



CITY OF LOS ANGELES **SYLMAR COMMUNITY PLAN**

Final Environmental Impact Report

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Volume IV: Sylmar Final EIR Appendices H to M

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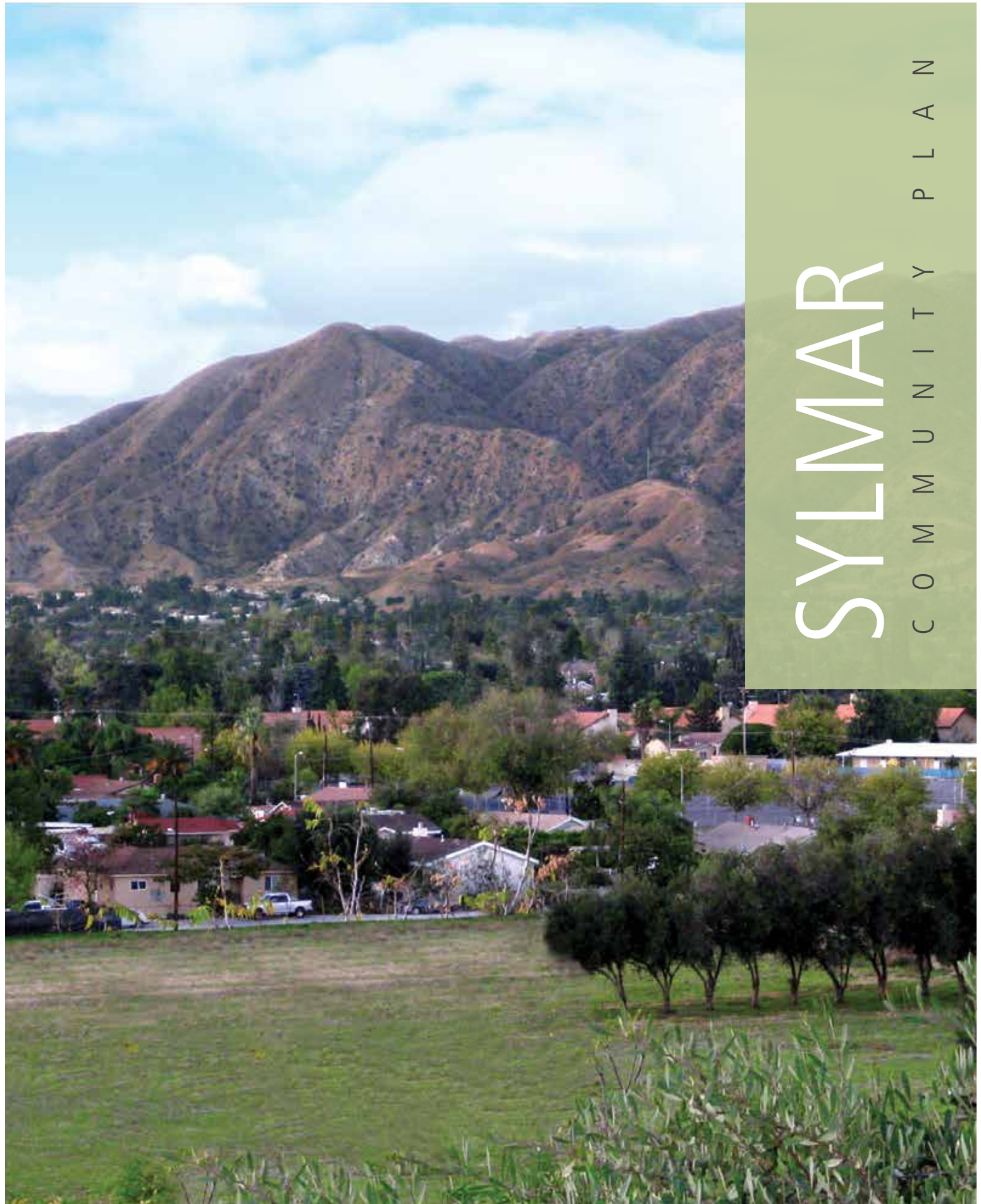
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SYLMAR

C O M M U N I T Y P L A N

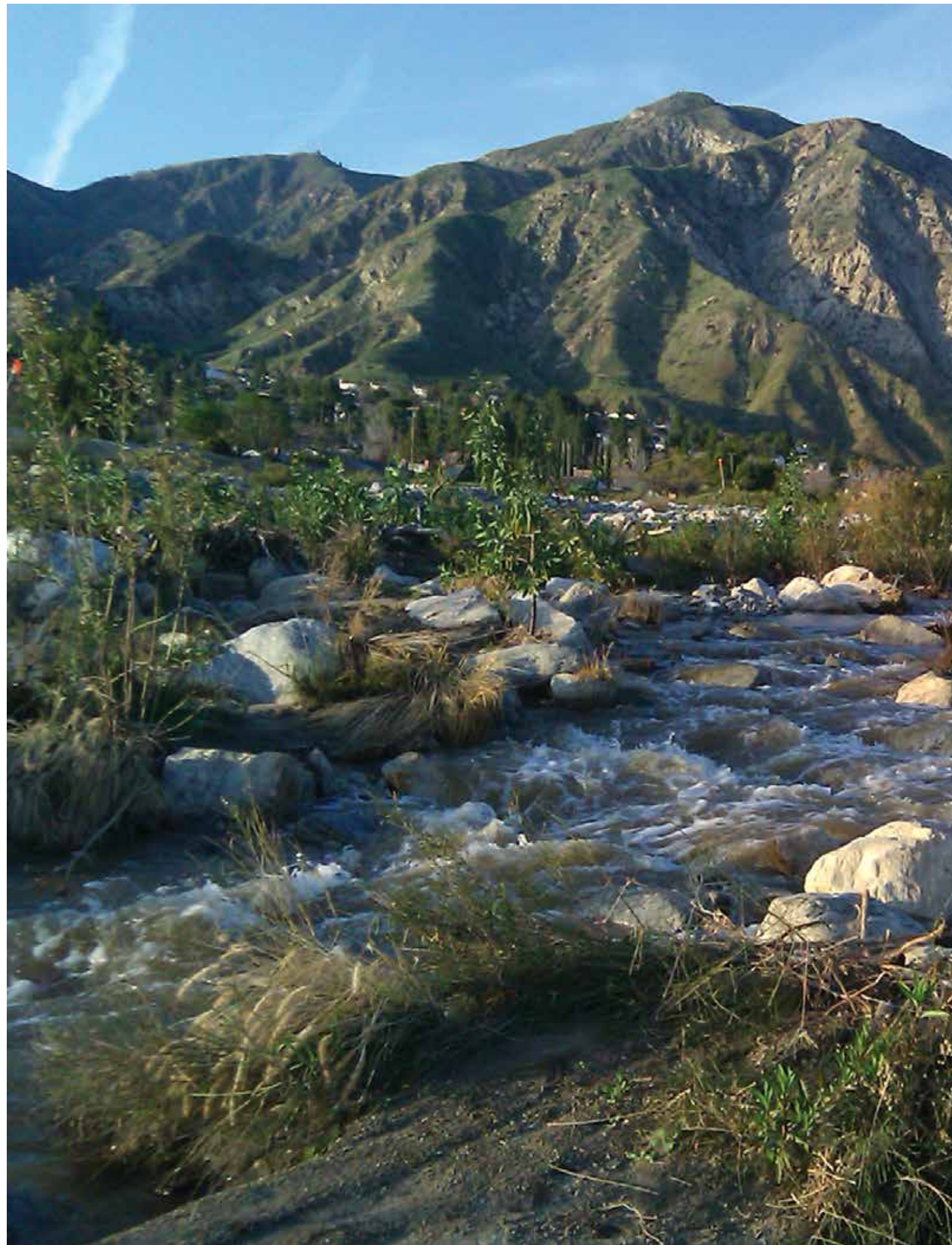


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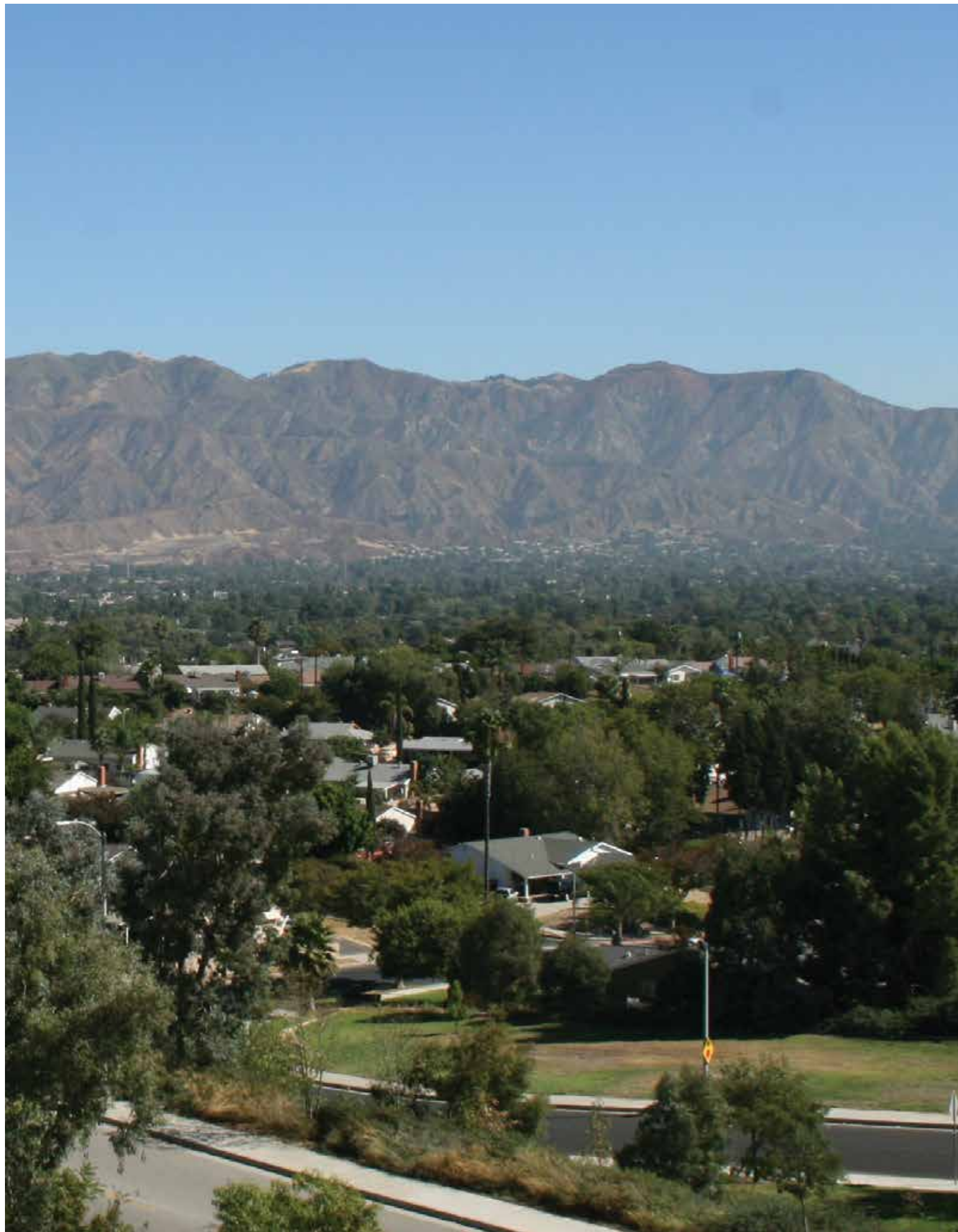
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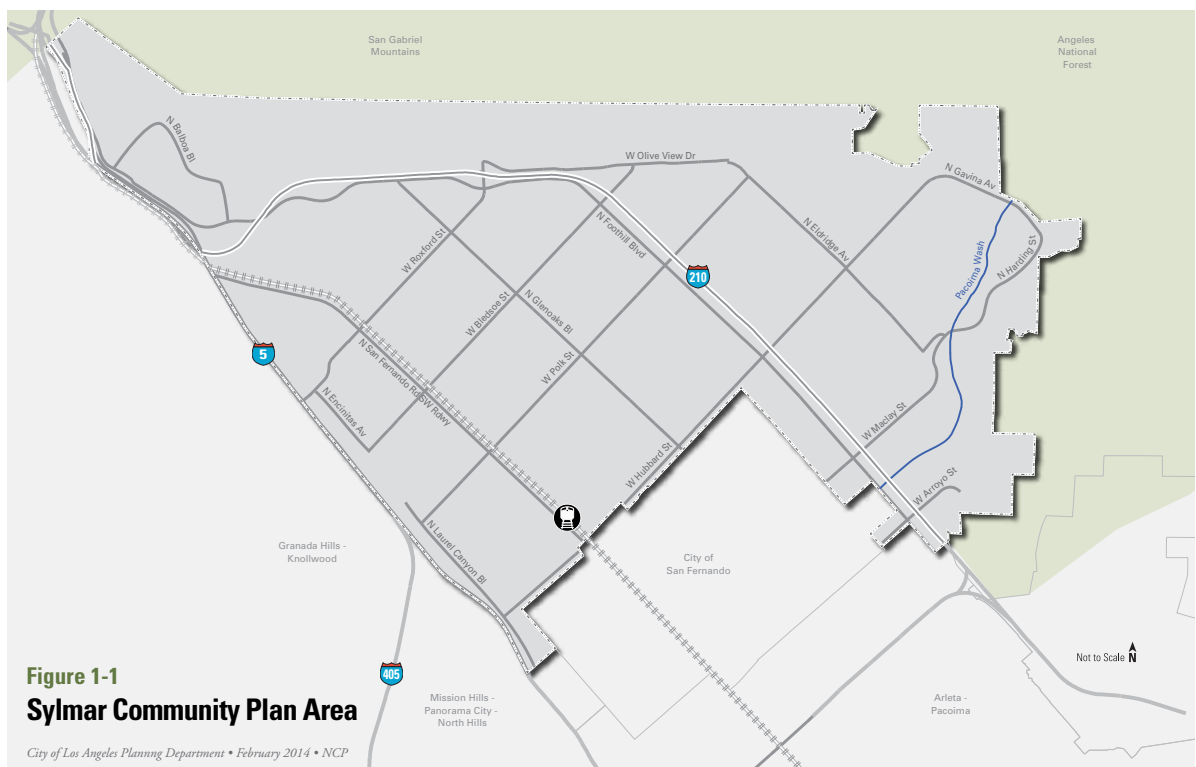


View of the San Gabriel Mountains from the Carey Ranch neighborhood.

Introduction & Orientation

Sylmar is a unique semi-rural suburban community surrounded by scenic mountain views, vast open spaces, and impressive natural beauty. Situated at the foothills of the San Gabriel Mountains in the northeast corner of the San Fernando Valley, this 12-square mile community is located at the northern border of the City of Los Angeles, approximately 28 miles north of downtown, see Figure 1-1, Sylmar Community Plan Area.

The community of Sylmar initially developed as an agricultural outgrowth of the City of San Fernando, with rich soil, an underground water supply, and year round warm climate that supported abundant olive and citrus trees. This community has grown significantly since its olive growing days. Today, Sylmar is a stable semi-rural “bedroom” community at the edge of the City where nearly 80,000 residents appreciate a quiet, slow-paced suburban lifestyle that includes the few remaining equestrian communities in the City. It is a working class community with many multi-generational families, a variety of residential neighborhoods, a mix of commercial uses and services, a thriving light industrial economy, and many natural, cultural, and civic amenities and resources.



The last comprehensive update of the Sylmar Community Plan area was completed in 1997 and since then significant changes have occurred, new issues have emerged, and new community objectives have evolved. It is necessary to update the Community Plan to reflect current conditions and at the same time plan for upcoming changes. Many changes occurring in Sylmar are caused by larger forces beyond the community's direct control, such as demographic trends, climate change, and economic conditions. Planning for upcoming changes is the most effective and beneficial way for the community to accommodate evolving needs.

The Sylmar Community Plan sets a new direction for the future of Sylmar. Most of Sylmar's neighborhoods are well established and are not expected to change significantly as growth occurs in other parts of the community and throughout the rest of the City. Through a collaborative effort involving residents, owners, businesses, and developers, City staff has produced a Community Plan that sets forth actions to achieve a common vision that encompasses the full spectrum of issues and opportunities regarding Sylmar's physical evolution. The Community Plan addresses a wide range of topics including housing and jobs, parks and open space, urban design, infrastructure, and mobility, as well as arts, culture, history, in addition to serving several important purposes:

- To outline a vision for Sylmar's long-term physical and economic development and community enhancement;
- To provide strategies and specific implementing actions that will allow this vision to be accomplished;
- To establish a basis for judging whether specific development proposals and public projects are in harmony with Plan policies and standards;
- To direct City departments, other public agencies, and private developers to design projects that enhance the character of the community, taking advantage of its setting and amenities; and
- To provide the basis for establishing and setting priorities for detailed plans and implementing programs, including zoning ordinances, design overlays, development standards, the Capital Improvements Program, facilities plans, and redevelopment and other area plans.

The Community Plan's importance lies in its ability to shape positive community change, fostering sustainable land use patterns while balancing the unique character of the community with citywide policies and regional initiatives. The process of developing the Sylmar Community Plan was a multi-year collaborative effort in which broad public input was obtained through a series of meetings and workshops where stakeholders provided input and recommendations.



Many of the residential neighborhoods in Sylmar have stunning views of the San Gabriel Mountains.



Single-family neighborhoods comprise the largest portion of land uses within Sylmar.



El Cariso Regional Park, a beautiful 79-acre park, is a focal point for the surrounding communities, providing amenities from picnic areas, play areas and tennis courts to a community swimming pool.



Industrial parks, like the one on Balboa Boulevard, provide residents with employment opportunities.

Plan Organization

The Sylmar Community Plan is organized into six chapters. Each chapter is further organized into sections that deal with specific topics, described below.

Chapter 1: Introduction and Orientation. Chapter 1 describes how to use the Community Plan, provides a reader's guide for understanding the Plan, and reviews the relationship of the Community Plan to the City's General Plan and other City agencies.

Chapter 2: Community Background. Chapter 2 provides a detailed description of the historical development of the community; describes its relationship to adjoining communities, its environmental setting, and its existing land uses; and identifies population, employment, and housing trends and projections.

Chapter 3: Land Use and Urban Design. Chapter 3 expresses the community's vision for the future, describes the community's land uses, and specifies goals and policies that address residential, commercial, industrial development; design improvements; economic development; jobs/housing balance, historic preservation; the community's equestrian lifestyle; diversity of housing choices; and environmental justice. This chapter also includes urban design guidelines for residential, uses that address more specific design issues for Sylmar.

Chapter 4: Mobility. Chapter 4 defines goals and policies for the community's circulation system, focusing on enhancing mobility and access to all users. Each mode of transportation is discussed, including walking, bicycling, public transit, horseback-riding, and driving.

Chapter 5: Community Facilities and Infrastructure. Chapter 5 discusses key public services and infrastructure, including police, fire, and emergency services, libraries, parks, schools, water, wastewater, solid waste, power (energy), street lighting, and the urban forest. The service provider, existing facilities and service levels, future needs, and issues are identified for each of these facilities or services.

Chapter 6: Implementation. Chapter 6 describes how the Community Plan will be implemented. Each policy in Chapters 3, 4, and 5 is implemented by one or more implementation programs. This chapter describes these implementation programs and identifies the responsible City department or agency.

How to Use the Plan

The Sylmar Community Plan is intended for use by all members of the community, including residents, Neighborhood Councils, business owners, developers, and public officials. The Plan is organized to allow the user to easily find information most relevant to their interest, without perusing the entire document. However, it is important to note that the Plan's policies, guidelines, and implementation programs were not created in isolation, but rather, developed collectively to address community issues in a comprehensive manner.

For residents and Neighborhood Councils, the Community Plan identifies the type and scale of land uses permitted, describes changes that may affect neighborhoods, and explains the goals, policies, design guidelines, and implementation programs that guide decisions about future development.

For businesses, the Community Plan identifies land use measures that support businesses and encourage future success. The Plan includes policies to support and enhance commercial and industrial development. The Plan also discusses land use strategies to attract new investment in commercial centers and corridors.

For developers, the Community Plan introduces the community, provides background information, and establishes development regulations. Developers are encouraged to review all maps, policies, design guidelines, and implementation programs throughout this document to better understand where and what type of development may occur in each part of the community.

For public officials, the Community Plan is a part of the General Plan, which is the basis for land use decisions by the City Planning Commissions, other boards and commissions, and the City Council.

For public agencies, the Community Plan is intended to help agencies contemplate future actions in the City, such as transportation infrastructure improvements, parks, and schools. The policies located throughout the Plan are interrelated and should be examined comprehensively when making planning decisions.

Reader's Guide

While the Plan's narrative text and maps frame the key concepts and proposals of the Community, the essence of the Plan lies in its goals, policies, design guidelines, and implementation programs. These declarative statements set forth the City's approach to various issues. Goals, policies, design guidelines, and implementation programs are described below.

Goals

A goal is a statement that describes a desired future condition or "end" state. Goals are change and outcome oriented, achievable over time, though not driven by funding. Each goal in the Community Plan begins with an abbreviated chapter title followed by the number of the goal (i.e., LU1).

Policies

A policy is a clear statement that guides a specific course of action for decision-makers to achieve a desired goal. Policies may refer to existing programs or call for establishment of new ones. Each policy in the Plan is labeled with the abbreviated chapter title, the goal it refers to, and a unique number (i.e., LU1.1).

Design Guidelines

The Citywide Design Guidelines (available at cityplanning.lacity.org) provide guidance for project designers, decision-makers, and the public on residential, commercial, and industrial projects throughout the City of Los Angeles, covering such topics as planning, building architecture and orientation, landscape and open space, and pedestrian-friendly design. In addition, the Sylmar Community Plan provides guidelines tailored just for single-family residential properties. Guidelines appear throughout Chapter 3, grouped by general topic and individually numbered (i.e. G1).

Implementation Programs

An implementation program is an action, procedure, program, or technique that carries out Community Plan goals and policies. Implementation programs are comprehensive in nature, encompassing amendments of existing and preparation of new plans, ordinances, and development and design standards; modification of City procedures and development review and approval processes; and interagency coordination. Chapter 6 contains a list of all the Plan's implementation programs. They are grouped by general topic and individually numbered (i.e. P1).

Relationship to the General Plan

California State law requires that cities prepare and adopt a comprehensive, integrated, long-term General Plan to direct future growth and development. The General Plan is the fundamental policy document of a city. It defines how a city's physical and economic resources are to be managed and utilized over time. Decisions by a city with regard to the use of its land, design and character of buildings and open spaces, conservation of existing and provision of new housing, provision of supporting infrastructure and public and human services, and protection of residents from natural and man-caused hazards are guided by and must be consistent with the General Plan.

State law requires that the General Plan contain seven elements: land use, transportation, housing, conservation, open space, noise, and safety. Cities may also choose to incorporate additional elements to more directly address locally significant issues. There must be internal consistency among the elements. In Los Angeles, the thirty-five Community Plans, including the Sylmar Community Plan, comprise the City's land use element, see Figure 1-2, City of Los Angeles Community Plan Areas. In addition, the City has adopted an overarching "Framework Element" discussed below.

Citywide General Plan Elements

- Open Space
- Housing
- Transportation
- Conservation
- Land Use
- Noise
- Safety
- Infrastructure
- Public Facilities and Services
- Framework

General Plan Framework Element

The City's General Plan Framework Element is the citywide plan that establishes how Los Angeles will grow in the future. Adopted in 1996, and re-adopted in 2001, the Framework Element is a strategy for long-range growth and development, setting a citywide context for the update of Community Plans and citywide elements. The Framework Element responds to state and federal mandates to plan for the future by providing goals, policies, and objectives on a variety of topics, such as land use, housing, urban form, open space, transportation, infrastructure, and public services. Many of the Framework Element's key guiding principles, summarized below, can be advanced at the community level via Community Plans.



Framework Element Guiding Principles

Grow strategically. Should the City's population continue to grow, as is forecast by the Southern California Association of Governments (SCAG), growth should be focused in a number of higher-intensity commercial and mixed-use districts, centers, and boulevards, particularly in proximity to transportation corridors and transit stations. This type of focused growth links development with available infrastructure and encourages more walkable, transit-friendly neighborhoods, helping to ease our reliance on the automobile, and minimizing the need for new, costly infrastructure.

Conserve existing residential neighborhoods. By focusing much of the City's growth in centers and along commercial corridors, the City can better protect the existing scale and character of its single- and multi-family neighborhoods. The elements that contribute to the unique character of different residential neighborhoods should be identified and preserved whenever possible.

Balance distribution of land uses. Maintaining a variety of land uses is crucial to the long-term sustainability of the City. Commercial and industrial uses contribute to a diverse local economy, while residential uses provide necessary housing for the community. Integrating these uses within smaller geographical areas can better allow for a diversity of housing types, jobs, services, and amenities.

Enhance neighborhood character through better development standards and guidelines. Better development standards and guidelines are needed to both improve and enhance existing neighborhood character and ensure high-quality design in all types of development. In 2011, the City Planning Commission adopted citywide guidelines for commercial, residential, and industrial projects. In addition, many communities have design regulations in certain key geographic areas, as well as, design guidelines in the Community Plan for particular types of development.

Improve the connection of public and private spaces through good urban design. Good urban design improves the relationship between private development and the public realm. The placement of architectural features, windows, entrances, walkways, street trees, landscaping, and lighting all help to establish either a positive or negative interaction between a building and its surroundings. Good urban design practices help to create successful public and private spaces where people feel comfortable and that foster a sense of community.

Create more small parks, pedestrian districts, and public open space.

While regional parks and green networks are an important component of the City's open space strategy, more small-scale, urban open spaces must be developed as well, as they are crucial to the quality of life of the City's residents. There are many opportunities at the community level to create public "pocket" parks or mini parks as part of new developments, to enhance pedestrian orientation in key commercial and residential areas, and to build well-designed public plazas and gathering places.

Improve mobility and access. The City's transportation network should provide adequate access to jobs, services, amenities, open space, and entertainment, and maintain acceptable levels of mobility for all those who live, work, travel, or move goods in Los Angeles. Attainment of this goal necessitates a comprehensive program of physical infrastructure improvements, traffic systems and traffic demand management techniques, and land use and behavioral changes that reduce vehicle trips. An emphasis should be placed on providing for and supporting a variety of travel modes, including walking, bicycling, horseback riding, public transit, and driving.

Identify a hierarchy of Districts, Centers, and Boulevards. The Framework Element provides an overall structure and hierarchy for the City's commercial areas. This hierarchy, described in more detail below, helps us understand the roles that different types of commercial areas play within our communities so that we can better foster their unique characteristics. Our City's commercial areas serve a variety of roles and functions, from small neighborhood gathering places with local cafes and shops to major job centers and entertainment hubs. Although these areas are typically designated for commercial use, they often contain residential and mixed-use buildings as well. Commercial areas are grouped into four general categories: Neighborhood District, Community Center, Regional Center, and Mixed-Use Boulevards.



The Metrolink Station located in Sylmar serves as a multi-modal transit terminal and transfer point for bus riders.

Framework Element Hierarchy

The City's commercial areas are grouped into four general categories: Neighborhood Districts, Community Centers, Regional Centers, and Mixed Use Boulevards. Some Community Plan areas do not contain all four types of districts or centers.



Abbot Kinney Boulevard in Venice

Community Center. Community Centers differ from Neighborhood Districts in their size and intensity of business and social activity. While they typically include the types of businesses and services found in Neighborhood Districts, they also contain uses that serve the larger community, like hotels or motels, small offices, cultural and entertainment facilities, and schools and libraries. Generally, Community Centers are medium-scaled, although this varies depending on the character of the surrounding area. Community Centers are often served by small shuttles, local and rapid buses, or subway stops.



