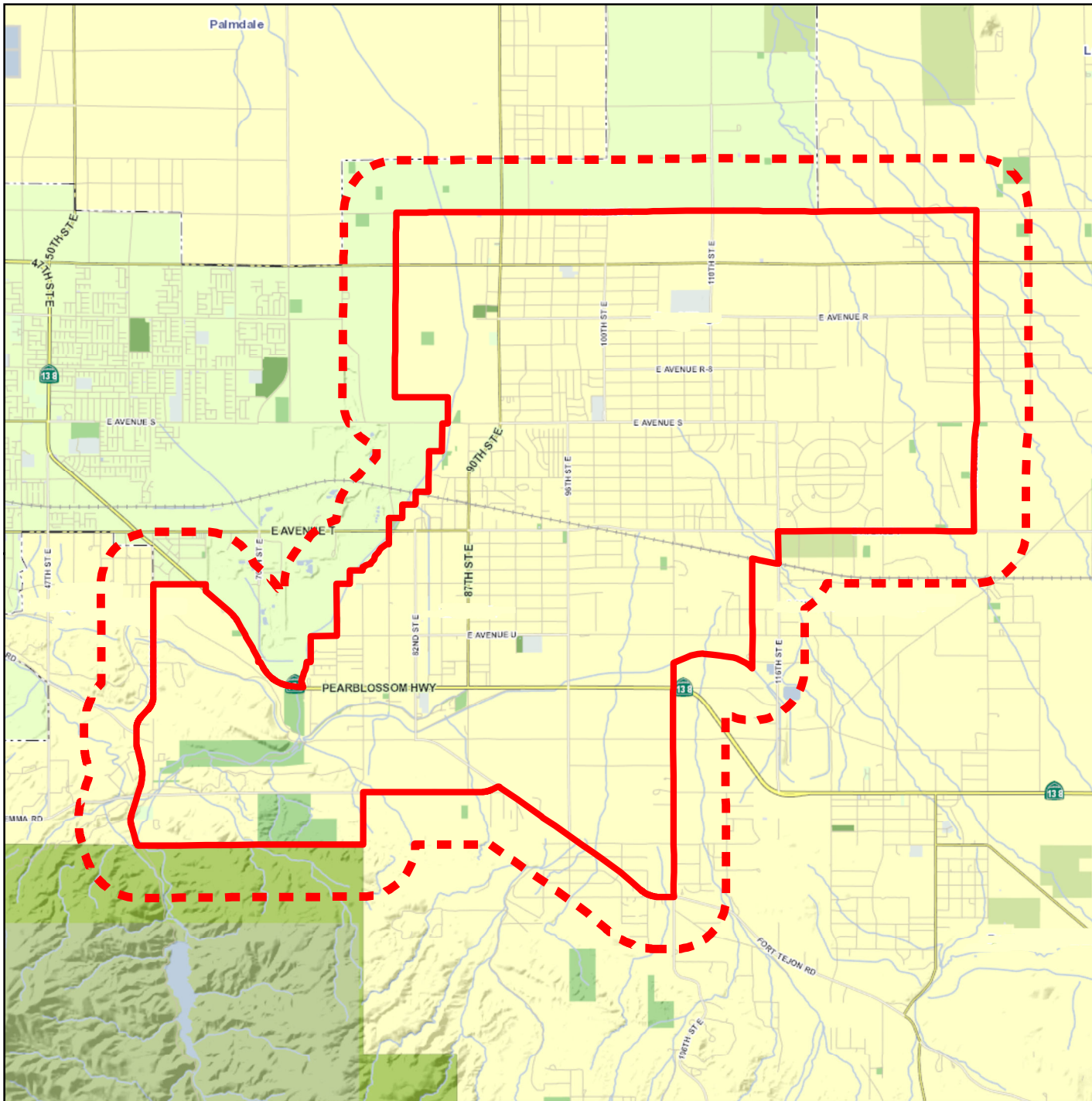


# HALF-MILE RADIUS

## LOCATOR MAP

SOUTHEAST ANTELOPE VALLEY CSD (PROP.)

PROJECT NO. 2019-003974



**LA COUNTY**  
**PLANNING**

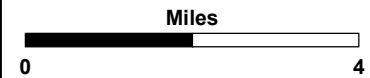
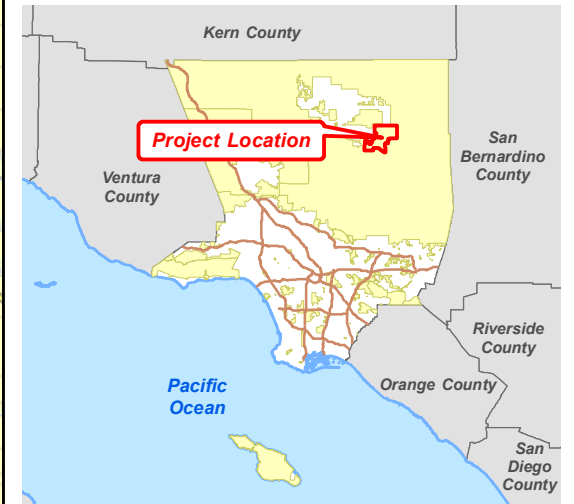
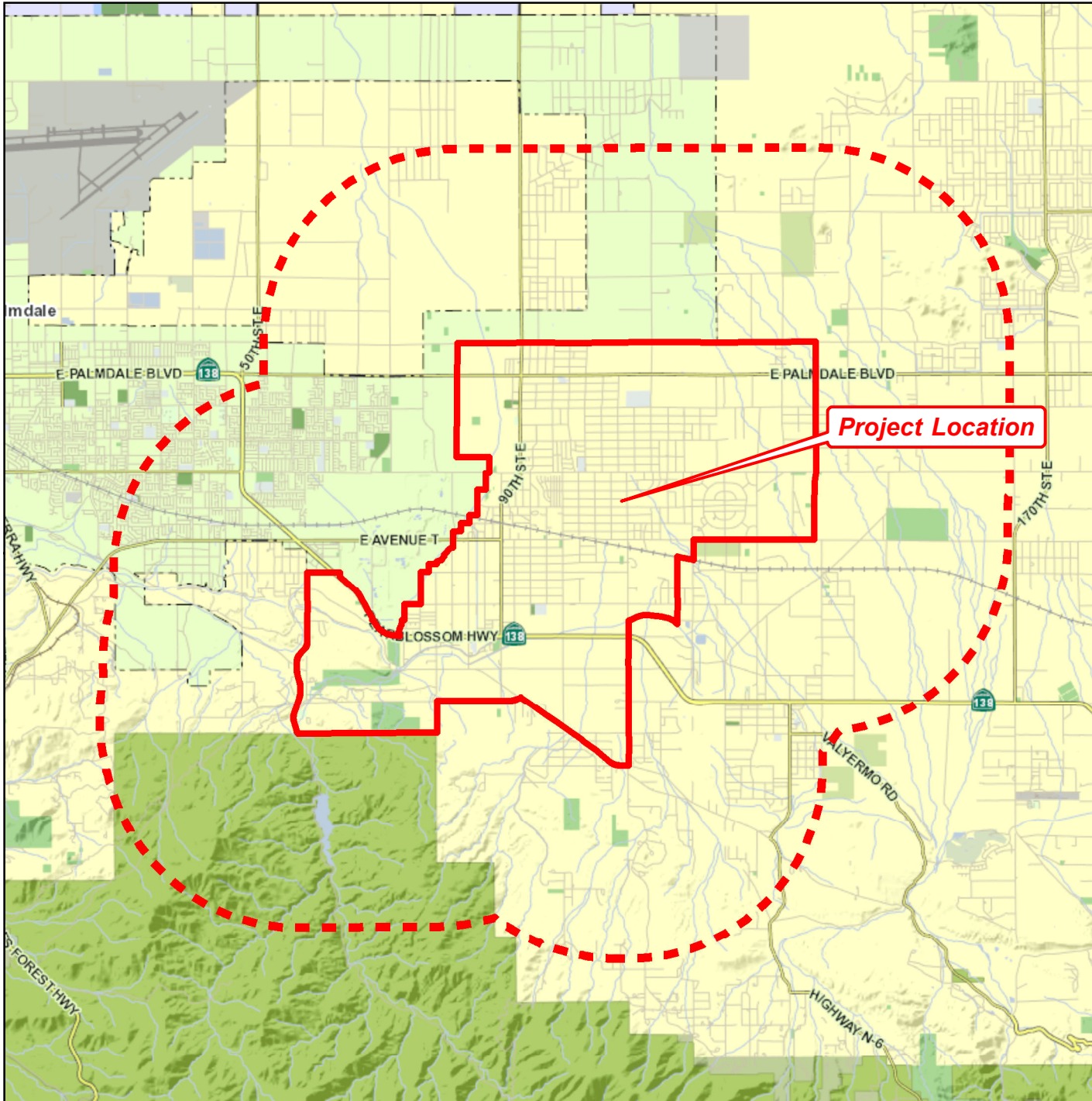
LOS ANGELES COUNTY  
Dept. of Regional Planning  
320 W. Temple Street  
Los Angeles, CA 90012

# 3-MILE RADIUS

## LOCATOR MAP

SOUTHEAST ANTELOPE VALLEY CSD (PROP.)

PROJECT NO. 2019-003974



LA COUNTY  
PLANNING

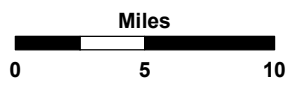
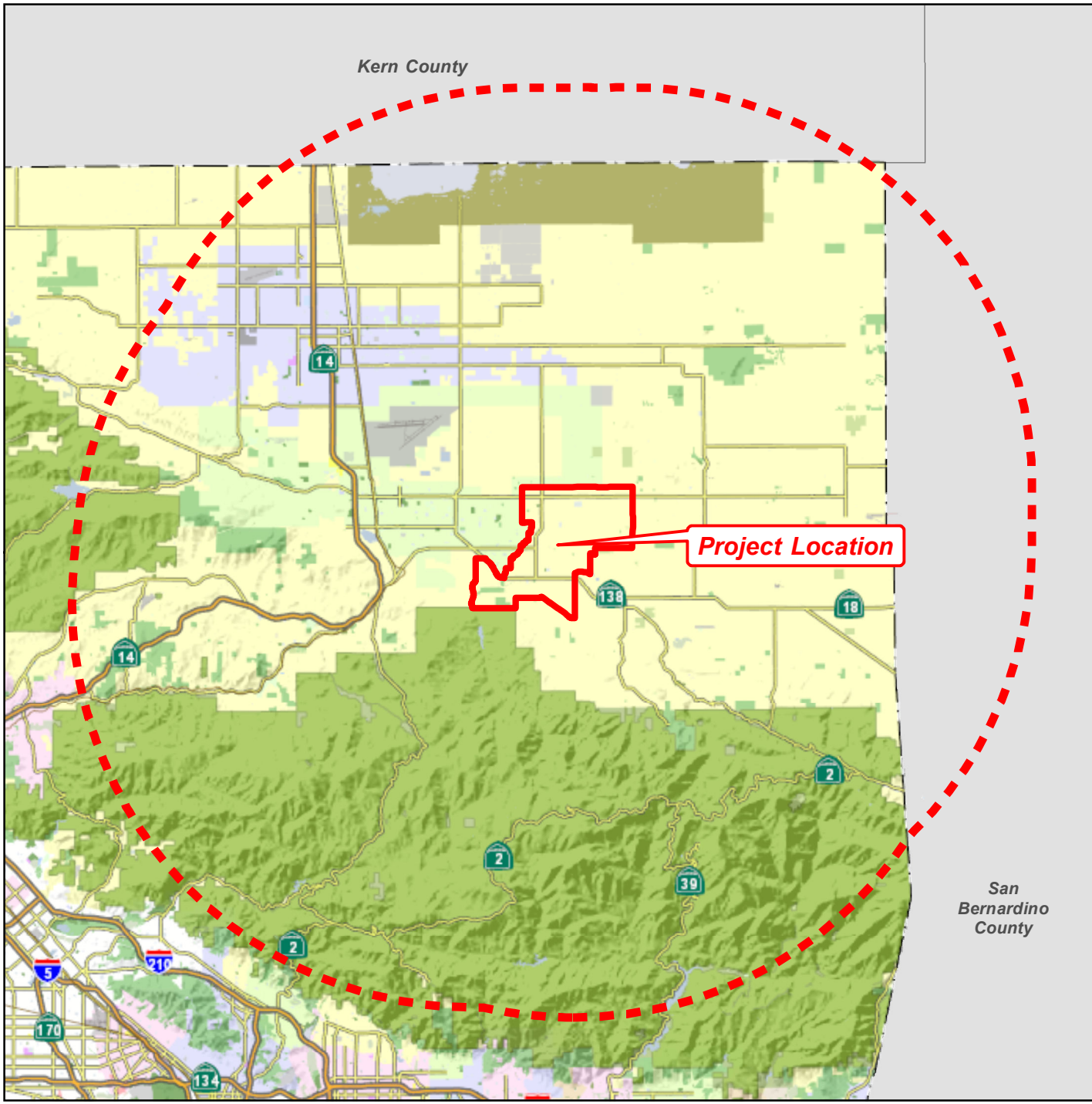
LOS ANGELES COUNTY  
Dept. of Regional Planning  
320 W. Temple Street  
Los Angeles, CA 90012

# 20-MILE RADIUS

## LOCATOR MAP

SOUTHEAST ANTELOPE VALLEY CSD (PROP.)

PROJECT NO. 2019-003974



**LA COUNTY**  
**PLANNING**

LOS ANGELES COUNTY  
Dept. of Regional Planning  
320 W. Temple Street  
Los Angeles, CA 90012

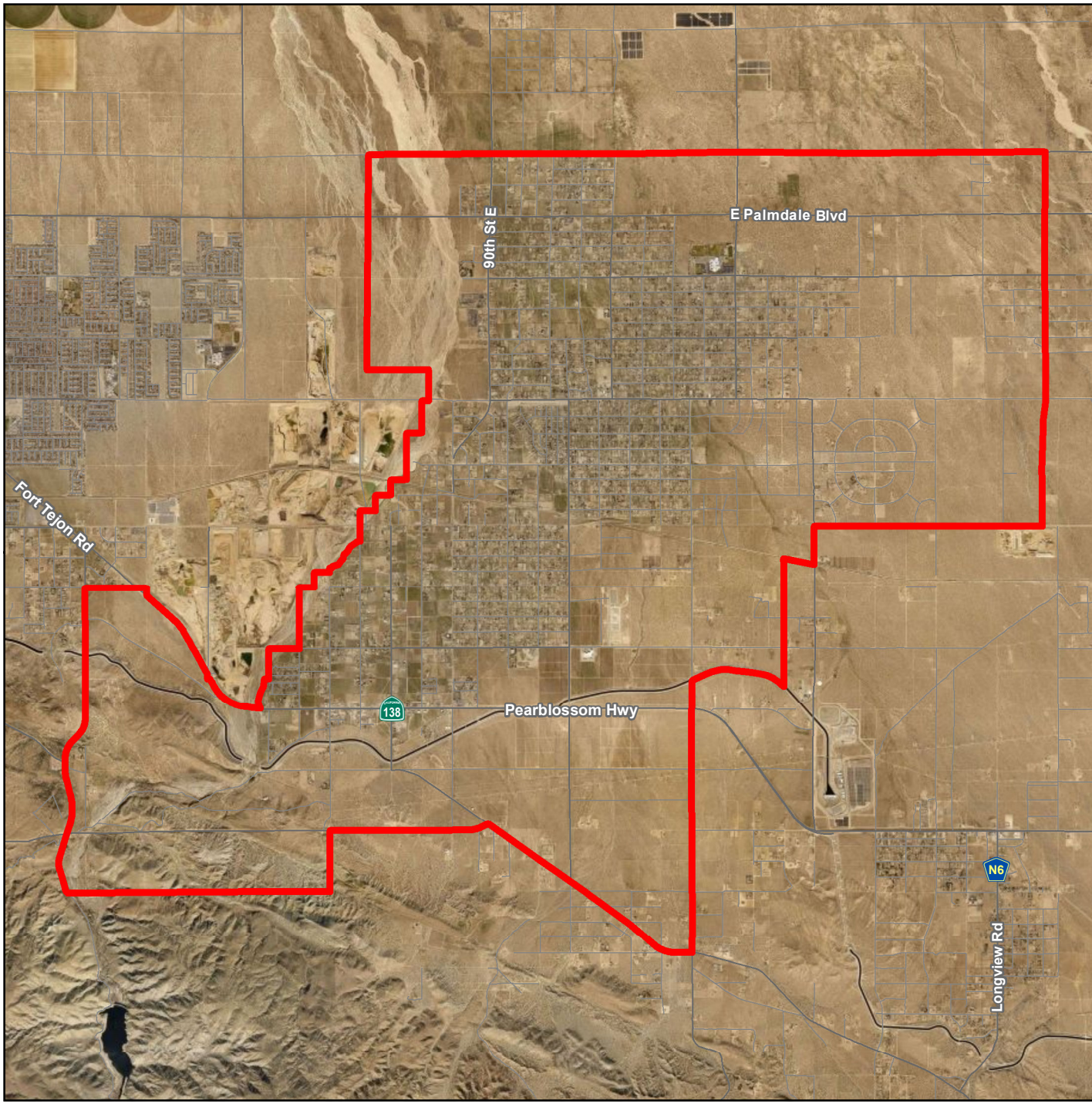
# AERIAL IMAGERY

## SITE-SPECIFIC MAP

SOUTHEAST ANTELOPE VALLEY CSD (PROP.)

