderate-income persons. (County Counsel, Regional Planning) (Policies 21 and 33)

IV-33. "Pre-package" project approvals and provide separate and expedited processing for projects containing low- and moderate-income housing. (County Engineer-Facilities, Community Development, Housing Authority, Road Department, Parks and Recreation, Flood Control, Regional Planning) (Policy 30)

IV-34. Review County zoning, subdivision and building ordinances for possible modification to remove provisions that add to the cost of construction without making a significant contribution to health, safety and welfare; consider relating requirements to the environmental characteristics of coast, inland, mountain, desert and hazard areas. Imaginative design should be encouraged with built-in incentives. (County Engineer-Facilities, Health Services, Road Department, Forester and Fire Warden, Regional Planning) (Policies 30 and 31)

IV-35. Establish a "Los Angeles County Committee on Affordable Housing" drawn form both the public and private sectors, including public agencies, builders, citizen groups, financial institutions and non-profit housing groups. Such a group could be advisory to the Regional Planning Commission and facilitate effectuation of the Housing Element by coordinating all affected parties and serving as a "clearing-house" for information on funding and available sites. (Regional Planning) (Policies 2, 8, 15, 16, 19, 23, 28, 32 and 34)

IV 36. Support the establishment of a State level building materials and methods testing laboratory to encourage innovative construction techniques. (Chief Administrative Officer, County Engineer-Facilities) (Policy 34)

IV-37. Support legislation to eliminate the limits on loans insured under federal mortgage insurance programs. (Chief Administrative Officer, Community Development, Housing Authority, Regional Planning) (Policy 17)

IV-38. Support efforts to amend the California Environmental Quality Act to exempt residential development in built-up urban areas that is consistent with an adopted plan for which an Environmental Impact Report has been prepared. (Chief Administrative Officer) (Policies 30 and 31)

IV-39. The County will consider the feasibility of increasing the tax on profits from the sale of real property held by an owner for only a short period of time and simply for speculative purposes. (County Counsel, Treasurer-Tax Collector, Regional Planning) (Policies 8 and 28)

IV-40. Study means of establishing energy conservation standards (heat gain/loss and energy budget) for residential construction. (County Engineer-Facilities, Road Department, Regional Planning) (Policy 34)

IV-41. Adopt design guidelines to be used in encouraging passive solar use in new subdivisions. (County Engineer-Facilities, Regional Planning) (Policy 34)

TRANSPORTATION ELEMENT

RECOMMENDED ACTION PROGRAM

V-1. Review transportation-related capital improvement programs for consistency with General Plan policies. (Regional Planning) (Policies 1 and 5)

V-2. Continue to plan, design and construct bikeway facilities for recreational and transportation needs. (Regional Planning, Road) (Policy 3)

V-3. Establish ongoing liaisons with community groups to identify transportation needs and problems and assist in their resolution. (Regional Planning) (Policy 4)

V-4. Promote centers development that integrates residential, commercial and industrial land use; and encourages a reduction in the frequency and length of trips. (Regional Planning) (Policies 1, 5 and 25)

V-5. Initiate a study to evaluate the joint development potential around proposed transitway stations. (Regional Planning) (Policy 5)

V-6. Amend existing implementation ordinances to incorporate public transportation facility standards for new development including bus turn outs, shelters, etc. (Road Department, Regional Planning) (Policy 5)

V-7. Amend zoning and subdivision ordinances to make proximity to public transportation service one of the criteria in the evaluation of high density or transit dependent proposals. (Regional Planning) (Policies 2, 5 and 9)

V-8. Support efforts by transit operators to expand the existing bus fleet, replace aging buses and renovate and expand fixed facilities. (Regional Planning) (Policy 7)

V-9. Work toward the development, adoption and implementation of a consensus regional transit development program that is within the ability of the region to finance and operate. (Board of Supervisors, Regional Planning, Road) (Policies 6, 10 and 11)

V-10. Urge transit operators to maintain a minimal transit fare structure by maximizing federal and State operational subsidies and by encouraging financial support by local jurisdictions. (Board of Supervisors) (Policy 10)

V-11. Support efforts of the County Transportation Commission's Service Coordination Committee to improve interjurisdictional transfer service and coordination among transit districts. (Board of Supervisors, Regional Planning) (Policies 15 and 41)

V-12. Encourage transit operators to expand cost-effective park-and-ride programs in an attempt to persuade auto commuters to switch to public transportation. (Board of Supervisors, Regional Planning, Road) (Policies 7 and 25)

V-13. Encourage transit operators to improve and coordinate public transit passenger information systems and services. (Board of Supervisors, Regional Planning, Road) (Policy 7)

V-14. Support the Los Angeles County Transportation Commission's program to perform periodic performance audits of transit operators in an effort to maximize services at minimum costs. (Board of Supervisors) (Policy 10)

V-15. Improve bus movement on urban streets by such means as signal preemption devices, preferential lanes and restricted auto turning movements. (Road) (Policy 7)