Hollywood and Western Avenue



Century City

Regional Center. A Regional Center is a hub of regional commerce and activity and contains a diversity of uses such as corporate and professional offices, residential buildings, retail commercial malls, government buildings, major health facilities, major entertainment and cultural facilities, and supporting services. Regional Centers cater to many neighborhoods and communities and serve a much larger population than either Community Centers or Neighborhood Districts. They are generally high-density places whose physical form is substantially differentiated from the lower-density neighborhoods of the City. They typically provide a significant number of jobs, but are also non-work destinations as well. As a result of their densities and functions, Regional Centers are usually located near major transportation hubs or along major transportation corridors. There are no Regional Centers identified in the Sylmar Community Plan.

Mixed-Use Boulevard. Mixed-Use Boulevards serve as the “connecting spaces,” linking Neighborhood Districts, Community Centers, and Regional Centers with one another. The scale, density, and height of development along designated Mixed-Use Boulevards vary throughout the City, but are intended to be compatible with adjacent residential neighborhoods. The term “mixed-use” connotes a variety of uses occurring within the boulevard, but also the potential for mixing uses within individual structures, such as commercial on the ground floor and residential above. Mixed-Use Boulevards should provide community and neighborhood commercial uses, public services, cultural facilities, school classrooms, and similar facilities to residents and employees within walking distance of surrounding residential neighborhoods and accessible from the boulevard’s public transit.



Downtown Los Angeles

Relationship to Other Agency Plans

A variety of agencies and organizations influence development and land use decision-making in the Community Plan area, see Figure 1-3, Other Agency Plans. In each case, the plans and use of property by other agencies must be consistent with the Community Plan. This required consistency holds true for redevelopment and capital improvement programs and projects, development entitlements, and other actions pertaining to the City's physical development. Relevant agencies and plans in Sylmar include:

Community Redevelopment Agency of Los Angeles (CRA/LA)

CRA/LA, a Designated Local Authority (DLA), is the successor to the former Los Angeles Community Redevelopment Agency, the public agency established in 1948 pursuant to California State Law (Code Section 33000), to attract private investment into economically depressed communities. Although ABX1-26 dissolved the Agency in 2012, the land use authorities granted in the Redevelopment Project Area Plans remain effective and will continue to be administered by the DLA.

The Earthquake Disaster Assistance Project Area in Sylmar includes portions along San Fernando Road, Hubbard Street, and Foothill Boulevard. The Project was established in 1994 as a result of the Northridge Earthquake. While this Plan is set to expire in 2015, efforts are underway to expand its boundaries and extend its life, so that efforts to stimulate economic development in this part of Sylmar can continue.

Los Angeles Community College District (LACCD) LACCD consists of nine colleges, including the Los Angeles Mission College (LAMC) which is located within the Sylmar CPA. LAMC has prepared the 2009 Facilities Master Plan to help guide the development of the instructional and support facilities needed to accommodate increased enrollment through 2015. However, City Planning approval is not required prior to LAMC obtaining necessary permits. See Figure 5-1, Public Facilities.

Los Angeles County Metropolitan Transportation Authority (Metro)

Metro is the state chartered regional transportation planning and public transportation operating agency for the County of Los Angeles. The agency develops and oversees transportation plans, policies, funding programs, and both short-term and long-range solutions that address the County's increasing mobility, accessibility and environmental needs. Metro operates the Sylmar/San Fernando Metrolink Station located in the southwest corner of the community.

The Angeles National Forest (ANF)

ANF was established by Executive Order in December 1892. It covers about 700,000 acres and is the backyard playground to Sylmar and the greater Los Angeles area. ANF manages the watershed within its boundaries and provides valuable water to Southern California and protects surrounding communities from catastrophic floods. ANF is located in the San Gabriel Mountains of Los Angeles County.

Los Angeles Unified School District (LAUSD)

LAUSD currently operates several K-12 schools in Sylmar, including one high school. In addition, LAUSD operates early childhood education centers, adult schools, and a continuation program within Sylmar. The LAUSD develops an annual Planning and Development Branch Strategic Execution Plan, which describes goals and progress for school site planning. However, City Planning approval is not required prior to LAUSD obtaining necessary permits. See Figure 5-1, Public Facilities.

Santa Monica Mountains Conservancy (SMMC)

SMMC was established by the California State Legislature in 1980 to help create and preserve parkland in both wilderness and urban settings. The SMMC Zone covers an area from the edge of the Mojave Desert to the Pacific Ocean, including the San Gabriel Mountains and the Rim of the Valley Trail Corridor which are in the northern portions of Sylmar. The Sylmar Community Plan seeks to coordinate efforts to preserve and protect parkland, watershed, and open spaces by providing adequate buffers and transitional uses between the foothills and the rest of the community.

State Enterprise Zone (SEZ)

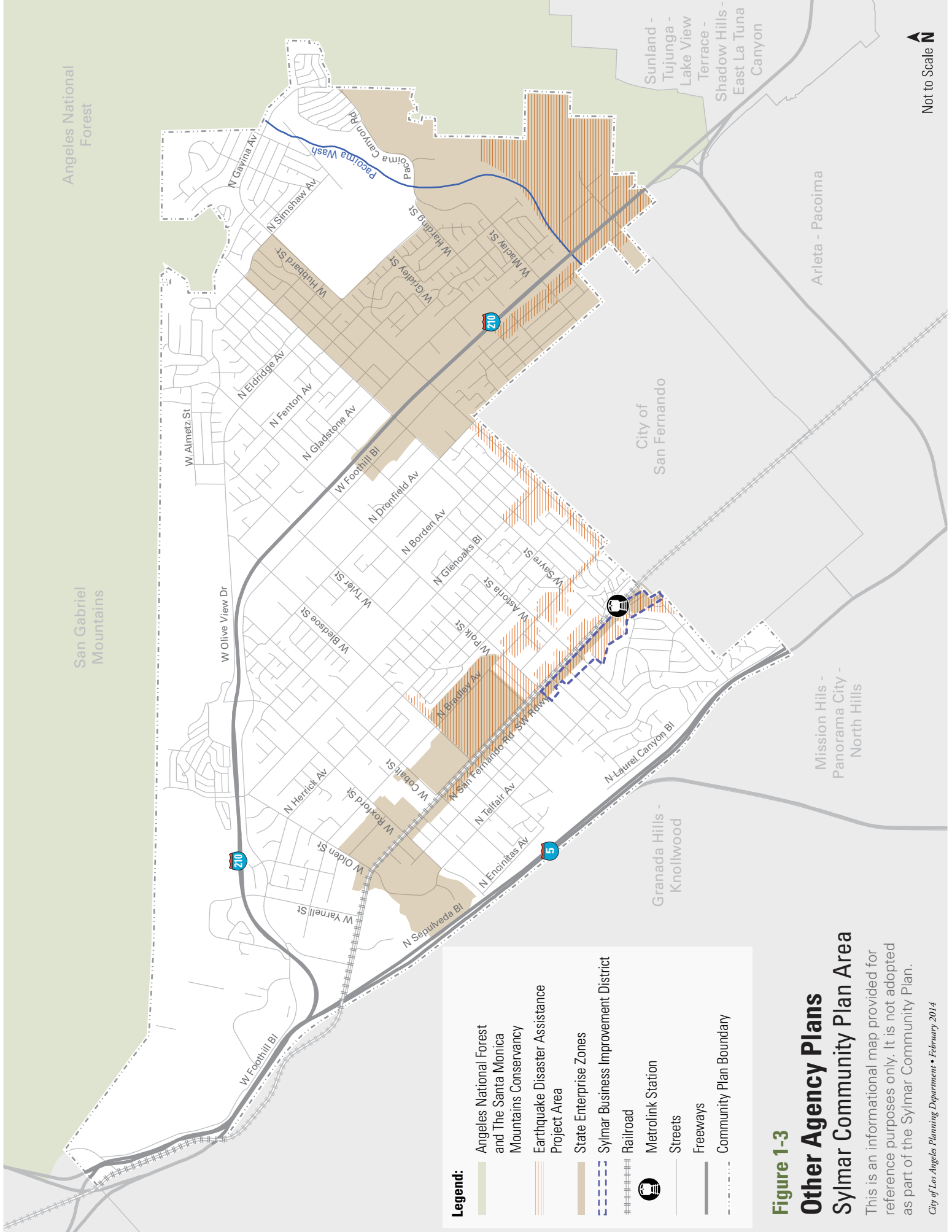
SEZ program targets distressed areas throughout California, providing special incentives designed to encourage business investment and promote the creation of new jobs. A portion of the southeast corner of Sylmar is within the boundaries of the East Valley Region of the Los Angeles State Enterprise Zone. Businesses in this enterprise zone can take advantage of special State tax credits and deductions that are intended to stimulate business attraction, growth, and retention, and increased employment opportunities within Sylmar.

Sylmar Property and Business Improvement District (S-PBID)

S-PBID is a public-private partnership established in 2007 to fund improvements within the district's boundaries. It consists of property owners and commercial tenants who are dedicated to promoting business development and improving the area's quality of life. The district is located within a three-quarter mile area along San Fernando Road between Polk and Hubbard Street. Business Improvement Districts deliver supplemental services such as capital improvements and beautification for the area – all funded by a special assessment paid by property owners within the district.

The United States Army Corps of Engineers (USACE)

USACE is one of the primary agencies responsible for flood control. There are several flood control channels within Sylmar, such as the Pacoima Wash. Permits are required for work or structures within navigable waters, discharge of dredged or infill material into waters, and many water bodies, such as the Pacoima Wash, and wetlands are subject to USACE's regulatory authority. The proposed playing fields near the Pacoima Wash are subject to its regulatory authority.



Special Districts

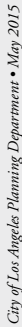
One of the primary methods of implementing the Community Plan is through zoning regulations. Special districts or overlays allow zoning regulations to be tailored specifically to the community, taking into account geographic features, architecture, history and unique character or design features. As shown in Figure 1-4, Special Districts, several such districts or overlays that influence decision-making in the community include:

Sylmar Equinekeeping “K” District

The Sylmar Equinekeeping “K” District, amended concurrently with this Community Plan, is an overlay ordinance that preserves the equestrian lifestyle on residential lots in the north and central areas of Sylmar by maintaining minimum lot size, equinekeeping lot features, adequate distance to non-equinekeeping neighbors, as well as assisting in access to and development of equestrian trails. This “K” District includes a set of conditions in addition to those in the L.A.M.C. Equinekeeping “K” District section. The Community Plan Design Guidelines also include specific guidelines for equinekeeping neighborhoods.

Sylmar Community Plan Implementation Overlay (CPIO) District

The Sylmar CPIO provides standards for development projects, including new development and improvements to existing properties, within the community. The intent of the CPIO is to enhance the identity of the community and to improve the walkability and appearance of neighborhood districts, commercial areas, and multiple family residential areas near public transit.



This is an informational map provided for reference purposes only. It is not adopted part of the Sylmar Community Plan.



Tract housing increasing in the Valley (1957). Courtesy of Hollywood Citizen News/Valley Times Collection/Los Angeles Public Library.

Community Background

Once the site to the world's second largest olive groves, today Sylmar is a quaint bedroom community with a variety of services and amenities nestled in the foothills of the San Fernando Valley.

The earliest recorded inhabitants of the San Fernando Valley were the Tongva Indians, also known as the Gabrielinos. In 1797, a group of Spanish expeditioners, led by Gaspar de Portola, built the Mission San Fernando Rey de Espana, three miles south of Sylmar and the Mission Wells and Settling Basin. By the turn of the century the Mission had become a small, thriving center of trade where fruits, vegetables, olives, wine, and livestock were bought and sold. The Mission was the center of regional activity in the Valley until the City of San Fernando, located near the Southern Pacific Railroad tracks, was founded in 1874 by Charles Maclay. The railroad line, which traverses the western sector of the community, was completed in 1876 and linked San Fernando with downtown Los Angeles and San Francisco. The completion of the railroad tracks connected the valley with the rest of the nation, and was crucial to Sylmar's early development. Figure 2-1, Community Structure, highlights key points of interest in and around Sylmar.



Indian Women at the San Fernando Rey de Espana Mission (1890). Courtesy of C.C.Pierce & Co./Los Angeles Public Library.



Mission Wells and Settling Basin, Los Angeles Historic-Cultural Monument No. 50.

By the mid-nineteenth century, smaller independent towns began emerging around the City of San Fernando, including *Morningside* — the community now known as Sylmar. The area developed as an agricultural outgrowth of the City of San Fernando. In 1886, a group of Illinois businessmen purchased 2,000 acres of land, east of the railroad tracks on San Fernando Road and south of Roxford Street, and planted over 1,000 acres with olive trees. The nutrient-rich soil, underground water supply, and year round warm temperatures produced some of the world's finest olives and olive oil. During this period, Sylmar was considered to have the second largest olive grove and mill in the world. The packaging plant located near the railroad tracks on San Fernando Road and Roxford Street continued to sell olives and olive oil under the Sylmar Packing Label until 1925.

The completion of the Los Angeles Aqueduct in 1913, stretching 233 miles from the Owens River to the Los Angeles region, transformed Los Angeles, as it brought water to the City through the terminus at the northwest corner of the community that is now Sylmar. The area of Morningside was shortly renamed Sylmar ("sea of trees") after incorporation into the City of Los Angeles in 1915. Most of the northern rural areas in the valley were also annexed into the City around the same time in order to gain access to the new water supply, more than doubling the size of Los Angeles. With a new stable supply of water, combined with near perfect weather and soil conditions, Sylmar was an ideal place to cultivate farms and produce commodities and for many years flourished as a strong farming community.

For most of the 1920s and 1930s, Sylmar produced olive oil, pickled olives, and varietal flowers. Horse ranching and poultry farming were also historically part of the economic life of the area. The barns and other structures that survive provide a strong visual characteristic of the early history of Sylmar. Stetson Ranch is the most notable ranch in the area, though no early buildings or farm structures remain. The limited number of architectural resources from each period of Sylmar's history indicate that the community remained rural until the 1950s.



Los Angeles Aqueduct Dedication (1913). Courtesy of Herald-Examiner Collection/Los Angeles Public Library.



Sylmar Packing Corporation (1950). Courtesy of Hollywood Citizen News/Valley Times Collection/Los Angeles Public Library.

The end of World War II and the ensuing “baby boom” accelerated urbanization and population growth in the Valley and the rest of the City. The demand for growth that followed the mid-twentieth century spurred urbanization and effectively eliminated the olive industry and the small agricultural farms located in Sylmar. It was during this period, between 1940 and 1960 that much of the community’s housing stock was built, with single-story ranch-style homes that still predominate in many neighborhoods. During this time, the first major shopping center was built on Foothill Boulevard and the two major freeways (the Foothill and the Golden State) that traverse the community began construction, connecting Sylmar with the rest of the City and attracting new industries to Sylmar.

In conjunction with the new levels of urbanization, the Sylmar Branch Library opened in 1961. The first public park was formally dedicated in 1964 on the site of the old El Retiro School for Girls at Polk Street and Borden Avenue and is now the Sylmar Recreational Park, the only community Park in Sylmar. In 1969, the Hang Gliders Flight Park opened west of the Pacoima Wash, offering an alternative site for residents seeking recreational space north of the Foothill Freeway.

The 1970s were “rebuilding” years, as efforts moved forward to rebuild or transform structures that were destroyed in the 1971 Sylmar Earthquake. The destroyed Veterans Administration Hospital became the Veterans Memorial Park and the former tuberculosis sanitarium was rebuilt as Valley Care Olive View-UCLA Medical and Health Center, the only county hospital in the North Valley. In 1975, the Foothill Freeway (I-210), the 79-acre El Cariso County Regional Park and Golf Course, and the 11-acre Los Angeles Mission College were also completed. In 1978, the Los Angeles County Juvenile Hall was constructed, one of the few juvenile centers in the Valley. Three new mobile homes parks opened in the northwest area of the community in the late 1970s, and many shopping centers, and industrial developments, such as distribution warehouses, also began emerging east of the railroad tracks.



Olive View Medical Center (1970). Courtesy of The Valley Relics Collection.



Olive Groves on Roxford Avenue (1937). Courtesy of the Los Angeles Public Library.

In the 1980s, Sylmar experienced some of the highest population and housing growth rates in the City. The community grew by nearly twenty thousand residents and more than 4,500 residential units were built within a decade. Sylmar also transitioned from an Anglo to a Latino majority population. A number of large condominiums, and commercial, and industrial developments were constructed filling in most of the un-built land along major corridors and near the freeways.

By the 1990s, growth rates had tapered off. Most of the development took place along the periphery of the community where large parcels still remained undeveloped. Several industrial parks and planned residential neighborhoods were constructed during this time period. In 1993, the Sylmar/San Fernando Metrolink Station was built linking Sylmar to Lancaster and downtown Los Angeles and providing connections to Metro, LADOT, and the Santa Clarita Transit bus systems. In 1994, Sylmar was struck by another earthquake, the Northridge Earthquake, damaging large portions of its infrastructure.

Today, Sylmar is a relatively established semi-rural suburban community with a variety of services and amenities. Most of the recent residential activity has entailed remodeling or upgrading existing homes and/or subdividing large lots into small, more compact single and multi-family housing. The nearly completely destroyed Oakridge Mobile Home Park is seeing signs of rebirth after the fire of 2008; with a new community center and homes constructed. Interest in redeveloping Sylmar's commercial and industrial districts and public facilities has gained momentum in recent years. Several new mixed-use housing, retail, and office projects have been entitled near the Sylmar/San Fernando Metrolink station, existing shopping centers have been remodeled, and new industrial businesses have opened. San Fernando Road has begun to see improvements; with a new bike lane and street trees, and a new landscaped median. In addition, the Los Angeles Unified School District has upgraded many of its facilities and the Los Angeles Mission College has expanded its campus adding new facilities and amenities.

Over the next decade, the focus of development in Sylmar will be to enhance those elements and features of the community that contribute to its overall sense of charm, character, and function while directing growth strategically so that new development is compatible with existing land uses and scale and preserve the natural environment. Established residential neighborhoods will be protected and are not expected to change significantly as growth occurs in other parts of Sylmar and targeted locations in the City. New housing will be directed towards the Sylmar/San Fernando Metrolink Station and other major corridors. The community's local economy will be protected by preserving existing industrial and commercial land and by providing new opportunities to expand where appropriate and feasible. This strategic and balanced approach will not only protect residential neighborhoods and the natural resources, but will provide new housing, commercial, and industrial opportunities in areas that have the infrastructure and amenities in place to support growth.



Multiple family housing in Sylmar, located along Foothill Boulevard.



The North Valley Business Center, located on Telfair Avenue, is one of the main industrial parks within the community of Sylmar, providing employment opportunities.



A pleasant bicycle path, shaded by street trees along San Fernando Road.



Oakridge Mobile Home Park resurges after devastation caused by the 2008 wildfires.



Figure 2-1
Community Structure
Sylmar Community Plan Area

This is an informational map provided for reference purposes only. It is not adopted part of the Sylmar Community Plan.

Existing Land Uses

Sylmar is a semi-rural suburban community framed by open space, as illustrated in Chart 2-1, Land Use Distribution. Its natural and man-made boundaries have helped define the area and have influenced its development pattern. It is bounded by the San Gabriel Mountains and Angeles National Forest to the north and east, the Pacoima Wash to the southeast, the City of San Fernando to the south, the Golden State Freeway (I-5) and San Diego Freeway (I-405) to the west, and is traversed by the Foothill Freeway (I-210) through the northeast portions of the community. The community of Sylmar is relatively built-out with a mixture of single and multiple family residential, commercial, industrial, civic, passive and recreational uses, and public facilities within a “sea of trees.”

Residential uses comprise the largest portion of land uses within Sylmar, with 4,380 acres or 64 percent of the community designated for residential uses. More than half, 57 percent, is designated for single-family uses, with the remaining 7 percent designated for multi-family uses. Single-family residential uses are located throughout the community. Most of the single-family neighborhoods are characterized by single-story ranch style homes that were built post World War II with more recent development characterized by two-story modern and post-modern architecture. The oldest single-family neighborhoods are located in the central portion of the community featuring semi-rural characteristics such as large lots with horsekeeping, stables, and equestrian trails that lead into the national forest.

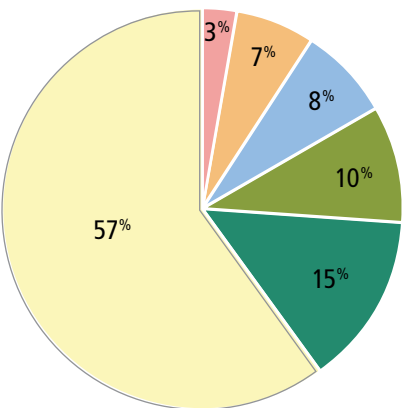


Chart 2-1
Land Use Distribution (2006)

Single-family Residential	57%
Public Facilities	15%
Open Space	10%
Industrial	8%
Multi-Family Residential	7%
Commercial	3%

Source: City of Los Angeles
Department of City Planning, 2010.



Typical single-family residential neighborhood in Sylmar.



The small-scale, two-story buildings with individual front entrances are characteristics of many of the apartments and condominiums on Foothill Boulevard.



Typical single-story commercial development in Sylmar.



Streets lined with trees is characteristic of many Sylmar industrial districts.

Multiple family uses consist of nearly seven percent or about 484 acres of the land in Sylmar. Most of the multi-family neighborhoods are concentrated in the central west portion of the community along Foothill Boulevard and in the south east portion near the Sylmar/San Fernando Metrolink Station, with several residential neighborhoods along Hubbard Street, San Fernando Road, and along the fringes of the community. The older neighborhoods comprise of a mix of two and three-story attached and detached apartments and condominiums with newer development varying from two-story townhomes to four-story apartment buildings. There are also several mobile home parks located throughout the community.

Commercial land uses comprise less than three percent or about 195 acres of the land in Sylmar. Most of this land is located in the southern portions of the community along the commercial corridors of Foothill Boulevard, Glenoaks Boulevard, Gladstone Avenue, and Laurel Canyon. These corridors consist of shopping centers containing a mix of retail, office and financial services, auto-related uses, and general commercial services and uses. Several smaller neighborhood commercial districts are located throughout the community at major intersections along Glenoaks Boulevard, Roxford Street, and Foothill Boulevard. These districts provide a variety of uses that serve the immediate local residential neighborhoods. There are also two mixed-use boulevards along San Fernando Road and Maclay Avenue which offer a variety of commercial uses and residential units.

Industrial land use comprises approximately 530 acres or eight percent of the land in Sylmar. Industrial uses are concentrated in the central west portion of the community along the railroad tracks and in the northwest and southeast corners of the community near major freeways. Sylmar has two light industrial districts, one located in the southeast corner of the community near the I-210 freeway and the other in the central west portion of the community near the railroad tracks. The uses located in these districts contain a mix of distribution and warehouse uses and industrial services such as machine and print shops. In addition, two industrial parks are located in the western portion of the community near the I-5 freeway. The uses in these parks primarily consist of research and development with some distribution uses. A small cluster of industrial uses is located on the western edge of the community containing primarily warehouse uses.

Open space comprises 676 acres or ten percent of the community. The largest open space area is located in the eastern portion of the community, north of the I-210 freeway, and includes El Cariso Community Regional Park and Golf Course, the Pacoima Wash, Hanggliders Flight Park, Sylmar Independent Baseball League, and Veterans Memorial Community Regional Park. Additional open space is located in the northern portion of the community, abutting the San Gabriel Mountains and Angeles National Forest. This area includes two specialty parks that serve the equestrian community, Stetson Ranch and Wilson Canyon Parks. These parks provide trailheads that lead up to the Rim of the Valley Trail Corridor and the Angeles National Forest. In addition, a community park is centrally located near three public schools and a neighborhood park is located in southwest corner of Sylmar. Other open space areas include the historically designated Mission Wells and Debris Basin located in the southwest corner, the Pioneer Cemetery centrally located in the community, and the two flood control channels that traverse the community.

Public Facilities, such as schools, fire stations, hospitals, and utilities, is the second largest land use designation in the community representing 1,046 acres, or 15 percent. Olive View-UCLA Medical Center is the largest public facility with Los Angeles Mission College being the second largest public facility in Sylmar, both located north of the I-210 freeway. The third largest public facility is a Department of Water and Power facility that consists of a power receiving station, several water storage containers, and the transmission line right-of-ways that run parallel to the I-210 freeway and bisect the community in its western portion. Other public facilities include: the juvenile detention facility located in the northwest corner of the community, the library and fire station centrally located on Polk Street, and 10 public schools located throughout the community.



Parks, open space, and public facilities, such as the Lakeside Debris Basin, offer recreational opportunities throughout Sylmar.



Stetson Ranch, located at the base of the Angeles National Forest in Sylmar, is a shady rural park that offers hiking and equestrian trails, as well as equestrian staging areas.



Sylmar has been called “the world capital of hang gliding” and pilots have been flying hang gliders over the area since 1969.



Olive View-UCLA Medical Center is a hospital, funded by Los Angeles County, and is one of the primary healthcare delivery systems in the north San Fernando Valley.

Relationship to Adjacent Communities

The community of Sylmar is located in the northeast section of the San Fernando Valley at the southern foot of the San Gabriel Mountain range. Adjacent communities within the City of Los Angeles include Granada Hills–Knollwood and Mission Hills–Panorama City–North Hills and the incorporated City of San Fernando. Sylmar shares the southern boundary with the City of San Fernando and much of its history, identity, and ethnic community. The City of San Fernando and nearby cities, such as Burbank and Santa Clarita, provide retail and entertainment opportunities not found locally. In exchange, Sylmar employs many blue and white collar workers that reside in nearby communities. Sylmar also offers a variety of recreational activities, such as horseback riding, hang gliding, and hiking opportunities. It also provides higher educational opportunities, health services, and correctional facilities to nearby communities. Lastly, Sylmar offers rail services to nearby residents traveling locally and regionally.

Trends and Projections

The State of California requires that cities plan for changes in population, housing, and employment; if growth is projected, each city must accommodate a share of the region’s anticipated growth. These projections are developed by the Southern California Association of Governments (SCAG), which forecasts population and job growth for the cities and counties in the six-county Southern California region. The City must then accommodate, or create the “capacity” for, these projected levels of population, housing, and employment through its Community Plans. This section describes the Sylmar Community Plan’s population, housing, and employment projections, as well as other influencing factors that may impact these estimates. In addition, recent state legislation, including two important climate change bills, is discussed.

Population, Housing and Employment

SCAG’s 2030 population and housing forecasts for Los Angeles are based on historic and recent growth trends. The Department of City Planning (DCP) refines the population and housing allocations within the City’s 35 communities so that projected growth is directed to regional and commercial centers, consistent with the Framework Element and other City policies.

The Sylmar Community Plan is designed to accommodate the 2030 population, housing, and employment projections based on assumptions about the amount of development that can reasonably be expected to occur during the life of the plan, given the Community Plan’s land use designations and policies. Past building data demonstrates that many sites will not be built to the maximum densities permitted by the Community Plan for a variety of reasons, including economic conditions and market trends, financial lending practices, construction and land acquisitions costs, physical site constraints, and other General Plan policies or regulations. These reasonable expectations about the level of future development determine the Community Plan’s capacity to absorb any increase in population, housing, and employment. The 2030 projections and plan capacity for population, housing units, and employment in Sylmar are shown in Table 2-1, Population, Housing and Employment Projections and Capacity for Sylmar.

TABLE 2-1
Population, Housing, and Employment Projections
and Capacity for Sylmar

	Existing (2005 Estimate) ¹	2030 Projection	Plan Capacity
Population (persons)	71,794	85,993 ²	88,008
Housing (dwelling units)	18,329	23,887 ²	24,438
Employment (jobs)	19,619	25,660 ³	26,453

¹ Southern California Association of Governments (SCAG), 2005 estimate.