PROJECT NO. 2019-003974

Digital Ortho Aerial Imagery:  
Los Angeles Region Imagery  
Acquisition Consortium (LARIAC)  
2020

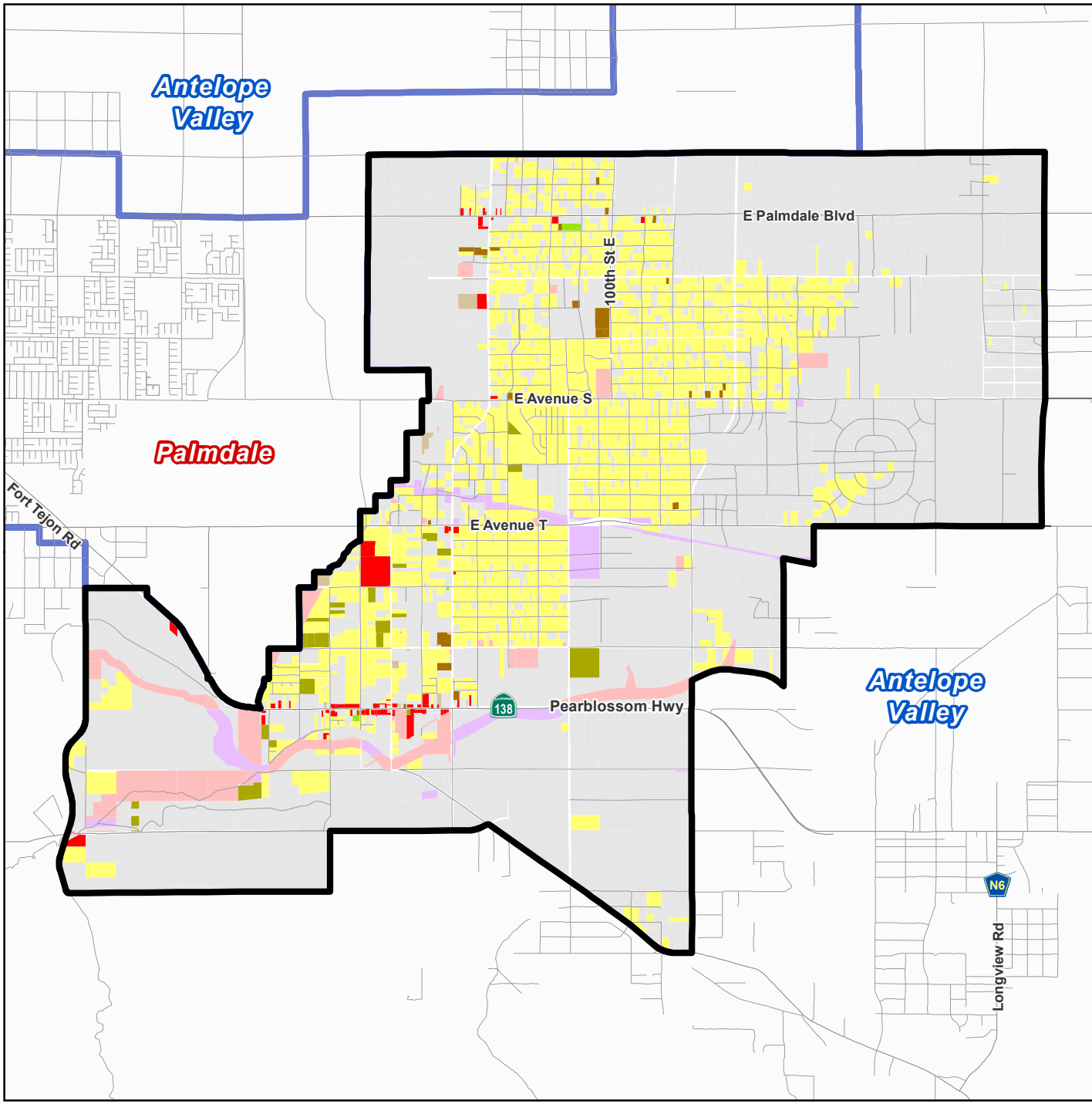


LOS ANGELES COUNTY  
 Dept. of Regional Planning  
 320 W. Temple Street  
 Los Angeles, CA 90012










# EXISTING LAND USE

SOUTHEAST ANTELOPE VALLEY CSD (PROP.)

PROJECT NO. 2019-003974



## Existing Land Use (Assessor Use Codes)

-  Commercial
-  Government
-  Industrial
-  Institutional
-  Irrigated Farm
-  Miscellaneous
-  Recreational
-  Residential
-  Vacant



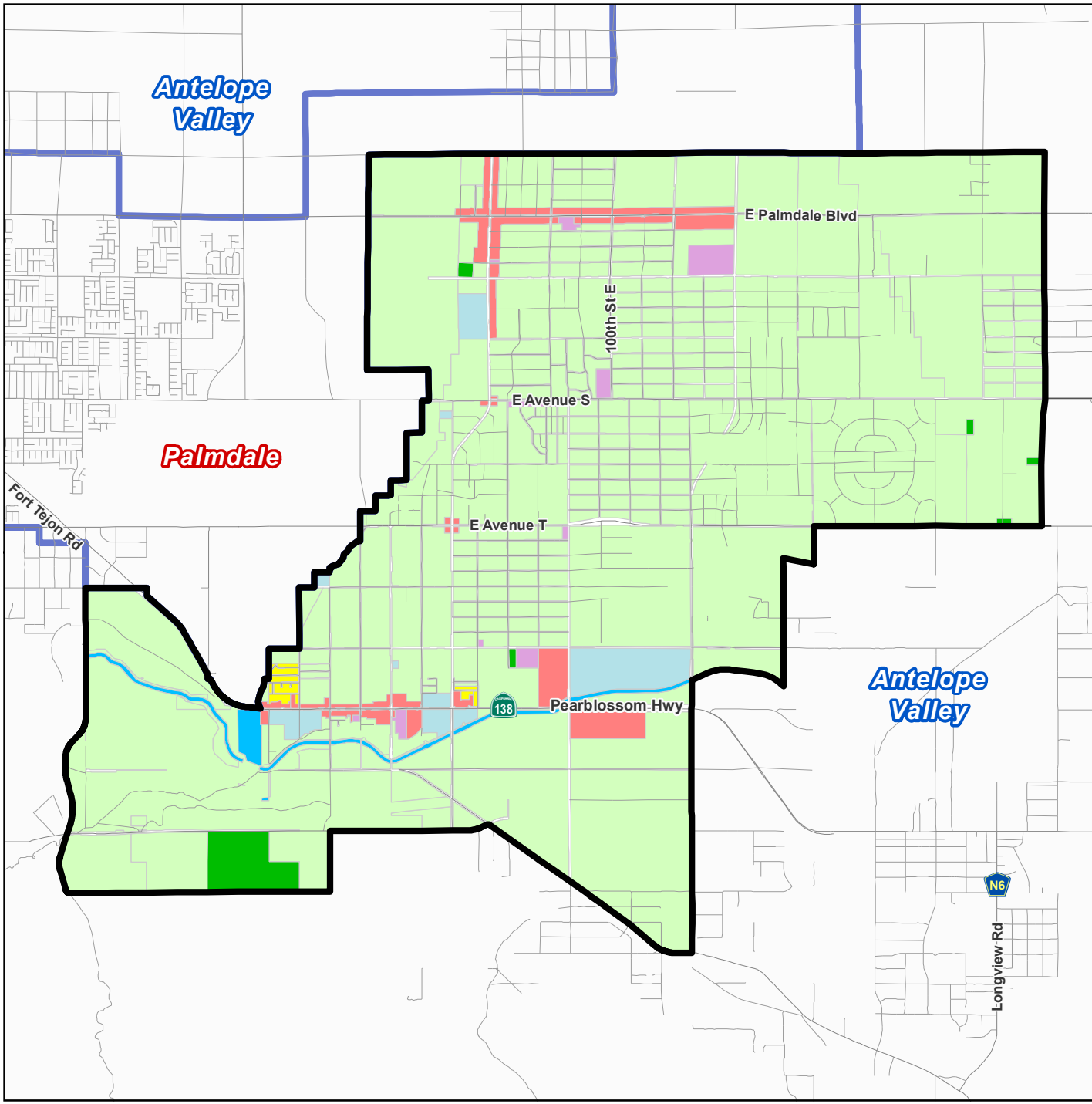
LA COUNTY  
**PLANNING**

LOS ANGELES COUNTY  
Dept. of Regional Planning  
320 W. Temple Street  
Los Angeles, CA 90012

# LAND USE POLICY

SOUTHEAST ANTELOPE VALLEY CSD (PROP.)

PROJECT NO. 2019-003974



- RL - Rural Land
- H - Residential
- CR - Rural Commercial
- I - Industrial
- P - Public and Semi-Public
- OS - Open Space
- W - Water



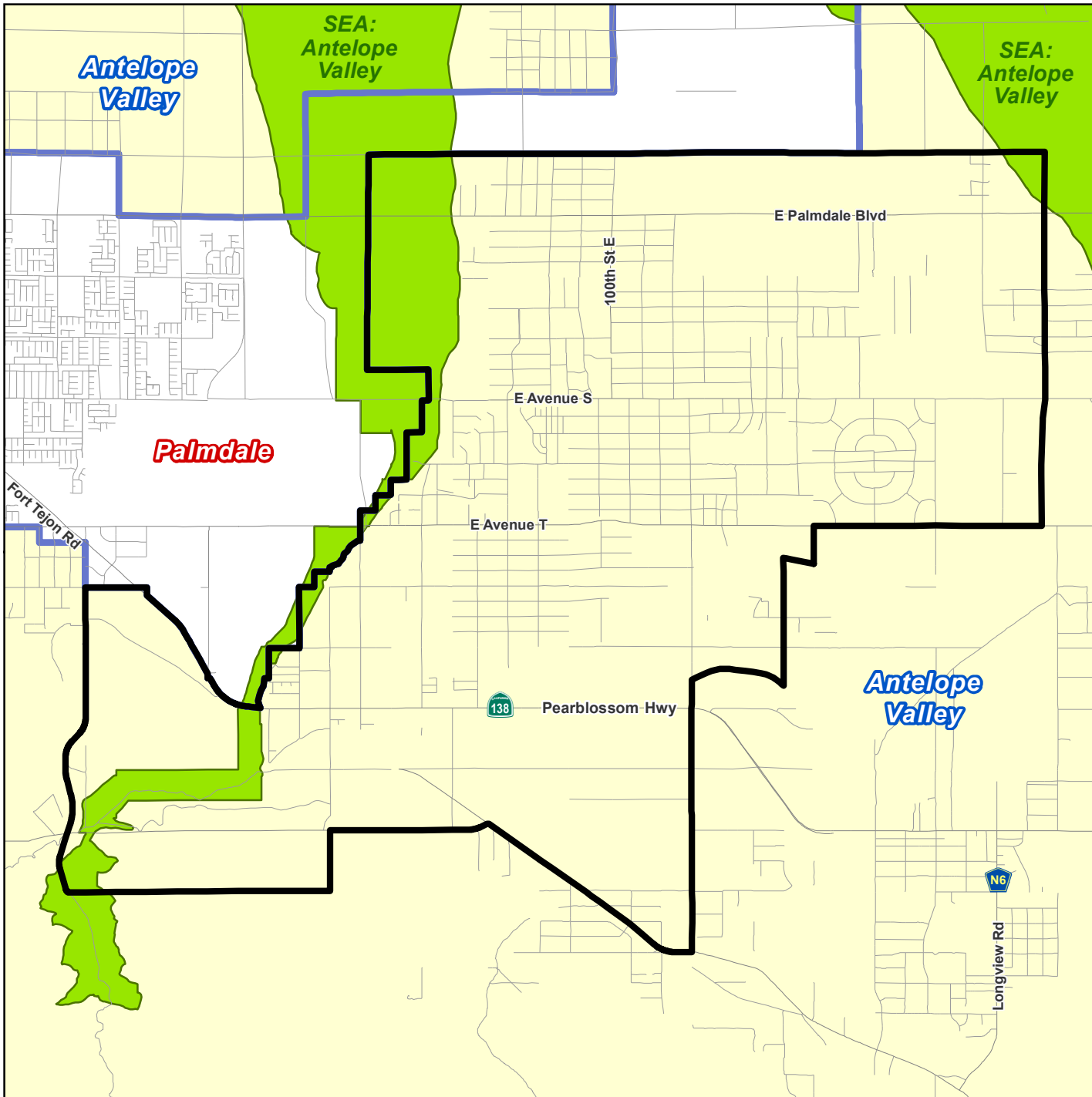
**LA COUNTY**  
**PLANNING**





LOS ANGELES COUNTY  
Dept. of Regional Planning  
320 W. Temple Street  
Los Angeles, CA 90012

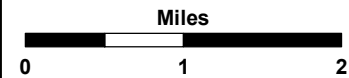
# ADOPTED SEA

SOUTHEAST ANTELOPE VALLEY CSD (PROP.)

PROJECT NO. 2019-003974



-  Project Boundary: Southeast Antelope Valley CSD
-  Significant Ecological Area (SEA)
-  Unincorporated Community
-  Incorporated City



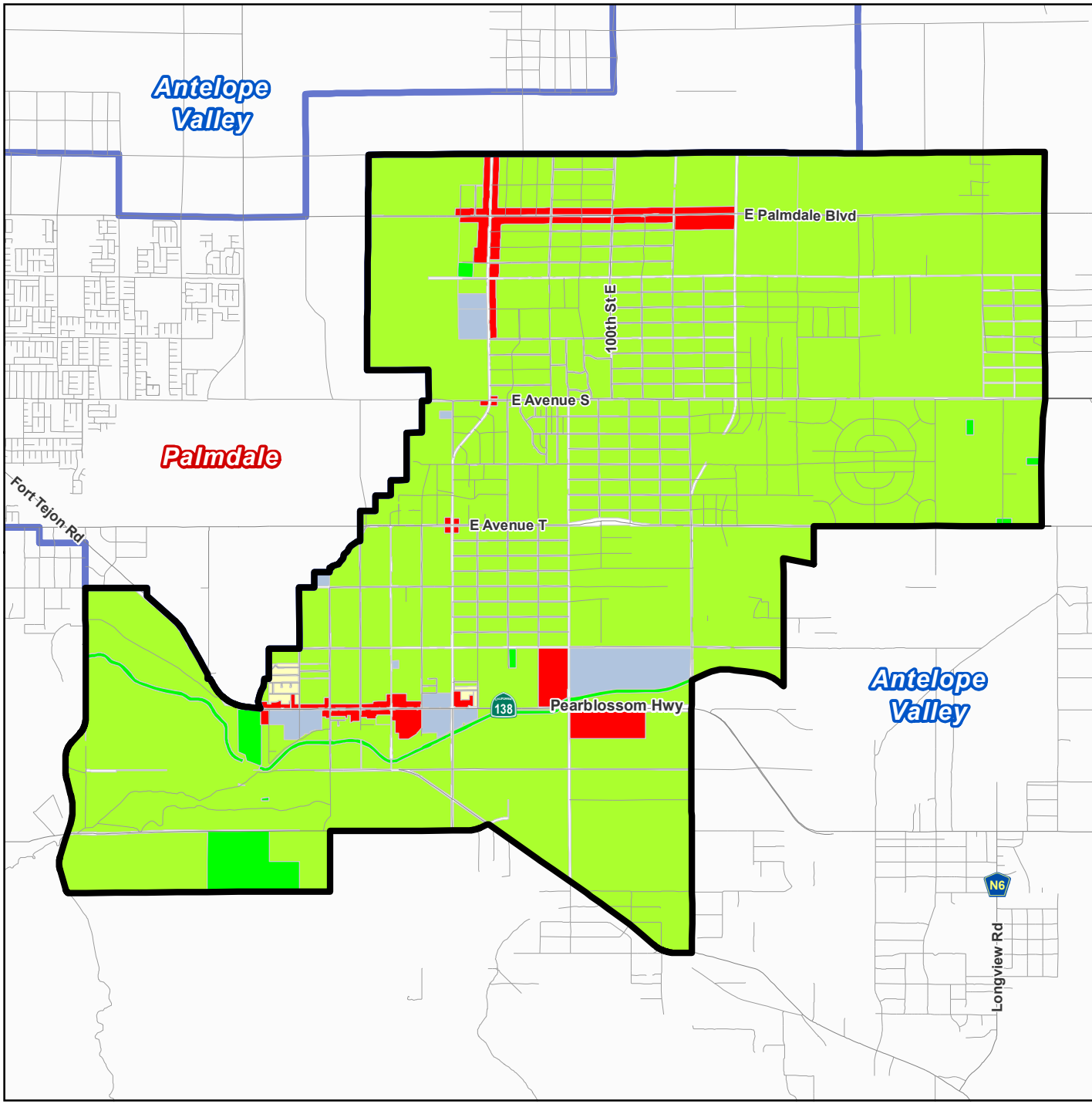
**LA COUNTY**  
**PLANNING**

LOS ANGELES COUNTY  
Dept. of Regional Planning  
320 W. Temple Street  
Los Angeles, CA 90012

# ZONING

SOUTHEAST ANTELOPE VALLEY CSD (PROP.)