V-16. Assist cities and communities in their planning and development of local circulation transit systems. (Regional Planning, Road) (Policy 8)

V-17. Support policies adopted by transit operators to provide specialized bus service for the handicapped and elderly, including procedures and programs to reduce or eliminate barriers and increase the number of fully accessible vehicles in the transit and paratransit fleets. (Board of Supervisors) (Policies 2 and 9)

V-18. Endorse bus programs to provide more efficient service and greater coverage by improved scheduling and routing. (Board of Supervisors) (Policies 2 and 7)

V-19. Encourage commercial enterprises to offer off-peak transit usage incentives, including subsidized fares, special merchandise discounts, etc. for transit riders. (Board of Supervisors) (Policies 7 and 10)

V-20. Encourage agencies to seek demonstration project funds to determine the feasibility of jitney, group taxi and paratransit service. (Board of Supervisors) (Policy 8)

V-21. Encourage employers to give free or discounted bus passes to their employees to promote greater use of public transit for home-to-work trips. (Board of Supervisors, Regional Planning) (Policies 10 and 25)

V-22. Support rail transit or exclusive bus/HOV lane facility improvements in high demand corridors. (Board of Supervisors) (Policies 6 and 11)

V-23. Promote a cooperative agreement with Caltrans and Amtrak to utilize existing railroad lines for commuter rail service. (Board of Supervisors) (Policies 13, 15 and 27)

V-24. Encourage the expansion of existing intercity rail passenger service, including new equipment, expanded schedules, weekend express service, station improvements, reduced travel times and special fares. (Board of Supervisors) (Policy 27)

V-25. Study the feasibility and organizational structure required to establish an appeal body for citizen inputs concerning bus service, etc. (Board of Supervisors) (Policy 4)

V-26. Support high occupancy vehicle (HOV) programs such as:

- Computerized carpool, vanpool, club buses and subscription bus match-ups. (Board of Supervisors) (Policies 13 and 25)

- Employer sponsored programs to encourage ridesharing, such as preferred carpool parking. (Board of Supervisors) (Policies 13 and 25)

- Preferential freeway ramp meter bypass lanes for high occupancy vehicles. (Board of Supervisors) (Policies 13 and 19)

V-27. Support implementation of programs to spread peak traffic hours, such as staggered work hours and flextime, particularly where it would impact heavily traveled corridors. (Board of Supervisors) (Policies 13 and 18)

V-28. Continue implementation of the Uniform Traffic Control program to increase highway uniformity, capacity and safety. (Road) (Policies 13 and 19)

V-29. Implement a traffic management program to obtain maximum efficiency of the existing system with such programs as areawide interconnected traffic signal systems and necessary street improvements to reduce traffic bottlenecks. (Road) (Policies 13 and 19)

V-30. Develop coordinated parking management plans, including provision for off-street parking in high activity centers such as central business districts, places of public assembly and congested beach areas, and restrictions on street parking on heavily traveled routes during peak periods. (Regional Planning, Road) (Policies 13, 17 and 19)

V-31. Support Caltrans' program to construct Route 105 (Century) (with provisions for a transitway facility) and Route 30 (Foothill Extension) freeways. (Board of Supervisors, Regional Planning, Road) (Policy 14)

V-32. Instruct Caltrans to construct Routes 138 (Metropolitan By pass), 48 (Lancaster), 126 (Santa Clara River) and Palmdale Airport access, in stages, utilizing expressway standards and existing facilities wherever appropriate. Full freeway conversion should follow as the need develops. (Board of Supervisors) (Policies 14 and 16)

V-33. Support Caltrans' program to complete the missing links of the Routes 91 (Artesia), 7 (Long Beach), 47 (Industrial) and 90 (Marina) freeways. (Board of Supervisors, Regional Planning, Road) (Policy 14)

V-34. Encourage employers to remove parking cost subsidies provided to their auto-commuting employees. (Board of Supervisors, Regional Planning) (Policies 17 and 25)

V-35. Restrict peak hour truck deliveries in heavily congested areas. (Regional Planning, Road) (Policy 19)

V-36. Investigate the implementation of parking surcharges in highly congested areas in an attempt to encourage increased ridesharing. (Regional Planning, Road) (Policies 17 and 25)

V-37. When implementing highways in Significant Ecological Areas and Hillside Management Areas, emphasize environmental and ecological sensitivity in the design and consult with all appropriate County departments and agencies. (Road) (Policies 21, 22 and 23)

V-38. Prior to the undertaking of any new construction on existing or proposed highways in Significant Ecological Areas: (a) review and substantiate the need for construction and (b) investigate alternative alignments or appropriate mitigation measures and implement if feasible. If no feasible alternative alignment or measure exists, and the highway is deemed essential, the project shall be performed in the most environmentally sensitive manner practical. (Regional Planning, Road) (Policies 21, 22, and 23)