² City of Los Angeles Department of City Planning, adjusted SCAG projection.

³ SCAG projection.

Other Influencing Factors

In any planning effort, population projections and estimates are prepared in an attempt to anticipate, predict, and forecast population trends over a planning period. Understanding population change is necessary to predict future demand for housing units, land area for future development, transportation demand, community facilities and natural resources within the Plan area. It needs to be recognized, however, that these figures are only best estimates and are derived from regional data disaggregated to the city and community level. The intensity of development is affected by many factors and the rate at which population, jobs and housing grow may be faster or slower than anticipated. External factors, such as global economic trends, demographic changes, immigration and migration, global warming, and water rights and related litigation may also influence community development. These factors are difficult to quantify and are often beyond the control of local jurisdictions, but are important considerations as future trends are anticipated, predicted, and forecasted.

State Legislation

At the state level, Senate and Assembly bills are often adopted that influence local planning policy. The Sylmar Community Plan includes new policies and programs that address these important objectives. For example, legislation calls for greater local emphasis on greenhouse gas reductions as well as better integration of transportation and land use planning:

Global Warming Solutions Act of 2006 (Assembly Bill 32) requires California to reduce its greenhouse gas emissions to 1990 levels by no later than 2020. The California Air Resources Board (CARB), as the State's lead air pollution control agency, was assigned primary responsibility for coordinating development of those measures needed to achieve the required emissions reductions.

Complete Streets Act of 2007 (Assembly Bill 1358) requires cities when updating its General Plan, to provide for the routine accommodation of all users of the roadway including motorists, pedestrians, bicyclists, individuals with disabilities, seniors, and users of public transportation.

Landmark Land Use and Greenhouse Gas State Law of 2008 (Senate Bill 375) helps to implement Assembly Bill 32's greenhouse gas reduction goals by targeting transportation-related emissions through better integration of land use and transportation planning.



Land Use & Design

Sylmar serves as a bedroom community where residents appreciate a quiet, slow-paced, semi-rural suburban lifestyle that offers close proximity to amenities and jobs within the community and the greater San Fernando Valley and provides needed resources and amenities to the city and region. The focus of development in Sylmar will be to enhance those elements and features of the community that contribute to its overall sense of charm, character, function, and livability, while directing growth strategically so that new development is compatible with existing land uses and scale and protects the natural environment.

This Chapter provides guidance regarding the ultimate land use pattern and development for Sylmar. Based on Elements of the City of Los Angeles' General Plan, this Chapter formulates a coherent set of goals, policies, and design guidelines to guide growth in a manner that helps preserve, protect, and enhance existing natural, historic, architecture, and cultural resources. These land use policies and design guidelines serve as the central organizing element for the Community Plan, providing strategies for accomplishing the Community Plan's vision. This chapter is organized into four general categories:

- Residential
- Commercial
- Industrial
- Historic, Architecture, and Cultural Resources

Goals and policies for community facilities and infrastructure are included in Chapter 5. The programs to implement the Plan's goals, policies, and design guidelines are included in Chapter 6.

Sylmar Vision Statement

To achieve the goal of a sustainable future with a high quality of life, the Sylmar Community Plan includes the following Vision Statement that describes what the community seeks to become — how it will look, function, and how it might be better or different in the future. The Vision Statement gives the plan a purpose and provides a basis for its development. The vision for Sylmar is for a stable community that provides a high quality of life for its residents: one that builds upon its distinct natural beauty and resources, rich agricultural and cultural heritage, and proximity to various interstate highways and public transit. Sylmar envisions a community that:

- Maintains a semi-rural suburban atmosphere, as a primarily “bedroom” community, by sustaining and protecting residential areas, increasing and enhancing its recreational areas, public facilities and services, and improving its commercial and industrial areas;
- Promotes a conservative plan which preserves existing single-family residential neighborhoods and accommodates a variety of housing opportunities near public transit, services, and amenities at densities that complement existing neighborhoods and designs that create appropriate transitions from one housing type to another;
- Preserves the rustic charm and equestrian lifestyle of the area by protecting equestrian-oriented neighborhoods, incorporating and developing trails, and retaining historic/cultural resources and significant features;
- Is carefully planned and balanced, allowing for an increase in urban conveniences and opportunities without overpowering the semi-rural suburban community they serve;
- Features sustainable growth that supports and revitalizes commercial areas and transit-oriented, mixed-use corridors in need of physical and economic improvements, and which encourages pedestrian activity and use of public transit.
- Enhances and preserves existing commercial areas ensuring there is an adequate level of commercial services provided throughout the Plan area;
- Supports environmentally sensitive industrial and employment centers that provide local and regional jobs and bolster the community’s economic and physical condition;
- Preserves as much of the natural terrain and environment as possible through thoughtful development of the areas near the foothills and the Pacoima Wash. The conservation of natural terrain and open space areas in the foothills north of the Foothill Freeway are especially important, since they are part of the Tujunga Watershed; and
- Supports an adequate circulation system that will allow traffic to flow on major streets and create a safe and landscaped atmosphere for pedestrians, bicyclist, and equestrians.

Vision Statement

The Vision Statement is unique to the Sylmar Community Plan, and provides a foundation for change that is shared by community members, homeowners, developers, business owners, elected officials, and City departments.



The San Gabriel Mountains serve as a backdrop to the semi-rural suburban neighborhoods in Sylmar.



Quiet residential neighborhoods with a semi-rural lifestyle characterize the community.

General Plan

The City's General Plan is a dynamic document consisting of several elements: Framework, Conservation, Housing, Open Space, Service Systems, Transportation, Air, Noise, Safety, and Land Use.

The Land Use Element of the General Plan is comprised of 35 Community Plans that are the official guide to the future development of the City of Los Angeles. The Community Plans are intended to promote an arrangement of land uses, streets, and services which encourage and contribute to the economic, social, and physical health, safety, welfare, and convenience of the people who live and work in the community. The Community Plans ensure that sufficient land is designated for housing, commercial, employment, educational, recreational, cultural, social and aesthetic needs of the City's residents.

General Plan Land Use

The 35 Community Plans of the City of Los Angeles, which constitute the Land Use Element of the General Plan, guide the location and intensity of private and public uses of land; direct the arrangement of land uses, streets, and services; and encourage the economic, social, and physical health, safety, welfare, and convenience of people who live and work in the community. Land uses are organized into general classifications — residential, commercial, industrial, and open space — which are further defined by use, intensity, and density as noted on Table 3-1, Sylmar Community Plan Land Use. Each land use category includes a list of permitted zones, which delineate the types of uses, densities, intensities, and building heights permitted on a particular parcel. Figure 3-1, Sylmar General Plan Land Use Map, is a graphic representation of the location of Sylmar's land use classifications that reflects the policies contained in the Community Plan.



The Sylmar Community Plan designates areas appropriate for housing growth, such as those near transit options.

TABLE 3-1

General Plan Land Use*

Land Use Designations	Corresponding Zones	Net Acres	Total Acres	% of Total Acres
Total			6,808	
Residential			4,267	63%
<i>Single Family Neighborhoods</i>			<i>3,847</i>	<i>56%</i>
Minimum	A1, A2, RE40	770		11%
Very Low I	RE20, RA	790		12%
Very Low II	RE15, RE11	251		4%
Low I	RE9, RS	870		13%
Low II	R1	914		13%
Low III	RD5, RD6	252		4%
<i>Multiple Family Neighborhoods</i>			<i>420</i>	<i>6%</i>
Low Medium I	RD4, RD3	257		4%
Low Medium II	RD1.5, RD2	77		1%
Medium	R3	86		1%
Commercial			212	3%
Neighborhood Commercial	CR, C1, C1.5	23		<1%
Community Commercial	C2, C4, R3, RAS3	189		3%
Industrial			586	9%
Limited Industrial	M1, MR1	481		7%
Light Industrial	M2, MR2	105		2%
Other			1,744	26%
Open Space	OS, A1	680		10%
Public Facilities	PF	889		13%
Public Facilities - Freeways	PF	173		3%

* Updated on 11/22/13

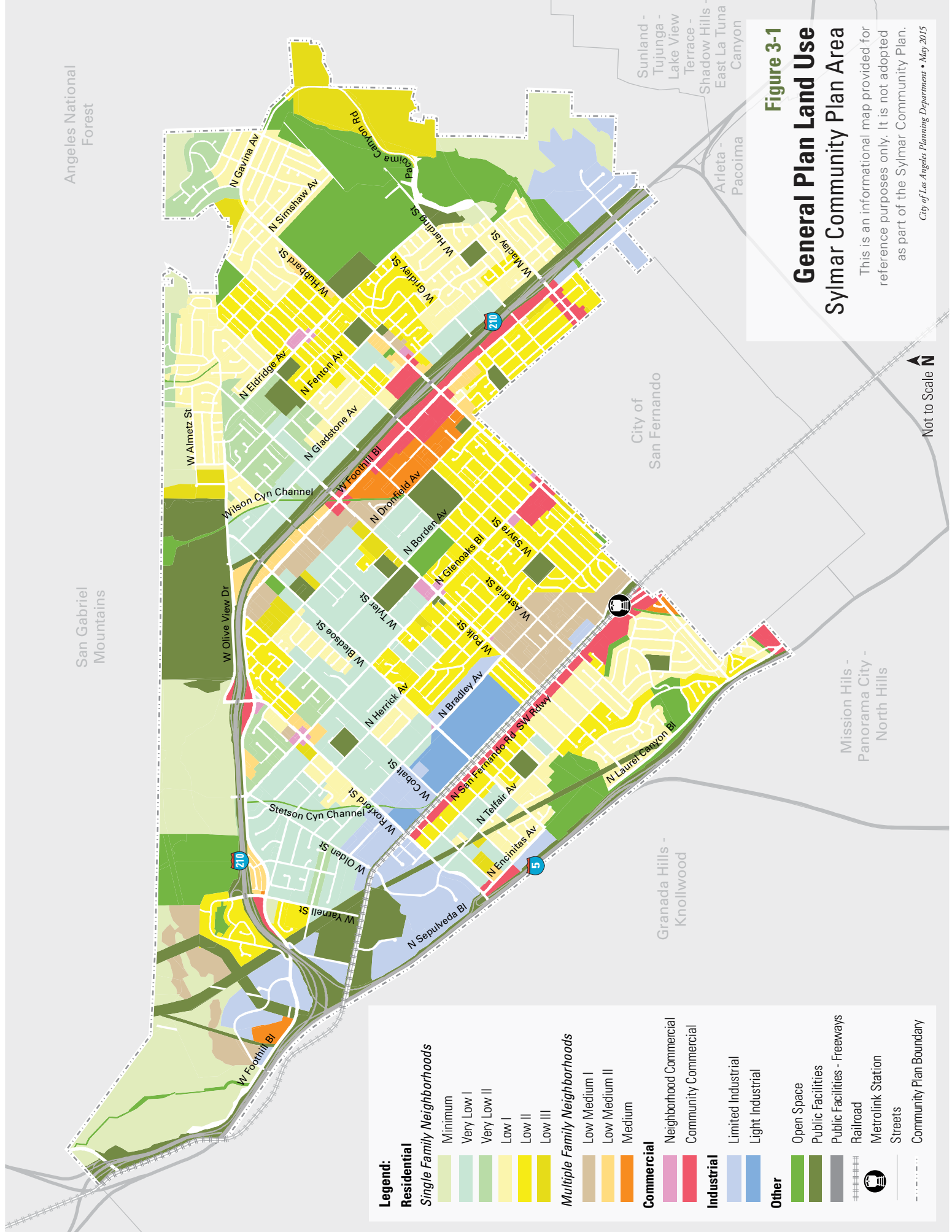


Figure 3-1
General Plan Land Use
Sylmar Community Plan Area

This is an informational map provided for reference purposes only. It is not adopted as part of the Sylmar Community Plan.

Not to Scale

- Legend:**
- Residential**
 - Single Family Neighborhoods**
 - Minimum
 - Very Low I
 - Very Low II
 - Low I
 - Low II
 - Low III
 - Multiple Family Neighborhoods**
 - Low Medium I
 - Low Medium II
 - Medium
 - Commercial**
 - Neighborhood Commercial
 - Community Commercial
 - Industrial**
 - Limited Industrial
 - Light Industrial
 - Other**
 - Open Space
 - Public Facilities
 - Public Facilities - Freeways
 - Railroad
 - Metrolink Station
 - Streets
 - Community Plan Boundary

Community Themes

As discussed in Chapter 1, the General Plan Framework Element establishes guiding principles for growth and development for the city. While all Community Plans implement these guiding principles, Los Angeles is a city of diverse neighborhoods and communities and with that comes many varied and localized issues. The Sylmar Community Plan carries out the Framework guiding principles through its land use designations, its policies and specific community focused themes. The community themes provide more detailed expression of the community's vision statement and lay the foundation for the Community Plan's goals, policies, design guidelines, and implementation programs. They build on major points of agreement that emerged from community discussions about the valued qualities of Sylmar, hopes and aspirations for the future, and strategies for achieving the vision. The Sylmar Community Plan Themes are as follows:

Preserve the Semi-Rural Suburban Character.

Preservation of rural character has been an ongoing theme for many communities in the North Valley. As development pressures increase, the challenge of preserving the unique rural character of each community also increases. Residents of Sylmar enjoy a semi-rural suburban lifestyle and want to recognize and protect the qualities that contribute to this way of life. Preserving the community's semi-rural character also protects the environment from adverse impacts associated with more intense development. The abundance of natural features in Sylmar, such as the "sea of trees", contributes to the high quality of life and the semi-rural character that attracted residents to the community in the first place. Where development of land is proposed, the densities and design should be of a nature that will maintain the semi-rural character of the area. This Community Plan preserves the character of existing single-family and equestrian-oriented neighborhoods which promote Sylmar's agricultural heritage by maintaining lower density land use designations, limiting the allowed residential density of some commercial areas, and establishing goals and policies that support the development of an equestrian trails system.

Protect the Environment and Natural Resources and Expand Recreational Amenities and Opportunities.

Promoting a healthy environment is critical to maintaining a sustainable community. Sensitive areas such as the Pacoima Wash and the watershed, the upper portions of the community adjacent to the Angeles National Forest, and other valuable resources and recreational amenities should be protected and expanded. While new development promotes economic vitality, it should not adversely affect the community's environmental quality and access to public open spaces and recreational opportunities. With new development, there is an opportunity to implement more environmentally-friendly building practices such as installing permeable surfaces, planting fire resistant landscapes, and integrating the trails network. This Community Plan contains goals and policies that help to protect and restore the environment and improve the quality of life for residents, now and in the future.

Sustainable Development

Sustainable development encompasses established principles of good planning and advocates a proactive approach to future development. The basic concept of sustainability is meeting the needs of current generations without compromising the ability of future generations to meet their own needs. Sustainable development can be further defined as promoting the "three E's": environment, economy, and equity.

What does sustainable development look like on the ground? In a community that is developing sustainably, the neighborhood is the basic building block of urban design and is characterized by walkability, mixed-use development, and mixed-income housing. Walkability is a function of compactness and density. Attention to streetscape and public spaces is a key design element in creating desirable places to live. Such neighborhoods are more likely to support efficient transit systems. The character and function of each neighborhood is then placed properly within its regional setting. This approach to planning, from the neighborhood to the regional level, is often referred to as "smart growth."

Expand Housing Opportunities.

This Community Plan creates new housing options, mostly near the Sylmar/San Fernando Metrolink Station and in areas identified for mixed-use, in accordance with the Framework guiding policy to focus growth in higher-intensity commercial centers close to transportation and services. Many of the community's neighborhoods, including single-family and equestrian-oriented neighborhoods, are established and not expected to change significantly as growth in other parts of the community occurs. This Community seeks to direct growth away from established residential neighborhoods towards transit-oriented districts and corridors near commercial centers. Other areas – particularly near the Metrolink Station – will support an increase in residential and commercial activity.

Enhance Distinct Neighborhoods, Districts, Centers, and Mixed-Use Areas.

The establishment of lively and walkable commercial districts is a key goal of this Community Plan to retain elements of Sylmar's small town environment. Community input received during the outreach process reflected a strong need for shopping and other community services within walking distance of neighborhoods. This Community Plan aims to support the creation and maintenance of distinctive neighborhoods, districts, and centers that provide visual diversity, varying intensities of residential and commercial activity that are appropriate to their location, and plentiful opportunities for social interaction. It identifies districts, centers, and boulevards that reflect a defined local character, scale, and relationship to adjacent neighborhoods and provide a full complement of uses with easy access to parks, stores, and other amenities of everyday living. Development intensities are designed to retain low-scale residential neighborhoods, concentrate more intense development in specific locations, and maximize accessibility to amenities, while providing transition in scale and height to lower-density neighborhoods.



Pedestrian amenities, visually intriguing landscaping, and areas where people can interact help create distinct and livable neighborhoods.

Promote the Metrolink Station as the Town Center of Sylmar.

Identified as the “heart” of the community, the area immediately surrounding the Sylmar/San Fernando Metrolink Station is considered a transit-oriented town center with substantial development opportunity. In particular, San Fernando Road has a significant amount of underutilized commercial land and has the potential for much greater land use intensity which could accommodate a variety of services and uses. A mix of housing, retail, service, and civic/institutional amenities that are well-designed and inviting for people to walk and ride their bikes are encouraged and supported along this corridor by the new Community Plan. Office space and other employment-generating uses which provide employment opportunities and help support the existing local economy are also encouraged in the new Community Plan.

Preserve Industrial Areas for Local Jobs and Revenue.

Industrial uses, particularly specialty firms that are solely allowed in industrial zones, are disappearing. Industrial districts are increasingly compromised by conversion pressures into commercial and residential uses. A renewed commitment to the preservation of industrial zones for jobs in Sylmar can improve the jobs-housing balance, maintain a healthy local economy with revenue and employment opportunities, help pay for services such as fire, police, and libraries, and help ensure appropriately located land suitable to accommodate existing, new and relocating industrial firms. The various industrial districts in Sylmar are important economic and employment areas serving the local community and the greater San Fernando Valley. This Community Plan retains the industrial land use designation and zoning in Sylmar and contains goals and policies that help to support existing businesses and encourage new business opportunities that are compatible with the environment.



Preserving industrial land in Sylmar helps ensure local employment opportunities and economic growth.



The Sylmar/San Fernando Metrolink Station provides access to multiple transit opportunities, increasing access to jobs and amenities and decreasing vehicle dependence for those who live nearby.

Residential Areas

Most of Sylmar is designated for residential uses, with single-family residential as the predominant land use, as seen on Figure 3-2, Residential Areas. Single-family neighborhoods are located throughout the community, with equinekeeping neighborhoods clustered primarily in the northern and central portions of the community. Multi-family neighborhoods are concentrated in the central portions of the community, along major corridors.

The community of Sylmar contains a wide range of housing options, meeting the various needs of a diverse population. Residential types vary from large equinekeeping lots with horse stables and corrals, to compact single-family dwellings with panoramic views of the foothills, to manufactured homes, and rental and ownership multi-family units. The housing stock also varies in age, from homes built over a century ago to new townhomes built this year.

Sylmar will remain a predominantly semi-rural, suburban residential community. Most of the residential neighborhoods are well established and not expected to change significantly. Growth will be directed to major corridors with public transit, mixed-use boulevards, and existing neighborhoods in transition to higher density.



Ranch style architecture is typical of residential neighborhoods in Sylmar, representing the semi-rural character of the community.



Single family residential homes vary in age and type, with more recently constructed subdivisions compatible with surrounding neighborhoods.

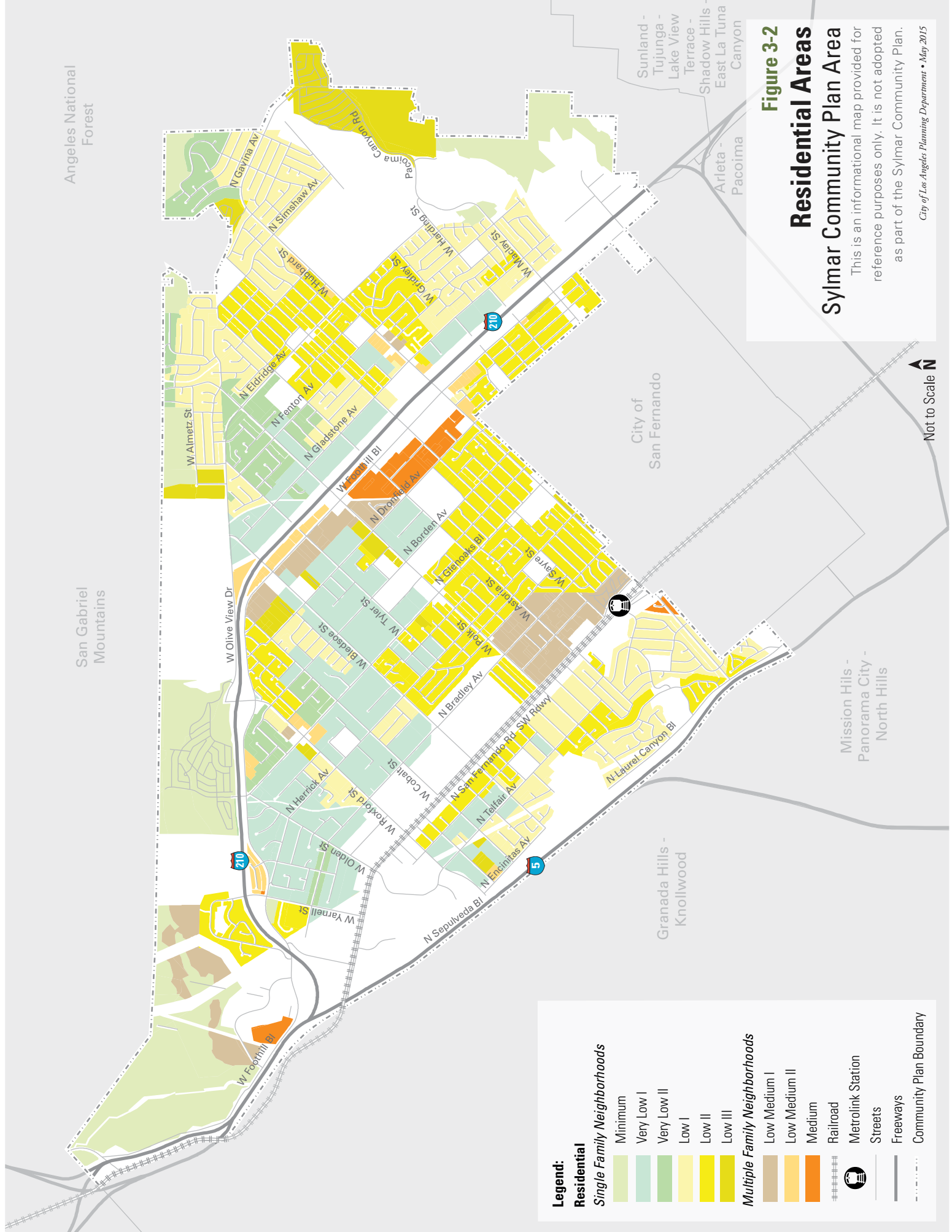


Figure 3-2

Residential Areas

Sylmar Community Plan Area

This is an informational map provided for reference purposes only. It is not adopted as part of the Sylmar Community Plan.

Residential Issues and Opportunities



In maintaining single family neighborhoods, the community plan preserves the equestrian lifestyle and the overall semi-rural character of the community.



With new residential development, there is an opportunity to construct new trails or improve existing trails, which will improve trail safety and connectivity throughout the community and region.

Throughout the Sylmar Community Plan update process, opportunities were provided for community members and stakeholders to comment on the proposed plan changes at a variety of public workshops and presentations. As a result of public input and staff research, issues and opportunity areas were identified. Goals and policies were then developed to specifically address these areas, and are included in this section. A primary concern was the preservation of neighborhood character and the need for neighborhood services within walking distance. Following is a summary of key issues and opportunities:

- Residents and visitors alike have had a longstanding concern for preserving the equestrian lifestyle and amenities in this area. As development pressures have mounted in these lower-density portions of the City, equestrian-oriented lots have been subdivided into sizes too small to accommodate equines, buffers between equine and non-equine lots have been diminished, and commonly used trails have also been obscured or interrupted by new developments. This pressure has resulted in a loss of valuable and irreplaceable equinekeeping lots that contribute to the rich rural character of the area. Improved regulations can assure existing equestrian-oriented neighborhoods are preserved and that future development in these areas contributes to the community's overall semi-rural way of living. Amending the Equinekeeping "K" District with requirements to preserve minimum lot sizes and features of equestrian lots, as well as an interconnected trails system in the area, will ensure preservation of the equestrian lifestyle in Sylmar and adequate buffering between uses.
- Development pressures over time have increased density in areas that have been predominantly low-density residential. Preserving lower-density areas with land use designation and zoning will help to retain the larger lot sizes and semi-rural suburban character of this area. It will also direct new higher density growth where it is more appropriate, such as the areas near the Sylmar/San Fernando Metrolink Station and commercial areas and mixed-use boulevards along major corridors. This will provide new housing opportunities that are connected to public transit, services, and facilities which incentivize walking and biking and reduce vehicle trips and miles traveled.
- There is an interest in environmental protection, in particular preserving wildlife corridors from housing developments that interfere with wildlife passage and maintaining unobstructed mountain views. Minimizing and regulating development along the Foothills and the Pacoima Wash through zoning, policy and design guidelines will help preserve wildlife corridors and scenic vistas.

- Public safety with regard to natural disasters, protection from wildfires, mudslides, and flooding are among some the issues of particular concern to residents. Retaining lower densities near the foothills and minimizing development will help to provide for defensible spaces against disasters, and allow percolation of rain and run-off water into the Tujunga/Pacoima Watershed, recharging the City's groundwater.
- Inconsistent zoning and development patterns over several decades have created inappropriate or non-existent transitions in use, scale and massing from multi-family areas and commercial boulevards to adjacent residential and equinekeeping neighborhoods. Improved transitions and connectivity between various types of residential, commercial and industrial land uses will create better development and neighborhoods in the future.
- The need for affordable senior housing and assisted living facilities is a key concern due to demographic and economic trends and projections. In Sylmar, such facilities would increase the opportunities for "empty nest seniors" to downsize from large single-family homes while remaining within the community and the reach of supportive social, cultural and family networks.
- Preserving small neighborhood serving amenities within residential areas serves the larger goal of reducing vehicle trips by making walking or bicycling more viable options for simple conveniences.



Residential neighborhoods consisting of manufactured homes offer alternative, affordable, single-family housing options for residents of the community.



Senior housing and assisted living facilities provide local housing options for the growing population of seniors.

All Residential Areas



Residential neighborhoods in Sylmar consist largely of single-family homes that boast large landscaped setbacks and mature shade trees along the public right-of-way.



This pocket park provides opportunities for open space, playground and picnic areas, trails, and walkways and offer a significant option for regular physical activity for residents.

The goals and policies in this section reflect the community's vision to preserve the low-density, single-family, equestrian-oriented neighborhoods that provide quality residential environments, while providing new housing opportunities that enhance existing residential neighborhoods, complement the surrounding environment, and provide residential amenities. Each of the community-specific design guidelines in this section and the Residential Citywide Design Guidelines should be considered, although not all will be appropriate in every case, as each project will require a unique approach. However, to achieve the goal of excellence in new design, projects should incorporate these design guidelines to the maximum extent feasible, in order to meet the intent of this Community Plan.

Goal LU1: Complete, livable and quality neighborhoods throughout Sylmar that provide a variety of housing types, densities, forms and design, and a mix of uses and services that support the needs of residents.