PROJECT NO. 2019-003974



- C-RU - Rural Commercial
- R-A - Residential Agricultural
- A-1, A-2 - Agricultural
- M - Manufacturing
- O-S - Open Space
- W - Watershed



**LA COUNTY**  
**PLANNING**

LOS ANGELES COUNTY  
Dept. of Regional Planning  
320 W. Temple Street  
Los Angeles, CA 90012



## PROPOSED ENVIRONMENTAL DETERMINATION

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**DETERMINATION DATE:** September 21, 2022  
**PROJECT NUMBER:** 2019-003974-(5)  
**PERMIT NUMBER(S):** ADVANCE PLANNING CASE NO. RPPL2019002636  
**SUPERVISORIAL DISTRICT:** 5  
**PROJECT LOCATION:** The communities of Littlerock and Sun Village, Antelope Valley Planning Area  
**CASE PLANNER:** Kristina Kulczycki, Principal Regional Planner  
 kkulczycki@planning.lacounty.gov

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The County of Los Angeles (“County”) completed an initial review for the above-mentioned project. Based on examination of the project proposal and the supporting information included in the application, the County proposes that an Exemption is the appropriate environmental documentation under the California Environmental Quality Act (“CEQA”). The project qualifies as Class 1, 2, 3, 4, and 11 Categorical Exemption under State CEQA Guidelines Sections 15301, 15302, 15303, 15304, and 15311 as classes of projects which do not have a significant effect on the environment because the project is for an update to an existing set of standards, known as the Southeast Antelope Valley Community Standards District. The standards proposed as part of this project provide more regulation of certain accessory uses, clarify and align landscaping requirements with the rural commercial zoning classification for the area, and apply additional commercial design standards. None of the standards will introduce new land uses to the existing zones. All development standards are consistent with the baseline condition of the area; they are intended to promote the rural lifestyle or provide additional clarification to the existing standards. See attachments for a more detailed analysis of the project and applicable exemptions.

Attached: Notice of Exemption and Attachment

# Notice of Exemption

**To:**

Office of Planning and Research  
P.O. Box 3044  
Sacramento, CA 95812-3044

County Clerk  
County of: Los Angeles, Business Filings  
12400 E. Imperial Hwy., #1201  
Norwalk, CA 90650

**From:**

Public Agency: LA County Planning  
320 W. Temple Street, 13<sup>th</sup> Floor  
Los Angeles, CA 90012

Project Title: \_\_\_\_\_

Project Applicant: \_\_\_\_\_

Project Location - Specific: \_\_\_\_\_

Project Location - City: \_\_\_\_\_ Project Location - County: \_\_\_\_\_

Description of Nature, Purpose and Beneficiaries of Project: \_\_\_\_\_

Name of Public Agency Approving Project: Los Angeles County

Name of Person or Agency Carrying Out Project: \_\_\_\_\_

**Exempt Status: (check one):**

- Ministerial (Sec. 21080(b)(1); 15268);
- Declared Emergency (Sec. 21080(b)(3); 15269(a));
- Emergency Project (Sec. 21080(b)(4); 15269(b)(c));
- Categorical Exemption. State type and section number: \_\_\_\_\_
- Statutory Exemption. State code number: \_\_\_\_\_
- Exemptions for Agricultural Housing, Affordable Housing, and Residential Infill Projects. State type and section number: \_\_\_\_\_

Reasons why project is exempt: \_\_\_\_\_

Lead Agency  
Contact Person: \_\_\_\_\_ Area Code/Telephone/Extension: \_\_\_\_\_

**If filed by applicant:**

1. Attach certified document of exemption finding.
2. Has a Notice of Exemption been filed by the public agency approving the project?  Yes  No

Signature: \_\_\_\_\_ Date: \_\_\_\_\_ Title: \_\_\_\_\_

Signed by Lead Agency

Signed by Applicant

Date Received for filing at OPR: \_\_\_\_\_

ATTACHMENT TO NOTICE OF EXEMPTION  
LOS ANGELES COUNTY  
SOUTHEAST ANTELOPE VALLEY COMMUNITY STANDARDS DISTRICT UPDATE

### **1. Project Description**

LA County Planning is undertaking the process of updating the existing set of development standards specific to the communities of Littlerock and Sun Village, known hereafter as the Southeast Antelope Valley Community Standards District (“CSD”). These communities, along with others in the Antelope Valley, approached LA County Planning requesting preservation of their rural lifestyle and the unique character of their communities. After meeting with members of the community, there was an expressed interest to add requirements to the residential and agricultural zones to allow for accessory cargo shipping containers based on the size of the lot; accessory truck parking when the truck owner or operator resides on-site; allow for rural artifacts to be displayed; and clarify what constitutes a personal vehicle. The community also found that additional standards were needed for commercial projects to ensure that there is on-site circulation for trucks; add additional scrutiny of circulation for new drive-through facilities associated with a restaurant or food establishment; provide direction on where to site parking on a commercial lot; and improve the Pearblossom Highway Commercial Area by creating additional development standards for commercial building design, signage, and front yard landscaping. The Palmdale Boulevard Commercial Area standards were also revised to include similar front yard landscaping requirements.

The updated CSD will contain the abovementioned standards which are mainly accessory uses to the already-permitted primary use in the zone. Other standards are intended to clarify and guide commercial design, but none of the standards will introduce new primary uses in the zone or deviate from the existing baseline conditions of the area. These regulations are not intended to create a change in land use or density for any of the properties located within the CSD boundaries. Additionally, no construction activities or specific developments are proposed as part of this project.

### **2. Description of Project Site**

As described in the Antelope Valley Area Plan, the communities of Littlerock and Sun Village are located in southeastern Antelope Valley, east of the City of Palmdale. Sun Village is north of Littlerock and south of Lake Los Angeles. Littlerock is southwest of Pearblossom. Each community has a rural town center area. The Littlerock rural town center area is located along Pearblossom Highway between Little Rock Wash and 90<sup>th</sup> Street East. The Sun Village rural town center is located along Palmdale Boulevard between Little Rock Wash and 95<sup>th</sup> Street East. An attached map depicts the boundaries of the existing Southeast Antelope Valley Community Standards District. The community spans several United States Geological Survey (“USGS”) map pages, but the majority is located within the Littlerock Quadrant with the western portion in the Palmdale Quadrant and the southern portion in the Juniper Hills Quadrant.

Littlerock and Sun Village are rural communities with mainly agricultural and residential uses, and numerous public facilities including schools, a library, a post office, a fire station, and parks. The entirety of the area is located in the Rural Outdoor Lighting District and all related standards are applicable to properties in Sun Village and Littlerock. The Antelope Valley Area Plan describes many portions of the area as being “developed or partially developed with a wide range of uses and a distinctly rural character. The remaining portions are largely undeveloped and generally not served by existing infrastructure, include environmental resources such as Significant Ecological Areas, and are subject to safety hazards, such as Flood Zones.”

The Antelope Valley Area Plan identifies three economic opportunity areas where major infrastructure projects are being planned by state and regional agencies. The Little Rock Wash is located along the western boundary between the Southeast Antelope Valley communities and the City of Palmdale. The properties east of the Little Rock Wash are located within the East Economic Opportunity Area due to their proximity to the proposed High Desert Corridor project. Properties within or near the Little Rock Wash are mapped as part of the Antelope Valley Significant Ecological Area and considered within both the Littlerock Dam Inundation Area and a Liquefaction Zone.

Pearblossom Highway (Highway 138) runs east to west through the community and forms the main commercial corridor for the area. As such, many truck owners and operators reside in the community and park their trucks on their properties. Many of the parcels in the community are zoned for agricultural uses. It is common for heavy equipment, such as tractors and semi-trucks, to be used in agricultural operations, including the transport of agricultural goods. This ordinance would allow for accessory truck parking; in other words, trucks would be permitted to park on agricultural properties when the owner or operator resides on-site and required standards (such as a minimum lot size, dust and noise control measures, leak prevention, setbacks, and on-site turnaround) can be met.

### **3. Reasons Why This Project is Exempt**

The project qualifies for Class 1, Existing Facilities; Class 2, Replacement or Reconstruction; Class 3 New Construction or Conversion of Small Structures; Class 4, Minor Alterations to Land; and Class 11, Accessory Structures; under the California Environmental Quality Act (“CEQA”) Guidelines Sections 15301, 15302, 15303, 15304, and 15311 as classes of projects which do not have a significant effect on the environment.

#### ***Class 1: Section 15301, Existing Facilities***

*Class 1 consists of the operation, repair, maintenance, permitting, leasing, licensing, or minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of existing or former use...Examples include, but are not limited to:*

*(e) Additions to existing structures provided that the addition will not result in an increase of more than:*

*(1) 50 percent of the floor area of the structures before the addition, or 2,500 square feet, whichever is less;*

*(g) New copy on existing on and off-premise signs;*

*(h) Maintenance of existing landscaping, native growth, and water supply reservoirs...*

*(n) Conversion of a single family residence to office use.*

The development standards proposed as part of this update will not trigger new construction or alter existing buildings. For new construction in the Pearblossom Highway Commercial Area, there is a requirement to incorporate architectural design standards that are in-line with the existing architectural styles found within the area including Old West or Western Frontier, Spanish Colonial Revival, and Victorian (Folk). If additions are proposed, signage may be updated as part of the project. There are some new standards for signs including allowing painted wall signs, prohibiting internally illuminated signs, and allowing freestanding signs on smaller commercial lots. If a drive-through for food service is proposed on a property adjacent to Pearblossom Highway, a public hearing process will be required (for the consideration of granting a conditional use permit). Additionally, the standards for landscaping in the front yards within the Pearblossom Highway Commercial Area and the Palmdale Boulevard Commercial Area are updated to align with the C-RU Zone landscaping requirements.

Many of the proposed standards are related to accessory uses or structures in agricultural or residential zones including rural artifacts, fencing and walls, personal vehicles, cargo shipping containers, and accessory truck parking on agriculturally zoned land. These standards will allow existing primary uses to continue and may legalize some of the existing accessory structures and uses that the community identified as consistent with rural lifestyle and larger agricultural lots. These accessory uses and structures are already present in the community; some are permitted as part of current agricultural operations. For example, agricultural operations require the use of heavy equipment, such as tractors and trucks, to harvest and transport produce. The community would like to allow these accessory uses and structures with, or without agricultural uses on the properties since they are compatible with rural living, in an agricultural zone, and on larger sized lots. As these uses or structures would be added to sites with an existing primary use and do not require additional buildings or structures, they would qualify for the Class 1 Categorical Exemption.

***Class 2: Section 15302, Replacement or Reconstruction***

*Class 2 consists of replacement or reconstruction of existing structures and facilities where the new structure will be located on the same site as the structure replaced and will have substantially the same purpose and capacity as the structure replaced, including but not limited to:*

*(b) Replacement of a commercial structure with a new structure of substantially the same size, purpose, and capacity.*

The project will not alter the current Zoning Code (Title 22) as it applies to replacement or reconstruction of structures. Development standards will be added for commercial projects and signage. However, these standards only apply when new construction or additions are proposed and will be more stringent than the existing Zoning Code allowances. Therefore, the CSD standards will qualify for the Class 2 Categorical Exemption.

***Class 3: Section 15303, New Construction or Conversion of Small Structures***

*Class 3 consists of construction and location of limited numbers of new, small facilities and structures; installation of small new equipment and facilities in small structures; and the conversion of existing small structures from one use to another where only minor modifications are made in the exterior of the structure...Examples of this exemption include, but are not limited to:*

*(a) One single-family residence, or a second dwelling unit in a residential zone...*

*(b) A store, motel, office, restaurant or similar structure not involving the use of significant amounts of hazardous substances, and not exceeding 2,500 square feet in floor area...*

*(e) Accessory (appurtenant) structures including garages, carports, patios, swimming pools, and fences.*

The project will include development standards for ministerial projects allowing new accessory structures and uses such as accessory cargo storage containers, signage, accessory truck parking, rural artifact display, personal vehicles, and walls and fencing. All of these standards would fit into this categorical exemption as they are considered small structures accessory to a residence or commercial building (signage). Truck and personal vehicle parking would both qualify under garages or carports as truck parking would not require the construction of a covered structure, and therefore, would be an even smaller impact than the installation of a carport or garage.

The standards will also address commercial development within the Pearblossom Highway Commercial Area including freestanding signs on smaller commercial lots and conditional use permits for new drive-through facilities that include food service on properties adjacent to the Pearblossom Highway Commercial Area. Additional architectural design standards will also be required for new commercial development along the Pearblossom Highway Commercial Area. These standards will be more restrictive than the general code and will help to maintain lower profile buildings that use colors and materials that match the environment. These new standards will maintain the existing aesthetic and character of the community.

***Class 4: Section 15304, Minor Alterations to Land***

*Class 4 consists of minor public or private alterations in the condition of land, water, and/or vegetation which do not involve removal of healthy, mature, scenic trees except for forestry or agricultural purposes. Examples include, but are not limited to:*

*(b) New gardening or landscaping, including the replacement of existing conventional landscaping with water efficient or fire resistance landscaping.*

This project proposes to revise the front yard landscaping standards for the Pearblossom Highway and Palmdale Boulevard Commercial Areas to align with the landscaping requirements in the C-RU (Rural Commercial) Zone. The standards will also be updated to allow for more flexibility in the plant palette choices while ensuring that they are all drought-tolerant. Therefore, the proposed standards will qualify for the Class 4 exemption as they will ensure that landscaping is provided, and the plant palette is appropriate for the area by requiring native and drought-tolerant plants.

### **Class 11: Section 15311, Accessory Structures**

*Class 11 consists of construction, or placement of minor structures accessory to (appurtenant to) existing commercial, industrial, or institutional facilities, including but not limited to:*

*(a) On-premise signs;*

*(b) Small parking lots;*

The CSD update will allow for painted wall signs and freestanding signs on smaller commercial lots. Internally illuminated signs will be prohibited. Standards in the CSD will encourage commercial parking lots to be designed so that parking is located away from residential and agricultural zones. The standards will encourage parking to be located behind the building, when possible. Truck on-site circulation plans will also be required in order to ensure that there is adequate on-site maneuvering for trucks to avoid backing onto the commercial sites. A conditional use permit will be required for drive-through facilities with food service on properties adjacent to the Pearblossom Highway Commercial Area. All of these standards are intended to help with traffic flow, create safer circulation patterns, and add to the visual appeal of commercial sites, especially along the commercial corridor. The requirements add more restrictions and apply to accessory structures or uses on the property. They do not impact the density or use of land as designated by the zone and therefore, fit within the Class 11 exemption.

## **4. Review of Possible Exceptions to the Categorical Exemptions**

Section 15300.2 of the CEQA Guidelines identifies circumstances when a categorical exemption cannot be used. This project has been reviewed to determine if any of the conditions listed in this section might invalidate findings that the project is exempt under CEQA. None of these exceptions to the categorical exemptions are applicable:

**(a) Location:** This project qualifies for Categorical Exemptions Classes 3, 4, and 11 which each require analysis by location in order ensure that a project is not located

in a particularly sensitive environment where its impacts would ordinarily be insignificant, but circumstantially would be significant. The intent of the CSD is to preserve the existing rural, low-density character of the area. Proposed standards will address accessory uses and structures in residential and agricultural zones; update the signage requirements; revise the front yard landscaping standards; and clarify commercial design, parking and circulation standards. Some additional development standards were added to restrict uses or structures in certain flood areas and Significant Ecological Areas. Moreover, all future development projects proposed within the area of the Southeast Antelope Valley Community Standards District will continue to be reviewed by LA County departments such as Fire, Public Health, Public Works, and Parks and Recreation to ensure compliance with LA County Code requirements. No construction activities are proposed as part of this ordinance update.