V-39. Amend existing implementation ordinances to reflect the new Limited Secondary Highway classification. (Regional Planning) (Policies 1 and 22)

V-40. Develop public information and education programs on transportation-related actions which people can take to make air quality, noise and energy improvements through individual effort. (Regional Planning) (Policies 4, 21 and 26)

V-41. Support noise mitigation measures identified in the Noise Element including noise abatement adjacent to airports, freeways and rail lines. (Regional Planning, Road) (Policies 21 and 32)

V-42. Develop transportation facilities that are consistent with the Scenic Highway Element; give special emphasis to esthetics in the planning, design and construction of public facilities within scenic corridors. (Regional Planning, Road) (Policy 21)

V-43. Monitor and report on countywide vehicle miles traveled (VMT), vehicle speed, vehicle emissions, average auto occupancy,

vehicle accidents, carpool participation and transit ridership. (Regional Planning, Road) (Policies 21, 25 and 26)

V-44. Encourage the South Coast Air Quality Management District (SCAQMD), Air Resources Board (ARB) and Environmental Protection Agency (EPA) to establish emission controls for off-road vehicles, aircraft, railroads and marine vessels. (Board of Supervisors) (Policies 22 and 24)

V-45. Support mandatory vehicle inspection and maintenance programs for light-duty vehicles as one method of achieving the objectives for air quality improvements. (Board of Supervisors) (Policies 22 and 24)

V-46. Create a coordinating committee of beach cities, the County and other governmental agencies for the purpose of establishing effective planning, legislative, informational and other programs to deal with the increasing recreational activities along the coast. (Board of Supervisors, Beaches, Parks and Recreation, Regional Planning, Road, Sheriff, Small Craft Harbors) (Policies 20, 22 and 41).

V-47. Study the feasibility of auto control zones in high activity centers such as central business districts, places of public assembly and congested beach areas which are served by public transit. (Regional Planning, Road) (Policies 13, 20 and 25)

V-48. Provide fair and adequate compensation and relocation assistance for persons and businesses displaced by the expansion or construction of transportation facilities. (Road) (Policy 22)

V-49. Support continuation of the 55 miles per-hour speed limit in an effort to conserve energy and reduce traffic accidents and fatalities. (Board of Supervisors, Road) (Policies 13 and 26)

V-50. Develop a transportation contingency plan, outlining energy saving strategies to be implemented in the event of an energy crisis. (Regional Planning, Road) (Policies 26 and 29)

V-51. Direct the County purchasing agent to minimize energy consumption and air pollution characteristics of the vehicle fleet by obtaining high fuel economy and low polluting vehicles. (Mechanical, Purchasing and Stores) (Policies 24 and 26)

V-52. Monitor the progress of advanced technology propulsion systems and vehicles, such as the electric car, hydrogen car, steam, gas turbine, diesel and stratified charge engines, etc., and acquire selected vehicles for demonstration and evaluation. (Mechanical, Regional Planning) (Policies 12, 24 and 28)

V-53. Initiate a vanpooling program for County employees. (Personnel, Mechanical) (Policies 13, 25 and 26)

V-54. Initiate educational programs to make the general public aware of energy conserving driving habits. (County Energy Commmission) (Policies 4 and 26)

V-55. Encourage major railroads to explore means of improving intermodal transfers at railroad terminals, particularly with truck transport including containerized cargo handling. (Board of Supervisors) (Policies 15 and 27)

V-56. Locate future industrial land reserves adjacent to railroad spur lines so that direct service by rail becomes feasible. (Regional Planning) (Policies 5 and 27)

V-57. Encourage increased and safe use of pipelines for the efficient and economic shipment of appropriate goods and commodities. (Board of Supervisors) (Policy 26)

V-58. Urge transportation agencies to include safety and security as major considerations in the design of transit, highway, bicycle and pedestrian facilities. (Board of Supervisors, Regional Planning, Road) (Policies 15, 21 and 30)

V-59. Encourage the Metropolitan Transportation Engineering Board to maintain the Disaster Route Plan to provide for coordinated resumption of vehicular access throughout the County following disasters. (Board of Supervisors, Road) (Policy 30)

V-60. Continue to give emphasis to seismic safety considerations in the design and construction of transportation facilities. (Road) (Policy 30)

V-61. Implement appropriate actions identified in the report on transportation of hazardous materials developed by the Los Angeles County Road Department such as revising traffic ordinances to insure that hazardous cargos are not parked in residential areas. (Board of Supervisors, Road) (Policy 31)

V-62. Continue to support development of the Palmdale Airport by the Los Angeles City Department of Airports. (Board of Supervisors) (Policy 34)

V-63. Support the Los Angeles City Department of Airports' plans to improve internal circulation and access at Los Angeles International Airport. (Board of Supervisors) (Policy 33)

V-64. Encourage transit operators to provide adequate service to special purpose centers such as parks, sporting events, airports, beaches, etc. (Board of Supervisors) (Policies 20 and 33)