Policies

- LU1.1. **Choice in Type, Quality, and Location of Housing.** Provide a variety of housing types that accommodates households of all sizes and for all persons regardless of income, age, ethnic background, and physical needs throughout Sylmar's residential neighborhoods and in targeted mixed-use areas.
- LU1.2. **Existing Housing Stock.** Minimize the loss of good quality, affordable housing and encourage the replacement of demolished housing stock with new affordable housing opportunities. Minimize displacement of residents when building new housing.
- LU1.3. **Recreational Amenities.** Incorporate amenities for residents, such as on-site recreational facilities, passive open spaces, and community gardens which promote physical activity, fitness, and health.
- LU1.4. **Land Lease Communities.** Preserve existing and support new land lease communities, such as mobile home parks and manufactured housing. Encourage the rehabilitation and modernization of aging and substandard land lease communities, while addressing the displacement of residents.
- LU1.5. **Affordability.** Promote the use of existing citywide programs to increase rental and housing ownership opportunities, such as small lot subdivisions, when and where appropriate, and density bonuses in exchange for affordable housing set asides.
- LU1.6. **Multiple Housing.** Direct multi-family housing growth to neighborhoods designated as Low Medium and Medium Residential.

Goal LU2: **Well-designed residential neighborhoods that enhance the pedestrian experience and exhibit the architectural characteristics and qualities that distinguish Sylmar.**

Policies

- LU2.1. **High-Quality Development.** Design projects to achieve a high level of quality in accordance with the Sylmar Community Plan Design Guidelines for Residential Areas, Residential Citywide Design Guidelines, and other applicable design guidelines. Projects are required to incorporate to the maximum extent feasible applicable design guidelines.
- LU2.2. **Neighborhood Compatibility.** Require infill development, new structures and additions to be compatible with the suburban characteristics and qualities of existing residential neighborhoods and dwelling units with regards to scale, mass, building orientation, heights, setbacks, and entrances, topography, parking arrangement, landscaping, and parkways.
- LU2.3. **Design Standards.** Support design standards to achieve transition in scale when neighborhoods planned for multifamily residential uses abut existing single family residential uses and/or neighborhoods planned for single family residential uses.
- LU2.4. **Utility Design.** Integrate service elements and infrastructure such as mechanical equipment, trash enclosures and utilities with the design of projects. Locate service elements and infrastructure away from street views and screen and/or enclose equipment in order to enhance the pedestrian experience and aesthetic appeal of the building and overall neighborhood. Underground utilities where possible.



Parking is located to the rear of the building and away from the corner. Access is taken from a side street.



At-grade, open and inviting front yards help activate the street, maintain human scale, and soften the transition of buildings to the street. The low wall also encloses private open space while still allowing social interaction.

Goal LU3: **Residential neighborhoods that embrace and contribute to the semi-rural, equestrian lifestyle of the surrounding area and preserve the rustic charm enjoyed by residents.**

Policies

- LU3.1. **Historic Resources and Significant Features.** Preserve existing historic resources, significant vegetation, trees, and other natural features which contribute to the overall charm and rural character of the area. Encourage the rehabilitation and rebuilding of deteriorated housing as a means of preserving Sylmar's character.
- LU3.2. **Character.** Design residential development, especially development adjacent to equinekeeping lots, to contribute to the equestrian and rural lifestyle of the area by incorporating defining characteristics such as ranch-style and western architecture and landscaped open spaces.

Trails

Trails throughout Los Angeles take different forms and are implemented in a variety of ways. This Community Plan indicates on the Trail Network map, as shown in Figure 4-5, both the Rim of the Valley Trail Network, which consists of existing and proposed trails, as well as other existing and proposed trails. This map serves as a tool for improving trail awareness, quality, safety, and connectivity.

Some trails are located on public land in parks, or on dirt trails through vacant land, while others are located in the street alongside vehicles and bicycles and are not always marked. Trails alongside streets or traversing parks may be either informal dirt tread, or improved tread with rails or fences. The trails alongside the streets may be within the public right-of-way, or within easements on private property. Some trails alongside roads consists of maximized space in the public right-of-way, resulting in one trail that has adequate width to accommodate horses and/or other trail users. Trails through undeveloped land may be informal, traditionally used trails, or easements, which sometimes have established right of public access. As part of discretionary actions on division of land and other cases, decision-makers may require improvement of an existing trail with tread and fences or rails. The City may also sometimes require dedication of an easement to the public right-of-way, Chapters 3, 4, and 5 contain goals, policies, and design guidelines for trails. In addition, the Sylmar Equinekeeping "K" District contains conditions, in addition to the Los Angeles Municipal Code requirements, which support equinekeeping on residential lots and the Trail Network.

- LU3.3. **Trail Network and Connections.** Reinforce the viability of equine uses and accessibility to open space and recreational opportunities by requiring new developments, subdivision tracts, parcel maps, small lot subdivisions, and infrastructure improvement projects that abut or connect with a trail to develop and/or improve the Trail Network, as shown on Figure 4-5. A formal dedication for a public easement for trail purposes shall be required. Refer to Chapter 4 for additional policies and design guidelines.
- LU3.4. **Non-Public Trails.** New developments, subdivision tracts, parcel maps, and small lot subdivisions over which a trail is shown on Figure 4-5, Trail Network, may require dedication where a prescriptive right of access has been established. Projects may offer a private easement to grant public access to trails, if in accordance with the applicable Sylmar Design Guidelines.

Goal LU4: **Distinct equestrian-oriented neighborhoods that promote and enhance Sylmar's agricultural and equestrian heritage, semi-rural character, and horsekeeping way of life.**

Policies

- LU4.1. **Preservation of Equinekeeping Areas.** Strongly discourage discretionary actions, including zone changes, zone variances, conditional use, or divisions of land, that do not preserve equinekeeping and agricultural uses within Sylmar's equinekeeping districts and neighborhoods.
- LU4.2. **Equinekeeping Lot and Use Preservation.** Maintain a minimum lot size of 17,500 square-feet in designated residential areas that are within an Equinekeeping "K" District.



When new residential development is located adjacent to an identified trail, trail development and improvement as part of the project will provide linear open space and additional recreational opportunities for residents.



Existing neighborhoods are encouraged to develop or improve trails, which will enhance equestrian lifestyle.

LU4.3. **Agricultural Lot and Open Space Preservation.** Maintain a minimum of one acre in all designated Minimum residential areas, especially adjacent to the foothills, the Pacoima Wash, and other open space areas and natural resources.

LU4.4. **Legal Non-Conforming Equinekeeping Lot Protection.** Maintain existing legal non-conforming equinekeeping lots and uses, regardless of whether they are located within an Equinekeeping “K” District, to preserve the equestrian heritage within Sylmar.

LU4.5. **Expansion of Equinekeeping Districts.** Establish new, or expand existing, equinekeeping districts where appropriate and feasible.

Goal LU5. Lots within and adjacent to equinekeeping areas that are designed to ensure the feasibility of equinekeeping on equestrian lots and compatibility with adjacent non-equinekeeping lots.

LU5.1. **Division of Land and Grading.** Design new subdivision tracts, parcel maps, and small lot subdivisions within an Equinekeeping “K” District according to the Sylmar Design Guidelines to ensure room for on-site horse facilities and site accessibility via an equine path from the driveway to the pad area. Achieve the intended purpose of the “K” District by providing adequate and level equine pad areas, and arrange the location of homes, equine pads and stables, lot access and gates, trails and trail easements and access points, and grading, according to the Design Guidelines.

LU5.2. **Transitions.** Provide additional setbacks and density fading on all higher density development, including all residential and non-residential development, adjacent to equinekeeping lots regardless of location within an Equinekeeping “K” District.

LU5.3. **Additional Structures.** Second dwelling units or accessory living quarters are permitted only as permitted by LAMC and if they do not adversely affect any equinekeeping uses on the subject lot or adjacent lots, or the ability to maintain equinekeeping uses on the subject lot or any adjacent lot. Restrict permanent structures, including swimming pools and tennis courts, from being constructed or located within any portion of the required equine pad and stable areas.

LU5.4. **Proper Distances from Stables/Stalls.** Maintain proper distances from equine stables/stalls and habitable rooms of any dwelling unit and neighbor’s dwelling unit, including accessory living quarters. Refer to the Sylmar Design Guidelines.

LU5.5. **Notification of Future Residents.** Approval of non-equinekeeping developments adjacent to equinekeeping lots should include notification to future residents that animal keeping uses are permitted in adjacent lots.

Goal LU6. **Safe, well designed hillside development that complements the natural environment and preserves the beautiful scenic vistas, foothills, and vast open spaces.**

- LU6.1. **Hillside Density.** Limit the intensity and density in hillside areas to that which can be reasonably accommodated by infrastructure and natural topography. Notwithstanding any land use designation maps to the contrary, all projects with average natural slopes in excess of 15 percent, including Tract Maps and Parcel Maps, shall be limited to the minimum density housing category for the purposes of enforcing the slope density formula of LAMC Sections 17.05C and 17.50E.
- LU6.2. **Emergency Access.** Design developments to provide for safe, direct, and efficient exit of residents during emergency events. Investigate and consider feasible secondary access connections as part of hillside subdivisions. Require extensions, completions, and connections of existing street network where feasible to provide secondary access to hillside development.
- LU6.3. **Slope Preservation and Grading.** Cluster homes on those portions of undeveloped hillside areas that have less than a 15 percent slope in order to retain the steeper slopes in their natural state or in a natural park-like setting, minimize the amount of grading and the alteration of the natural topography, and provide more open space opportunities for recreation and equestrian use. The density pattern indicated in the Community Plan may be adjusted to facilitate development on the more level portions of the terrain provided that the total number of dwelling units indicated in any development is not increased over that allowed by the Community Plan based on the net area of development.



This hillside subdivision tract provides open landscaped setback areas and pedestrian sidewalks. Trees are located in the front setback area in lieu of a parkway between the sidewalk and the street.



Hillside development should provide safe alternative routes and walking paths for hillside residents in case of an emergency or natural disaster.

Ridgelines

Ridgelines are characterized as being prominent backdrops where development should not occur. The San Gabriel Mountains, located on the northern edge of the Community Plan, is an example of a significant ridge-line that should be protected.

- LU6.4. **Topography Preservation.** Use the natural topography as the primary criteria to determine the placement and/or alignment of houses, roads, drainage facilities, equestrian facilities, and other necessary structures. Design developments to be integrated with and visually subordinate to natural features and terrain. Condition new development in the hills to protect public views from public roadways and parklands to the maximum extent feasible.
- LU6.5. **Mountain Viewshed Protection.** Design development near ridgelines so that it does not break the mountain silhouette of a significant ridge-line. Discourage building and grading on ridgelines to protect ridges and environmentally sensitive areas, and to prevent erosion associated with development and visual interruption of the ridge profile.
- LU6.6. **Development Limitations.** Support hillside mansionization regulations to protect single-family neighborhoods from out-of-scale development throughout Sylmar. Enforce the City's Baseline Hillside Mansionization Ordinance.
- LU6.7. **Retaining Walls.** Minimize the use of retaining walls and when necessary design them to be compatible with the architectural style, materials, and detail of the principal structure. Utilize stepped or terraced retaining walls with planting or trails where appropriate, as an alternative to tall retaining walls. Consider living walls systems, or garden on walls, as an alternative to concrete where retaining walls are necessary.
- LU6.8. **Landscaping.** Incorporate landscaping that supports slope stability and provides fire protection.



Constructing single-family homes below significant mountain ridgelines will preserve the scenic views of the hillsides in Sylmar.



Siting and construction of structures with regard for the natural topography helps prevent soil erosion while preserving mountain views along the foothills.

Goal LU7. **Environmentally sustainable residential development that uses green design and technology and water conservation methods to minimize consumption of non-renewable natural resources and replenish the City's watershed by capturing and storing water in Sylmar's underground basin.**

- LU7.1. **"Green" Building.** Utilize "green" building strategies such as solar panels, insulating buildings to minimize consumption of non-renewable natural resources, and orienting windows, building volumes and second stories to maximize solar access.
- LU7.2. **Permeable Surfaces.** Increase areas of permeability by minimizing driveway and curb cut widths, limiting driveway paving to the width required to access a garage, and utilizing permeable surfaces on driveways, walkways, trails, and outdoor spaces in order to capture, infiltrate, and store water underground.
- LU7.3. **Landscaping.** Retain existing vegetation and trees and use native and drought-tolerant landscape and drip irrigation when developing the site in order to conserve water.
- LU7.4. **Canopy Trees.** Provide canopy trees in planting areas for shade and energy efficiency, especially on south and southwest facing facades.



Residential solar panels promote environmentally-friendly power, using renewable energy from the sun. Solar panels can add value to a project when integrated appropriately.

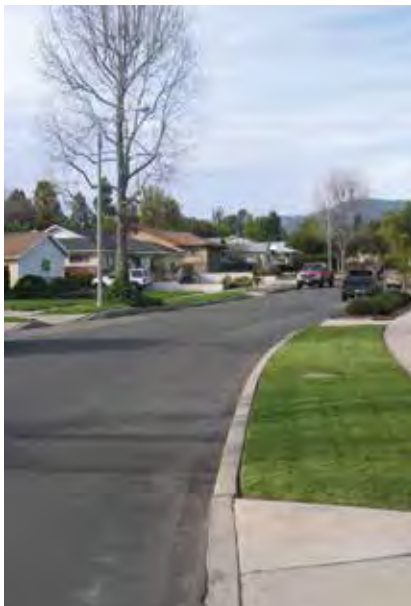


Bioswales in the streetscape design of a neighborhood can increase storm water infiltration and remove pollution and silt from surface runoff water.

Single-Family Residential Neighborhoods

The community of Sylmar consists of mostly single-family residential neighborhoods built post World War II with modest ranch style homes, as seen on Figure 3-3, Single-Family Residential Areas. These neighborhoods boast large mature trees and spectacular views of the foothills that lie within the Tujunga/Pacoima Watershed. The neighborhoods in the north central areas of the community are among the few places in the city where one can maintain equine and other limited livestock and get a glimpse of the City's agricultural and equestrian heritage. These neighborhoods and surrounding areas feature semi-rural characteristics such as large equinekeeping lots with access paths for horse trailers, horsekeeping areas with stables and corrals, and equestrian trails that lead to the Angeles National Forest and the Rim of the Valley Trails Corridor. The neighborhoods in the southern portion contain some of the oldest and most affordable housing stock in the community, featuring cozy single-story homes built on traditionally small lots. More recent neighborhoods can be found along the fringes of the community, consisting of two-story suburban townhomes and manufactured housing.

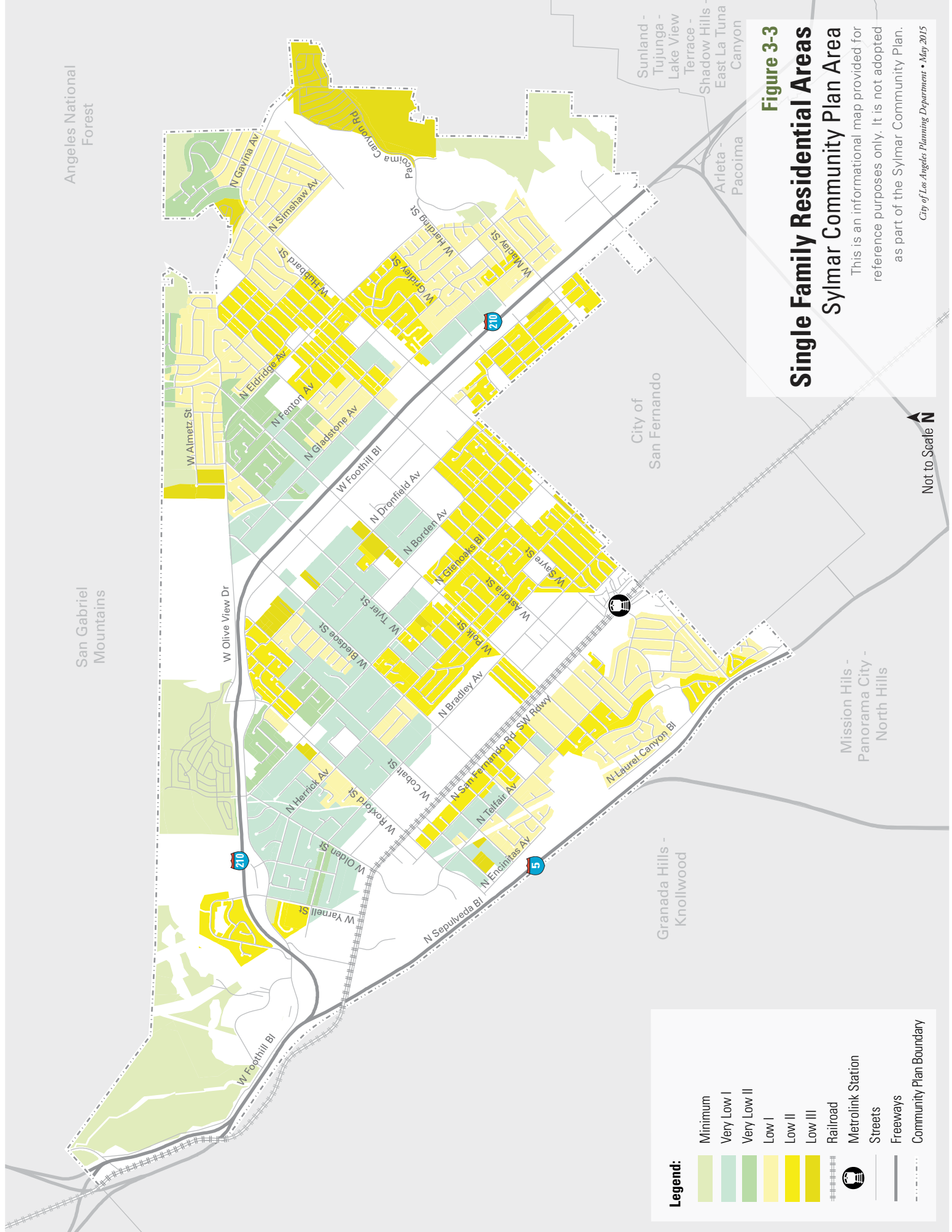
Sylmar's single-family residential neighborhoods are an important element of the community's character and identity. Most of the single-family residential neighborhoods are not expected to change significantly. The majority of the additional housing units would be accommodated in areas in transition, which include areas along Roxford, Polk, Hubbard, Gladstone Avenue, and Foothill Boulevard. The goals, policies, and design guidelines in this Community Plan reflect the community's vision to preserve its single-family and equestrian neighborhoods while providing additional housing opportunities that embrace the rural charm, character, and lifestyles of the area.



The single family neighborhood are among the most prominent land uses in Sylmar.



The single story-shaped ranch style home is characteristic of Sylmar.



Goal LU8. **Established low-density single-family neighborhoods that provide quality living environments for a diversity of households and new housing opportunities that enhance the existing low-density residential and semi-rural, suburban lifestyle that has long characterized the community of Sylmar.**

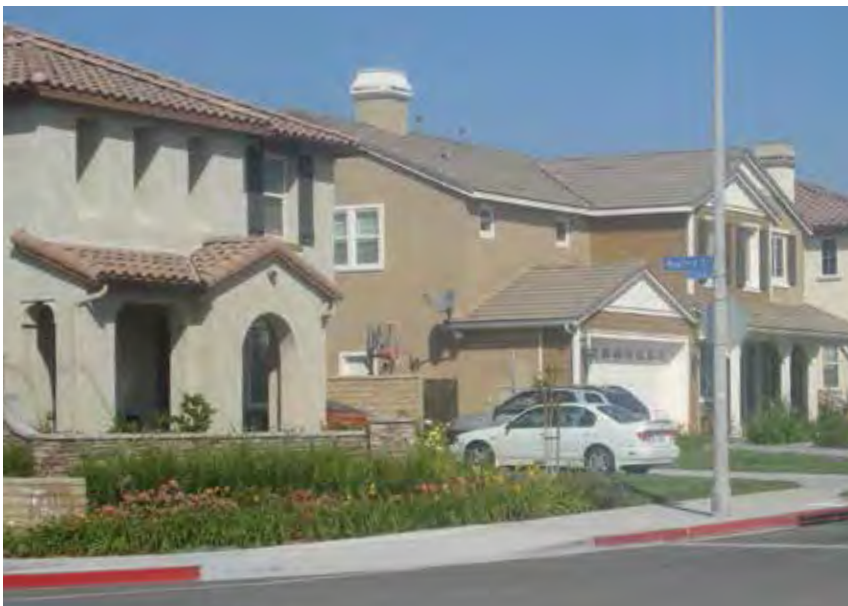
- LU8.1. **Neighborhood Preservation.** Preserve single-family zoned residential neighborhoods, while maintaining the existing character and scale. Enforce the City's Baseline Mansionization ordinance.
- LU8.2. **Housing Density.** Maintain the existing density of single-family residential neighborhoods by directing intensive residential development to areas identified in this Community Plan that have the capacity to accommodate such growth, to neighborhoods designated as Low Medium and Medium Residential.
- LU8.3. **Flag Lots.** Discourage flag lots as part of any subdivision tract, parcel map, or small lot subdivision. Allow flag lots only when property development is not otherwise practical due to adjacent topography and/or when street access cannot reasonably serve the lot and all other alternatives have been exhausted, and with application of design guidelines.

Low Density for Smart Growth

An important principle of "smart growth" is preserving open space, farmland, natural beauty, and important environmental areas and redirecting population growth to areas with more public transit and employment options through increased housing density in areas where transit and job centers are located. Retaining the low density development and agricultural designations and zones in Sylmar helps direct more intensive development, and therefore more of the population, to the public transit and job centers of Los Angeles. Practicing smart growth in this way supports a more environmentally-sustainable and efficient city, as well as a variety of housing options throughout the city as a whole.

Goal LU9. **New subdivision tracts, parcel maps, or small lot subdivisions which are compatible with the environment and surrounding development pattern and overall neighborhood character with respect to density, lot size and width, grading, setbacks, orientation, streetscape, and circulation.**

- LU9.1. **Lot Size and Width.** Transition new development with regards to lot size and width so that new lots are compatible with existing adjacent lots and surrounding neighbors. Lots may be increased in size so as to more closely conform to the size of existing contiguous lots or nearby parcels.
- LU9.2. **Setbacks.** Where there is an existing average prevailing setback, apply the setback to provide continuity along the street edge. Apply additional setbacks in side and rear yards abutting equinekeeping lots.
- LU9.3. **Grading.** Work with the natural topography of the site to avoid dramatic and unnecessary grade changes by utilizing landform grading.
- LU9.4. **Building Orientation.** Maintain the suburban character of the neighborhood by configuring buildings to front public streets, not driveways. Design corner buildings to be prominent by building to both the front and side property lines facing a street.
- LU9.5. **Garage Location and Driveways.** Consider prevailing garage location and driveway patterns by incorporating such patterns into the design scheme. Innovative designs are encouraged that minimize the visual impact of garages facing the street.



Landscaped low-lying walls and fences, as shown in this subdivision tract, are characteristic of Sylmar's residential neighborhoods.



Landscaped front yard setbacks and parkways are common in many Sylmar neighborhoods and represent the suburban character of the community, as shown in this example.

- LU9.6. **Streetscape.** Continue to provide open and inviting landscaped yard setbacks and parkways by restricting gated or walled communities that isolate the project from the neighborhood and surrounding community.
- LU9.7. **Fences and Walls.** Utilize low-lying, open fence design and limit walls and fences within the street-side setback areas in order to provide front entries that are visible from the street. Attractively landscape the setback areas to screen and enhance their appearance.
- LU9.8. **Road Width.** Consider existing road widths and streetscape patterns to avoid unnecessary non-contiguous improvements of sidewalks, curbs, and streets.



Landscaped front yard setbacks and parkways are common in many Sylmar neighborhoods and represent the suburban character of the community, as shown in this example.



Landscaped setbacks contribute to neighborhood aesthetics and pleasant pedestrian environments.

Multiple Family Residential Neighborhoods

Multiple family residential neighborhoods are predominantly located along Foothill Boulevard in the east central portion of Sylmar with varying types of housing units interspersed throughout the community, as shown in Figure 3-4, Multiple Family Residential Areas. The northern portion along Foothill Boulevard consists of smaller scale two-story condominiums and apartments that are characterized by private pedestrian entrances and mature street trees near equestrian-oriented neighborhoods while the southern portion ranges from two to four-story buildings with varying streetscape patterns. Additional housing units are located in the western portion, near the Sylmar/San Fernando Road Metrolink Station, and are among the oldest in the community, consisting of variety of apartment units and mobile home parks that cater to senior citizens.

Sylmar's multi-family residential neighborhoods offer a variety of ownership and rental opportunities that are near public transit, services, and amenities, meeting the various needs of a diverse population. The majority of the additional housing units would be accommodated along Foothill Boulevard, Maclay Street, San Fernando Road, and around the Metrolink Station. The goals, policies, and design guidelines in this Community Plan aim to strengthen existing multiple family residential neighborhoods while ensuring that new development provides additional amenities, well-designed and compatible with its environment.



Multiple family housing that incorporates building articulation, landscaping, and entryways that face the street complement nearby single family neighborhoods and provide more attractive homes.



Directing pedestrian access to the street encourages community members to walk when development is at grade separation.

Goal LU10. A variety of multiple family housing located on or near major corridors that provide safe and convenient access to public transit, services, and amenities.

- LU10.1. **Corridor Development.** Improve and stabilize existing multiple family residential neighborhoods, allowing for growth particularly in areas along Foothill Boulevard and adjacent streets – Maclay Street, San Fernando Road, and within a half mile of the Sylmar/San Fernando Metrolink station – where there is sufficient public infrastructure and services.
- LU10.2. **Pedestrian Pathways.** Provide accessible, comfortable, and safe pedestrian connections within and around the project. For units not adjacent to a street, provide landscaped pedestrian pathways that are separate from auto circulation routes.
- LU10.3. **Entrances.** Promote pedestrian activity by placing entrances at grade level or slightly above, and unobstructed from view from the public right-of-way. Entryways below street level should be avoided.



Prominent entrances that are visible from the street and accessible from the public right-of-way create a more inviting and pleasant pedestrian environment.



Building entryways with landscaping that includes shade trees and easy access to the public right-of-way fosters a sense of security and creates a more attractive and pedestrian-friendly atmosphere.



Figure 3-4
Multiple Family Residential Areas
Sylmar Community Plan Area

This is an informational map provided for reference purposes only. It is not adopted as part of the Sylmar Community Plan.

Goal LU11. Multiple family developments, including small lot subdivisions, apartments, and condominiums, that exhibit the architectural characteristics and qualities that distinguish Sylmar, while incorporating complementary design elements and appropriate transitions.

- LU11.1. **Character and Design.** Create well-designed multiple family dwelling units and buildings that reflect a high level of architectural and landscape quality, both within interior courtyards and in exterior areas, to enhance the public realm.
- LU11.2. **Building Orientation.** Design small lot subdivisions, low-rise townhomes, apartment buildings, and condominiums to ensure that all street facing units have a primary entrance facing the street. For medium density buildings without ground floor entrances for individual units, create a prominent ground or first floor entry, such as a highly visible lobby or atrium.
- LU11.3. **Setbacks.** Apply additional setbacks for multi-family projects adjacent to single-family and equinekeeping lots to ensure that new buildings are compatible with existing structures in the surrounding area.
- LU11.4. **Density Transitions.** Develop small lot subdivisions on multi-family lots adjacent to single-family homes to serve as a transitional density and aesthetic buffer.



Transitional building heights, complementary design, and consistent setbacks help provide a smooth transition from a commercial center to a neighborhood with multiple family housing.



This sketch illustrates how a new building may be designed to fit into an existing neighborhood with varying building types.