- (b) Cumulative Impact:** The project will not have any adverse impact on the environment either individually or cumulatively since this is an update to an existing community standards district and standards that are proposed with this update are intended to capture existing operations and structures that were not addressed in the current CSD. The existing operations and structures addressed in the update are currently present in the community and are considered by community members as part of the rural lifestyle, such as the use of cargo shipping containers; personal vehicles under 10,000 pounds Gross Vehicle Weight; truck parking on larger agricultural lots; and higher fences or walls. As these are already present in the community and are part of the baseline condition, the inclusion of these standards will not create a significant cumulative impact to the area. Additional standards are included to clarify design standards or commercial lot layouts to ensure consistency with the existing community. None of the standards are growth-inducing or will increase the density or intensity of properties.
- (c) Significant Effect:** No unusual circumstances will cause this project to have a significant effect on the environment because the development standards are related to accessory uses and structures that are already present in the community. Commercial design standards are also proposed for buildings, landscaping, parking, circulation, and signage. None of these standards will impact existing approved uses and none will increase the density or introduce new land uses in the existing designated zones. The standards are only intended to guide future development for continuity and compatibility with the existing rural character of the area.
- (d) Scenic Highways:** None of the highways located within the communities of Sun Village or Littlerock are officially designated as state scenic highways.<sup>1</sup>

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<sup>1</sup> Caltrans list of officially designated State Scenic Highways (from Caltrans website: <https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways>, accessed May 18, 2022).



- (e) Hazardous Waste Sites:** The project is not located on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code. No active or open hazardous sites were identified at or adjacent to the project site.<sup>2</sup>
- (f) Historical Resources:** No officially designated or mapped historic resources are located within the project area. Furthermore, any future construction projects that may be of historic significance will be evaluated when a development application is submitted and none of the standards would prevent the preservation of a historic resource as they relate to accessory uses and structures as well as commercial design standards for buildings, landscaping, parking, circulation, and signage.<sup>3</sup>

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<sup>2</sup> EnviroStor Database <https://www.envirostor.dtsc.ca.gov/public/> and GeoTracker Database <https://geotracker.waterboards.ca.gov/>, both accessed May 18, 2022).






<sup>3</sup> Los Angeles County Historical Landmark Database: <http://hlrc.lacounty.gov/HLRC/pdf/Registry%202020.pdf?ver=2020-06-24-172750-153>; California Historical Landmarks Database: [http://ohp.parks.ca.gov/?page\\_id=21427](http://ohp.parks.ca.gov/?page_id=21427); and the National Register of Historic Places: <https://www.nps.gov/subjects/nationalregister/database-research.htm>, all accessed May 18, 2022).

COUNTY OF LOS ANGELES

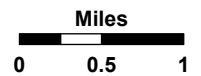
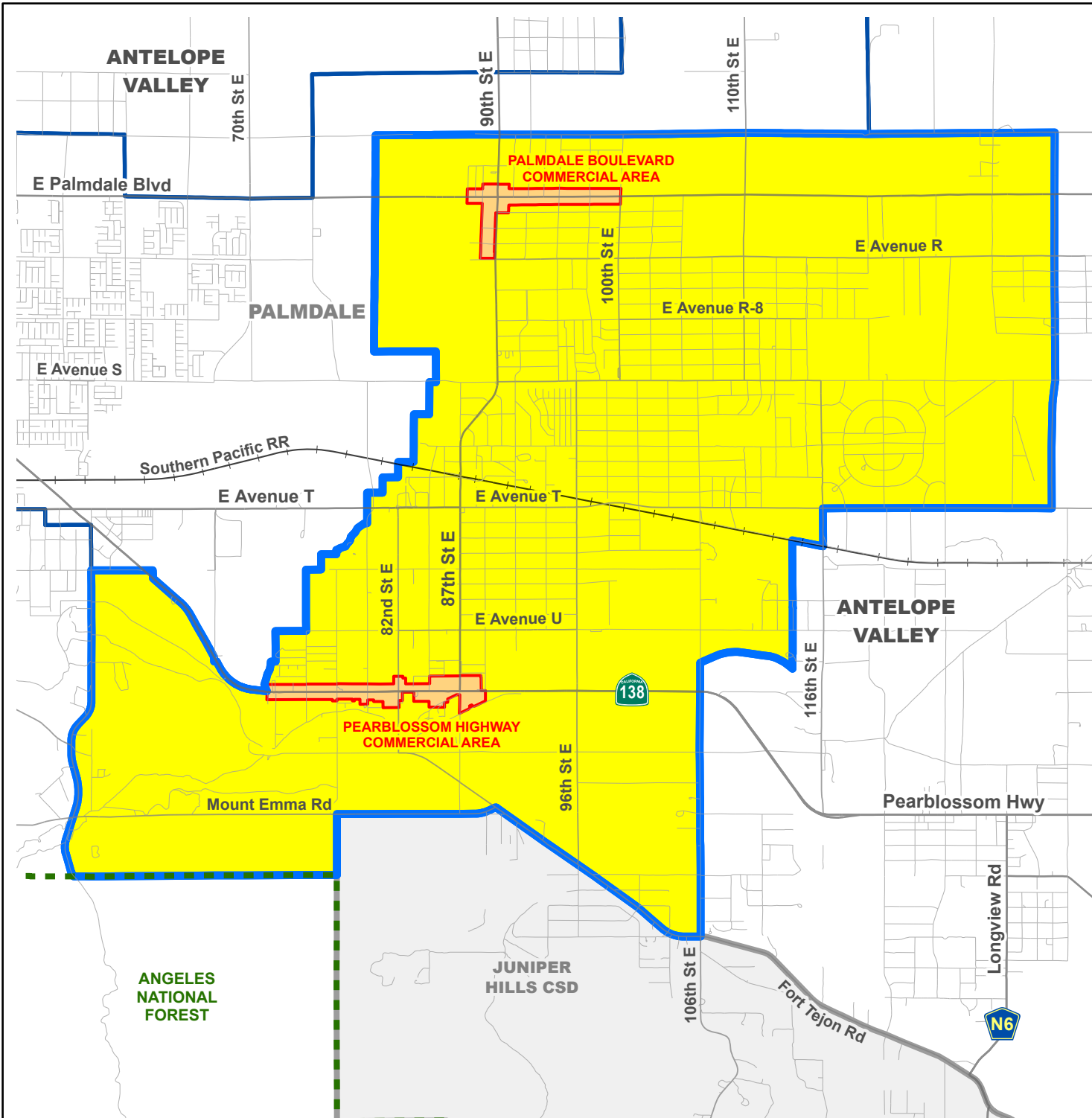
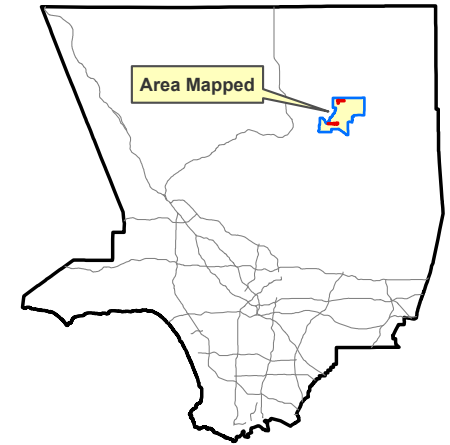
**Southeast Antelope Valley  
Community Standards District**

**Draft Update**

**Legend:**

-  Southeast Antelope Valley CSD (Proposed Update)
-  Area-Specific Boundary
-  Other Adopted CSD
-  City / Unincorporated Boundary
-  National Forest Boundary

**Key Map:**



**LA COUNTY  
PLANNING**

Los Angeles County  
Dept. of Regional Planning  
320 W. Temple St.  
Los Angeles, CA 90012

# NOTICE OF PUBLIC HEARING

# EXHIBIT F

The Los Angeles County Regional Planning Commission will conduct a public hearing to consider the project described below. A presentation and overview of the project will be given, and any interested person or authorized agent may appear and comment on the project at the hearing. The Regional Planning Commission will then consider a vote to approve or deny the project, or continue the hearing if it deems necessary. Should you attend, you will have an opportunity to testify, or you can submit written comments to the planner below or at the public hearing. If the final decision on this proposal is challenged in court, testimony may be limited to issues raised before or at the public hearing.

**Hearing Date and Time:** Wednesday, October 19, 2022 at 9:00 a.m.

**Hearing Location:** 320 West Temple St., Rm. 150, Los Angeles, CA 90012, and Online. Please note that due to the COVID-19 pandemic, a virtual public hearing may be held. County facilities may still be closed to the public at this time. Visit <https://planning.lacounty.gov/rpc> and select hearing date for more information.

**Project & Permit(s):** Project No 2019-003974-(5), Advance Planning Case No. RPPL2019002636

**Project Location:** The communities of Littlerock and Sun Village in the Antelope Valley Planning Area.

**CEQA Categorical Exemption:** Class 1, 2, 3, 4, and 11

**Project Description:** An amendment to Title 22 (Planning and Zoning) of the Los Angeles County Code to update the Southeast Antelope Valley Community Standards District to include development standards such as accessory truck parking, cargo shipping containers, and higher walls or fences as well as new rural commercial design standards.

**COMMUNITY MEETING:** Prior to the public hearing, **staff will host a community meeting online.** Please visit the project website for more information and case materials: <https://planning.lacounty.gov/avcsds>

Questions? Contact Kristina Kulczycki, E-mail: [kkulczycki@planning.lacounty.gov](mailto:kkulczycki@planning.lacounty.gov) Telephone: (213) 974-6476.

All correspondence received by DRP shall be considered a public record. If you need reasonable accommodations or auxiliary aids, contact the Americans with Disabilities Act (ADA) Coordinator at (213) 974-6488 (Voice) or (213) 617-2292 (TDD) with at least 3 business days' advance notice. **Si necesita más información por favor llame al (213) 974-6427 o ver <https://planning.lacounty.gov/avcsds>.** 如果您有任何

疑問請致電 (213) 974-6427 或請參閱項目官網 <https://planning.lacounty.gov/avcsds>.

**From:** [Vivian Phillips](#)  
**To:** [Kristina Kulczycki](#)  
**Subject:** RE: Project No 2019-003974-(5) Planning Case No. RPPL2019002636 Littlerock  
**Date:** Saturday, September 3, 2022 10:16:24 AM

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**CAUTION: External Email. Proceed Responsibly.**

RE: zoning issues for Littlerock, Ca. I am all for higher walls. Granite should be putting walls all around their dredging along Pearblossom Highway as it is a deplorable site for anyone driving into Littlerock.

I am completely Against Cargo Shipping container. Parking needs to be developed while ELIMINATING existing street vendors as trash and traffic issues are ongoing now. The street vendors lend to increased traffic infringing on residential neighborhoods and significantly decrease the quality of life.

Vivian Phillips  
Residential Homeowner Littlerock

# Chapter 22.340 Southeast Antelope Valley Community Standards District

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### **22.340.010 Purpose**

The Southeast Antelope Valley Community Standards District ("CSD") is established to protect and enhance the community's rural, equestrian, and agricultural character as well as its natural features, including significant ecological areas, flood plains, and desert terrain. The standards contained in this CSD are also intended to ensure reasonable access to public riding and hiking trails, and to minimize the impacts of urbanization. The standards contained in this CSD reflect the community approved Omnibus Amendment submitted in June of 2011.

### **22.340.020 Definitions**

(Reserved)

### **22.340.030 District Map**

The boundaries of this CSD are shown on Figure 22.340-A: Southeast Antelope Valley CSD Boundary, at the end of this chapter.

### **22.340.040 Applicability**

This CSD shall not apply to:

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- A. Development proposals which are the subject of applications for the following types of permits or approvals that were deemed complete prior to the effective date of this CSD;
1. Director's reviews;
  2. Tentative tract maps and parcel maps;
  3. General plan amendments and area plan amendments; and
  4. Zone changes, conditional use permits, variances, site plan reviews, zoning conformance reviews, or any other zoning permits.
- B. Existing buildings or structures, or any additions thereto, provided that:
1. Any change to such building or structure after the effective date of this CSD does not result in an increase in the occupancy load or parking requirement for the building or structure; and
  2. Any addition to such building or structure after the effective date of this CSD does not cumulatively increase its existing floor area by more than 25 percent.

**22.340.050      Application Review and Procedures**

(Reserved)

**22.340.060      Community Wide Development Standards**

- A. **Design.** To the extent possible, development shall preserve existing natural contours, native vegetation, and natural rock outcropping features.
- B. **Property Maintenance.** All portions of any lot or parcel of land that are visible from a public or private street shall be kept free of debris, trash, lumber, overgrown or dead vegetation, broken or discarded furniture, and household equipment including but not limited to refrigerators, stoves, and freezers.
- C. **Outdoor Lighting.** Outdoor lighting shall be provided in accordance with the applicable provisions of Chapter 22.80 (Rural Outdoor Lighting District).
- D. **Street Improvements.** In new residential land divisions, local streets shall comply with the following standards in addition to the applicable provisions of

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Part 3 (Local Streets and Ways) of Chapter 21.24 in Title 21 (Subdivisions) of the County Code;

1. The maximum paved width of local streets shall not exceed 28 feet with unpaved shoulders, excluding any inverted shoulders, or concrete flow lines;
2. Curbs, gutters, and sidewalks shall be required only where necessary for the safety of pedestrian and vehicular traffic, as determined by the department of public works; and
3. Inverted shoulder cross-sections shall be required unless an alternate design is deemed necessary for the safety of pedestrian and vehicular traffic, as determined by the department of public works.

E. **Street Lights.** Street lights shall be provided in accordance with the applicable provisions of Chapter 22.080 (Rural Outdoor Lighting District).

F. **Alcoholic Beverage Sales.** No business newly engaged in the sale of alcoholic beverages for either on-site consumption or off-site consumption shall be located within 1,000 feet of any public or private school or legally established place of worship.

G. **Fences.** No garage doors of any kind, regardless of color or uniformity of design, shall be used for fencing. Fences within a required yard adjoining any public or private road shall comply with the applicable provisions of Section 22.110.070 and shall be made of chain link, split rail, open wood, rock, block, split-faced or whole brick, wooden pickets, iron, any combination of the above, or other materials approved by the director.

H. **Trails.** Except as provided in Subsection H.3, below, all new land divisions shall contain trails in accordance with the Trails Plan of the Antelope Valley Plan ("Trails Plan"). Conditions of approval for new land divisions shall require that trail construction be completed by the subdivider and approved by the department of parks and recreation prior to the recordation of the final map for the land division.

1. Trail standards. Trails built pursuant to this subsection shall satisfy the following minimum standards:
  - a. Feeder routes. To the greatest extent possible, and without requiring off-site land acquisitions by the subdivider, feeder routes shall be provided from every new land division to a main trails network shown on the Trails Plan; and

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- b. Multi-purpose use. The trails shall be designed to accommodate both pedestrian and equestrian uses.
2. Trail maintenance. When trails and feeder routes are not required to be maintained by the department of parks and recreation, the conditions of approval for new land divisions shall require that said trails be maintained, subject to approval by the department of parks and recreation, by a homeowner's association to which the trail or feeder route has been irrevocably deeded, or by a special district. If a special district is used, such district shall be an entity established as an assessment district pursuant to the Landscaping and Lighting Act of 1972, sections 22500, et seq., of the California Streets and Highways Code ("Landscaping and Lighting Act District"), or it shall be some other entity capable of assessing and collecting trail maintenance fees from the owners of the lots in the new land division. For purposes of this subsection, the trails and feeder routes that must be constructed so as to be suitable for acceptance and maintenance by the department of parks and recreation are those trails and feeder routes identified in the Trails Plan, and those trails and feeder routes located on private property for which a trail easement has been dedicated to the county.
3. Alternative trail proposal. If it is infeasible for a subdivider to provide trails in accordance with the Trails Plan, alternative trail proposals may be substituted. The alternative trail proposal shall be approved by the department of parks and recreation, not require off-site land acquisitions by the subdivider, and be connected, to the greatest extent possible, to a network of trails shown on the Trails Plan.

### 22.340.061 Truck Parking and Operations

#### A. Definitions

1. Truck owner/operator: homeowner, lessee, or renter who is in the business of driving/operating a commercially registered vehicle. Such operations are considered to be a home-based occupation and an activity that is incidental and subordinate to a dwelling unit in an agricultural zone (A1, A2) and/or rural areas where production agriculture is not the major land use.
2. For the purposes of this subsection, a driveway may be composed of concrete, gravel, blacktop, crushed stone, or simple dirt.
3. For the purposes of this subsection, an Equivalent Trucking Unit (ETU) is considered to be one (1) tractor and two (2) trailers or one (1) tractor and one



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- (1) set of doubles. See, also, Truck Sizes in Addendum A at the end of this section.
4. For the purposes of this subsection, truck operations refer to the independent owner/operator's activities on his own rural property where production agriculture is not the major land use and are distinguished from large-scale commercial and/or industrial truck operations.
  5. Truck operations are based on the number of allowable ETU's and related equipment used by independent owner/operators in agricultural zoned areas (A1, A2) and rural areas of this CSD as per Figure 1, below.