V-65. Encourage the air transport industry to eliminate unnecessary duplication of services in an effort to increase airline loading factors. (Board of Supervisors, County Aviation Commission, County Engineer-Facilities) (Policy 26)

V-66. Investigate the feasibility of acquiring Reeves Field as a general aviation airport. (County Aviation Commission, County Engineer-Facilities) (Policy 34)

V-67. Encourage the decentralization of aviation passenger terminals and baggage handling facilities in an effort to reduce congestion at existing air terminals. (County Aviation Commission, County Engineer-Facilities) (Policy 34)

V-68. Develop airport land use compatibility standards and administrative procedures and coordinate with the cities to assure conformance. (County Airport Land Use Commission, Regional Planning) (Policies 21 and 32)

V-69. Investigate the feasibility and desirability of providing additional small craft harbors and utilizing existing harbor areas for expansion of recreational boat berthing and public landings. (Small Craft Harbors, Regional Planning) (Policy 37)

V-70. Investigate the feasibility of developing a harbor of refuge on the Malibu coast for emergency mooring. (Regional Planning, Small Craft Harbors) (Policy 37)

V-71. Support the efforts of the Los Angeles City Harbor Department and the Long Beach City Harbor Department to secure federal funding to deepen their ports in order to accommodate deep draft vessels. (Board of Supervisors) (Policies 35 and 36)

V-72. Support the increased use of containerized cargo for the safe and efficient movement of goods. (Board of Supervisors) (Policies 26 and 36)

V-73. Promote and support the amendment or elimination of those funding distribution formulas and special purpose transportation programs that perpetuate the donor status of Los Angeles County. (Board of Supervisors, Road) (Policy 40)

V-74. Promote and support the establishment of direct federal aid program funding and post-audit review to eliminate unnecessary and costly delays in the development or operation of transportation facilities. (Board of Supervisors, Road) (Policies 38 and 40)

V-75. Promote and support adjustment of the gasoline tax and other transportation-related revenues to provide sufficient funds to counter the effect of inflation on construction and maintenance costs. (Board of Supervisors, Road) (Policy 39)

V-76. Investigate, in concert with the County Transportation Commission and other regional agencies, various funding mechanisms for financing a countywide transitway system, including bonding, value capture and benefit assessment. (Regional Planning) (Policy 39)

V-77. Encourage the County Transportation Commission to reduce the number of special purpose agencies providing transportation services, in order to curtail duplication of effort and inefficient use of limited funds. (Board of Supervisors) (Policies 38 and 41)

V-78. Encourage the federal government to delegate to the cities and County more authority for project selection, administration and implementation of federally-assisted transportation programs. (Board of Supervisors, Road) (Policy 41)

V-79. Support the County Transportation Commission (CTC) in its efforts to finance the countywide multimodal transportation corridor system, in cooperation with the County, cities, SCAG and the State. (Board of Supervisors) (Policies 6 and 41)

WATER AND WASTE MANAGEMENT ELEMENT

RECOMMENDED ACTION PROGRAM

VI-1. Initiate legislation which will permit the County to establish and enforce minimum levels of service and water quality applicable to all operating agencies within the County. (Board of Supervisors, Chief Administrative Office, County Counsel, County Engineer-Facilities, Flood Control District, Forester and Fire Warden, Health Services) (Policies 1 and 3)

VI-2. Develop consistency among the State and federal regulatory agencies' water and waste standards and criteria, and attempt to eliminate overlapping authority. (County Counsel, County Engineer-Facilities, Sanitation Districts) (Policies 1 and 2)

VI-3. Review for General Plan conformity all construction proposals for water and waste management facilities and reject those which are not consistent with the General Plan. (Chief Administrative Officer, Regional Planning) (Policies 13 and 14)

VI-4. Request federal and State agencies to deny water and waste management grants or projects that encourage urban development inconsistent with the General Plan. (Board of Supervisors) (Policies 13 and 14)

VI-5. Direct all County operating agencies to update and enforce criteria and standards for their services, facilities and products. (Board of Supervisors, County Engineer-Facilities, Sanitation Districts) (Policy 1)

VI-6. Require County special districts and agencies providing urban services to annually submit five-year capital improvement programs including schedules for maintenance of facilities, in order that their cumulative effect can be evaluated and coordinated. (Board of Supervisors, Chief Administrative Officer) (Policies 2 and 13)

VI-7. Encourage public agencies to obtain public input through such devices as community meetings, prior to Regional Planning Commission approval of site acquisition and/or final design of water and waste management sites and facilities. (Regional Planning) (Policy 22)

VI-8. Monitor Plan effectuation approvals within the unincorporated area of the County and evaluate their cumulative impact on water and waste management service and facilities. (County Engineer-Facilities, Regional Planning, Sanitation Districts) (Policies 5, 13 and 14)