- LU11.5. **Building Separations.** When designing small lot subdivisions or projects built over two or more lots, provide sufficient space between buildings, articulation along the street frontage, and visual breaks to diminish the scale and massing. Locate required open space next to lower intensity uses in order to increase building separations and intensify landscaping between the development and adjacent uses.
- LU11.6. **Transitions.** Where multi-family projects are adjacent to single-family zones, provide a sensitive transition by maintaining a height compatible with adjacent buildings. Require appropriate transitions in scale where new multiple-family developments abut single-family neighborhoods.
- LU11.7. **Parking and Driveways.** Minimize the appearance of driveways and parking areas, maintain continuity of the sidewalk, and mitigate the impact of parking visible to the street. Parking and driveways should be located toward the rear or side of buildings and away from the public right-of-way. On corner lots, parking should be oriented as far away from the corner as possible.
- LU11.8. **Fences and Walls.** Utilize low-lying, open fence design and limit walls and fences within the street-side setback areas in order to provide front entries that are visible from the street. Attractively landscape the setback areas to screen and enhance their appearance.



Architectural features such as arches, articulation and patios, combined with landscaping can help enhance the appearance of multiple family housing, as well as maintain small scale neighborhood settings.



Open entryways, courtyards, attention to architectural integrity, and abundant landscaping will help maintain the small scale character that is prominent in Sylmar.

Design Guidelines for Residential Areas



The community-specific design guidelines in this chapter and the Residential Citywide Design Guidelines establish the minimum level of design that shall be observed in all projects within the Community Plan area. The intent of the design guidelines is to promote a stable and pleasant environment, with desirable character, for the residents and users of the community. In addition, the design guidelines ensure that new structures, and alterations and renovations to existing structures make a positive aesthetic contribution to the built environment, provide adequate public amenities and increase neighborhood identity. The overall goal and purpose of the design guidelines is to improve the community's identity and livability and to create unique, inviting and safe public spaces.

Projects are required to incorporate to the maximum extent feasible applicable design guidelines. Discretionary projects require a finding by the decision-maker that the project is in conformance with the intent of the applicable design guidelines and shall become part of the conditions of approval of the project. Early consultation with Planning staff, including consideration of long-term maintenance, is one of the essential way of assuring implementation of Citywide and these community-specific Design Guidelines for Sylmar.

Character and Design

- G1. Incorporate Ranch-style architectural details such as the use of low-pitched and hipped roofs, deep-set eaves, large picture windows, recessed entryways, varying front setback planes, wooden or brick exterior wall siding, and/or L-shaped design to encourage and enhance the traditional post-World War II character found in many of Sylmar's single-family residential neighborhoods.
- G2. Maintain the suburban character of the neighborhood by configuring buildings to front public streets, not driveways. Design corner buildings to be prominent by building to both the front and side property lines facing a street. In detached condominiums or small lot subdivisions, orient the unit closest to the primary street towards the street.

Design Guidelines for Residential Areas (continued)



- G3. Configure new development so that it continues to engage the street, sidewalk, and public realm by providing individual entrances, large windows, porches, or other entry features to face a street.
- G4. Maintain compatible heights with adjacent and nearby buildings to help preserve the existing low-lying character of Sylmar's single-family residential neighborhoods. Second floor or higher stepbacks should be consistent with prevailing or adjacent buildings.
- G5. Situate development entryways within three feet above the grade of the sidewalk to avoid buildings and entryways that tower above or are sunken below the street.
- G6. Match existing neighborhood setbacks and on streets with varying setbacks, align dwellings between the existing maximum and minimum setback.
- G7. Modulate building volumes and façade articulation to help convey a sense of individual units and enhance the pedestrian experience. To break massing, utilize multiple planes, stepbacks and architectural treatments such as recessed windows, columns, moldings, and projections. Vary the heights and rooflines, and use offsets in wall planes on all elevations to reduce the visual scale and provide visual interest to a building and individual units.
- G8. Avoid the repetitive use of a single building configuration or façade design. Provide rhythm to building elevations which adds unity and interest without monotony. Utilize architectural features such as balconies, porches, decks, awnings, arcades, trellises, color, materials, and diverse roof forms or landscape features such as trees, shrubs, and vines to create articulation and a diverse building façade.
- G9. Arrange a collection of buildings to frame outdoor places, such as a landscaped focal point or courtyard.

Design Guidelines for Residential Areas (continued)



See G11-G12



See G15

Circulation and Parking

- G10. Consider existing road widths and streetscape patterns to avoid unnecessary non-contiguous improvements of sidewalks, curbs, and streets.
- G11. Consider prevailing garage location and driveway patterns and incorporate such patterns into the design scheme. Innovative design schemes are encouraged that minimize the visual impact of garages facing the street.
- G12. Minimize the appearance of parking areas by locating parking areas to the rear of buildings and/or providing parking underground, landscaping visible parking areas. Parking areas should not be sited on corners adjacent to intersections.
- G13. Utilize decorative walls and/or landscaping to buffer residential uses from parking areas and structures. Design parking structure exteriors to match the style, materials and color of the main building to integrate parking with the design of buildings.
- G14. Limit the number of curb cuts and width of driveways. Avoid excessively wide driveways.
- G15. Separate pedestrian pathways from auto circulation routes by providing landscaped sidewalks and walkways from sidewalk for homes not adjacent to the street. Utilize a change in grade, materials, textures or colors to improve pedestrian visibility and safety. Minimize the amount of elevation changes through careful grading so as to facilitate disabled access.

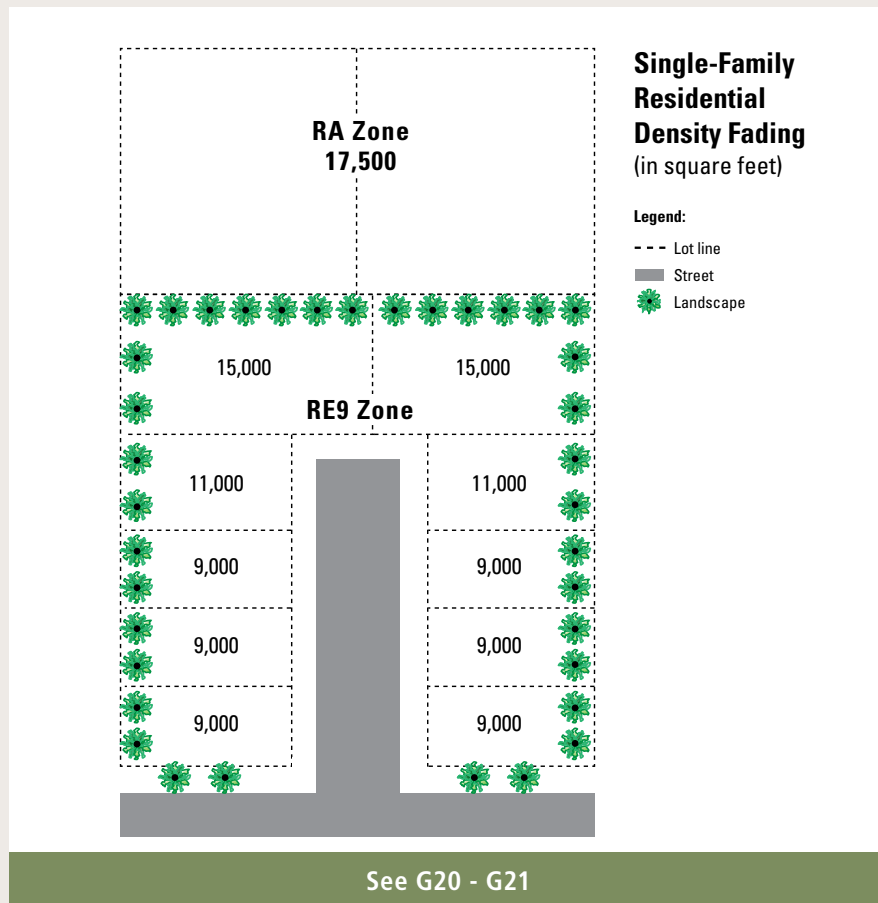
Design Guidelines for Residential Areas (continued)



Landscaping, Fences, and Walls

- G16. Continue to provide open and inviting yard setbacks and parkways that are landscaped with a variety of native and/or drought tolerant plant materials, which contribute to the suburban character of this residential community.
- G17. Prohibit gated or walled communities that isolate the project from the neighborhood and surrounding community.
- G18. Utilize low-lying, open fence design and limit walls and fences within the street-side setback areas to 42 inches in height in order to provide front entries that are visible from the street. Attractively landscape the setback areas with native and/or drought tolerant plants to screen and enhance their appearance.
- G19. Barbed wire and razor wire fencing are not appropriate. Consider alternatives to chain link fencing.

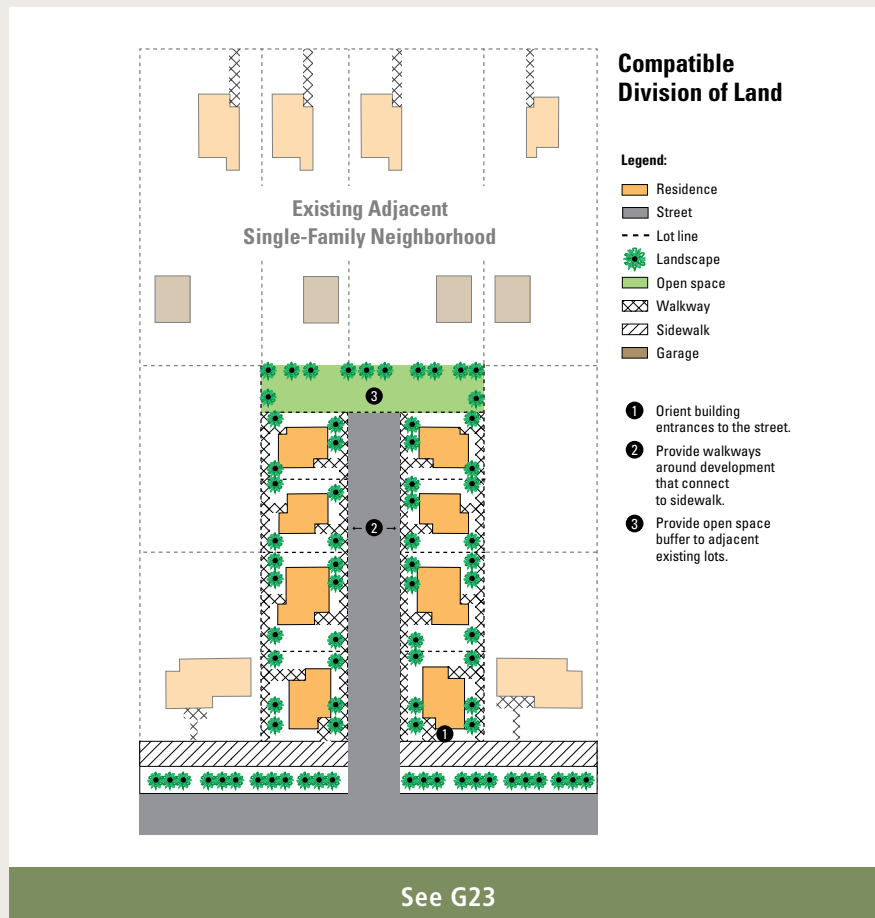
Design Guidelines for Residential Areas (continued)



Neighborhood Transitions

- G20. Lots may be increased in size so as to more closely conform to the size of existing contiguous lots or nearby parcels.
- G21. Transition new development with regard to lot size (density fading) and width so that new parcels are compatible with existing adjacent lots and surrounding neighbors.
- G22. Buildings setbacks for the zoning district should be considered a minimum. Provide larger setbacks for multiple-family projects adjacent to single-family and equinekeeping lots.

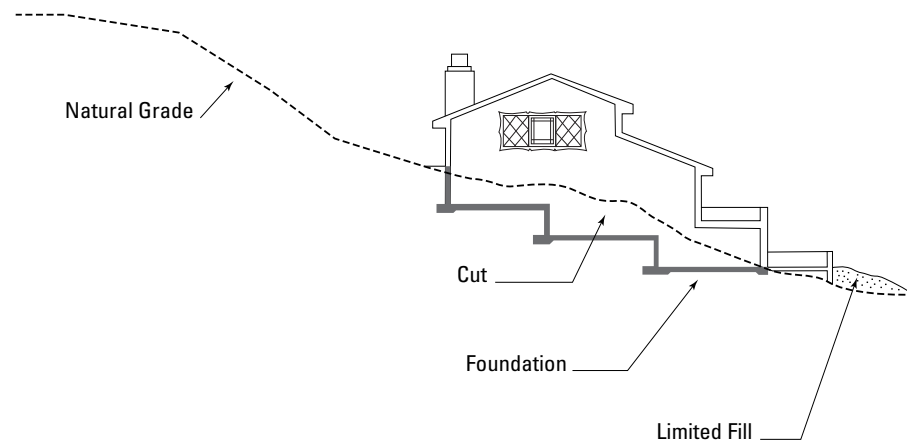
Design Guidelines for Residential Areas (continued)



- G23. Provide and locate open space next to lower intensity uses in order to increase building separations and intensify landscaping between the development and adjacent uses to help mitigate impacts, particularly visual intrusion on private outdoor space of adjacent backyards.
- G24. Position building heights and mass according to the intensity of the adjacent use. Shorter buildings with small footprints should be sited near lower intensity uses while taller, more massive buildings should be located near higher intensity uses and toward the center of the site. Shorter walls should be sited near small structures.

Design Guidelines for Residential Areas (continued)

Minimal Hillside Grading

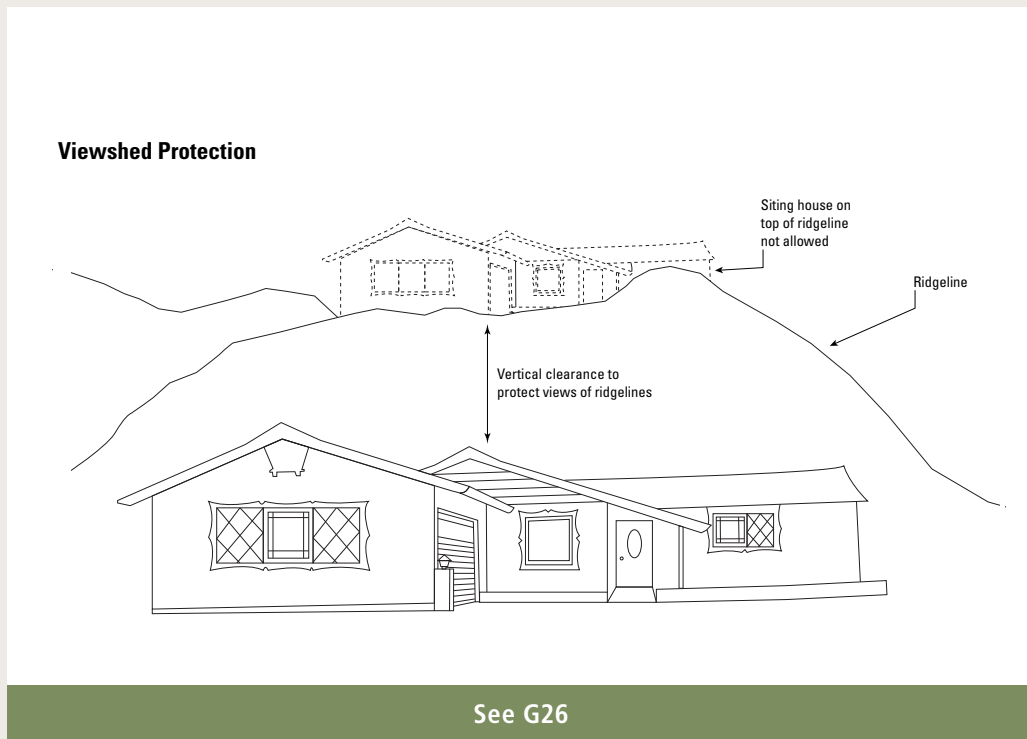


See G25

Hillside Neighborhoods

- G25. Step buildings up or down the hill to retain the natural grade and to limit the amount of grading required.

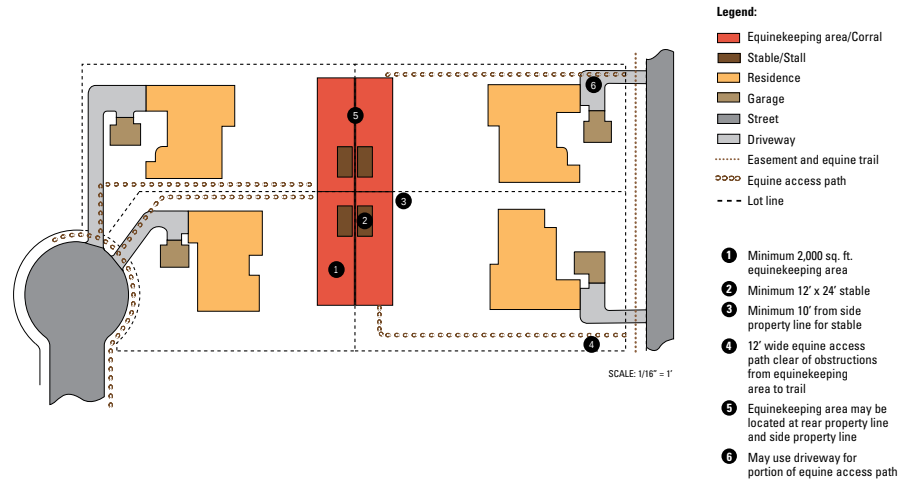
Design Guidelines for Residential Areas (continued)



- G26. Maintain a vertical clearance between ridgelines and development and site projects below ridgelines in order to maintain and preserve scenic viewsheds with the community. Siting houses on top of ridgelines is not permitted.

Design Guidelines for Residential Areas (continued)

Equinekeeping Lots Within the K-District



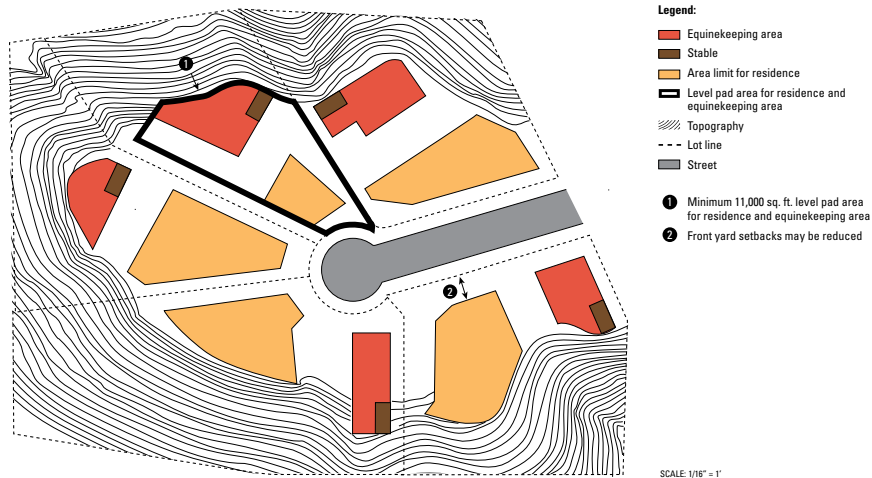
See G27 - 30

Equestrian-Oriented Neighborhoods

- G27. Maintain a 2,000 contiguous square-foot level pad area with a minimum width of 24 feet, including a 12'x24' (288-square foot) equine stable area. The pad area should include a 12'x12' (144-square foot) area for storage of feed and equipment, graded to permit quick and adequate drainage, and be permanently set aside for equine use. No permanent structure, including swimming pools and tennis courts, should be constructed or located within any portion of the pad area. Such structures may be permitted outside of the required equine stable and pad areas.
- G28. On small lot subdivision lots, communal equestrian facilities are encouraged in townhouse and detached condominium developments.
- G28. Equine pad and stable areas may be located at the rear property line. Reduced front yard setbacks may be considered to enlarge the backyard area for the purposes of optimizing the intended use of the level pad area and minimizing overall grading and to allow for a better layout for equines and is allowed as long as the reduction does not endanger the equinekeeping use.
- G29. On all lots, the equine pad area may be located within required side yard setbacks depending on the unique features of a site.
- G30. Where access is taken from the front facing street, a 12-foot wide equine access path should be provided. A driveway which is a minimum of 12-feet in width may function dually as an equine access path for the portion of the path that extends from the street to the end of the driveway. Permeable driveway materials are preferred.

Design Guidelines for Residential Areas (continued)

Specific Requirements for Equinekeeping on Hillside Lots Within K-District



See G34

- G31. Where lot access is taken from a side or rear yard of the lot, a gate should be installed to provide direct access for the rider to the trail, sidewalk, or street.
- G32. An adequate on-site parking area should be provided for equine trailers preferably adjacent to the equinekeeping area near the driveway. It is desirable that the parking surface is permeable.
- G33. Utilize decomposed granite, grasscrete, or other similar permeable material to construct the equine access path and parking area for equine trailers.
- G34. On hillside equinekeeping lots, the combined pad area for the primary residence and equinekeeping area shall be a minimum of 11,000 square-feet to ensure adequate separation and to permit construction of larger residential dwellings.

Commercial Areas

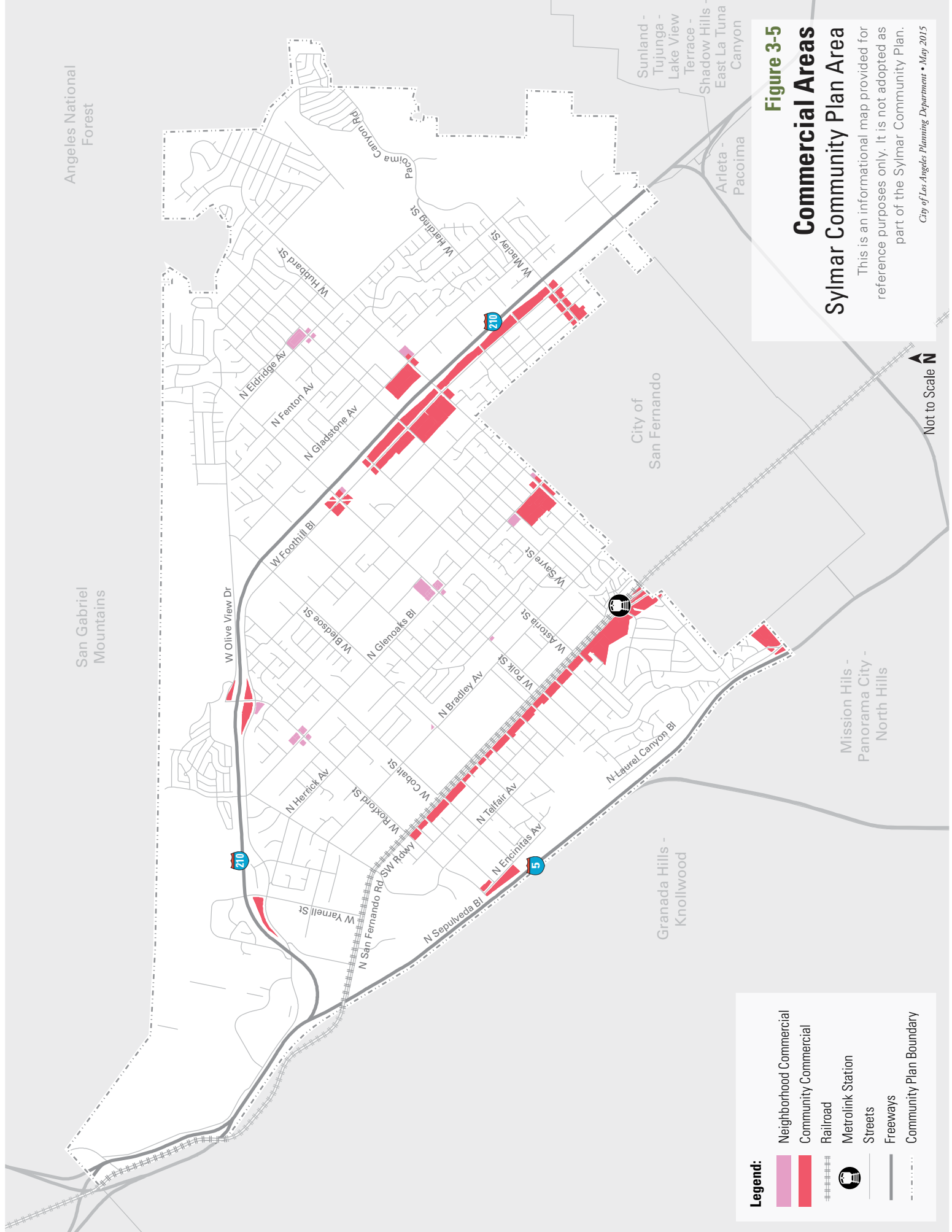
Commercial uses represent a small proportion of Sylmar and are located primarily along major arterials with nodes of varying sizes at specific intersections, as shown in Figure 3-5, Commercial Areas. Four Community Centers, four Neighborhood Districts, two Mixed-Use Boulevards, and one Transit-Oriented District serve as focal points for surrounding residents and visitors, providing neighborhood services and retail, including grocery stores, restaurants, small professional offices, and other similar uses and services. Other general commercial uses are dispersed throughout the community and provide important goods and services to nearby residents. Auto-related uses are located throughout the community, along major corridors near freeway on-and-off-ramps.



Commercial development along Foothill Boulevard with parking located at the rear and pedestrian entrances business directly from the sidewalk.



Pedestrian friendly commercial development with ground floor commercial retail and office space above.



Legend:

- Neighborhood Commercial
- Community Commercial
- Railroad
- Metrolink Station
- Streets
- Freeways
- Community Plan Boundary

Figure 3-5

Commercial Areas Sylmar Community Plan Area

This is an informational map provided for reference purposes only. It is not adopted as part of the Sylmar Community Plan.



Public open space that caters to families.



Outdoor dining areas in commercial developments that provide proper lighting, planters and other landscaping elements create a more friendly and walkable environment.



Emphasize the use of Spanish style-architecture and design elements, including earth tone colors, window awnings, and a mixture of landscaping.



Outdoor seating areas associated with commercial and community-serving land uses promotes pedestrian activity and encourages individuals to utilize these areas.

Commercial Issues and Opportunities

As part of the Sylmar Community Plan update process, community members and stakeholders were given opportunities to comment on the proposed changes. Issues of opportunity areas were identified as a result of public input and goals and policies were developed to specifically address them. Following is a summary of key issues and opportunities in Sylmar:

- The community has a strong interest in preserving existing commercial land. While new housing is desirable, by directing housing development near the Sylmar/San Fernando Metrolink Station and other mixed-use corridors, and to designated residential areas, existing commercial centers and districts can be enhanced and preserved to ensure an adequate level of goods and services are provided throughout the Plan area.
- Residents desire the convenience of neighborhood serving commercial uses and “small town” retail establishments within walking distance of neighborhoods. While many of the existing establishments provide a mix of local goods and services, the overall mix does not serve the community’s full range of residents and lifestyles. There is an opportunity to capitalize on existing underutilized establishments and vacant sites and provide opportunities for small-businesses and local jobs, promote healthy neighborhood activity, and reduce vehicle trips.
- More entertainment–related uses, such as movie theaters, sit-down restaurants, and those that cater to all ages and families, are desirable. The absence of these establishments causes many residents with expendable income to travel outside of Sylmar and the City to find such uses.
- Sylmar needs neighborhood and community gathering areas, such as a civic center or community plaza. New commercial development should provide public open spaces so that residents can shop and socialize.
- Residents desire more attractive commercial development. There is a need for improved commercial design and building materials, an appropriate amount and style of signage, and improved landscaping. Policies and design guidelines for new commercial development and remodels will assist in a transition to an improved pedestrian–friendly environment for the commercial areas in Sylmar.