GROSS ACRES FROM - TO	ETU'S
0.30 – 0.5	1
0.51 – 1.0	2
1.10 – 2.0	4
2.10 – 3.0	6
3.10 – 4.0	8
4.10 – 5.0	10

Figure 1. ETU Parking Matrix

6. The minimum lot size for owner/operator truck parking is ½ acre.
7. The owner/operator may store ETU's on their personal property where he or she resides (owned, leased or rented) provided that the equipment and their operations adhere to the allowable activities of this subsection.
8. Sub-leasing to park other owner/operator's ETU's is not allowed unless said property is zoned for commercial, industrial or manufacturing uses.
9. Owner/operator typically refers to one legal owner. This subsection, however, recognizes that husband/wife or father/son may share driving duties with the vehicles on their personal property (owned, leased or rented) and where the property is subject Parking Matrix shown in Figure 1, above.

**B. General Rules**

1. No more than one ETU, or the multiple units provided in the Parking Matrix shown in Figure 2, above, may be parked on an owner/operator's residential lot (owned, leased or rented) provided that such parking does not obstruct, block, or reduce the frontage (street side) view of current structures, and will

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not block any exits, windows or access ways. Setback guidelines are as follows: 10 feet from rear fence or lot line, and 10 feet from either side fence or lot line. These guidelines may not be practical in all cases due to the peculiarities of individual lots and parcels of land'

2. Pickup trucks and vehicles under 10,000 Gross Vehicle Weight GVW, including those with dual rear tires commonly called duallys, are allowed on driveways provided that such parking does not block any exits, windows or access ways and will permit adequate pedestrian and vehicle ingress and egress.
3. Refrigerated ETU's and the newer 'whisper reefer' models, may be parked on an owner/operator's residential lot (owned, leased or rented) , provided that such parking does not obstruct, block, or reduce the frontage (street side) view of current structures, and will comply with California Air Resources Board (CARB) standards for noise and soot control.
4. All noise, apart from start up or parking activities will be limited to the hours of 6:00 AM to 10:00 PM local time.
5. The California Five Minute Idle Law for certified diesel engines in vehicles greater than 10,000 Gross Vehicle Weight GVW is in effect for this subsection of the CSD. This subsection also allows time for a safe start up period. California Law also permits exceptions to the five-minute rule for safety reasons.
6. The owner/operator may perform routine maintenance on his or her ETU's as described in Definitions, d, above and shall meet the environmental laws regarding the proper disposal of materials. The truck owner/operator, homeowner, lessee, or renter, may not perform for hire maintenance on another owner/operator's ETU's unless said property is zoned for commercial, industrial or manufacturing uses.
7. ETU's that contain cargo such as hazardous or flammable materials, fuel, oil or chemicals, biohazard or septic material may not be parked on the owner/operator's personal residential property (owned, leased or rented) unless they are properly unloaded and sanitized prior to parking overnight and meet all environmental laws regarding the disposal of such materials. For more information, consult the Hazardous Materials Drivers Handbook available at the DMV. A resident who suspects hazmat regulations may be violated by vehicles that may contain hazmat materials are instructed to contact the California Highway Patrol

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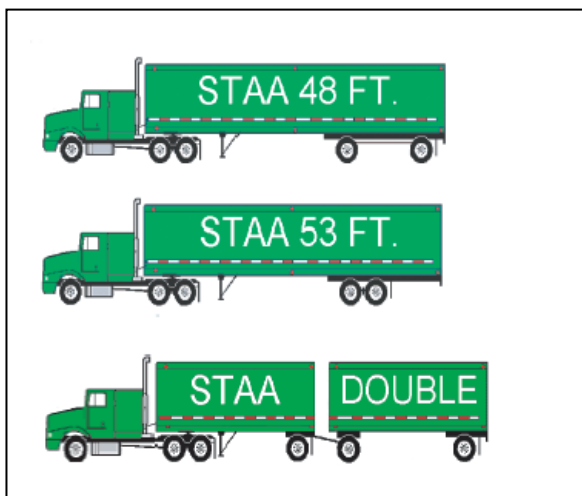
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Sample HazMat Sign



8. ETU's will not be parked on the street over night. Current Los Angeles County Code also prohibits on-street truck parking for more than two hours except in cases where service vehicles are in use, such as moving vans, septic trucks, etc.
9. Owner/operators may not use their personal residential property (owned, leased or rented) for staging or storage of cargo, or for the off-loading and re-loading of materials.
10. The owner/operator will adhere to the posted speed limits and is advised that local road weight limits are 80,000 pounds as per Los Angeles County Department of Public Works.
11. Current county code does not permit an owner/operator to park his or her ETU on any unimproved parcel of land.
12. All truck parking operations begun after the date this amendment is approved by the Los Angeles County Board of Supervisors must adhere to the provisions of this amendment.
13. Some areas within this CSD are covered by CCR's (Covenants, Conditions and Restrictions) that may limit or restrict truck parking. Consult the local homeowner's group in those particular areas for more precise information.
14. A small number of streets in this CSD are, for all practical purposes, too narrow to accommodate the required turning radius or operational needs of some truck/trailer combinations. In addition, the configuration of some lots or parcels of land may not provide safe and/or adequate ingress or egress. In both cases it is the responsibility of the owner/operator to avoid such locations whenever possible for proper truck operations and parking.

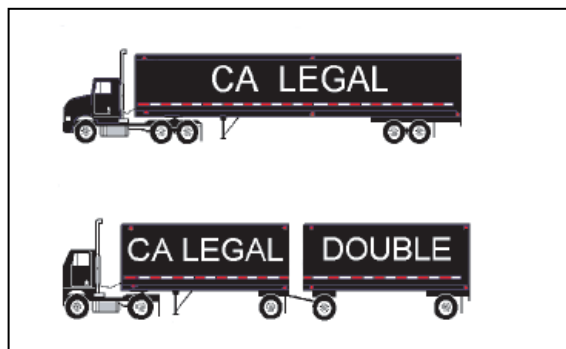
Addendum A



**STAA Truck Tractor - Semitrailer**  
 Semitrailer length : 48 feet maximum  
 KPRA\* : no limit  
 Overall length : no limit \*(KPRA = kingpin-to-rear-axle)

Semitrailer length : over 48 feet up to 53 feet maximum  
 KPRA : 40 feet maximum for two or more axles,  
 38 feet maximum for single-axle trailers  
 Overall length : no limit

**STAA Truck Tractor - Semitrailer - Trailer (Doubles)**  
 Trailer length : 28 feet 6 inches maximum (each trailer)  
 Overall length : no limit



**California Legal Truck Tractor - Semitrailer**  
 Semitrailer length : no limit  
 KPRA : 40 feet maximum for two or more axles,  
 38 feet maximum for single-axle trailers  
 Overall length : 65 feet maximum

**California Legal Truck Tractor - Semitrailer - Trailer (Doubles)**  
**Option A**  
 Trailer length : 28 feet 6 inches maximum (each trailer)  
 Overall length : 75 feet maximum  
**Option B**  
 Trailer length : one trailer 28 feet 6 inches maximum  
 other trailer may be longer than 28 feet 6 inches  
 Overall length : 65 feet maximum

SSTA = Surface Transportation Assistance Act of 1982.

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1. Cargo storage containers commonly used on ocean-going cargo vessels, sometimes called sea land containers, are to be considered as personal property, not as structures or building, and located on A1 and A2 land where production agriculture is not the major use. Placement of cargo storage containers within this CSD is not subject to Los Angeles County approval or monetary licensing fees.
2. All containers placed after the adoption of this amendment by the Los Angeles County Board of Supervisors must comply with the provisions of Section 22.340.062.
3. All existing storage containers will comply with all paragraphs in Section 22.340.062.
4. For the purposes of this subsection, one cargo storage container that measures approximately 8 X 10 X 20 is considered one Transportation Equivalent Unit or (TEU). A cargo storage container that measures approximately 8 X 10 X 40 is considered two (2) TEU's.
5. Cargo containers may be used for incidental storage when the following conditions and requirements are satisfied.
6. Containers may be placed on improved residential lots or parcels of land according to the Cargo Container Matrix shown in Figure 1, below.

<b>GROSS ACRES FROM - TO</b>	<b>TEU'S</b>
0.30 – 0.5	1
0.51 – 1.0	2
1.10 – 2.0	4
2.10 – 3.0	6
3.10 – 4.0	8
4.10 – 5.0	10

Figure 1. TEU Matrix

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7. Containers may not be placed on unimproved lots or parcels of land except during construction projects or special permission.
  8. Each existing container shall be painted with a single color similar to the primary structure to minimize its visual impact or by the use of a single color selection of "earth tones or shades of taupe, olive or burgundy, or other neutral colors" as per Southeast Antelope Valley Community Standards District, F.2.d.i, page 11.
  9. Each container will be positioned on the lot so it will minimize its visual impact to existing structures, will not obstruct, block or reduce the frontage (street side) view of current structures, and will not block any exits, windows or access ways to the primary structure or accessory buildings.

**B. Setbacks:**

1. Containers will be placed in the back yard
2. 15 feet side yard setback
3. 15 feet rear yard setback
4. Maintain six (6) feet between accessory structures and ten (10) feet between any primary structures. These guidelines may not be practical in all cases due to the peculiarities of individual lots and parcels of land.
5. Cargo containers may not be stacked.
6. Cargo storage containers may not be used for the storage of hazardous or flammable materials unless stored in approved containers.
7. Cargo storage containers may not be used for human or animal habitation.
8. Cargo storage containers may not be used for manufacturing or retail sales.
9. Cargo storage containers shall not be placed over septic tanks or leech lines.
10. Cargo storage containers shall be maintained in good condition and free of graffiti.
11. No cargo storage containers shall be allowed in any area designated as a Historical Archaeological Landmark
12. Cargo storage container access doors should remain closed when not in use.

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13. Signs shall not be allowed on cargo storage containers except those that may be required for public safety information about the container's contents.
14. The property owner should consider where his neighbor's primary residence is located so as not to block the neighbor's view when placing his or her cargo storage container(s) on his or her own property or parcel of land.

### ***C. Allowable But Not Required Alterations***

1. Structural alterations, such as doors and windows, may be made to cargo storage containers to ensure that safe and adequate ingress and egress is possible, e.g. each sea/land cargo box may have an exit door with a minimum size of 3'0" x 6'8".
2. This exit door shall be "operable" from the inside without the use of a key tool, special knowledge or effort.
3. Electrical service is allowed in the storage building when Los Angeles County Electrical Codes are followed. Minor electrical service may be initiated via an extension cord or by the use of solar lighting.
4. The owner may provide natural ventilation to storage containers via turbine vents located on the roof. Such ventilation systems should be considered since valley temperatures can range from 10<sup>o</sup> to 120<sup>o</sup>, which can result in interior temperatures from 10o to over 150o. These systems will ensure that adequate ventilation is used to maximize safety and to avoid asphyxiation and/or heat exposure.

## **22.340.063 Collector Cars and Motor Vehicles**

### ***A. Definitions***

1. This subsection is intended to encourage responsible participation in the hobby of collecting, preserving, restoring, and maintaining motor vehicles of historic and special interest, which hobby contributes to the enjoyment of the citizen and the preservation of California's automotive memorabilia. Except where otherwise stated, all provisions of the California Vehicle Code 5050, 5051 and 5052, will apply for this subsection (see: below).
2. For the purposes of this subsection, there are two genres of motor vehicles that will be addressed: antique or classic and individual collectible vehicles.

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They may be of 2-wheel or multi-wheel construction. The Antique Auto Club defines an antique car as 25 years old or older. A classic car may be defined as “a fine or distinctive automobile, either American or foreign built, produced between 1925 and 1948. An individual collectible may be of any vintage, and any wheel configuration, that the resident of this CSD chooses to collect, e.g., a certain *marque* such as Chevrolet, muscle cars from the 1960’s, or specific types, such as convertibles, motorcycles, motorized bikes, tractors, or pickup trucks. This list is not intended to be specific, but to serve only as a guide.

3. Specialized vehicles, antique motorcycles, motorized bikes, tractors and other wheeled collectibles may have different classifications to qualify as classic, antique, or historically collectible. Such vehicles are included in this subsection.
4. For the purposes of this subsection, motor vehicle collections, apart from commercial trucks referenced in Section A of this amendment, may consist of one or more vehicles.
5. Residents of this CSD do not require any special county fees, county reviews, or plot plans in order to be a vehicle collector. All collector cars and motor vehicles collected after the adoption of this amendment by the Los Angeles County Board of Supervisors must comply with the provisions of this subsection.

**B. General Rules**

1. A property owner’s vehicle collection may occupy 10% of the gross land area of the owner’s lot or parcel of land as per the matrix shown below in Figure 1.
2. Each vehicle space within the area set aside for a vehicle collection should measure 10’ X 22’ to allow for easy and safe access to the vehicles. Individual spaces for motorcycles and sub-compact vehicles may be correspondingly smaller.
3. Space between vehicles should measure a minimum of 48” door-to-door and 48” bumper-to-bumper.



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LOT	GROSS ACREAGE	VEHICLE COLLECTION SQ FT
SIZE	SQ FT	10%
0.5	21,750	2,178
1.0	43,560	4,356
2.0	87,120	8,712
3.0	130,680	13,068
4.0	174,240	17,424
5.0	217,800	21,780

Figure 1. Vehicle Collection Land Area Matrix

4. Vehicle storage space should be kept free of weeds and clutter to lessen the possibility of fire damage and rodents.
5. An outside vehicle hoist may be utilized for purposes of restoration and rebuilding of vehicles. The hoist should be located in a spot that permits ease of access and owner usage but which is not located in a sensitive area – a portion of a lot or parcel of land place where a lift would be unsightly or out-of-place, such as the front yard or corner side yards.
6. An individual property owner may collect vehicles that can occupy 10% of the owner's lot or parcel of land. An individual property owner may also collect Rural Artifacts and/or Other Recreational Vehicles. Together these collections are limited to a maximum of 30% of the owner's lot or parcel of land. On a one acre lot (gross), for example, the individual property owner may utilize 13,068 square feet for these collections.

**C. Collector Vehicles, California Vehicle Code**

1. Section 5050. The Legislature finds and declares that constructive leisure pursuits by California citizens is most important. This article is intended to encourage responsible participation in the hobby of collecting, preserving, restoring, and maintaining motor vehicles of historic and special interest, which hobby contributes to the enjoyment of the citizen and the preservation of California's automotive memorabilia.
2. Section 5051.
  - A. "Collector" is the owner of one or more vehicles described in Section 5004 (of the California Vehicle Code) or one or more special interest vehicles, as defined in this article, who collects, purchases, acquires, trades, or disposes of the vehicle, or parts thereof, for his or her own use, in order to

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preserve, restore, and maintain the vehicle for hobby or historical purposes.

- B. "Special interest vehicle" is a vehicle of an age that is unaltered from the manufacturer's original specifications and, because of its significance, including, but not limited to, an out-of-production vehicle or a model of less than 2,000 sold in California in a model-year, is collected, preserved, restored, or maintained by a hobbyist as a leisure pursuit.
- C. "Parts car" is a motor vehicle that is owned by a collector to furnish parts for restoration or maintenance of a special interest vehicle or a vehicle described in Section 5004, thus enabling a collector to preserve, restore, and maintain a special interest vehicle or a vehicle described in Section 5004 (of the California Vehicle Code).
- D. "Street rod vehicle" is a motor vehicle, other than a motorcycle, manufactured in, or prior to, 1948 that is individually modified in its body style or design, including through the use of non-original or reproduction components, and may include additional modifications to other components, including, but not limited to, the engine, drive train, suspension, and brakes in a manner that does not adversely affect its safe performance as a motor vehicle or render it unlawful for highway use.

### 3. Section 5052. Storage: Manner of Maintenance

- A. A collector may maintain one or more vehicles described in Section 5051, whether currently licensed or unlicensed, or whether operable or inoperable, in outdoor storage on private property, if every such vehicle and outdoor storage area is maintained in such manner as not to constitute a health hazard and is located away from public view, or screened from ordinary public view, by means of a suitable fence, trees, shrubbery, opaque covering, or other appropriate means.
- B. The phrase "Except as otherwise provided by local ordinance..." in Section 5052 of the California vehicle Code is satisfied by the revised language in this section of this CSD.