VI-9. Require that all Environmental Impact Reports for proposed developments such as, but not limited to, requests for zone change and for approval of the division of land or structures, as defined by the Subdivision Ordinance, include projections for the consumption of potable and (where feasible) reclaimed water, and for the generation and disposal of liquid and solid wastes. (Regional Planning) (Policies 2, 13, 14, 15, 16, 19 and 25)

VI-10. Establish criteria and standards of water availability for fire suppression, which recognize structural differences between industrial, commercial, residential and multi-residential buildings as well as variations in topography and natural vegetation, or lack thereof. Consideration should also be given to the use, storage, and transmission of reclaimed water for fire suppression, and to the chemical effect of reclaimed water, if any, on fire suppression equipment. (Forester and Fire Warden, County Engineer-Facilities, Flood Control District) (Policies 1, 3 and 13)

VI-11. Seek funding for the acquisition of additional spreading grounds. (Flood Control District) (Policy 6)

VI-12. Promote acquisition of additional water for aquifer replenishment. (County Engineer-Facilities, Flood Control District, Sanitation Districts) (Policies 2, 6 and 25)

VI-13. Acquire for County ownership or operation only new vehicles that use unleaded petroleum fuels (to help protect water quality as well as air quality). (Board of Supervisors, Mechanical) (Policies 18 and 19)

VI-14. Require the installation of low flow or restricted flow plumbing in all new construction. (Board of Supervisors, County Engineer-Facilities) (Policy 21)

VI-15. Make available lists of native and domestic vegetation classified by the demand of plants for water. (Agricultural Commissioner, Arboretum) (Policy 25)

VI-16. Establish a flood control and water conservation district for the northern portion of the County not within the existing flood control district. (Board of Supervisors) (Policy 25)

VI-17. Identify storm water pollutants and their sources to improve water quality control. (Flood Control District) (Policies 18 and 19)

VI-18. Require riparian property owners to restrict run-off and sheet overflow in a manner adequate to prohibit such flow from transporting the manure of domestic animals into water courses. (County Engineer-Facilities, Health Services, Regional Planning) (Policies 18 and 19)

VI-19. Investigate alternate cost-effective means to: (a) remove debris from debris basins, and (b) diminish the quantity of debris. (Flood Control District) (Policy 19)

VI-20. Investigate the use of check dams, peak flow restrictions, and other techniques and facilities for the retention of storm waters for ground water replenishment, with principal efforts directed to the Los Angeles basin. (County Engineer-Facilities, Flood Control District) (Policies 6, 20, 21, 22 and 25)

VI-21. Evaluate and implement feasible programs to protect riparian habitats which may be affected by flood control or water conservation projects. (County Engineer-Facilities, Flood Control District, Regional Planning) (Policies 4, 13, 20 and 21)

VI-22. Initiate flood plain management techniques wherever feasible, such as linear parks in lieu of channelization. (County Engineer-Facilities, Flood Control District, Parks and Recreation, Regional Planning) (Policies 5, 19, 20 and 25)

VI-23. Identify mitigation measures for the protection or enhancement of riparian habitats in Environmental Impact Reports prepared for both public and private projects. (All County Departments) (Policies 20 and 21)

VI-24. Evaluate all County owned or managed properties containing natural stream beds for possible retention in a natural state. (County Engineer-Facilities, Flood Control District, Parks and Recreation, Regional Planning) (Policies 20, 21 and 22)

VI-25. Determine the feasibility of using flood plains as recreational areas. (Flood Control District, Parks and Recreation) (Policy 4)

VI-26. Seek funding sources to improve water impoundment areas for recreational uses. (Flood Control District, Parks and Recreation) (Policy 4)

VI-27. Utilize levees adjacent to water channels for hiking and bicycle trails where feasible. (Flood Control District, Road) (Policy 4)

VI-28. Where feasible, require that subdivision plans for hillside development provide for the limitation of storm water runoff to the peak flow anticipated in the absence of development. (County Engineer-Facilities, Flood Control District, Regional Planning) (Policies 21 and 22)

VI-29. Investigate the potential for greater use of reclaimed water by industry and residences as well as for ground water replenishment wherever such use will not endanger public health. (Agricultural Commissioner, Flood Control District, Health Services, Parks and Recreation, Sanitation Districts) (Policies 6 and 25)

VI-30. Require the installation of dual water systems when and wherever feasible to achieve the maximum use of reclaimed water. (County Engineer-Facilities, Health Services, Regional Planning) (Policy 25)

VI-31. Investigate the use of reclaimed water for hydroponic farming. (Agricultural Commissioner, Health Services) (Policy 25)

VI-32. Accelerate planning and construction of water reclamation facilities to serve existing sewerage systems. (County Engineer-Facilities, Flood Control District, Sanitation Disticts) (Policies 13, 17, 18, 19 and 25)

VI-33. Pursue applications for federal and State funding to accelerate the upgrading of water reclamation and sludge removal facilities in the County. (Sanitation Districts) (Policies 17, 18, 19 and 25)