All Commercial Areas

The goals and policies in this section reflect the community's vision to preserve existing commercial land to ensure an adequate level of goods and services are provided throughout Sylmar. It is also the intent of these goals and policies to promote high-quality commercial development. Each of the Commercial Citywide Design Guidelines should be considered, although not all will be appropriate in every case, as each project will require a unique approach. However, to achieve the goal of excellence in new design, projects should incorporate these guidelines to the maximum extent feasible, in order to meet the intent of the Community Plan.

Goal LU12. Strong and competitive commercial areas that serve the community with a wide range of goods and services, support the local businesses and economy, and provide employment opportunities and revenue to the City.

- LU12.1. **Commercial Preservation.** Protect areas designated and zoned for commercial use so that commercial development and reinvestment is encouraged and the community maintains and increases its employment base. Strongly discourage new residential-only development in commercially designated and zoned areas.
- LU12.2. **Commercial Development.** Locate new commercial uses within existing established commercial areas. Accommodate larger projects within Community Centers and near the Sylmar/San Fernando Metrolink Station to minimize impact on residential neighborhoods and help retain the existing community fabric.
- LU12.3. **Lot Consolidations.** Consolidate and deepen shallow commercial areas in a manner that is compatible with prevailing urban form as a means to stimulate existing businesses and create feasible opportunities for new development that is appropriate in terms of scale and character.
- LU12.4. **Equestrian-Related Services.** Encourage uses which serve the equestrian community, such as equine feed stores and veterinary clinics, to locate within Sylmar.
- LU12.5. **Auto-Related Uses and Services.** Allow for the development of new auto-related uses and services, such as gasoline stations, drive-thru establishments, automobile sales and repair, and storage facilities in specific designated Community Commercial land located near the freeways on- and off-ramps. Expansions and modifications of existing auto-related uses are required to be designed to achieve a high-quality architectural and landscape character.

Goal LU13. Commercial and mixed-use development that complement adjacent and surrounding neighborhoods and contribute to Sylmar's semi-rural character and agricultural heritage.

- LU13.1. **Neighborhood Compatibility.** Ensure that new development adjacent to residential neighborhoods is designed in a manner that is sensitive to existing and adjacent buildings so that it blends in with the neighborhood context.
- LU13.2. **Height Limits.** Design new commercial structures to be compatible in height with surrounding residential neighborhoods.
- LU13.3. **Transitions.** Provide transitional setbacks and upper floor stepbacks for new projects adjacent to residential uses in order to maintain access to light and air and minimize operational impacts.
- LU13.4. **Parking Structures Adjacent to Residential Uses.** Utilize a decorative wall and landscaped setbacks to buffer residential uses from parking areas and structures. Shield and direct on-site lighting onto driveways and walkways and away from adjacent residential uses.



The visual impact of a commercial parking areas can be reduced by providing a buffer like a planter box with landscaping.



Spanish-style architecture is a common feature in Sylmar's commercial centers.

- LU13.5. **Rural Character.** Reinforce the distinctive semi-rural character of the area by incorporating rural features and equestrian-oriented elements, such as ranch-style architecture, hitching posts, and horse parking areas, in remodels and new development, especially commercial areas within or near an Equinekeeping “K” Supplemental Use District and/or adjacent to a trail. Refer to Chapter 4 for additional trail policies and design guidelines.
- LU13.6. **Trail Network and Connections.** Design new development and infrastructure improvement projects that abut or connect with an identified trail to develop and/or improve the Trail Network, as shown on Figure 4-5. Provide amenities that support the equestrian lifestyle, including rider height crossing signals at signalized intersections and signs. Refer to Chapter 4 for additional trail policies and design guidelines.



A local restaurant in Sylmar.



A trail abutting a commercial lot connecting to the Saddletree Ranch Trailhead.

Healthy Communities

A growing body of research has shown that there are connections between development patterns, community design and health outcomes. Crafting a more health-friendly Community Plan is critical to the overall health of a community. The Community Plan takes several steps to make community health a priority by developing land use and development strategies that encourage walking, bicycling, horseback riding, and crime prevention through environmental design; and supporting an active, inclusive, and responsive community where healthy habits are encouraged, rather than discouraged, by the environments we build.

Goal LU14. Attractive and pedestrian-oriented commercial areas that are safe, easily accessible, and enhance the unique commercial and cultural character of the community.

- LU14.1. **High-Quality Development.** Design projects to achieve a high level of quality and developed in accordance to the Commercial Citywide Design Guidelines and other applicable design guidelines. Projects are required to incorporate to the maximum extent feasible applicable design guidelines.
- LU14.2. **Building Orientation.** Improve neighborhood character and the pedestrian environment of commercial areas by siting buildings so they interact with the sidewalk and the street, contribute to a sense of human scale, and support ease of accessibility to buildings.
- LU14.3. **Pedestrian Access and Connections.** Provide safe and direct pedestrian entrances from the sidewalk and the street and encourage connections to abutting commercial development. Utilize techniques to increase motorist awareness of pedestrians, such as lighting, raised crosswalks, changes in paving, signage or other devices.
- LU14.4. **Building Façade.** Create and reinforce neighborhood identity and a richer pedestrian environment by incorporating features on the building façade that add visual interest to the environment, architectural elements that add scale and character, and building elements that enhance comfort and security of pedestrians.
- LU14.5. **On-site Landscaping.** Provide landscaped areas with shade trees on-site that complement the character of the built environment, add beauty and visual interest, increase pedestrian comfort, and extend the sense of the public-right-of-way onto the site.
- LU14.6. **Streetscape.** Design developments to create inviting districts with landscaped sidewalks lined with shade trees, street furniture, and other pedestrian amenities (or streetscape features), open with visual and physical permeability, and pedestrian-oriented connections, where local residents will be attracted and encouraged to walk to nearby commercial establishments.

- LU14.7. **Public Amenities.** Integrate public amenities such as community meeting rooms, civic auditoriums, childcare, plazas, play areas, and public art and open spaces in new development to create destinations for residents to shop and gather and to foster creativity and the arts.
- LU14.8. **Parking Lots and Structures.** Treat parking lots and structures with wall textures, colors, and dimensional modules that are coordinated with the architecture of the main building.
- LU14.9. **Off-Street Parking and Driveways.** Ensure that clear and convenient access for pedestrians is not minimized by vehicular needs, eliminate auto-pedestrian conflicts, and maintain the character of a pedestrian-friendly street. Locate parking behind or within structures or otherwise fully or partially screened from public view. Where possible, replace surface parking areas with well-designed structured parking and infill parking areas with multi-story mixed-use buildings. Minimize the number of driveways and limit the width of each driveway to the minimum required.
- LU14.10. **Lighting and Graffiti.** Use lighting and graffiti abatement to help reduce street crime and violence and promote a sense of safety and the attractive appearance of commercial centers and parking areas. Install on-site lighting along all pedestrian and vehicular access ways.
- LU14.11. **Utilities.** Integrate service elements and infrastructure such as mechanical equipment, trash enclosures and utilities with the design of projects. Locate service elements and infrastructure away from crosswalks or sidewalks and screen and/or enclose equipment in order to enhance the pedestrian experience and aesthetic appeal of the building and overall neighborhood. Underground utilities whenever possible.
- LU14.12. **Loading and Service Entrances.** Locate loading and service entrances to the side or rear of the building, away from public view of the streets, and incorporate these facilities into the overall design of the building to minimize the visual impact.
- LU14.13. **Signage.** Encourage the removal of existing pole, pylon, and roof-top signs and replace them with more appropriate pedestrian-friendly signage such as monument signs, when renovating and developing commercial sites. Restrict new pole and pylon signs, billboards, and digital or electronic signage in all commercial areas, except in specific-designated commercial areas. All signage shall complement the main structure and contribute to the rural character of the area.



Safe, accessible and attractive landscaped sidewalks encourage pedestrian activity along busy streets.



Mechanical equipment can be screened from public view by using innovative techniques.



Commercial development along Foothill Boulevard provides residents with a mix of services.



Large sidewalks with curb bulb-outs encourage businesses to provide landscaping and orient their entrances towards the public street create a more inviting streetscape to pedestrians and customers.

Goal LU15. A traditional strip corridor with a vibrant town center on Foothill Boulevard that offers a wide variety of neighborhood shopping, services, and recreational opportunities near housing.

- LU15.1. Corridor Development.** Design new infill development to be compatible with the traditional small-scale, pedestrian-oriented, commercial corridor development pattern that exists along both sides of Foothill Boulevard, by locating building frontages at the front property line and placing on-site parking to the side or rear of buildings so that parking does not dominate the streetscape.
- LU15.2. Historic Resources and Significant Features.** Preserve historic structures and older buildings that add to the character of the existing traditional low-scale commercial corridor development along Foothill Boulevard.
- LU15.3. Public Services.** Support the retention of existing public services, such as the post office, and encourage new services to locate in this general area.
- LU15.4. Central Business District.** Encourage new commercial uses, such as retail, restaurants, and professional services in the Sylmar Central Business District located along both sides of Foothill Boulevard from Hubbard Street to Astoria Street.
- LU15.5. Office Space.** Encourage the development of commercial office space, primarily for professional services such as legal, advertising, marketing, public relations, real estate, financial services, insurance, accounting, computer programming and architecture on the northeast side of Foothill Boulevard between Hubbard Street and Gridley Avenue.
- LU15.6. Foothill Streetscape.** Enhance the appearance of Foothill Boulevard from Hubbard Street to Astoria Street by providing landscaped parkways that are lined with a variety of palm trees and deciduous trees.
- LU15.7. Pedestrian Amenities.** Enhance the pedestrian-friendly environment of Foothill Boulevard by increasing street and property lighting, improving way-finding signage, providing bus stop shelters and other pedestrian amenities. Consider providing sidewalk “pop-outs” at Hubbard Street, Sayre Street, and Astoria Street as part of new developments to further enhance the pedestrian environment.
- LU15.8. Utilities.** Underground utilities or locate utilities at the rear of the site so as to maintain and enhance the streetscape on both sides of the street.

Goal LU16. **Sustainable commercial development that uses environmentally-friendly design and technology and water conservation methods which help to minimize consumption of non-renewable natural resources and replenishes the City's underground basin.**

- LU16.1. **Eco-Friendly Design.** Design new buildings to respond to the climate of Sylmar through their orientation, massing, and construction. Consider utilizing passive solar design strategies, such as overhangs and shade trees, orienting building volumes, windows, and second-stories to maximize solar access, constructing well-insulated wall systems, and providing usable covered outdoor areas to generate more comfortable and energy-efficient buildings.
- LU16.2. **Landscaping.** Include sustainable landscape strategies such as using deciduous trees to shade buildings in the summer and allow filtered light to penetrate during the winter, planting native and drought-tolerant shrubs, hedges, and vines to reduce water usage, utilizing permeable surfaces on walkways and outdoor spaces and vegetated swales to cleanse and infiltrate water directly onto the ground, and installing drip irrigation systems to conserve water.
- LU16.3. **Historic Resources and Significant Features.** Adapt and reuse historic structures and older buildings as a sustainable way of conserving the character of Sylmar and reinforcing neighborhood character. Respond to unique natural characteristics such as mature trees and topography, on both the project and adjacent sites.



A commercial development providing a variety of shaded outdoor spaces.



Awnings and trees shade buildings and sidewalks and vegetation helps capture runoff.

Neighborhood Districts

Sylmar contains four main Neighborhood Districts, located throughout the community, providing daily convenience services to people living in nearby residential areas, as shown in Figure 3-6, Neighborhood Districts. Typical establishments found in these areas include markets, barber and beauty shops, laundromats and dry cleaners, restaurants, convenience stores, coffee shops, and small professional offices. These districts contain mostly small-scaled, single-story buildings at key intersections. Neighborhood Districts in Sylmar include the following:

- Eldridge Avenue and Sayre Street
- Glenoaks Boulevard and Polk Street
- Glenoaks Boulevard and Roxford Street
- Glenoaks Boulevard and Sayre Street



A local small business providing neighborhood serving uses.



Gathering spaces in new commercial development projects enhance pedestrian activity.

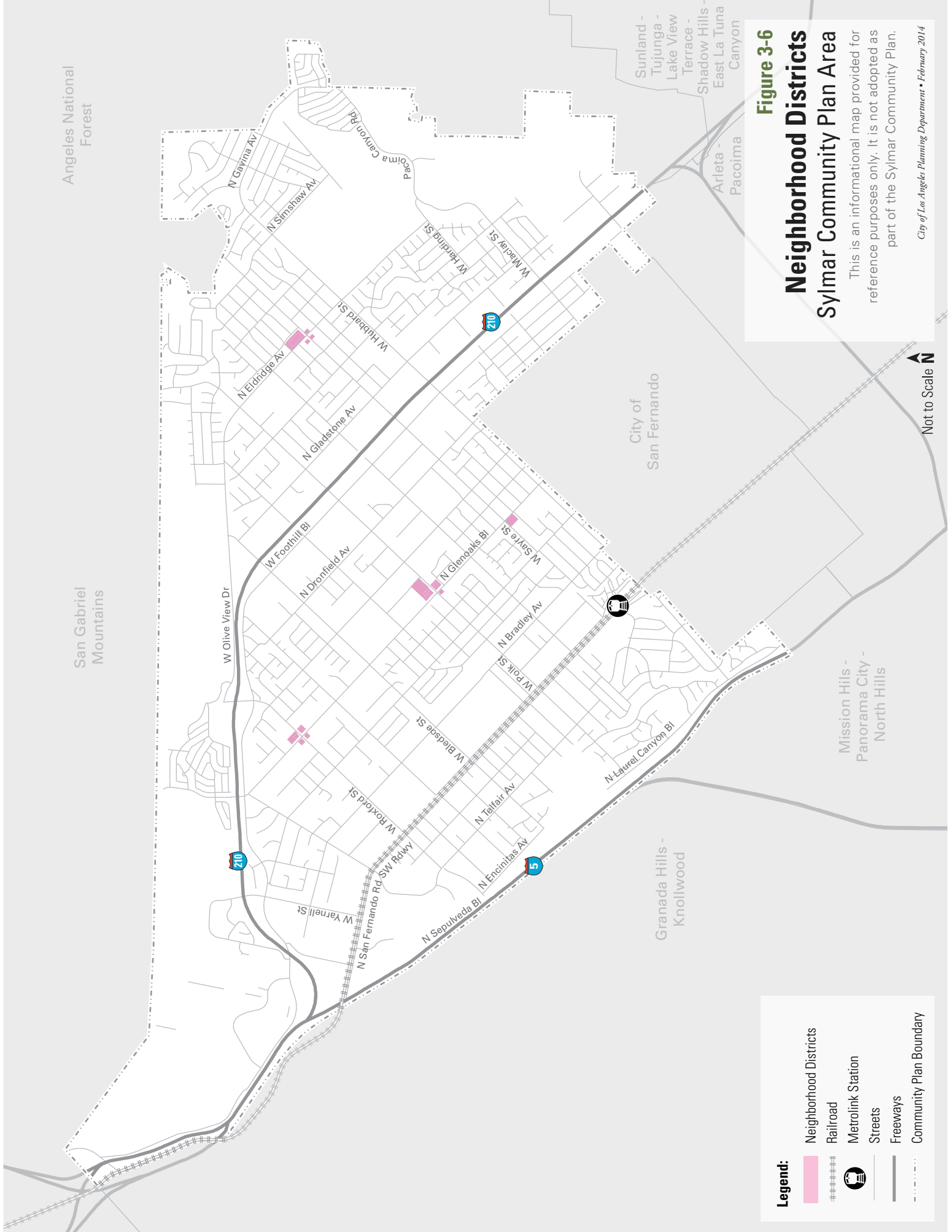


Figure 3-6

Neighborhood Districts Sylmar Community Plan Area

This is an informational map provided for reference purposes only. It is not adopted as part of the Sylmar Community Plan.

Legend:

- Neighborhood Districts
- Railroad
- Metrolink Station
- Streets
- Freeways
- Community Plan Boundary

Not to Scale

Goal LU17. **Quaint, pedestrian-friendly neighborhood commercial districts that serve surrounding neighborhoods and businesses as local gathering places where people can shop and socialize.**

- LU17.1. **Neighborhood-Oriented Uses and Services.** Encourage the retention of existing and the development of new neighborhood services and retail that serve the surrounding residents.
- LU17.2. **Housing.** Prohibit new residential uses in neighborhood commercial districts to maintain an adequate level of neighborhood commercial services within walking distance to existing residential areas.
- LU17.3. **Small-Scale Development.** Design projects to be compatible in scale and character with surrounding neighborhoods so that they do not interrupt the community fabric or street grid. Limit buildings to two stories in height in designated neighborhood commercial districts.
- LU17.4. **Streetscape.** Locate building frontages close to the front property line to create a strong street wall and place on-site parking to the side or rear of buildings so that parking does not dominate the streetscape. Design building facades, including storefronts, to be oriented to the street, limit fences facing a street to 42 inches in height, and provide direct pedestrian access into buildings from sidewalks so that they enhance the public realm and actively engage pedestrians.
- LU17.5. **Public Amenities.** Incorporate outdoor spaces, such as plazas and courtyards that accommodate outdoor dining and other activities. Support sidewalk dining to enhance the pedestrian atmosphere.



Commercial development incorporating the use of earth tone colors and natural materials helps reinforce the community's character.



Outdoor dining areas help improve the visual appearance of commercial districts.

Community Centers

Sylmar contains four major Community Centers located along major corridors that provide multiple types of services and businesses catering to the needs of residents, employees, visitors, and businesses within the community, as shown in Figure 3-7, Community Centers. These Centers are characterized by larger lots and buildings that are set back with parking fronting the street developed in the mid to late-20th century. Community Centers in Sylmar include the following:

- Glenoaks Boulevard and Hubbard Street
- Foothill Boulevard (from Hubbard to Sayre Street)
- Gladstone Boulevard and Hubbard Street
- Laurel Canyon and Rinaldi Street



Existing condition of commercial center with a mix of uses.



Existing shopping center with a landscaped parking area.

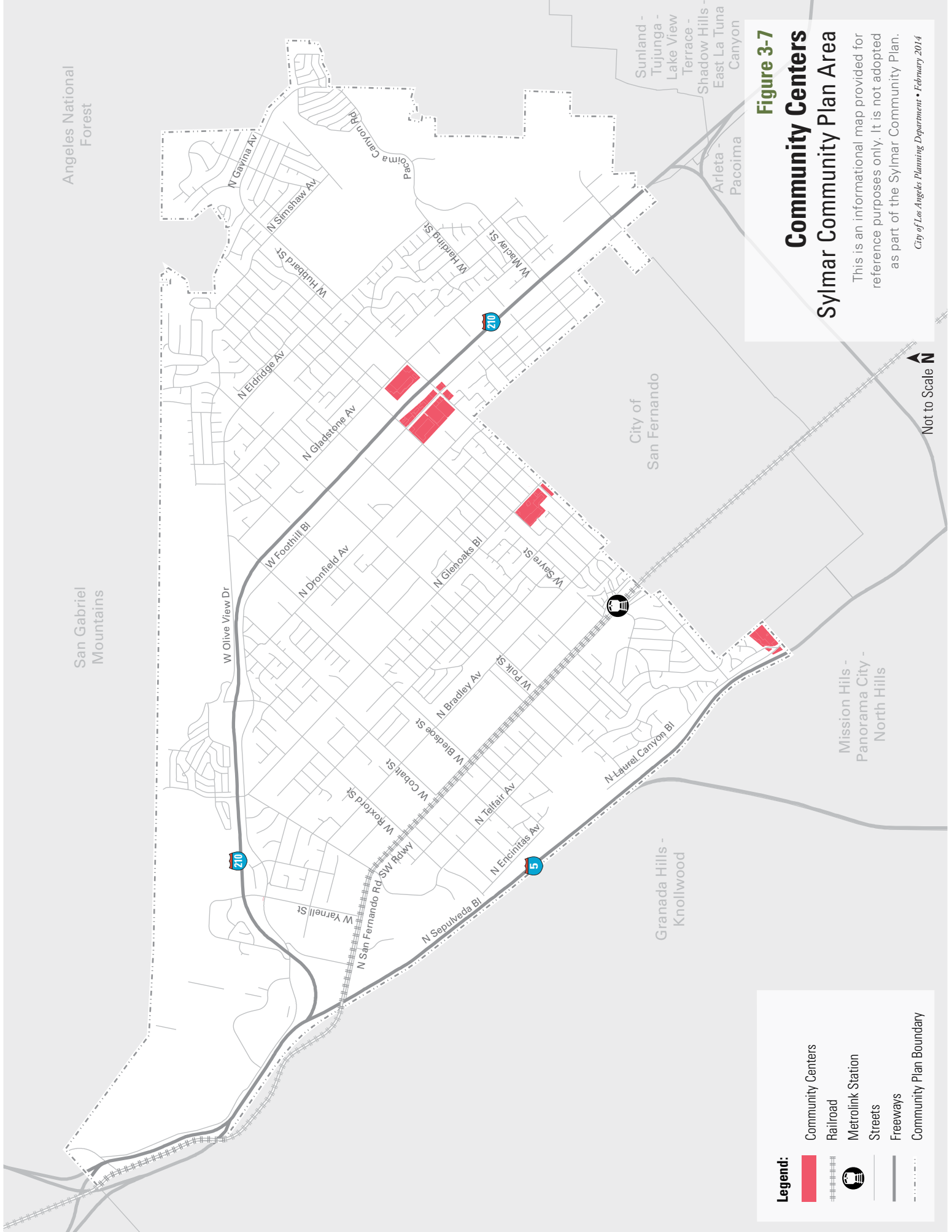


Figure 3-7
Community Centers
Sylmar Community Plan Area

This is an informational map provided for reference purposes only. It is not adopted as part of the Sylmar Community Plan.

City of Los Angeles Planning Department • February 2014

- Legend:**
- Community Centers
 - Railroad
 - Metrolink Station
 - Streets
 - Freeways
 - Community Plan Boundary

Not to Scale

Goal LU18. **Vibrant, healthy, and attractive commercial centers that serve as destination points for civic, cultural, and economic life for the adjoining neighborhoods and community, and provide needed goods and services, and jobs in a pedestrian-friendly environment.**

- LU18.1. **Commercial Development.** Promote commercial development by reducing building setbacks adjacent to a public street and reducing off-street parking requirements. Reductions in on-site parking requirements may be considered if it can be determined that the quantity of proposed parking would adequately serve the site or that additional on-street parking or shared parking is provided.
- LU18.2. **Activity-Generating Uses.** Encourage the owners of existing commercial shopping centers to include additional uses, such as restaurants, entertainment, childcare facilities, public meeting rooms, recreation, and public open spaces, which enhance neighborhood activity.
- LU18.3. **Housing.** Permit residential uses above the ground-floor or behind the street frontage. Encourage the development of affordable housing within Community Centers.
- LU18.4. **Surface Parking Lots.** Reduce the negative impacts of vast expanses of asphalt or other paving material by landscaping the parking lot with regularly spaced canopy trees. Require a dedicated landscaped pedestrian pathway or path of travel through the parking lot area.
- LU18.5. **Circulation.** Create and improve pedestrian and bicycle connections by providing dedicated sidewalks connecting businesses within the development, surrounding the development, and connecting the development to nearby neighborhoods. Provide access through barriers separating the development from adjacent neighborhoods.
- LU18.6. **Pole and Pylon Signs.** Limit height of pole and pylon signs to generally 45 feet in all Community Centers.

Transit and Public Benefits

Public transportation plays an integral role in improving a City's prosperity, equity and mobility. It fosters more livable communities by creating corridors that become natural focal points for economic and social activities which help create strong neighborhood centers that are more economically stable, safe and productive. Transit-friendly, walkable communities reduce reliance on motor vehicles and promote higher levels of physical activity and has the potential to reduce health threats by reducing polluting emissions, providing a safe alternative to automobile travel and contributing to a stress-free commute.

Transit-Oriented District and Mixed-Use Boulevards

Sylmar contains a Transit-Oriented District and two Mixed-Use Boulevards that provide a combination of multiple family housing and commercial uses and services near public transit, as shown in Figure 3-8, Transit-Oriented District and Mixed-Use Boulevards. The highest appropriate development intensities are targeted generally within a quarter mile of the Sylmar/San Fernando Metrolink Station, supported by a mix of housing and neighborhood commercial uses extending along San Fernando Road and Maclay Street. Typical establishments found in these areas include neighborhood commercial uses, public services, cultural facilities, school classrooms, and similar facilities. Sylmar's Transit-Oriented District and Mixed-Use Boulevards include the following:

- San Fernando Road Transit-Oriented District between Hubbard and Astoria Streets
- San Fernando Road Mixed-Use between Astoria and Roxford Streets
- Maclay Street Mixed-Use between Foothill and Glenoaks Boulevards



Landscaped setbacks soften the building heights.



New commercial development within close proximity to transit that provides a mix of community-serving uses is encouraged along San Fernando Road and Maclay Street.



Legend:

- Transit Oriented Districts
- Mixed Use Districts
- Railroad
- Metrolink Station
- Streets
- Freeways
- Community Plan Boundary

Figure 3-8
Transit-Oriented & Mixed-Use Districts
Sylmar Community Plan Area

This is an informational map provided for reference purposes only. It is not adopted as part of the Sylmar Community Plan.

Not to Scale

Goal LU19. A vibrant Transit-Oriented District and Mixed-Use Boulevards that builds upon the existing residential core and Sylmar's Metrolink station, and provide a mix of commercial and residential uses, shopping and employment opportunities, open spaces, and civic uses.

- LU19.1. **Transit-Oriented Development.** Encourage projects to include a mix of transit-supportive uses, such as shops, restaurants, offices, housing, and hotels within a quarter mile of the Sylmar/San Fernando Metrolink Station that would serve local residents, employees, businesses, and transit commuters.
- LU19.2. **Ground Floor Retail and Commercial.** Include ground-floor retail/commercial uses fronting San Fernando Road within a quarter mile of the Station. Require ground-floor retail/commercial uses on all corner lots on San Fernando Road between Hubbard and Polk Streets.
- LU19.3. **Mixed-Use Development.** Promote mixed-use projects in proximity to the Sylmar/San Fernando Metrolink Station, along transit corridors, and in identified mixed-use boulevards.
- LU19.4. **Incentives.** Utilize higher Floor Area Ratio (FAR) to incentivize mixed-use development and residential growth near the Sylmar/San Fernando Metrolink Station.
- LU19.5. **Density.** Allow higher density residential development which includes neighborhood service tenants, such as grocery stores and coffee shops, within the project site so that residents have access to everyday uses and minimize automobile trips.



Mixed-used development allows for a building to be utilized for a longer period of time and gives residents the option to use transit instead of automobiles.



Transit-oriented development with a variety of commercial and residential uses for community members and commuters to enjoy.

- LU19.6. **Housing.** Include a variety of new housing types, such as townhomes, apartments, and condominiums that cater to a diversity of households near public transit as a means of enhancing retail, transit viability, and reducing vehicle trips.
- LU19.7. **Mobile Home Park.** Consider preservation, reconfiguration, and relocation options for the existing mobile home park(s) as part of any planned redevelopment.
- LU19.8. **Community Amenities.** Encourage new development projects, particularly projects which utilize floor area incentives or density bonuses, to incorporate community facilities such as libraries, child care facilities, community meeting rooms, public art and plazas, senior centers, police sub-stations, and/or other appropriate human service facilities.
- LU19.9. **Parking Lots and Structures.** Support opportunities for developing commercial uses on the Sylmar/San Fernando Metrolink Station Park and Ride lot. Ensure that adequate parking space for transit patrons is provided.
- LU19.10. **Shared Parking.** Design large projects with multi-use facilities to share parking and amenities between uses and with other adjacent developments. Consider sharing parking with the Sylmar/San Fernando Metrolink Station Park and Ride lot.
- LU19.11. **On-Street Parking.** Increase on-street parking opportunities, such as angled parking, that support unique shopping experiences and calm traffic movement while providing additional parking for local businesses and services along Maclay Street between Foothill Boulevard and the City Boundary.
- LU19.12. **Local Transit Services.** Promote para-transit and other local shuttle systems, and bicycle amenities that provide access for residents of adjacent neighborhoods.