## 22.340.064 Rural Artifacts

### A. Definitions

- 1. Rural artifacts are collectible items that may include such things as farm equipment, mining equipment, railroad equipment, old wagons, old windmills,

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or other items that a hobbyist may wish to collect and display. The collector of these items may choose to restore them or leave them as a state of “arrested decay” as the California Parks Department refers to the ghost town of Bodie, California. This category is intended to be especially broad because each individual collector may have specific and unique collection interests. This section will not apply to production farmers who typically have many pieces of equipment visible at all times that are part of their livelihood.

### **B. General Provisions**

1. Rural artifacts may be collected and displayed on a lot or parcel of land as per the note below. Because such artifacts are collectible items and may be historic in nature, they may be displayed on any portion of an owner’s lot or parcel of land except in those areas where safety concerns would suggest otherwise.
2. The rural artifact of display or storage area should be free of weeds and clutter to lessen the possibility of fire damage and rodents.
3. Residents of this CSD do not require any special county fees, county reviews, or plot plans in order to be a collector of rural artifacts.
4. An individual property owner may collect vehicles that can occupy 10% of the owner’s lot or parcel of land. An individual property owner may also collect Rural Artifacts and/or Other Recreational Vehicles. Together these collections are limited to a maximum of 30% of the owner’s lot or parcel of land. On a one acre lot (gross), for example, the individual property owner may utilize 13,068 square feet for these collections.

### **22.340.065 Other Recreational Vehicles**

#### **A. Definitions**

1. For the purposes of this subsection, it is understood that residents of this CSD may own and utilize other types of vehicles for recreational uses. Such vehicles include, but are not limited to, motor homes, recreational vehicles (RV’s), boats, and boats with trailers, utility trailers, and horse trailers.
2. Residents of this CSD may park and store the vehicles enumerated in this subsection on those portions of their lot or parcel of land that will minimize their street side appearance.

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3. The storage of these vehicles shall be confined to an area that as defined in item 6, below. Space between vehicles should measure a minimum of 48" to allow ease of access.
  4. Vehicle storage space should be kept free of weeds and clutter to lessen the possibility of fire damage and rodents.
  5. An individual property owner may collect vehicles that can occupy 10% of the owner's lot or parcel of land. An individual property owner may also collect Rural Artifacts and/or Other Recreational Vehicles.
  6. Together these collections are limited to a maximum of 30% of the owner's lot or parcel of land. On a one acre lot (gross), for example, the individual property owner may utilize 13,068 square feet for these collections.

**22.340.066 Alternative Energy Applications****A. Definitions**

1. Alternative Energy Applications are encouraged in this CSD as another extension of rural freedoms available to all residents. Such alternate energy systems will help all residents become more energy efficient, will help lessen the power demands on public utilities, and will offer extra power for the county grid when power demands on the grid are near maximum levels.
2. Alternative Energy Applications are a win-win situation for all concerned. Typically, alternative energy may either be solar or wind type systems, yet as technology improves, other sources may also prove applicable for home uses. While alternative energy sources have become cheaper over time, bureaucratic regulations and permit fees have become excessive. Therefore, it is necessary to include an Alternative Energy Bill of Rights for this CSD.
3. Alternate Energy Bill of Rights

**Right #1**

Alternative energy systems shall be installed to provide the lowest cost for residents and ratepayers in this CSD taking into account all applicable costs.

**Right #2**

There shall be no restrictions on solar or wind powered installations for any reason other than pre-existing health and safety concerns.

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**Right #3**

There shall not be any added paperwork for connecting a solar or wind powered system as long as it is comparably sized to the structure's existing electrical service. If there is no "interconnection" paperwork, for example, for a 3-ton air conditioner installation, there should be no paperwork for a 3kw alternate energy system.

**Right #4**

There shall not be any demand charges, standby fees, or extra expenses for net metering. Net metering customers put power into the grid when electricity is most needed.

**Right #5**

There shall not be a separate inspection for building departments, fire departments, utilities and rebate administrators, etc. One and only one, jurisdictional inspection shall be required for an alternate energy system installation.

**Right #6**

The permit fee for any alternative energy system should \$175.00 payable to one agency of Los Angeles County. This is in line with the fee charged by the City of Lancaster, California, for a VAWT (Vertical Axis Wind Turbine) system. (Note: Current LA County permit fee for such a wind turbine can be as high as \$10,000.00 – not a particularly good incentive to encourage more economical energy production.)

4. Residents of this CSD may select for their personal use on their own lot or parcel of land any alternate energy system that meets their individual requirements. Residents who opt for alternate energy systems should place them in a location that minimizes their visual impact to their neighbors.

NOTE: This amendment does not address major alternative energy systems, called utility scale installations, that may be proposed and developed by outside energy contractors.

**22.340.067      Miscellaneous CSD Changes****1. *Changes***

A. The following changes are necessary to ensure that our rural lifestyle and property rights are protected by the agencies that serve our community.

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## 1. Change #1 – Rezoning

In the original CSD application of 2006, our community asked that Avenue T, from the western border at Littlerock Creek, to the eastern border at approximately 89<sup>th</sup> Street East, be re-zoned to a mixed-use area. For unknown reasons, the county ignored our request. Currently, there are residential, retail, and commercial parcels located at random along the Avenue T corridor. The area is growing rapidly, and by mid 2010, the intersection at 87<sup>th</sup> and Avenue T will be significantly upgraded with a stoplight and widened streets with turn pockets. With this upgrade, this portion of our community will become a secondary focal point for all residents and far more amenable for commercial growth. For these reasons, we reiterate our desire to re-zone Avenue T from its current designation to a mixed-use corridor. With the expansion of Pearblossom Highway through Littlerock to the eastern border of this CSD, it is very important to rezone the entire area to mixed use/commercial application for the future growth of this commercial sector.

## 2. Change #2 – Business Signs along Pearblossom Highway

According to our current CSD approved by the Board of Supervisors in 2006, the area along Pearblossom Highway in Littlerock “. . . is established to preserve and enhance the small-town, rural frontier style of commercial development existing along Pearblossom Highway, and to promote future development that is consistent with the existing community character.” Recent contretemps between businesses along the highway and county agencies suggest that there are significant differences of opinion between local residents and county agencies on what constitutes our “existing community character.” For these reasons, Part 10 of chapter 22.52 shall no longer apply to this commercial corridor. Instead, businesses along Pearblossom Highway’s current commercial district, as well as the future expansion along the 138 commercial corridor that were suggested at the November Town & Country Planning meeting, will be permitted to erect signs that are intended to attract passersby into their various businesses. Such signs will be Western or Southwestern in nature, may be placed on any section of the landowner’s property for each business, and may not exceed 4 X 8’. These signs may not contain lights or flashing lights that could interfere with traffic patterns or cause a major visual distraction to passing motorists. New signs do not require any additional county fees or permits. Since our current CSD states that all businesses along the Pearblossom corridor must be painted, decorated, or built to Western or Southwestern styles, any sign painted on any structure must compliment either building style. Signs painted on buildings may also depict western, southwestern or agricultural themes much like building decorations in Tehachapi and Bishop, California. Signs placed after the adoption of this amendment by the Los Angeles County Board of Supervisors must comply with all provisions of this subsection.

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**3. Change #3 – Fence Height**

County Code 22.48.160 (and everywhere cited in Los Angeles County Codes) is hereby modified for rural residential areas to read:

**a. Front Yards.** Fences may be erected within a required front yard to a height of 6 feet as additional protection against animal predators, such as coyotes, and wild dogs.

**b. Corner side yards.** Fences may be erected within a required corner side yard to a height of 8 feet as additional protection against animal predators, such as coyotes, and wild dogs.

**c. Interior Side and Rear Yards.** Fences may be erected within an interior or rear side yard to a height of 8 feet as additional protection against animal predators, such as coyotes, or wild dogs.

NOTE: The Fire Department at Station 92 has no problem with 6 or 8 foot fences, although Building and Safety as well as Code Enforcement current have requirements for a permit for any fence over 6 feet. This section of the CSD specifically allows an 8' fence at the owner's discretion.

**4. Change #4 – Storage Sheds**

County Code 22.24.130 Accessory uses (and everywhere cited in Los Angeles County Codes) referring to storage sheds is hereby modified to read: residents of the CSD may erect storage sheds having an area up to 200 square feet.

Chapter 22.340

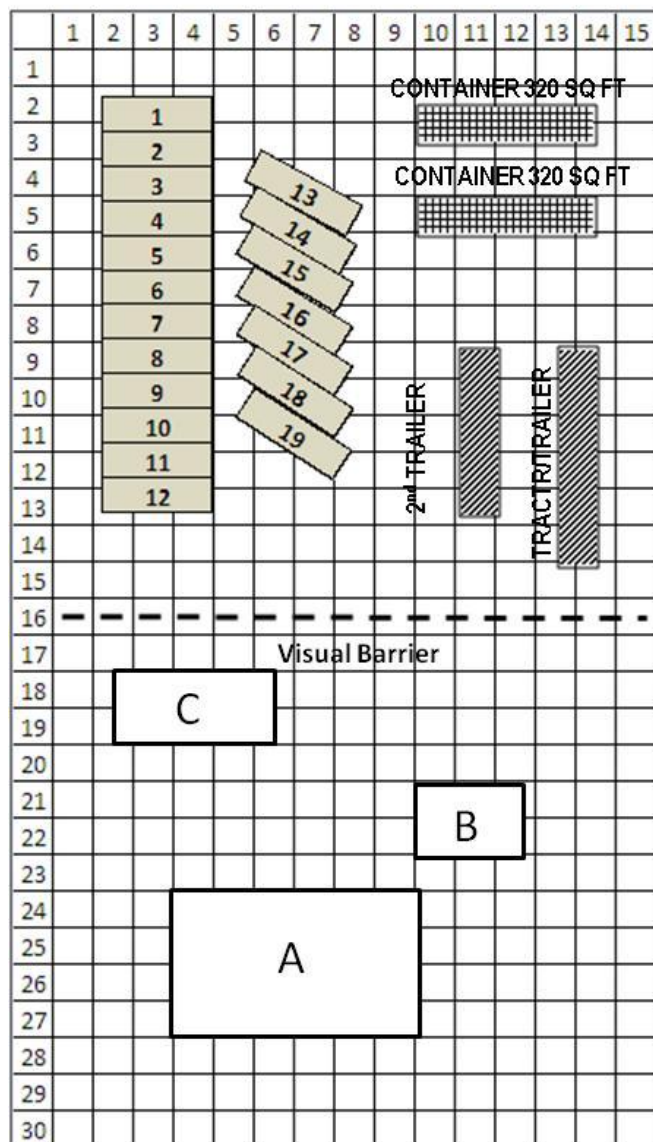
Southeast Antelope Valley  
Community Standards District

22.340.068

General One Acre Residential Lot

GENERIC ONE ACRE RESIDENTIAL LOT

145 x 300 FEET



SUMMARY

- A = HOUSE = 30 x 60 = 2200 SQ FT = 5.0%
- B = GARAGE = 24 x 24 = 576 SQ FT = 1.3%
- C = OUTBUILDING = 20 x 40 = 800 SQ FT = 1.8%
- CAR PARKING = 19 @ 220 SQ FT = 4180 SQ FT = 10%
- TWO CONTAINERS = 640 SQ FT = 1.5%
- 1 TRACTOR/TRAILER = 8 x 60 = 480 SQ FT = 1.1%
- 2<sup>ND</sup> TRAILER = 8 x 45 = 360 SQ FT = 0.8%
- TOTAL = 9236 SQ FT OR 21.2% OF LAND AREA
- REMAINING OPEN AREA = 34,324 SQ FT OR 78.8%

ONE ACRE = 43,560 SQUARE FEET

1 SQUARE = 100 SQUARE FEET



# Chapter 22.340 Southeast Antelope Valley Community Standards District

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## 22.340.070 Zone Specific Development Standards

**A. Residential and Agricultural Zones.** Each new lot or parcel of land created by a land division shall contain a gross area of not less than one acre.

**B. Commercial and Industrial Zones.**

1. **Amenities.** For commercial developments and mixed-use developments that include commercial uses, at least two of the following pedestrian amenities shall be provided within the subject property:
  - a. Benches;
  - b. Bicycle racks;
  - c. Decorative lights;
  - d. Drinking fountains;
  - e. Landscaped buffers;
  - f. Newsstands;
  - g. Planter boxes;
  - h. Special paving materials, such as treated brick, for pedestrian circulation areas;
  - i. Trash receptacles;
  - j. Landscaped trellises or breezeways between buildings; or
  - k. Other amenities approved by the director
2. **Yards.** All buildings, walls, vehicle parking, access, and circulation areas adjoining or adjacent to a residentially or agriculturally-zoned lot or parcel of land shall:
  - a. Have a landscaped area with a width of not less than 25 feet along the property line(s) adjoining or adjacent to the residentially- or agriculturally-zoned lot or parcel of land. Landscaping within this area shall consist of plants from the Southeast Antelope Valley Native Plant List on file with the department of regional planning, and shall include, but not be limited to, a minimum of one 15-gallon tree, planted and maintained within each 15-foot portion of lot width or

## Chapter 22.340

Southeast Antelope Valley  
Community Standards District

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depth adjoining or adjacent to the residentially- or agriculturally-zoned lot or parcel of land. Along the property line(s) not adjoining a public or private street, a solid masonry wall at the property line with a five-foot yard may be substituted for the landscaped area with a width of not less than 25 feet.

- i. In commercial zones, such solid masonry wall shall be at least six feet in height and shall not be more than 12 feet in height.
    - ii. In industrial zones, such solid masonry wall shall be at least eight feet in height and shall not be more than 15 feet in height.
  - b. Have side yards for reversed corner lots as required in the adjoining residentially- or agriculturally-zoned lot or parcel of land.
3. **Vehicle access**, circulation, parking, and loading areas shall be located as far as possible from adjoining or adjacent residentially- or agriculturally-zoned lots or parcels of land.
4. **Truck Access**. Other than during the hours of 8:00 a.m. to 5:00 p.m., Monday through Friday, and health, environmental, and safety considerations permitting, lots or parcels of land with multiple street frontages shall permit access to trucks only from the street that is farthest from adjoining or adjacent residentially- or agriculturally-zoned lots or parcels of land.
5. **Outside Storage**. Outside storage shall be maintained in accordance with the standards and requirements of Part 7 of Chapter 140.430 and so that the items in storage are not visible from adjoining or adjacent public or private streets and adjoining or adjacent residentially- or agriculturally-zoned lots or parcels of land at ground level.
6. **Business Signs**. Except as modified herein, all business signs shall conform to Chapter 22.114 (Signs).
  - a. Applicability. The sign regulations herein shall apply to new signs only, and shall not apply to existing signs which were legally established prior to the effective date of this CSD.
  - b. Wall business signs. Wall business signs shall be mounted flush and affixed securely to a building wall, and may extend from the wall a maximum of 12 inches.
  - c. Prohibited Signs.
    - i. Roof business signs.

# Chapter 22.340 Southeast Antelope Valley Community Standards District

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- ii. Signs painted directly on buildings.

## B. All other zones (Reserved).

### 22.340.080 Area-Specific Development Standards

This CSD contains two distinct commercial areas:

#### A. Area 1 - Palmdale Boulevard Commercial Area.

1. **Purpose.** This area is established to implement development standards for enhanced future commercial growth along Palmdale Boulevard and 90th Street East.
2. **Applicability.** The standards contained in this subsection shall apply to commercial developments and mixed-use developments that include commercial uses within the boundaries of the area shown on the map following this section.
3. **Architectural Standards.** All buildings, building additions, and building renovations shall incorporate:
  - a. Southwestern, Spanish Mission, or Mediterranean architecture, with ceramic tile roof and shall be painted with earth tones or shades of taupe, beige, olive, burgundy, or other neutral colors approved by the director;
  - b. At least two of the following architectural elements:
    - i. Arcades;
    - ii. Arches;
    - iii. Awnings;
    - iv. Courtyards;
    - v. Colonnades; or
    - vi. Plazas; and

## Chapter 22.340

Southeast Antelope Valley  
Community Standards District

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- c. Variation in roofline and facade detailing such as recessed windows, balconies, offset planes, or similar architectural accents approved by the director. Long, unbroken building facades shall be prohibited.

**4. Yards**

- a. Each lot or parcel of land adjoining Palmdale Boulevard or 90th Street East shall have a front yard of not less than 10 feet.
- b. Parking lots are prohibited in the required front yard area.
- c. The required front yard area shall be landscaped using plants from the Southeast Antelope Valley Native Plant List on file with the department of regional planning, and shall include no less than one 15-gallon tree for every 150 square feet of yard area.
- d. Vehicle and pedestrian access, outdoor dining, and street furniture such as benches, chairs, or similar items approved by the director are permitted within the required front yard area.