VI-34. Restrict unsewered development, otherwise consistent with the General Plan, to densities related to the capacity of the soil to accept septic tank effluent. (County Engineer-Facilities, Regional Planning) (Policies 17, 18 and 19)

VI-35. Initiate septic tank maintenance educational programs in unsewered areas. (County Engineer-Facilities, Health Services) (Policies 17 and 19)

VI-36. Investigate, and if feasible implement, the formation and operation of septic tank maintenance districts as a viable cost-effective alternative to sewerage systems to prevent ground water degradation. (County Engineer-Facilities) (Policies 17 and 18)

VI-37. Develop funding alternatives for the planning, development and operation of community sewerage systems when a need for the facility has been demonstrated. (County Engineer-Facilities) (Policies 5, 13, 17, 18 and 19)

VI-38. Assist the State geologist in his research of the County to isolate the unique geological sites required for Class I Landfills. (County Engineer-Facilities) (Policy 12)

VI-39. Initiate legislation which will minimize or eliminate the use of one-way containers of glass or metal. (Board of Supervisors, County Counsel, Sanitation Districts) (Policy 23)

VI-40. Amend the zoning ordinance to require posting of property when acquired and/or approved as a potential landfill site. (Board of Supervisors, Regional Planning) (Policies 10, 12 and 22)

VI-41. Initiate a revision of the zoning ordinance to update the current provisions and establish criteria related to waste

disposal facilities including special review procedures for all Class I Landfills, and consider the possibility of creating a special zone for Class I Landfills. (Board of Supervisors, Regional Planning) (Policies 15, 16 and 22)

VI-42. Require recordation with the County Recorder on property acquired as a landfill site to designate such use. (Board of Supervisors, Regional Planning) (Policies 10, 12 and 22)

VI-43. Require dust control treatment of all areas traversed by vehicles within the parcel boundaries, and offsite access roads, of waste disposal facilities. (Regional Planning) (Policies 19 and 22)

VI-44. Condition ministerial and discretionary grants of use permits for Class I Landfills to restrict acceptance of materials other than hazardous wastes to the extent needed for absorption and dilution purposes. (Board of Supervisors, County Engineer-Facilities, Regional Planning) (Policy 7)

VI-45. Restrict the depth of quarries to allow their subsequent use as landfills without ground water pollution. (County Engineer-Facilities, Flood Control District, Regional Planning) (Policies 4, 18 and 19)

VI-46. Require, in the granting of Conditional Use Permits, that the design of landfill facilities include an on-site buffer zone for the protection of neighbors. (Board of Supervisors, Regional Planning) (Policy 22)

VI-47. Require reclamation or permanent sealing of mineral extraction sites prior to abandonment to protect against pollution of ground or surface waters. (Board of Supervisors, Regional Planning) (Policies 5, 10, 18 and 19)

VI-48. Continue to update the County's Solid Waste Management Plan. (County Engineer-Facilities, Sanitation Districts, Regional Planning) (Policies 5, 8, 9, 10, 11 and 12)

VI-49. Seek funding for pilot facilities for the disposal or reduction of solid waste and the recovery of materials for recycling or for use as fuel in the field of energy production. (Board of Supervisors, Sanitation Districts) (Policies 5, 8, 9 and 24)

VI-50. Continue to monitor, research, develop and investigate potential programs in the field of solid waste disposal which emphasize resource recovery (waste to energy). (County Engineer-Facilities, Regional Planning, Sanitation Districts) (Policies 5, 8, 9, 23 and 24)

VI-51. Seek funding, and develop non air-polluting facilities, for the conversion of waste to energy. (County Engineer-Facilities, Sanitation Districts) (Policies 2, 5, 8, 9, 10 and 24)

VI-52. Continue and expand the recovery of methane gas from completed landfills and sewage treatment plants. (County Engineer-Facilities, Sanitation Districts) (Policy 24)

VI-53. Initiate source control and waste segregation, where feasible, at appropriate County facilities. (Board of Supervisors, County Engineer-Facilities, Mechanical, Sanitation Districts) (Policy 23)

VI-54. Encourage County operating agencies to work with the private sector in the development of solid waste source control for industry, commerce and residential land uses. (Board of Supervisors, County Engineer-Facilities, Sanitation Districts) (Policies 1, 3, 5, 8, 9, 23 and 24)

VI-55. Monitor and evaluate the City of Downey recycling program as a basis for developing recycling programs throughout the County. (County Engineer-Facilities, Sanitation Districts) (Policies 8, 10, 23 and 24)

VI-56. Monitor and evaluate the Riverside and Orange Counties solid waste recovery/recycling licensee programs. (County Engineer-Facilities, Sanitation Districts) (Policies 8, 10, 23 and 24)

VI-57. Prohibit curbside salvaging in districts with functioning recycling programs. (Board of Supervisors, Road, Sheriff) (Policies 8 and 24)