Reducing Vehicle Miles Traveled

Small incremental increases in station intensity can result in large decreases in per household Vehicle Miles Traveled (VMT) which reduces transportation costs.

Station areas have the potential to reduce VMT and auto-dependence.

Ensuring that a regional transit network connects to major job centers is another key component of reducing auto dependency.

Goal LU20. **Visually rich Transit-Oriented Districts and Mixed-Use Boulevards that are vibrant, engage pedestrians, and contribute to street life, vitality, and safety along San Fernando Road and Maclay Street.**

- LU20.1. **Building Orientation and Setbacks.** Orient buildings toward the boulevards and maintain a consistent landscaped setback that enlivens the street wall with main entrances fronting the street. Develop the site so that the majority of the building façade is built to the property line in order to create a consistent street wall along the sidewalk.
- LU20.2. **Corner Lots.** Design buildings located at intersections to define and give prominence to the corner on which they are sited, by acknowledging both street facades with façade articulation and detail.
- LU20.3. **Pedestrian-Oriented Architecture.** Incorporate architectural features that encourage walking, such as storefront windows, awnings, and arcades and include architectural features that divide large buildings into smaller, human-scaled components.
- LU20.4. **Architectural Design.** Utilize architecture to create a sense of place and build upon Sylmar's agricultural history. Projects near the Metrolink Station are encouraged to utilize elements of Spanish-Colonial Revival style architecture.



Window transparency, and entrances oriented toward the street frontage create a pedestrian friendly environment.



Commercial development with outdoor seating areas enhance the streetscape and encourage pedestrian activity.

- LU20.5. **Streetscape.** Support efforts to continue to improve the appearance and safety along San Fernando Road and Maclay Street through distinctive streetscapes and unified landscape treatments that prioritize pedestrians. The revitalized streets should include large deciduous shade trees punctuated by palm trees and unique street lights to help distinguish these areas. Support the development of Streetscape Plans along San Fernando Road and Maclay Street.
- LU20.6. **Connectivity.** Improve the connectivity along San Fernando Road by implementing techniques to make the pedestrian environment more pleasant on longer blocks or find ways to break down the scale of these superblocks with new pedestrian connections, such as incorporating streetscape and hardscaped improvements and private easements for public use.
- LU20.7. **Metrolink Connections.** Improvements for this area should foster a connection between the Metrolink Station, railroad tracks, and the major arterial intersection of San Fernando Road. Pedestrian connections across San Fernando Road and a multi-modal transit plaza to promote transit access to and from the existing rail station is highly supported and encouraged.



Streetscape improvements have helped strengthen the appearance of the Sylmar/San Fernando Metrolink Station and the surrounding vicinity.



Landscaped medians along San Fernando Road near the Metrolink Station.

Industrial Areas

Sylmar has a significant amount of industrial uses, predominantly located in the southeast corner and northwest portion of the community, near the freeways, as shown on Figure 3-10, Industrial Areas. The industrial areas consist of mostly warehouse and distribution centers, light manufacturing, and research and development, providing local residents and surrounding communities with employment opportunities. Sylmar's industrial base is well-established and industrial land will be preserved to help maintain a core employment base.

Industrial Issues and Opportunities

Throughout the Sylmar Community Plan update process, opportunities were provided for community members and stakeholders to comment on the proposed plan changes. As a result of public input and staff research, issues and opportunities were identified. Following is a summary of key issues and opportunities identified:

- One of Sylmar's strongest assets is its thriving industrial sector. Preserving Sylmar's industrial land for existing and new businesses helps to contribute to the community and the city's well-being, and provides the City with the necessary revenue to deliver the services desired by its residents.
- There are opportunities for "green" technology and "green" companies, research and development businesses, food production, artisan industries and media production to locate in Sylmar.



High quality design of industrial buildings helps enhance the character of the industrial and business parks in Sylmar.



Sunset Farms Business Park is one of the largest business centers providing jobs in the north San Fernando Valley.

- The Bradley Avenue industrial area is fully occupied with industrial uses but is viewed as being underutilized. It has the potential for being developed of introducing business park-related amenities like restaurants, café, open space, such as a plaza, and other business-supporting amenities, and job training centers or targeted incubator facilities.
- The industrial district on Arroyo Street, north of Foothill Boulevard, is a stable district comprised of older industrial businesses. However, the buildings front a very narrow road making it very difficult to navigate large trucks and vehicles conducting business in this area. Limiting delivery on-site or to non-peak hours and requiring sufficient on-site parking for employees, customers, and visitors and restricting off-site parking during peak hours could potentially alleviate some of this problem.
- Landscaped streetscapes are an important characteristic of Sylmar. Many of the industrial parks and districts are lined with canopy trees and parkways which contribute to the semi-rural character of the area. New development should enhance and maintain this attribute.
- Some of the older industrial districts are unsightly for businesses. There are tremendous opportunities to enhance these areas by providing landscaped entrances, removing or replacing chain link fences fronting public streets, and requiring parking at rear or side. Parking directly between buildings and the street should be avoided.



Landscaped walkways with a mix shrubs and shade trees create inviting entrances for the public.



Newer industrial parks in Sylmar provide research and development as well as other “green” industrial land uses to the community plan area.

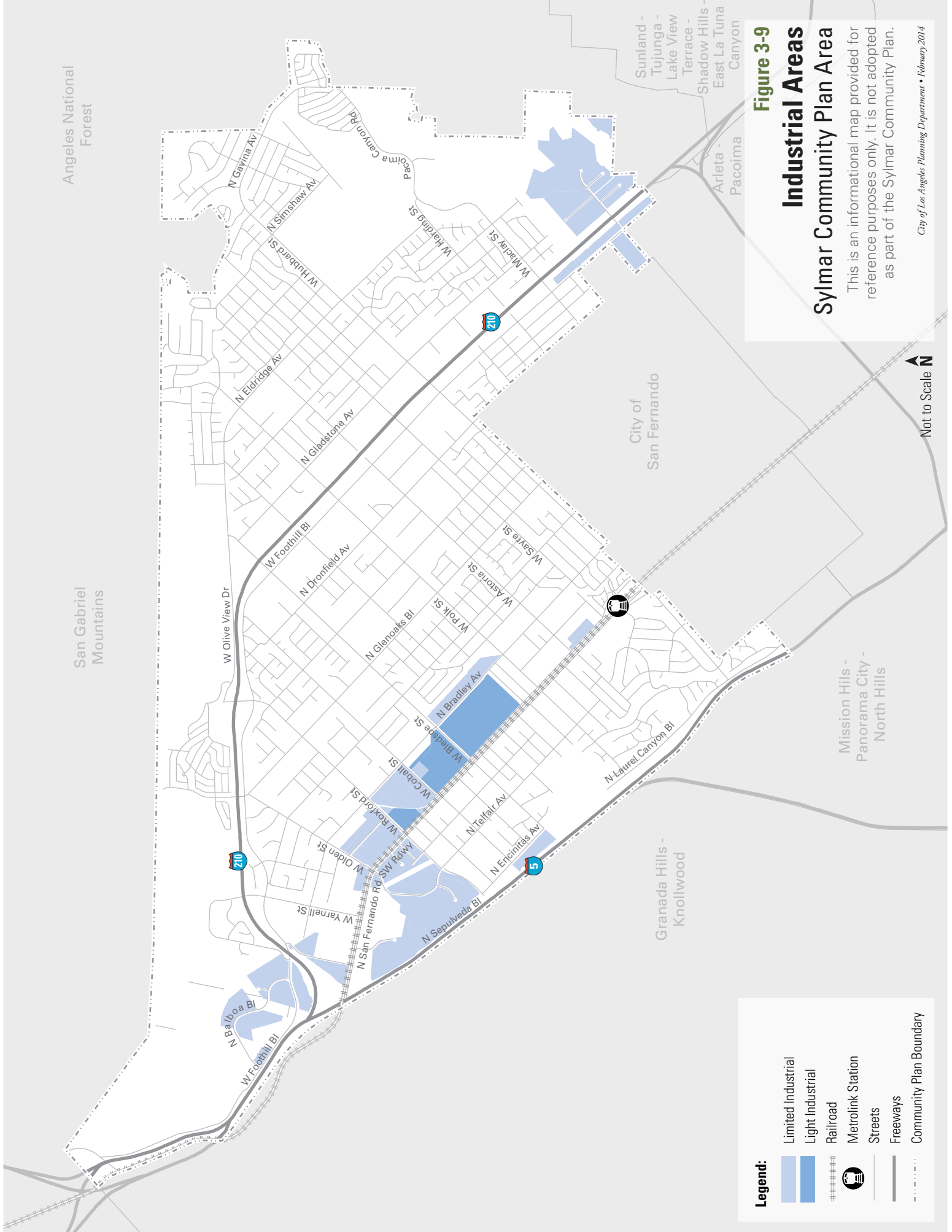


Figure 3-9
Industrial Areas
Sylmar Community Plan Area

This is an informational map provided for reference purposes only. It is not adopted as part of the Sylmar Community Plan.

- Legend:**
- Limited Industrial
 - Light Industrial
 - Railroad
 - Metrolink Station
 - Streets
 - Freeways
 - Community Plan Boundary

Goal LU21. **Industrial uses that provide job opportunities, particularly for residents, and minimize environmental and visual impacts to the community.**

- LU21.1. **Employment Preservation.** Retain industrial planned designations to maintain the industrial employment base for existing and new businesses that provide higher-skilled and high wage manufacturing and research/development jobs.
- LU21.2. **Industrial Land Retention.** Restrict large industrially planned parcels located in predominantly industrial areas to be developed with uses that support the industrial base of the City and community.
- LU21.3. **Residential Restrictions.** Prohibit all residential uses in the MR1 zones, except for accessory residential uses.
- LU21.4. **Job Safety.** Ensure that industrial land uses are safe for human health and the environment and that they provide a robust source of employment.
- LU21.5. **On-site Parking.** Require adequate customer and employee parking be provided for all types of industrial and manufacturing facilities, and that truck traffic and parking be restricted from residential areas.

Job-Housing Balance

Trends show that people are traveling longer distances to their places of employment. By planning communities with better balances of jobs and housing units, work trips can be shortened and therefore have a significant impact on vehicle miles traveled (VMT). A job-housing balance can also help reduce tailpipe emissions and improve air quality, reduce traffic congestion and lower personal transportation costs, slower increases in housing costs, and the potential to reduce public costs for new road construction and improvements. Additional benefits from balancing jobs and housing include achieving greater social equity, reducing class segregation, and creating interesting, pedestrian-oriented places.



Sunset Farms Business Park provides a jobs housing balance with a mix of housing options in the form of apartments and condos.



Curvilinear streets within industrial areas helps with the transition of uses and provides visual enhancement.



Landscaped setbacks and mature street trees that provide shade aids in the beautification of industrial land uses within the community.

Goal LU22. **Land use compatibility between industrial, residential and commercial uses, improving the aesthetic quality and design of industrial areas.**

LU22.1. **High-Quality Development.** Design projects to achieve a high level of quality, and developed in accordance to the Industrial Citywide Design Guidelines and other applicable design guidelines. Projects are required to incorporate to the maximum extent feasible applicable design guidelines.

LU22.2. **Neighborhood Compatibility.** Require design techniques, such as appropriate building orientation and scale, landscaping, buffering, noise insulation and increased setbacks, in the development of new industrial properties adjacent to non-industrial uses to improve land use compatibility and to enhance the physical environment.

LU22.3. **Transitional Uses.** Require transitions for industrial uses, including scale, massing, and setbacks, in those areas in close proximity to residential neighborhoods.

LU22.4. **Landscaped Buffers.** Incorporate landscaped buffers between the buildings and abutting residential properties. Methods to buffer projects should include a combination of increased setbacks, landscaping, berms and/or screening, and fencing.

LU22.5. **Street Beautification.** Encourage streetscape improvements such as street trees, sidewalks, landscaping, lighting, and undergrounding of utilities. Projects within the two industrial parks, Telfair Avenue and Balboa Boulevard, should maintain the existing landscaped pattern.

LU22.6. **Walls and Fences.** Design walls, fences, and screens used for concealment purposes to blend with the site's architectural style and soften them with clinging vines or shrubs. When security fencing is required, utilize a combination of solid pillars, open iron fence elements, solid wall segments, and grillwork. Chain link fencing and barbed wire fencing is not allowed.

LU22.7. **Integration of Utilities.** Integrate service elements and infrastructure such as mechanical equipment, trash enclosures and utilities with the design of projects. Locate service elements and infrastructure away from crosswalks or sidewalks and screen and/or enclose equipment in order to enhance the pedestrian experience and aesthetic appeal of the building and overall neighborhood. Underground utilities whenever possible.

Goal LU23. **Environmentally-friendly businesses that offer green jobs, safer neighborhoods, and a healthier environment, and utilize design, technology, and water conservation methods which help minimize consumption of non-renewable natural resources and replenishes the City's underground basin.**

- LU23.1. **Environmentally Friendly Businesses.** Support "green" business growth and encourage the replacement of polluting land use activities with environmentally-friendly businesses.
- LU23.2. **Sustainable Industry.** Incentivize development opportunities for businesses that employ "green" or clean technologies, building practices, and processes.
- LU23.3. **Eco-Friendly Design.** Design new buildings to respond to the climate of Sylmar through their orientation, massing, and construction. Consider utilizing passive solar design strategies, such as overhangs and shade trees, orienting building volumes, windows, and second-stories to maximize solar access, constructing well-insulated wall systems, and providing usable covered outdoor areas to generate more comfortable and energy-efficient buildings.
- LU23.4. **Landscaping.** Include sustainable landscape strategies such as using deciduous trees to shade buildings in the summer and allow filtered light to penetrate during the winter, planting native and drought-tolerant shrubs, hedges, and vines to reduce water usage, utilizing permeable surfaces on walkways and outdoor spaces and vegetated swales to cleanse and infiltrate water directly onto the ground, and installing drip irrigation systems to conserve water.



Encourage and support environmentally friendly businesses within the industrial areas of the community.



An industrial building with wall-climbing vines.



Heritage Park offers passive open space and creatively tells the story of the history of the area.



Heritage Park also provides a Mission-style plaza, trail that winds through the park, and an abundance of drought-tolerant plants.

Historic, Architectural, and Cultural Resources

The community of Sylmar has a rich built history based on its agricultural roots and equestrian heritage – from the first City aqueduct to the second oldest cemetery in the San Fernando Valley. The preservation of historic resources protects this built legacy, ensuring continuity and the retention of the community's collective memory. Historic preservation also offers economic benefits, as communities throughout the nation have used preservation as a successful tool to promote revitalization and economic development.

Citywide historic preservation policies have been established through a Cultural Heritage Master Plan, the Conservation Element of the General Plan, and the work plan of the Department of City Planning's Office of Historic Resources (OHR). In addition to these policies, the City of Los Angeles has launched SurveyLA — an ambitious citywide survey to document historic resources across Los Angeles. Results of SurveyLA will inform the development of policies to preserve historically and architecturally significant buildings that have not yet achieved official historic designation. SurveyLA is coordinated by Office of Historic Resources.

There are a number of potentially significant historical resources located within the community of Sylmar. These include building types which represent several phases of the architectural evolution in the City of Los Angeles, such as the California Ranch House, Farmhouse, Spanish Colonial Revival, and American Colonial Revival.

The Community Plan contains goals and policies that aim to preserve historic resources that protect the built legacy, ensuring continuity and the retention of the community's collective memory. The Community Plan reflects the Community's vision to preserve the areas agricultural and equestrian heritage and its built legacy and ensures that the area's significant historic resources are protected, preserved, and or enhanced.

As of 2012, three sites have been designated as Historic-Cultural Monuments (HCM) and/or California State Historical Landmarks (CHL), in recognition of their significance in the social and cultural history of the community, See Figure 3-10. The three identified historical sites include:

- San Fernando Mission Wells and Settling Basin
- San Fernando Pioneer Memorial Cemetery
- Los Angeles Aqueduct Cascades

The San Fernando Mission Wells and Settling Basin

The San Fernando Mission Wells and Settling Basin was built in the early nineteenth century in order to have access to water. Located near the Sylmar Metrolink Station, this six-acre well site is the oldest existing source of water supply in the City, other than the Los Angeles River. The Wells are now owned and operated by the Department of Water of Power (DWP) and are still a valuable source of water supply for the City. The Wells were declared Los Angeles Historic-Cultural Monument #50 in 1967.

San Fernando Pioneer Memorial Cemetery

The Pioneer Memorial Cemetery is located at the corner of Foothill Boulevard and Bledsoe Street. This cemetery covers about four-acres of what was once part of Senator Charles Maclay's ranch. It is the second oldest cemetery in the San Fernando Valley and holds the remains of early pioneers, Civil War Veterans, and Mission Indians. The cemetery was declared a California State Historical Landmark in 1961 and Los Angeles Historic-Cultural Monument #586 in 1993.

Los Angeles Aqueduct Cascades

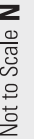
The Los Angeles Aqueduct was completed in 1913 in order to provide the City with a reliable source of water supply. The aqueduct is located just north of the Foothill and Balboa Boulevard intersection and is the terminus of the Los Angeles — Owens River Aqueduct which brings water 338 miles from the eastern slopes of the Sierra Nevada to the City. The aqueduct was declared a California State Historical Landmark in 1958 and Los Angeles Historic-Cultural Monument #742 in 2003.



San Fernando Pioneer Cemetery, Los Angeles Historic-Cultural Monument #586.



Sylmar contains a number of homes that reflect the historic character and architecture of the Sylmar community.



This is an informational map provided for reference purposes only. It is not adopted as part of the Sylmar Community Plan.

Goal LU24. **A community with distinct and historically significant character which values and preserves its historic resources and cultural amenities for future generations to enjoy.**

- LU24.1. **Historic Preservation.** Protect, preserve, and enhance identified cultural and historical resources.
- LU24.2. **Cultural Resources.** Support existing cultural and historic resources, such as the Pacoima Wash, Veterans Memorial Park, Stetson Ranch Equestrian Park, and Wilson Canyon Trailhead, as cultural resources for the community.
- LU24.3. **Resource Identification.** Support the completion of SurveyLA or other future comprehensive survey within the Sylmar Community Plan Area. Ensure careful review under the California Environmental Quality Act (CEQA) of project proposals affecting resources identified in the survey as eligible for historic designation.
- LU24.4. **Rehabilitation.** Encourage preservation and rehabilitation of historic resources. Promote the use of the City's Mills Act Historical Property Contract Program, the Federal Historic Rehabilitation Tax Credit, and the California Historical Building Code. Any project which involves designated historic resources, including the City of Los Angeles Historic-Cultural Monuments shall conform with the Secretary of the Interior's Standards for Rehabilitation.



Mural art in commercial areas promote a sense of community identity and pride.



Sylmar's semi-rural character is reflected by residents in unique ways throughout the community.

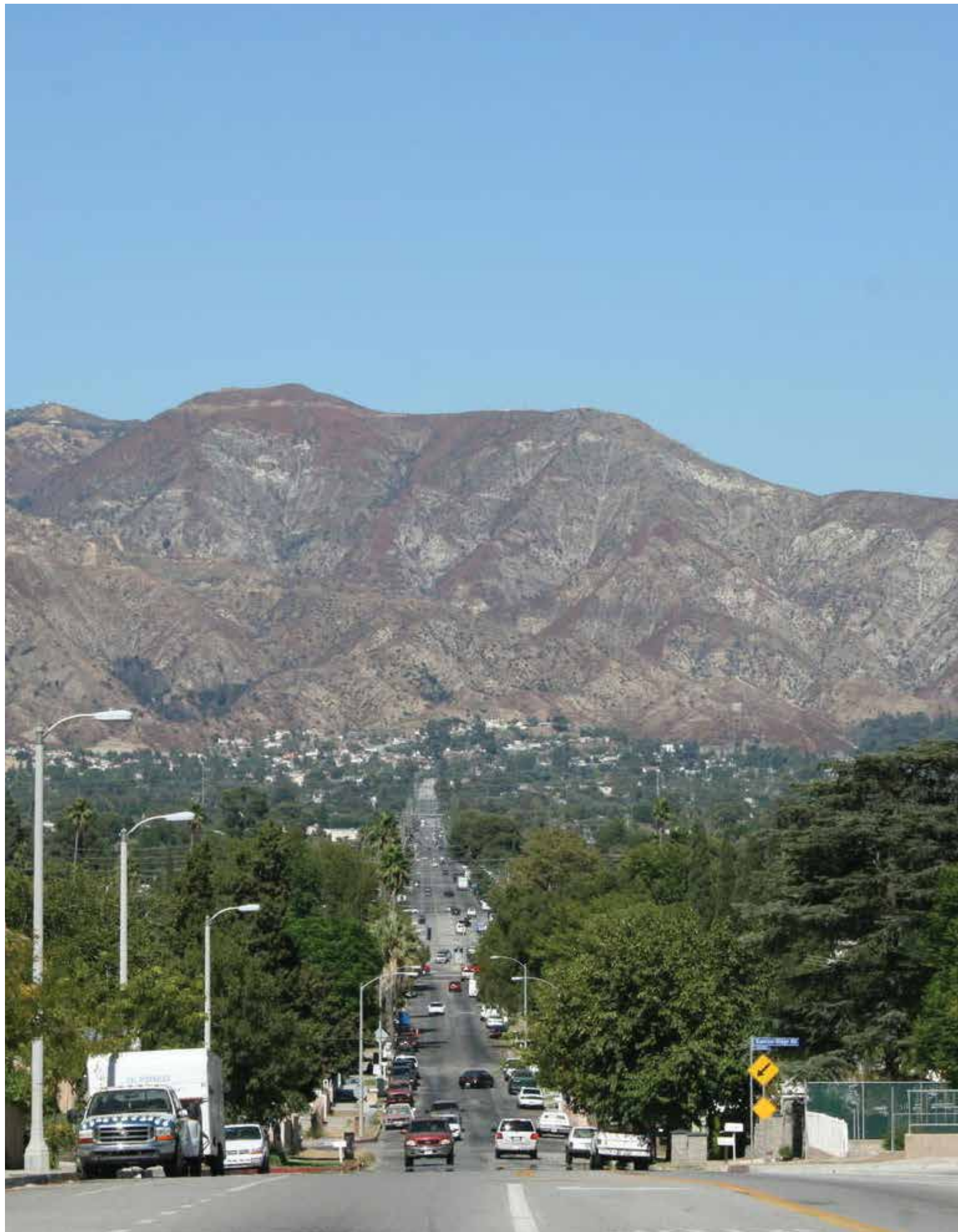
- LU24.5. **Restoration and Re-Use.** Promote the restoration and reuse of existing buildings as a key component of the City's sustainability policies.
- LU24.6. **Historic Integration.** Encourage the design of new buildings that respect and complement the character of adjacent historic resources.
- LU24.7. **Special Districts.** Support the study of Residential Floor Area (RFA) Special Districts or Community Design Overlays (CDOs) for neighborhoods that retain a cohesive character but are not eligible to become Historic Preservation Overlay Zones (HPOZs).
- LU24.8. **Community Partnerships.** Forge partnerships with relevant neighborhood organizations to advance preservation efforts in the community through educational and informational programs.
- LU24.9. **Partnerships.** Partner with the Los Angeles Housing Department and other agencies to identify new financial resources for rehabilitation grants and loans to low- and moderate-income owners of historic resources.



The Sylmar Business Improvement District sponsored the design and implementation of banners along San Fernando Road that reflect Sylmar's identity.



It is the intent of this community plan to preserve the stable single family residential areas that reflect the historic character of Sylmar's development.



Eastward view of Polk Street near Laurel Canyon Boulevard looking toward the San Gabriel Mountains.

Mobility

Mobility and Public Health

Physical inactivity is increasingly recognized as a public health problem due to the associated increases in obesity, diabetes, cancer, stroke, and heart disease in our communities. A 2007 study by Los Angeles County Department of Public Health found that the communities of Sylmar, Mission Hills, Panorama City-North Hills, and Arleta-Pacoima have a 29% prevalence of childhood obesity. The ability to efficiently, safely, and enjoyably walk, ride, or bicycle in one's community can have a significant impact on individual activity levels. This Plan promotes active living through pedestrian, equestrian, and bicycling improvements, increased access to parks and green spaces, and supporting the development of trails and safe routes to school.

**Source: "Preventing childhood obesity: the need to create healthy places. A Cities and Communities Health Report," County of Los Angeles Department of Public Health, October 2007.*

Whether walking, riding a bike or a horse, taking public transit or driving a car, community members need to find efficient, safe and enjoyable modes of transportation to reach their destinations. "Mobility" is the ability to quickly, comfortably travel within the community and region using one or several modes of transportation. One's mobility is enhanced if a range of practical and affordable travel options are available.

The Sylmar Community Plan recognizes that land use and mobility goals and policies are interdependent. Mobility objectives cannot be achieved without the support of appropriate and complementary development; at the same time, land use and design objectives can be undermined by conflicting mobility policies. Therefore, the mobility goals and policies in this chapter enhance and reinforce the land use and design policies discussed in Chapter Three, while integrating citywide mobility goals, including those established in the Framework, Transportation and other City Elements. These citywide goals include:

- Support a first-class, multi-modal transportation system in which jobs, services and amenities are easily accessible to all residents and visitors, which respects the City's unique communities and neighborhoods and reduces the City's dependence on automobiles.
- Improve air quality, public health, and quality of life through continued investment in rail, transit, bicycle, pedestrian, and trail infrastructure.
- Create a street network that balances the needs of all roadway users, including pedestrians, equestrians, bicyclists, transit riders, and motorists; and which values streets as public open spaces.

This chapter first introduces the concept of “complete streets”, the basis for Sylmar’s multi-modal approach to mobility. Official street standards, modifications to these standards, and street prioritization by mode are also discussed in this section. The remainder of the chapter contains all of Sylmar’s mobility goals, policies, and design guidelines, organized into the following nine sections:

- General Mobility
- Walking
- Bicycling
- Trails
- Scenic Highways
- Public Transit
- Motorized Vehicles
- Goods Movement
- Parking Management

Complete Streets

“Complete streets” are roadways designed and operated to enable safe, attractive, and comfortable access and travel for all users. Pedestrians, bicyclists, motorists and public transport users of all ages and abilities are able to safely and comfortably move along and across a complete street. In 2007, the State of California adopted the “Complete Streets Act,” which requires local municipalities to plan for the routine accommodation of all roadway users when updating General Plans.



Sylmar is a semi-rural, equestrian community where residents ride horses on a daily basis to get to recreational and open space areas and local retail shops.



The bicycle path on San Fernando Road provides residents with a dedicated environment for cycling and walking.

Streets

Our City's streets serve many different roles within a community. They are a means to get people to places they need to go — via bus, light rail, car, motorcycle, scooter, bicycle, on foot, and even by horseback in some the City's communities. Streets are also places to gather, recreate, shop, exercise, and socialize. They are the backbone of a healthy community and an indicator of a local neighborhood's culture and values. Streets must also provide mobility for our businesses, which often rely on the timely delivery of merchandise to their stores or the ability to deliver services to customer's homes or offices. Furthermore, streets accommodate utility and sewer lines as well as provide a means to collect and transport water on rainy days. Simply stated, daily life demands a great deal from our streets; thus, the sustainable future of our neighborhoods depends on a network of roadways that balance the needs of these multiple interests and functions. Currently, most of the City's streets are devoted primarily to moving vehicular traffic; however, over-dependence on motor vehicles puts communities in a vulnerable economic position and diminishes quality of life. Therefore, this Plan encourages a more balanced, multi-modal approach to mobility in which the community's streets are more equitably shared by all users, termed "complete streets" by the California Complete Streets Act of 2007.