**B. Area 2 - Pearblossom Highway Commercial Area.**

1. **Purpose.** This area is established to preserve and enhance the small-town, rural frontier style of commercial development existing along Pearblossom Highway, and to promote future development that is consistent with the existing community character.
2. **Applicability.** The standards contained in this subsection shall apply to commercial developments and mixed-use developments that include commercial uses within the boundaries of the area shown on the map following this section.
3. **Building Height.** All buildings shall be limited to a maximum height of 35 feet above grade, excluding chimneys and rooftop antennas.
4. **Architectural Standards.** All buildings, building additions, and building renovations shall incorporate:
  - a. Western or Southwestern architecture constructed of stucco, wood, adobe, or other materials approved by the director and shall be painted with earth tones or shades of taupe, beige, olive, burgundy, or other neutral colors approved by the director; and
  - b. Western or Southwestern style exterior lighting and business signage approved by the director.

## Chapter 22.340

Southeast Antelope Valley  
Community Standards District

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**5. Yards.**

- a. Each lot or parcel of land adjoining Pearblossom Highway or 82nd Street East shall have a front yard of not less than 10 feet.
- b. Parking lots are prohibited in the required front yard area.
- c. The required front yard area shall be landscaped using plants from the Southeast Antelope Valley Native Plant List on file with the department of regional planning, and shall include no less than one 15-gallon tree, for every 150 square feet of yard area.
- d. Vehicle and pedestrian access, outdoor dining, and street furniture such as benches, chairs, or similar items approved by the director are permitted within the required front yard area.

**22.340.090 Modification of Development Standards****A. Modifications Authorized**

1. Modification of development standards specified in Section 22.340.080 (Area Specific Development Standards) shall be subject to the procedures specified in Subsection B. below.

**B. Modification of Area Specific Development Standards**

1. ***Applicability.*** Modification to Section 22.340.080 (Area Specific Development Standards) shall be subject to approval of a CSD Modification.
2. ***Application and Review Procedures***
  - a. *Application Checklist.* The application submittal shall contain all of the materials required by the CSD Modification checklist.
  - b. *Type II Review.* The application shall be filed and processed in Compliance with Chapter 22.228 (Type II Review – Discretionary) and this Subsection B.

## Chapter 22.340

Southeast Antelope Valley  
Community Standards District

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3. **Notification.** The application shall comply with all noticing requirements as required by a Type II Review (Chapter 22.228), except that the notification radius shall be 1,000 feet of the exterior boundaries of the subject property, as shown on the County's last equalized assessment roll. A copy of the notice shall also be sent to the Sun Village and Littlerock Town Councils.
4. **Findings and Decision.**
- a. *Common Procedures.* Findings and decision shall be made in compliance with Section 22.228.050 (Findings and Decision), and include the findings in Subsection A.4.b, below.
- b. *Findings.*
- i. The use, development fo land, and application of development standards is in compliance with all applicable provisions of this Title 22.
- ii. The use, development of land, and application of development standards, when considered on the basis of the suitability of the site for the particular use or development intended, is so arranged as to avoid traffic congestion provide for the safety and convenience of bicyclists and pedestrians, including children, senior citizens, and persons with disabilities, insure the protection of public health, safety and general welfare, prevent adverse effects on neighboring property and is in conformity with good zoning practice.

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Southeast Antelope Valley  
Community Standards District

**Boundary of the  
Palmdale Boulevard  
Commercial Area  
Southeast Antelope Valley  
Community Standards District**

**Legend:**  
Area Specific Standards  
CSD Boundary  
2005 Parcels

**Key Map:**

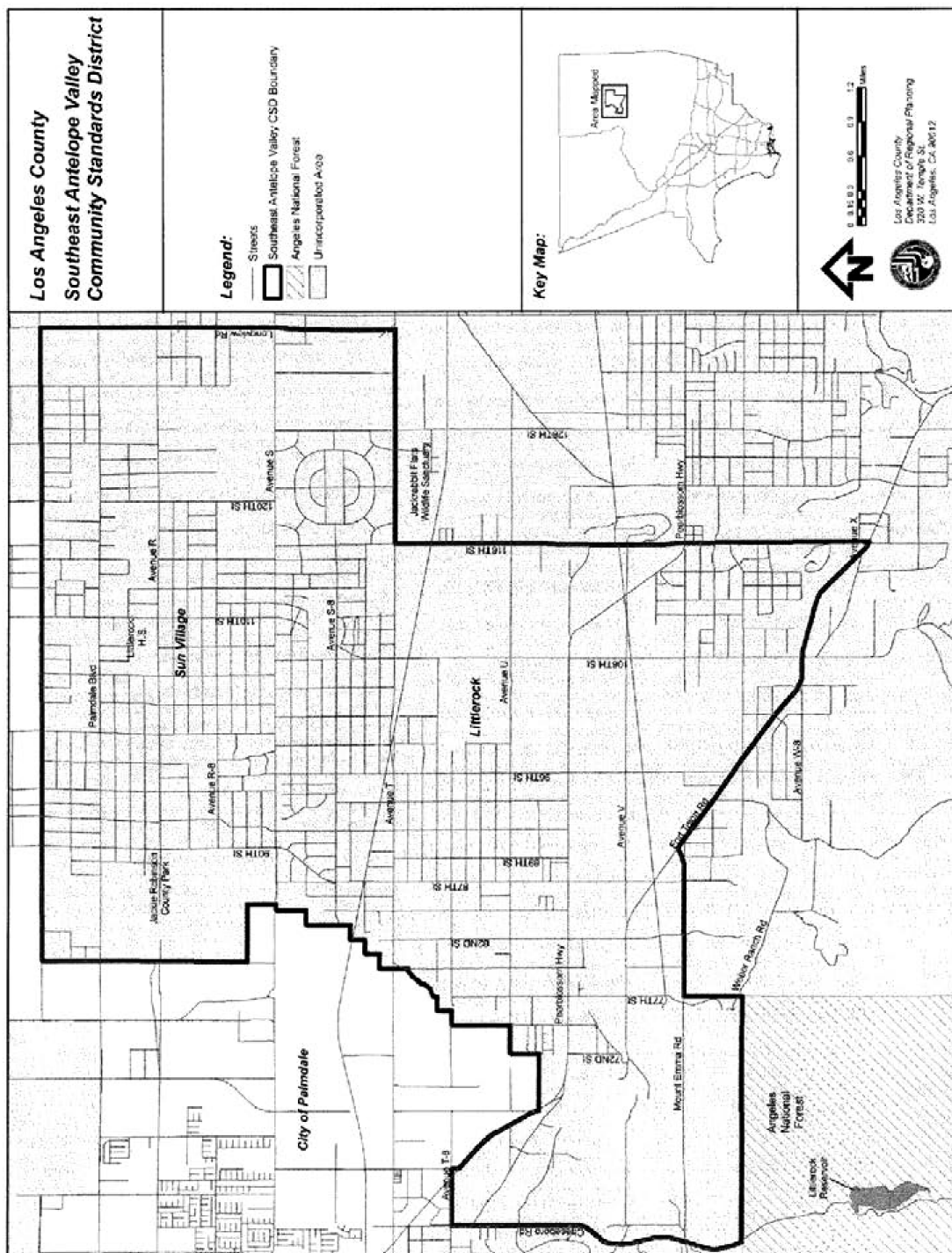
0 265 520 1,040 1,740 Feet

Los Angeles County  
Dept. of Regional Planning  
339 W. Temple St.  
Los Angeles, CA 90012



Chapter 22.340



Southeast Antelope Valley  
Community Standards District

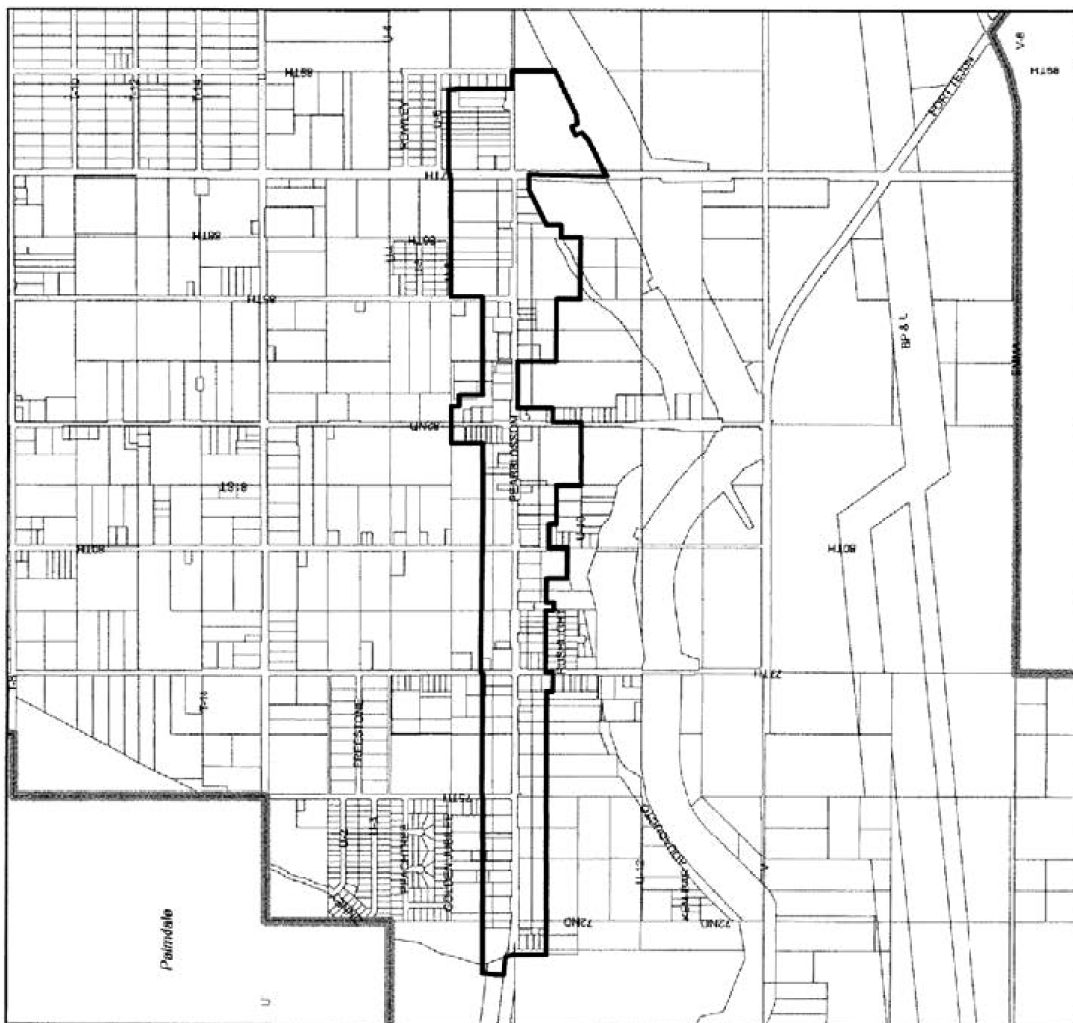




Chapter 22.340

Southeast Antelope Valley  
Community Standards District

<p>Boundary of the Pearblossom Highway Commercial Area Southeast Antelope Valley Community Standards District</p>	<p><b>Legend:</b></p> <ul style="list-style-type: none"><li>Area Specific Standards</li><li>CSD Boundary</li><li>2005 Parcels</li></ul>	<p><b>Key Map:</b></p> 	<p>0 265 510 1,020 1,530 Feet</p>  <p>Los Angeles County Dept. of Regional Planning 209 W. Temple St. Los Angeles, CA 90012</p>
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(Ord. 2012-0047 § 6, 2012; Ord. 2007-0077 § 2, 2007.)



Los Angeles County Department of Regional Planning

# Sun Village Initial Concept Draft



## CONCEPT DRAFT

This Concept Draft is intended to highlight and summarize the community's intent for an updated CSD and was initially drafted in working meeting discussions with the CSD Working Group in March 2018. These standards are proposed in addition to the existing standards in the Southeast Antelope Valley Community Standards District.

This document is being shared with the public to collect feedback and identify further discussion points, alternatives or areas of concern. This document will also be shared internally within the County. Further follow-up discussions with the CSD Working Group may be necessary to discuss changes or comments from the public or County's review. The CSD ordinance language will be drafted based on this Concept Draft document and the comments received.



## PRIVATE ROAD MAINTENANCE

The community would like to have standards related to the maintenance of private roads. With the addition of new road maintenance standards, the community hopes that there will be some relief to adjacent neighbors who suffer the consequences of the poorly maintained roads, including objects blocking the road.

## ROAD DESIGN

The community would like to add speed reducing measures in the right of way; including signage and speed bumps. The intent of adding these features is to reduce vehicle speeds on residential roads and make the area safer for pedestrians and residents.

# Sun Village Initial Concept Draft



## OFF ROAD VEHICLES

The community would like to prevent the operation of off-road vehicles on dirt roads. The noise and damage that they cause is a nuisance to residents and impacts their quality of life.



## DOGS AND ANIMALS

The community would like to prevent dog fighting. Additional dogs or animals should not be allowed.



## PROPERTY AND YARD MAINTENANCE

The community would like to have standards to maintain structures, yards, and setback areas. Structures, whether residential, commercial, or otherwise, should be maintained in a clean and attractive fashion. Paint should not be peeling and signs should be in good repair. Property owners that have items in their yard should keep them orderly, and not in a manner that impacts the health and safety of their neighbors.



## FOOD TRUCKS AND STREET VENDING

There should be standards for food trucks and street vendors in the area. Food trucks have been known to operate in residential areas and become a noise and safety issue at night. There should be limitations to areas where food trucks can concentrate. Individuals should not be running retail businesses from the sidewalk in front of their home, or selling items from their yard as a business.

# Sun Village Initial Concept Draft



## COMMUNITY NOTIFICATION

The community would like to be notified of upcoming road work or filming in the area. The community suggests that upcoming road work projects should be posted on the side of the impacted streets, so that community members can adjust their travel routes.



## HOME-BASED OCCUPATION

The community wants people to know that that they can grow food in their home and sell it as a business, provided they follow relevant regulations. Selling produce that was grown at one's home should be allowed as a home-based occupation.



## FENCES, WALLS AND HEDGES

The community does not want to see garage doors used in any way other than as a garage door; they should not be used as fencing. Large solid fencing material is often used to hide unsanitary conditions or junk and salvage. No barbed or concertina wire should be used for residential fencing. Fences should not be allowed to be so high as to prevent views of the yards.



## ILLEGAL DUMPING / TRASH PICK-UP

The community would like to be informed of upcoming bulk item pick-up days and special bulk item pickup events. Trash services should be required for all commercial and residential properties. Burning trash (apart from the specifically listed burning activities allowed with approval from the Fire Department and other related agencies) on private property is not permitted, and people should be informed of that fact.

## Sun Village Initial Concept Draft

**SEMI-TRUCKS**

The community does not want semi-trucks, diesel, commercial, or dump trucks to be parked on residential property, refrigerated or otherwise. Trucks that operate from private residential areas impact neighbors with the noise of their startup and idling, and their unusually strong headlights. Truck parking locations should be established outside residential areas. Truck parking locations should be secure and usable by truckers. No trucks should be parked or operated in residential areas as they are a nuisance to neighbors.

**CANNIBIS**

To prevent the overconcentration of businesses selling cannabis, the community would like to add regulations. The community is split; some want to prohibit all establishments related to the sale of cannabis, but others would like to add heavy regulations so that if it does become legalized, the number of these establishments could be limited to somewhere between 2 and 4 within this area.

**LOT SIZE**

The community would like to allow smaller lot sizes than what is currently allowed. The lots should be large enough to be considered spacious, but smaller than an acre. The smaller lots could be located near the community center, but this standard is being suggested to make it easier to maintain a property.

**PARTIES AND MUSICAL EVENTS**

The community would like some notification if people wanted to play loud music at night. Currently the noise ordinance prohibits the creation of loud noises.



Departamento de Planificación del Condado de Los Ángeles

# Sun Village Versión Preliminar Conceptual



## VERSIÓN PRELIMINAR CONCEPTUAL

Esta versión preliminar conceptual destaca y resume la intención de la comunidad para un Distrito de Normas Comunitarias (CSD) actualizado y fue redactado inicialmente en reuniones con el Grupo de Trabajo en marzo de 2018. Estas normas se proponen en adición a las normas existentes en el Distrito de Normas Comunitarias de Southeast Antelope Valley.

Este documento se comparte con el público para recopilar comentarios e identificar otros puntos de discusión, alternativas, o áreas de interés. Este documento también se compartirá internamente dentro del Condado. Es posible que se necesiten discusiones adicionales con el Grupo de Trabajo de CSD para discutir cambios o comentarios del público o la revisión del Condado. El lenguaje de la ordenanza CSD se basará en esta versión preliminar conceptual y los comentarios recibidos.