VI-58. Develop hazardous materials spill prevention programs for all sites at which hazardous materials may be stored. (Board of Supervisors, County Engineer-Facilities, Flood Control District) (Policies 5 and 19)

VI-59. Identify locations at which hazardous materials may be stored or used, and require the development of spill contingency plans for these sites, including the containment of water used for the suppression of fires which may be contaminated by such hazardous materials. (Flood Control District, Forester and Fire Warden) (Policies 1, 2 and 19)

VI-60. Study the possibility of conflict within present State law which requires the County to prepare a General Plan including "...solid and liquid waste disposal facilities..." and also requires the County to prepare a solid waste management plan dealing with the same subject. Determine whether the Los Angeles County recommended State legislation program should include a modification in State law to eliminate any conflict or confusion within State law discovered in the course of the investigation. (County Engineer-Facilities, Sanitation Districts, County Counsel, Chief Administrative Officer, Regional Planning) (Policy 2)

VI-61. Request the appropriate agencies to consider the feasibility of conducting geological surveys through public or private funding (or a combination thereof) to identify suitable sites for Class I Landfills in unpopulated or sparsely populated areas. (County Engineer-Facilities, Sanitation Districts, Regional Planning) (Policies 11 and 12)

ECONOMIC DEVELOPMENT ELEMENT

RECOMMENDED ACTION PROGRAM

VII-1. Work with the Transportation Commission and Southern California Rapid Transit District to review existing community level transit service and determine how such service can be improved to better link job and housing opportunities, particularly in areas with high unemployment levels. Investigate the potential for using a variety of modes of public transportation to improve access to job centers. (Road Department, Southern California Rapid Transit District, Transportation Commission, Southern California Association of Governments, Department of Transportation) (Policy 3)

VII-2. Prepare monthly brochures on job opportunities for dissemination to those unemployed. Encourage business, when possible, to add unemployed individuals to their payroll, with the provision of appropriate incentives. (California Employment Development Department, Regional Planning, Community Development) (Policies 4, 5)

VII-3. Develop criteria for identifying and ranking potential new employers on the basis of such critical factors as labor intensity of the firm's activity, stability of employment, income generation potential, air quality impact, and a number of other environmental and economic factors, including safe and healthful working conditions. (Regional Planning) (Policy 7)

VII-4. Offer locational assistance to those firms found to conform with the above criteria (Program 4). Such assistance might include staff assistance in finding a suitable location, a package of financial arrangements, and other incentives developed through the revitalization strategy. (Regional Planning) (Policy 8)

VII-5. Prepare a countywide Industrial and Commercial Revitalization Program. Such a program should involve, among others, ethnic minorities and small businesses. The program should, with the assistance of the private sector, identify priority areas for revitalization, the nature of improvements that must be made and the mechanisms for encouraging private investment to implement the program. The following potential areas for public risk sharing, among others, should be included in this investigation:

a. Exploring the cost-effectiveness of lease revenue bond financing, a county-level revolving fund pooling public financial resources, and other financial mechanisms for encouraging revitalization.

b. The "pre-packaging" of development projects to expedite the granting of public approvals. Included might be the identification of minimum project requirements, conduct of prototypical engineering studies, and the amendment of ordinances or code that contain unnecessary requirements.

c. Establishing a task force with other local jurisdictions to investigate the feasibility of modifying existing parking requirements in revitalization areas or utilizing off-site parking facilities.

d. Improving the attractiveness of job-producing development projects to lenders through mortgage pools and cross-collateralization, loan guarantees and conversion of mortgage instruments to tax-exempt bonds.

e. Establishing County guidelines on the proper use of tax increment financing.

(Regional Planning, Los Angeles Economic Development Council)
(Policies 9,11 and 12)

VII-6. Prepare a Human Resources Element in cooperation with the Human Relations Commission, the Departments of Community Development, Public Social Services, Health Services, Senior Citizens, and other relevant agencies. The Element should include a list of priorities for public assistance to the unemployed, giving highest priority to those who need financial assistance or help in finding a job for individual or family survival. Include in the Element plans for utilizing maximum resources in the interest of quality, integrated education, and more closely related education and economic planning in order to maximize economic opportunities. (Regional Planning, Human Relations Commission, Public Social Services, Health Department) (Policies 5, 6)

VII-7. Investigate the feasibility of establishing an Economic Development Corporation (EDC) in the County with broad development powers, including lease revenue bond financing and full or partial tax exemption on property it owns or leases on a long term basis. The EDC would have a core staff of experts in all aspects of the revitalization process and a revolving fund of capital for project financing. It would be able to operate in both incorporated only (at the invitation of cities) and unincorporated areas on industrial and commercial revitalization. The EDC Board of Directors should be comprised of members representing a variety of views to ensure that a wide range of concerns are dealt with. (Regional Planning) (Policy 9)

VII-8. Investigate, develop and propose the establishment of zoning districts within which mixed residential, industrial, and commercial activities may be permitted. Such zones might be established through instituting zoning overlays coupled with a conditional use permit to insure that acceptable design and environmental standards are maintained. (Regional Planning) (Policy 10)

VII-9 . Review the parking and building coverage requirements for industrial areas and reduce those requirements to the minimum necessary to satisfy actual demand by on-site employees (parking) and design and environmental needs (building coverage). (Regional Planning) (Policy 10)

VII-10. Continue efforts to revise existing development permits, procedures and standards in order to reduce the time, uncertainty and costs associated with such development permit procedures and standards, where consistent with public safety and the protection of significant environmental resources. (Regional Planning, County Engineer-Facilities, Flood Control, Board of Supervisors) (Policy 12, 13, 14)

VII-11. In formulating new codes, ordinances, and standards applicable for new development prepare cost/benefit analyses (including fiscal and economic impacts) relationship between costs, risks, and benefits. (Regional Planning, County Engineer-Facilities) (Policy 15, 18)

VII-12. Prepare and annually update a comprehensive, 5-year capital improvement budget for all County agencies. The budget should include a section identifying and discussing those budget recommendations and expenditures which are designed to implement General Plan policies, including urban revitalization. (Regional Planning, Chief Administrative Officer) (Policy 17)

VII-13. Within Los Angeles County government, examine the following measures:

a. Enactment of "sunset laws" for the County and support their enactment by local city councils and the State Legislature.

b. Issuance of annual financial reports which will be prepared for external public reporting purposes and will contain a single concise set of statements conveying financial position, tax and grant support expenses, changes in equity, and sources and uses of funds.

c. Implementation of program budgeting in preparing the County's annual budget.

d. Establishment of project accounting procedures in all County agencies.

e. Minimization of force-account work and contracting out such work whenever possible.

(Board of Supervisors, Chief Administrative Officer) (Policy 17)

VII-14. Create a new County fund for Economic Development under which annual allocations for economic development (such as for tourist and visitor promotion) could be made. Conduct a study on the economic return the County and its citizens receive from public expenditures on tourist and visitor promotion, in order to determine whether it should reinstate its former level of financial support ($525,000) for tourist promotion. (Board of Supervisors, Chief Administrative Officer) (Policy 19)

VII-15. Work with cities, universities and economic development agencies to identify specific markets to which the County's promotional efforts should be directed. (Regional Planning) (Policy 19)

VII-16. Prepare, cause to be prepared, or actively support proposed economic development legislation to be submitted to the State Legislature designed to:

a. Modify the State Franchise Tax, eliminating its unitary application.

b. Require fiscal and job impact statements on legislation and regulations proposed by the Legislature, commissions, and executive agencies at the State, County and local levels of government.

c. Establish one or more foreign trade zones in the County.

d. Encourage the State of California -- through cooperation of agencies such as the Office of Planning and Research, Department of Finance, the Board of Equalization, and California Council of Governments -- to study the advisability, equity, and feasibility of establishing property tax sharing districts in California's metropolitan regions.

(Board of Supervisors, Chief Administrative Officer) (Policy 16)

VII-17. Continue the operation of the Office of Business Development. This new office is responsible for: short range economic development programs; attracting new businesses through location, promotion and marketing efforts; and assisting existing businesses to encourage them to remain in Los Angeles County. (Chief Administrative Officer, Board of Supervisors) (Policies 19, 21, 22 and 23)

VII-18. Further develop, expand, and refine an urban information system to include regularly updated information which will provide the capability to generate statistical reports that identify the following for Los Angeles County and its subregions:

1. Unemployment rate and number by age, sex, educational level, work experience and family size.

2. Jobs by type and employee requirements.

(Regional Planning) (Policy 5)

VII-19. Annually update, from the best available sources, unemployment rates by geographic locality, sex and by the following ethnic categories: Black, White, Hispanic, Asian, and American Indian. (Regional Planning) (Policy 5)

VII-20. Prepare statistical reports which identify on a regular basis the vacant industrial land, industrial land values and land absorbtion rates. (Regional Planning) (Policy 11)

VII-21. Prepare a statistical report which presents on a regular basis the firms which have moved into or out of Los Angeles County, those which have moved within Los Angeles County, and the critical locational factors associated with these moves. (Regional Planning) (Policy 9)

VII-22. Produce pamphlets for promoting Los Angeles County's foreign and domestic markets including materials relating to each city or community within the County. (Regional Planning) (Policy 19)

VII-23. Institute County programs for identifying firms having difficulty doing business in Los Angeles County, and assign staff to work with these and other prospective firms seeking locations in Los Angeles County. (Regional Planning) (Policy 21)

VII-24. Institute a County program and assign staff to work with small businesses, particularly in areas of high unemployment, to assist them in obtaining general and locational information. (Regional Planning) (Policies 21, 22)

VII-25. Develop programs and assign staff to work with the local office of the Federal Minority Business Enterprise Office in assisting Los Angeles County minority businesses. (Regional Planning) (Policy 2, 21, 22)