## MANTENIMIENTO DE CALLES PRIVADAS

A la comunidad le gustaría tener normas relacionados con el mantenimiento de calles privadas. Con la adición de nuevas normas de mantenimiento de calles, la comunidad espera que haya un alivio para los vecinos adyacentes que sufren de las consecuencias de las carreteras mal mantenidas, incluyendo objetos que bloquean la calle.

## DISEÑO DE CALLE

La comunidad desea agregar medidas de reducción de velocidad en el derecho de paso; incluyendo señalización y reductores de velocidad. La intención de agregar estas métodos es reducir la velocidad de los vehículos en las calles residenciales y hacer que el área sea más segura para los peatones y los residentes.

## Sun Village Versión Preliminar Conceptual



### VEHÍCULOS TODO TERRENO

A la comunidad le gustaría evitar la operación de vehículos todo terreno en calles de tierra. El ruido y el daño que causan es una molestia para los residentes e impacta su calidad de vida.



### PERROS Y ANIMALES

A la comunidad le gustaría evitar peleas de perros. Perros o animales adicionales no debería de ser permitido.



### MANTENIMIENTO DE PROPIEDAD Y JARDÍN

A la comunidad le gustaría tener normas para el mantenimiento de estructuras, jardines y áreas delimitadas. Las estructuras, ya sean residenciales, comerciales o de otro tipo, deben mantenerse limpias y atractivas. La pintura no debe de estar descascarándose y los letreros deben estar en buen estado. Los dueños de propiedades que tienen artículos en sus jardines deben mantenerlos ordenados y de una manera que no afecte la salud y la seguridad de sus vecinos.



### CAMIONES DE COMIDA Y VENTA ABULANTE

Debe haber normas para los camiones de comida y vendedores ambulantes en el área. Se sabe que los camiones de comida operan en áreas residenciales y se convierten en un problema de ruido y seguridad por la noche. Debería haber limitaciones en las áreas donde los camiones de comida pueden concentrarse. Las personas no deben estar operando negocios de la banqueta frente a su hogar, ni vender artículos de sus jardines como negocio.

# Sun Village Versión Preliminar Conceptual



## NOTIFICACIÓN COMUNITARIA

A la comunidad le gustaría que se le notifique sobre los próximos trabajos de carretera o filmación en el área. La comunidad sugiere que los próximos proyectos de obras viales se publiquen al costado de las calles afectadas para que los miembros de la comunidad puedan ajustar sus rutas de viaje.



## NEGOCIOS EN CASA

The community wants people to know that that they can grow food in their home and sell it as a business, provided they follow relevant regulations. Selling produce that was grown at one's home should be allowed as a home-based occupation.



## CERCAS, MUROS Y ARBUSTOS

La comunidad no quiere ver las puertas de garaje utilizadas de ninguna otra manera que no sea una puerta de garaje; no deben usarse como cercas. El material de cerco sólido y grande se usa seguido para ocultar condiciones insaludables o basura. No se debe usar alambre de púas o de concertina para cercas residenciales. No se debe permitir que las cercas sean tan altas como para evitar vistas de los jardines.



## DESECHO DE BASURA ILEGAL / SERVICIO DE BASURA

La comunidad desea recibir información sobre los próximos eventos de colección de artículos grandes y especiales. El servicio de basura debe ser requerido para todas las propiedades comerciales y residenciales. No se permite quemar basura (aparte de las actividades de quema específicamente enumeradas permitidas con la aprobación del Departamento de Bomberos y otras agencias relacionadas) en propiedad privada, y las personas deben ser informadas de ese hecho.



# Sun Village Versión Preliminar Conceptual



## SEMI-CAMIONES

La comunidad no quiere que semi-camiones, camiones diésel, camiones comerciales o camiones de basura se estacionen en propiedades residenciales, refrigerados o de otra manera. Los camiones que operan desde áreas residenciales privadas impactan a los vecinos con el ruido de su arranque y sus faros inusualmente fuertes. Las ubicaciones de estacionamiento de camiones deben establecerse fuera de las áreas residenciales. Los lugares de estacionamiento de camiones deben ser seguros y utilizables por los camioneros. No se deben estacionar ni operar camiones en áreas residenciales, ya que son una molestia para los vecinos.



## CANABIS

Para evitar la concentración excesiva de las empresas que venden cannabis, a la comunidad le gustaría agregar regulaciones. La comunidad está dividida; algunos quieren prohibir todos los establecimientos relacionados con la venta de cannabis, pero a otros les gustaría agregar regulaciones estrictas para que si se legalice; el número de estos establecimientos podría limitarse a entre 2 y 4 dentro de esta área.



## TAMAÑO DEL LOTE

A la comunidad le gustaría permitir lotes más pequeños de lo que está permitido actualmente. Los lotes deben ser lo suficientemente grandes como para considerarse espaciosos, pero más pequeños que un acre. Los lotes más pequeños podrían ubicarse cerca del centro comunitario, pero se sugiere esta norma para facilitar el mantenimiento de una propiedad.



## FIESTAS Y EVENTOS MUSICALES

A la comunidad le gustaría recibir alguna notificación si la gente quisiera tocar música fuerte por la noche. Actualmente, la ordenanza de ruido prohíbe la creación de ruidos fuertes.



Los Angeles County Department of Regional Planning

# Littlerock Initial Concept Draft



## CONCEPT DRAFT

This Concept Draft is intended to highlight and summarize the community's intent for an updated CSD and was initially drafted in working meeting discussions with the CSD Working Group in May and October 2018.

This document is being shared with the public to collect feedback and identify further discussion points, alternatives or areas of concern. This document will also be shared internally within the County. Further follow-up discussions with the CSD Working Group may be necessary to discuss changes or comments from the public or County's review. The CSD ordinance language will be drafted based on this Concept Draft document and the comments received.



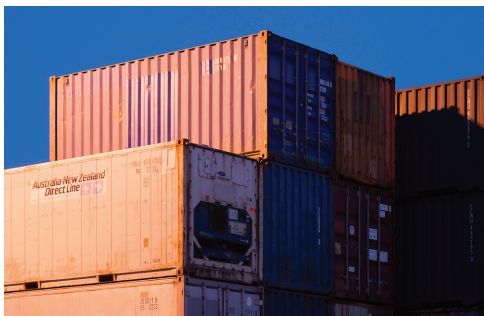
### TRUCK OPERATIONS AND PARKING

The community favors allowing owner/operators to park their truck next to their house, if it is an agriculturally zoned property, but agricultural production is not a major use. Operating a truck should be considered a home-based occupation and an accessory use to the residence. There should be some minimum lot size for where truck parking is allowed, and a property should be allowed to have multiple big rig trucks operating from their home. Additional standards should be included to identify where the trucks can park, with restrictions on hours and operations.

### STORAGE SHEDS

The community would like to allow more storage sheds of larger square footage without a permit, provided that they have a minimum setback from property lines and are only placed in rear yards.

# Littlerock Initial Concept Draft



Courtesy, Timm Suess. Flickr.

## CARGO CONTAINERS

The community wants cargo storage containers to be considered personal property (and not as structures or buildings) located on agriculturally zoned properties where agriculture production is not the primary use.

Applicable community standards proposed include limiting the number of allowed cargo storage containers based on property size, requiring them to be painted natural earth tone colors and maintained free of graffiti, limiting uses to storage of non-hazardous materials only, and specifying a minimum distance from property lines. The cargo storage containers should not be placed over septic tanks or leech lines; nor should they block access to any primary or accessory structures. The community would like less restrictive standards for cargo storage containers on commercial properties.



## COLLECTOR AND OTHER MOTOR VEHICLES ON PROPERTIES

The community would like to see standards allowing for collector cars and motor vehicles of historic and special interest by right, with certain standards and restrictions which apply to non-operable vehicles only. The community would like to limit registration requirements for the vehicle collection and only require a site plan to register it if there is a directly related complaint made to enforcement.

Property owners should be allowed to use a percentage of their gross lot area for outdoor storage of their vehicle collection if there is a minimum distance required between each vehicle. Health and safety requirements should be added as well. Vehicle collections should be located in the rear yards and away from public view and screened by a fence, wall or landscaping. The community would like to allow vehicle hoists in certain areas of the property, but no commercial operations should be allowed related to motor vehicle collections.



## RURAL ARTIFACTS/YARD ART

The community wants individual property owners to have creative freedom with their collection, and are proposing that “rural artifacts” (sometimes considered junk) or objects of artistic value can be displayed on any portion of the lot or parcel except where safety concerns determine a location is inappropriate. There should be some additional percentage of the property that may be used for displaying or storing “rural artifacts.”

The County should make a distinction between “art” and “junk and salvage” to allow community members freedom for artistic expression and the ability to collect items of interest while still preventing the accumulation of junk.

# Littlerock Initial Concept Draft



## RECREATIONAL AND OTHER VEHICLES

Allow recreational vehicles (RVs), boats or any similar vehicles or equipment to be stored in the rear yard on agriculturally zoned properties, provided that they follow some setback requirements. Rear yards should be used for long term storage of these types of vehicles while the side and front yards should be limited to packing and unpacking of vehicles. For health and safety reasons, the areas around vehicles should be maintained and kept free of weeds and rodents.



## ALTERNATIVE ENERGY

The community would like to allow alternative energy sources, such as wind turbines, and set a reasonable permit fee similar to what is in place in the City of Lancaster. As the technology improves for alternative energy systems, such as wind and solar adapt these regulations and permit fees. This will allow the regulations to remain consumer friendly and give residents viable alternative energy options. Regulations and permit fees should be compatible, wherever possible, with the Countywide Renewable Energy Ordinance, which was adopted in 2015.



## BUSINESS SIGNS

The community would like to retain the rural, small town character of Littlerock by having small scale western or southwestern frontier type signage, with lighting that is not visibly distracting, such as flashing signs. Painted signs on buildings should also be allowed. The Countywide Dark Skies Ordinance should apply to business signage.



## FENCE HEIGHTS

Allow higher fencing for corner and interior side yards for protection from wild animals and without need for any permits. Six feet would be the maximum height in front yards.



Departamento de Planificación del Condado de Los Ángeles

# Littlerock Versión Preliminar Conceptual



## VERSIÓN PRELIMINAR CONCEPTUAL

Esta versión preliminar conceptual destaca y resume la intención de la comunidad para un Distrito de Normas Comunitarias (CSD) actualizado y fue redactado inicialmente en reuniones con el Grupo de Trabajo de CSD en mayo y octubre de 2018.

Este documento se comparte con el público para recopilar comentarios e identificar otros puntos de discusión, alternativas o áreas de interés. Este documento también se compartirá internamente con varios departamentos del Condado. Es posible que se necesiten discusiones adicionales con el Grupo de Trabajo de CSD sobre cambios o comentarios del público o la revisión del Condado. El lenguaje de la ordenanza CSD se basará en esta versión preliminar conceptual y los comentarios recibidos.



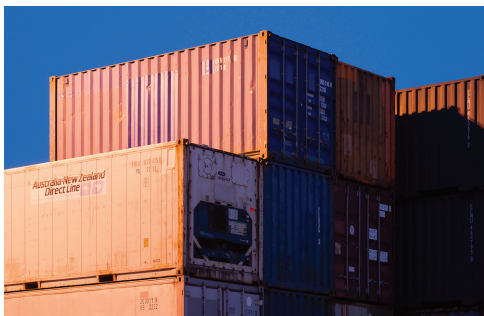
### OPERACIONES Y ESTACIONAMIENTO DE CAMIONES

La comunidad está a favor en permitir que los propietarios/operadores estacionen su camión al lado de su casa si es una propiedad de la zona agrícola, pero la producción agrícola no es un uso principal. Operar un camión debe considerarse una ocupación basado en el hogar y un uso complementario al uso residencial. Debe haber un tamaño de lote mínimo para el lugar donde se permite el estacionamiento de camiones, y se debe permitir que una propiedad tenga múltiples camiones grandes que operen desde su hogar. Deben incluirse estándares adicionales para identificar dónde pueden estacionar los camiones, con restricciones de horario y operaciones.

### COBERTIZOS DE ALMACENAMIENTO

A la comunidad le gustaría permitir más cobertizos de almacenamiento de pies cuadrados más grandes sin un permiso, siempre y cuando tengan un retroceso mínimo de las líneas de propiedad y solo se coloquen en los jardines.

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Courtesy, Timm Suess. Flickr.

## CONTENEDORES DE CARGA

La comunidad quiere que los contenedores de carga se consideren propiedad personal (y no como estructuras o edificios) ubicados en propiedades de zonas agrícolas donde la producción agrícola no es el uso principal.

Las normas comunitarias propuestas incluyen limitar el número de contenedores de carga permitidos en función del tamaño de la propiedad, exigirles que se pinten con colores de tonos tierra naturales y mantenerse libres de grafiti, limitar los usos al almacenamiento únicamente de materiales no peligrosos y especificar una distancia mínima de líneas de propiedad. Los contenedores de carga no deben colocarse sobre tanques sépticos o líneas de lixiviación; ni deberían bloquear el acceso a ninguna estructura primaria o complementario. La comunidad desearía normas menos restrictivas para los contenedores de carga en propiedades comerciales.



## VEHÍCULOS DE COLECCIÓN Y SIMILARES EN PROPIEDADES

A la comunidad le gustaría ver estándares que permitan automóviles de colección y vehículos de motor de interés histórico y especial, con ciertos estándares y restricciones que se aplican solo a vehículos no operables. La comunidad desea limitar los requisitos de registro para la recolección del vehículo y solo requiere un plan de sitio para registrarlo si hay una queja directamente relacionada con la colección.

Se debe permitir que los propietarios usen un porcentaje de su área de lote bruto para el almacenamiento al aire libre de la recolección de su vehículo si hay una distancia mínima requerida entre cada vehículo. También deben agregarse requisitos de salud y seguridad. Las colecciones de vehículos deben ubicarse en los jardines traseros y lejos de la vista del público y deben estar protegidas por una cerca, una pared o un paisaje. A la comunidad le gustaría permitir elevadores de vehículos en ciertas áreas de la propiedad, pero no se deben permitir operaciones comerciales relacionadas con la recolección de vehículos.

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## ARTEFACTOS RURALES / ARTE DE JARDIN

La comunidad quiere que los propietarios individuales tengan libertad creativa con su colección, y están proponiendo que los “artefactos rurales” (a veces considerados basura) u objetos de valor artístico se puedan exhibir en cualquier parte del lote o parcela, excepto cuando las preocupaciones de seguridad determinen que una ubicación es inapropiada.

Debe haber algún porcentaje adicional de la propiedad que pueda usarse para exhibir o almacenar “artefactos rurales”.

El Condado debe hacer una distinción entre “arte” y “basura y artículos varios” para darles a los miembros de la comunidad la libertad de expresión artística y la capacidad de recolectar artículos de interés mientras se evita la acumulación de basura.



## VEHÍCULOS DE RECREO Y OTROS

Permita que las auto caravanas (RV), barcos o cualquier vehículo o equipo similar se almacenen en el jardín trasero en propiedades de zonas agrícolas, siempre y cuando cumplan con algunos requisitos de áreas delimitadas. Los jardines traseros deben usarse para el almacenamiento a largo plazo de este tipo de vehículos, mientras que los jardines laterales y frontales deben limitarse al embalaje y desembalaje de vehículos. Por razones de salud y seguridad, las áreas alrededor de los vehículos deben mantenerse limpias y libres de malezas y roedores.



## ENERGÍA ALTERNATIVA

A la comunidad le gustaría permitir fuentes de energía alternativas, como turbinas de viento, y establecer una tarifa de permiso razonable similar a la que existe en la ciudad de Lancaster. A medida que la tecnología mejora para los sistemas de energía alternativa, como la eólica y la solar, que se adapten estas regulaciones y se permitan las tarifas. Esto permitirá que las regulaciones sigan siendo amigables para el consumidor y brinde a los residentes opciones viables de energía alternativa. Las regulaciones y las tarifas de permisos deben ser compatibles, cuando sea posible, con la Ordenanza de Energía Renovable, que se aprobó en 2015.

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## LETREROS COMERCIALES

A la comunidad le gustaría conservar el carácter de pequeña ciudad rural de Littlerock mediante letreros de tipo frontera occidental o suroeste a pequeña escala, con iluminación que no distraiga visiblemente, como señales intermitentes. También se deben permitir letreros pintados en los edificios. La Ordenanza de Cielos Oscuros del Condado debe aplicarse a los letreros comerciales.



## ALTURA DE LAS CERCAS

Permita cercas más altas para los jardines laterales de las esquinas y los interiores para protegerse de los animales salvajes y sin necesidad de ningún permiso. Seis pies sería la altura máxima en los jardines delanteras.