San Fernando Road, a major street in the community, connecting to the Metrolink Station



Residents are commonly seen horseback riding throughout the community.

Standard Street Classifications

The City's streets are organized by standard street classifications, established in the General Plan, as well as standard street dimensions, adopted by the City Planning Commission and Board of Public Works and depicted in the Department of Public Works Standard Plan. Street classifications describe a street's function within the larger street network, while street dimensions assign appropriate street right-of-way widths (comprised of space for sidewalks, parkways, street parking, travel lanes, and medians) for each classification. The City's principal street classifications include:

- **Major Highway – Class I and II.** Major highways are designed to carry high volumes of vehicular traffic at relatively high speeds. A Major Highway Class I typically has three lanes of traffic in each direction; while a Major Highway Class II typically has two lanes. Local automobile access to individual parcels along the street should be limited.
- **Secondary Highway.** A Secondary Highway, intended to supplement the through-traffic carrying characteristics of major highways, is designed for fewer daily trips than a Major Highway and typically provides more access to individual parcels. It typically includes two travel lanes in each direction, left turn lanes at signalized intersections, and narrower sidewalks than the Major Highways.
- **Collector Streets** (standard, industrial, and hillside). Collector Streets are moderate-volume, medium-speed roadways that provide access between local streets and higher street classifications.
- **Local Streets** (standard, industrial, and hillside). Local streets are designed to allow local traffic access to their property or destination.

Although street widths for each of the above street classifications are standardized, actual street widths vary because, historically, streets were built to different, narrower standards. In these circumstances, older streets are incrementally widened through street dedications from new development; however, this method of street widening may be impractical or counter to goals of increased pedestrian, bicycle, or development activity. Existing, non-standard street dimensions, types of adjacent land uses, lot depths, and volumes of vehicular, pedestrian, and bicycle activity may all indicate the need for a different street dimension than the adopted standard. In these cases, streets and street segments can be modified to reflect the specific needs of a community. Figure 4-1, Circulation System, delineates Sylmar's street network and establishes right-of-way widths and dedication requirements. In the next section, Table 4-2, Street Modifications, lists the streets that will be modified concurrent with this plan's adoption.



San Fernando Road, a Major Highway Class II.



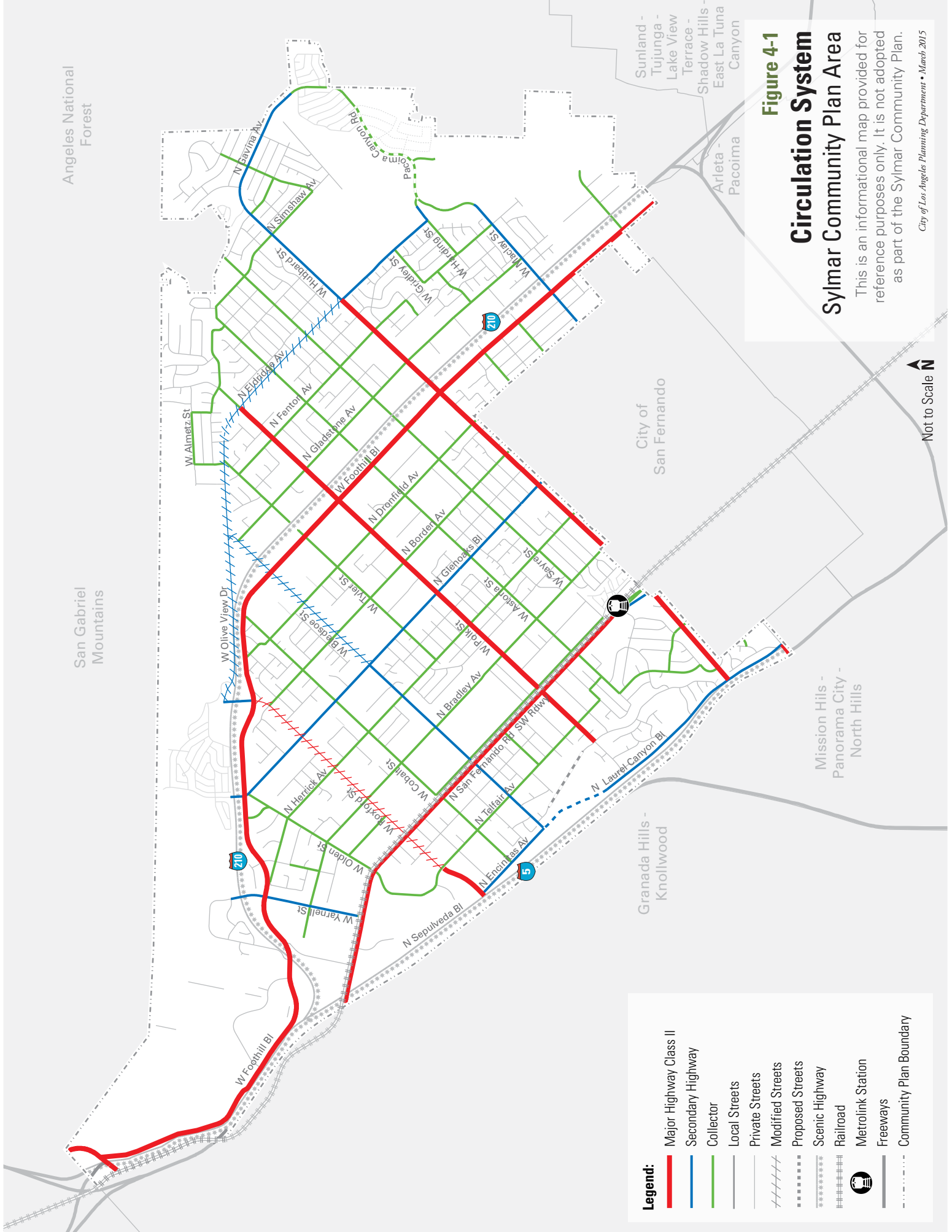
Glenoaks Boulevard, a Secondary Highway.



Cobalt Street, a Collector Street.



Gladstone Avenue, a Local Street.



- Legend:**
- Major Highway Class II
 - Secondary Highway
 - Collector
 - Local Streets
 - Private Streets
 - //// Modified Streets
 - Proposed Streets
 - Scenic Highway
 - x-x-x- Railroad
 -  Metrolink Station
 - Freeways
 - - - - - Community Plan Boundary

Figure 4-1
Circulation System
Sylmar Community Plan Area

This is an informational map provided for reference purposes only. It is not adopted as part of the Sylmar Community Plan.

Not to Scale

Priority Streets

The Transportation Element allows communities to further classify streets by priority mode, such as walking, bicycling, horseback riding, transit, or motor vehicle. Widening streets to accommodate additional space for every mode of travel is often unrealistic and undesirable. Instead, prioritization allows for a more tailored, efficient use of the street network that balances the needs of each mode in a holistic manner. Assigning street priorities assists City agencies, planning commissions, and elected officials in making strategic decisions about future street improvements while avoiding conflicting transportation projects. Prioritization does not preclude improvements to non-priority streets; it simply suggests where to focus attention first. Street priorities are summarized in Table 4-1, Priority Streets, and discussed further in each relevant section in this chapter.

Sylmar is a semi-rural suburban community with a street grid that was largely laid out post-World War II. Many of the streets are in need of enhancements such as sidewalks, trails, bike lanes and streetscape elements. Existing improved streets, however, have little additional land available for widening or reconfiguring to accommodate other modes. On these streets, new facilities for one mode, such as a wider sidewalk, trails, or a bicycle lane, may have to come at the expense of another, such as a travel lane for automobiles, or transit. Recognizing that all streets cannot serve all purposes, this chapter designates priority modes for certain key arterials, streets or street segments to better assist planners, engineers, developers, and the community in making these difficult choices.

TABLE 4-1

Priority Streets

Street Priority	Pedestrian	Bicycle	Trail	Public Transit	Motorized Vehicle
Astoria Street	X				
Bledsoe Street			X		
Borden Avenue	X				
Eldridge Avenue		X			
Foothill Boulevard					X
Glenoaks Boulevard		X			
Hubbard Street				X	
Laurel Canyon Boulevard		X			
Maclay Street	X	X			
Olive View Drive		X	X		
Polk Street	X				
Roxford Street		X			
San Fernando Road				X	

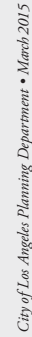


Figure 4-2
Priority Streets
Sylmar Community Plan Area

General Mobility

The community of Sylmar is nestled in the foothills of the San Gabriel Mountains with access to major transportation systems, including bus, light and heavy rail, and a circulation system consisting of freeways, highways and streets. In addition, the bikeway network and Trail Network provide direct access to recreational and open space opportunities throughout Sylmar and nearby regional attractions, such as the Angeles National Forest. It is important to note that Sylmar is one of the few areas in the City where horseback riding represents both a mode of local travel and recreation for residents.

The Sylmar Community Plan recognizes the importance of developing a first-class multi-modal transportation system that minimizes impacts to the environment and neighborhoods. This Community Plan proposes to alleviate congestion primarily through reducing demand, via improvements to Sylmar's transit, bicycle, pedestrian, and trail infrastructure, however, selected signal timing and intersection improvements are also suggested. In addition, Community Plan policies in Chapter Three, Land Use and Design, support pedestrian-friendly shopping and employment opportunities, especially along Sylmar's mixed-use boulevards and transit-oriented district to encourage visitors to park once and walk store to store.

The Sylmar Community Plan seeks to foster community sustainability and livability objectives by enhancing the pedestrian-oriented commercial areas, expanding the bicycle and Trail Networks, and re-designating the classification and function of certain streets. Specifically, the Community Plan proposes to:

- Create a more pedestrian-oriented mixed-use area near the Metrolink Station, Sylmar's transit-oriented district, in order to encourage a more walkable community.
- Enhance existing trails and create new trails and trail linkages for equestrian and pedestrian use that provide enjoyable and safe travel.
- Expand the bicycle facilities and create an uninterrupted bicycle network for riders of all abilities that provide access to local destinations as well as other amenities throughout the region.
- Enhance the pedestrian environment and improve the physical conditions, making the streets more comfortable and safe for pedestrians.
- Protect neighborhoods by discouraging traffic from intruding into community's single-family neighborhoods.

Overarching Goals and Policies

Goal M1: **A diverse system of streets that balances the needs of pedestrians, bicyclists, equestrians, transit users, mobility-challenged persons and vehicles while providing sufficient mobility and abundant access options for the existing and future users of the street system.**

Policies

- M1.1. **Complete streets.** Ensure the community is served by a complete street system with some streets strategically prioritized for target user(s) and other streets that connect the arterials to serve all users, as shown in Table 4-1, Priority Streets.
- M1.2. **Mobility for Challenged Users.** Support, wherever feasible, transportation programs and services aimed at enhancing the mobility of senior citizens, disabled persons and the transit-dependent population.
- M1.3. **Mobility Enhancements.** Design developments that increase density or intensity by zone change, variance, conditional use permit, parcel map, subdivision or other discretionary action to provide adequate mobility enhancements such as traffic mitigation, pedestrian crosswalks, trails, bicycle lanes and enhanced bus stops to ensure that mobility needs are met.
- M1.4. **Private Investment for Off-site Facilities/Amenities.** Encourage new developments to include bicycle, pedestrian, and equestrian amenities and include off-site public transit and road improvements creating a circulation system that optimizes travel by all modes.
- M1.5. **Modified Street Standards.** Where there is evidence of physical or other constraints, or uses such as a transit station, the City should consider modified street standards to implement modal priorities to enhance neighborhood character and to facilitate a complete street network, as shown in Table 4-2, Street Modifications and Figure 4-3, Modified Streets and Standards.

TABLE 4-2

Street Modifications

Street Name	Specific Location	Existing Designation	New Designation	Objective
Bledsoe Street	Glenoaks Boulevard to Olive View Drive	Secondary Highway	Modified Secondary Highway	Preserve existing conditions of one travel in each direction and yield space for a trail on the south side between Glenoaks and Foothill Boulevard. Yield space for a trail on each side north of Foothill Boulevard.
Eldridge Avenue	Cranston Avenue to Hubbard Street	Secondary Highway	Modified Secondary Highway	Generally preserve existing conditions of one to two travel lanes in each direction and yield space for a designated Bicycle-Friendly street from Cranston Avenue to Sayre Street and a Bicycle Lane from Sayre Street to Hubbard Street.
Roxford Street	Telfair Avenue to Foothill Boulevard	Major Highway Class II	Modified Major Highway Class II	Accommodate two travel lanes in each direction and yield space for a designated Bicycle Route.
Olive View Drive	Roxford Street to Kopany Avenue	Secondary Highway	Modified Secondary Highway	Preserve existing conditions of two travel lanes in each direction and yield space for a designated Bicycle-Friendly Street and a trail on each side.

Secondary Highway Street Designation Standards

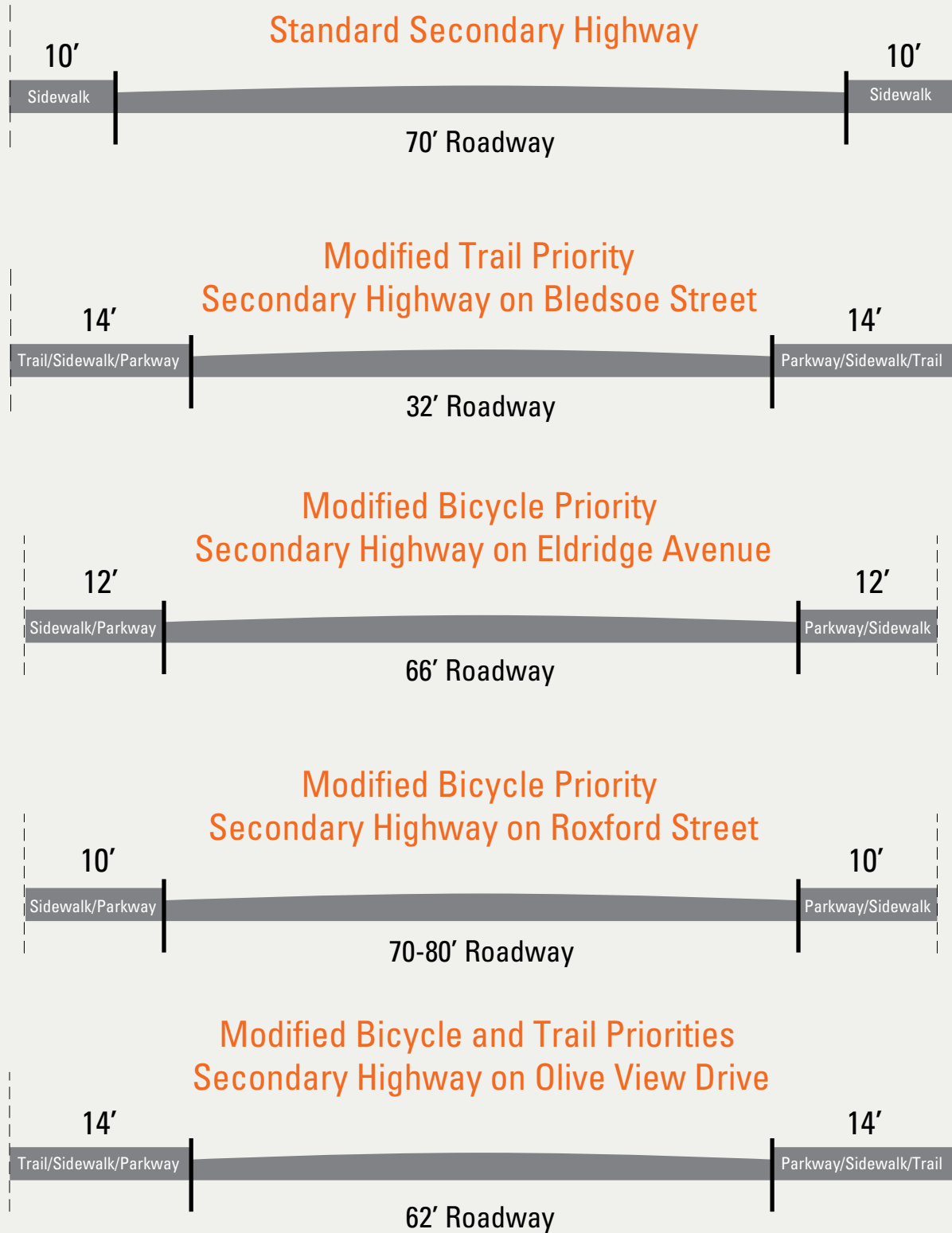


Figure 4-3

Modified Streets and Standards Sylmar Community Plan Area

Goal M2: **A multi-modal circulation system that supports successful neighborhood commercial areas by providing transit stations, commercial and recreational uses, with streets that accommodate public open space and gathering places, and streets that enhance sustainable watershed management.**

Policies

- M2.1. **Streetscapes.** Encourage and support streetscape improvements in neighborhood areas that foster the appeal of the street as a gathering place including street furniture, well-maintained street trees and landscaping, publicly accessible courtyards, wide sidewalks, bicycle access and appropriate traffic control measures to reduce travel speeds.
- M2.2. **Streetscape Plans.** Support the development of Streetscape Plans for the following streets:
- San Fernando Road between Polk Street and Hubbard Street
 - Maclay Avenue between City Boundary and Foothill Boulevard
 - Foothill Boulevard between Astoria Street and Hubbard Street
 - Polk Street between De Garmo Avenue and Dronfield Avenue
- M2.3. **Special Events.** Encourage and support special street closures for community activities such as street fairs, parades, festivals and other civic events. Encourage the temporary closure of local and collector streets for the purposes of providing space for farmer's markets, where appropriate.
- M2.4. **Watershed Management.** Support watershed management in the design of streets, particularly streets near the Pacoima Wash, by incorporating swales, water retention and other such features in new development, such as streetscape programs and other street improvement programs.



The Sylmar Farmer's Market located on the campus of LA Mission College.



The arroyo streambed that runs through LA Mission College captures rainwater onsite.

Goal M3: A system of safe, efficient, and attractive pedestrian, bicycle and trail routes linking neighborhoods to key areas in the community, including commercial centers, services and employment, points of historical interest, as well as open space and recreational areas.

Policies

- M3.1. **Safety for All Users.** Minimize conflicts between the various modes of motorized and non-motorized transportation by designing and constructing roads, sidewalks, crosswalks, bicycle lanes and trails to their proper specifications with appropriate signage and well-marked crossings to ensure safety for all users of the roadway, including buses, cars, pedestrians, bicyclists, and equestrians.
- M3.2. **Safe School Routes.** Encourage the development and improvement of safe routes to schools throughout the community, particularly along Polk Street, Borden Avenue, and Astoria Street, via walking, bicycling, or by public transit.
- M3.3. **Easements and Right-of-Ways.** Encourage the safe utilization of easements and/or right-of-ways along the Pacoima Wash, flood control channels, utilities, railroad right-of-ways and streets wherever feasible for pedestrians, bicyclist, and equestrians.
- M3.4. **Underutilized Right-of-Ways.** Repurpose underutilized roadways and right-of-ways for recreational uses.
- M3.5. **Reclaimed Land.** Incorporate trails and bicycle facilities into recreational reuse of reclaimed land such as of utility right-of-ways, flood control channels, and access roads.



Flood control channels in Sylmar provide opportunities for hiking and trail connections.



Potential trails and bicycle lanes along the Pacoima Wash. Rendering courtesy of Pacoima Beautiful.

Walking

The benefits of walking as a mode of transportation are vast, including a healthier community, more social interaction, better air quality, a reduced carbon footprint, and substantial cost savings on automobile-related expenses. In 2008, the City Planning Commission adopted the “Walkability Checklist,” which instructs developers, architects, community members, and decision makers to design projects that encourage pedestrian activity.

The pedestrian network in Sylmar consists primarily of sidewalks provided along most roadways in the community. Sidewalks vary in width and physical conditions, making some more attractive to walking than others, offering different levels of walkability. Many factors affect walkability in Sylmar, including physical barriers such as railroad tracks, freeways, and limited pedestrian crossings. Although these barriers discourage or in some places prohibit pedestrian access and limit pedestrian connectivity between many neighborhoods, the community of Sylmar is still very much active. Most of the existing pedestrian activity in Sylmar is concentrated around and along school routes, in particular Olive Vista Middle School and Sylmar High School which are located adjacent to the Sylmar Park Recreation Center between Polk and Astoria Streets. The areas near the Sylmar/San Fernando Metrolink Station and Mission College and El Cariso Community Regional Park also experience high volumes of pedestrian activity. The Pacoima Wash and nearby trails attract recreational and exercise-oriented pedestrian traffic, particularly on weekends and during the summer, while the shopping centers attract pedestrians for business and leisure activity, such as dining and other entertainment.

Enhancing the pedestrian environment has been cited as particularly important to the community. Desired enhancements that improve the physical conditions and make the streets in Sylmar more comfortable and safe include wider sidewalks, street trees, and pedestrian crosswalks. Improving connectivity between areas and various modes of transportation is also of importance, especially along San Fernando Road, Foothill Boulevard, and Maclay and Polk Streets where housing density, non-commercial activity, and transit use are more common and conflicts more likely. This Community Plan includes policies for increasing opportunities to walk, as both a means of transportation and recreation, within the Sylmar community. Several streets are identified as pedestrian oriented areas and support the development of a “main street” design that emphasizes pedestrian over vehicle circulation, as shown in Figure 4-2, Priority Streets.

Walkability Checklist

The “Walkability Checklist” provides a list of recommended strategies that projects should employ to improve the pedestrian environment in the public right-of-ways and on private property. Each of the implementation strategies on the Checklist should be considered in a proposed project, although not all will be appropriate in every proposed project. Each project will require a unique approach. While the checklist is neither a requirement nor part of the zoning code, it provides a guide for consistency relating with the policies contained in the General Plan Framework. Incorporating these guidelines into a project’s design will encourage pedestrian activity, more appropriate forms, and placemaking. A project that is walkable is good for business and the environment.

Pedestrian Priority Streets

Pedestrian Priority Streets are identified streets within districts where pedestrian activity is encouraged, including neighborhood centers, community and regional commercial centers, and areas adjacent to schools and other public facilities. Improvements for these streets include sidewalks wide enough to include ample pedestrian amenities such as kiosks, street benches, bus shelters, planters and pedestrian signage and lighting. Building frontages should provide a high level of pedestrian interest. Pedestrian crossings should have a high priority at intersections. In some locations, well-protected mid-block crosswalks or bulb-outs may be appropriate.

Goal M4: A community-wide, pleasant street environment that is universally accessible, safe, and convenient for pedestrians.

Policies

- M4.1. **Pedestrian-Oriented Development.** Encourage walking by orienting building entrances to face the streets and sidewalks when designing new developments and buildings. Promote well-designed retail with transparent facades to allow visibility of commercial uses and encourage large commercial projects to consider designs which break up the floor plate, providing pedestrian connections, and human scale design features, such as plazas, green spaces or a public focal point. Discourage "superblocks". Refer to Chapter 3, Land Use and Urban Design, for additional policies.
- M4.2. **Pedestrian Priority Streets.** Streets within commercial, mixed-use and employment districts should have pedestrian priority establishing pedestrian needs as paramount to vehicular circulation needs. Investment in pedestrian improvements and programs for these segments should be encouraged, as shown in Figure 4-2, Priority Streets.
- M4.3. **Pedestrian Amenities.** Maintain sidewalks, streets and right-of-ways in good condition, free of obstructions, and with adequate lighting, trees and parkways. Streets must accommodate pedestrians comfortably through adequate sidewalks and parkway landscaping that provides a buffer from moving vehicles, shade from the sun, and street lighting that provides for safety at night, unless specifically prescribed by the community for trails, equestrian amenities, or rural aesthetics.



Buildings with awnings and street trees provide shade and weather protection making streets comfortable for pedestrians.



Landscaping buffers with trees and pedestrian-scale lighting and signage provide a comfortable, inviting pedestrian environment.

Bicycling

Los Angeles is an ideal position to encourage bicycle usage. Excellent climatic conditions for bicycling in Southern California prevail approximately 340 days per year. By increasing the number of bicyclists who ride for commuting and other utilitarian purposes, traffic congestion is reduced and air quality is improved. In addition, bicyclists benefit from improved health and fitness. A large portion of personal trips are two miles or shorter, which people may prefer to complete by bike, if a safe route exists.

The community of Sylmar has many features that make bicycling pleasurable: a mild climate, relatively flat terrain, and proximity to vast open space and local and regional trails. The bikeway system in Sylmar consists of a network of bicycle lanes, friendly-streets, and paths. This Community Plan prioritizes certain streets for bikeway and streetscape improvements, improving non-motorized access to educational facilities in the area, public transit, commercial areas, and employment centers. It establishes policies to facilitate the development of bikeways and facilities that support bicycling, implementing the City's Bicycle Plan, which is intended to enhance and prioritize the connection to other modes of public transportation and non-motorized alternatives and increase mobility options and recreation opportunities, as shown in Figure 4-2, Priority Streets, and Figure 4-4, Bicycle Plan.

Citywide Bicycle Plan

The City's 2010 Bicycle Plan, a part of the Transportation Element, was created to enhance bicycle transportation at a citywide scale and includes three goals: (1) to increase the number and types of bicyclists who bicycle in the City, (2) to make every street a safe place to ride a bicycle, and (3) to make the City of Los Angeles a bicycle-friendly community. Specifically, the Bicycle Plan calls for increased bikeways along Major Highway Class I Streets, particularly those with Rapid bus service, as well as the establishment of Bicycle-Friendly Streets on streets with low traffic volumes and slow speeds.



Wide outside travel lanes provide adequate on-street space for bicycles and vehicles to share the lane without requiring the vehicle to leave its lane to pass the bicycle.



Well marked bicycle lanes and paths are important for travel safety and reduce conflicts between bicyclists and automobiles.



Bicycle path.



Bicycle lane.



Bicycle route.



Bicycle-friendly street.
Creative Commons. Courtesy of Peyton Chung

Bikeway Standards

A “bikeway” is a generic term for any road, street, path or way that in some manner is specifically designed for bicycle travel, regardless of whether such facilities are designated for the exclusive use of bicycles or are to be shared with other transportation modes. The Federal and state transportation system recognizes three primary facilities: Bicycle Paths (Class I), Bicycle Lanes (Class II), and Bicycle Routes (Class III). The City has also established a new Bicycle-Friendly Street classification. See the following for descriptions.

- **Bicycle Path** (Class I). A paved pathway separated from motorized vehicular traffic by an open space or barrier, and either within the roadway right-of-way, or within independent alignment. Bicycle paths may be used by bicyclists, skaters, wheelchair users, joggers, and other non-motorized users.
- **Bicycle Lane** (Class II). Bicycle lanes dedicate a portion of the roadway for preferential or exclusive use by bicyclists through striping, signage, and pavement markings.
- **Bicycle Routes** (Class III). A shared roadway for use by bicyclists, intended for streets with lower traffic volumes and speeds, usually with wide outside lanes, signalized intersections at crossings and/or cross-street priority, denoted by signs only.
- **Bicycle-friendly Streets.** (Class III). Bicycle-friendly streets are a new type of Bicycle Route established in the City’s 2010 Bicycle Plan that give bicyclists expanded access (via local and collector streets) with limited motor vehicle through-traffic, lower speeds, and various design elements to enhance bicycle safety and enjoyment.

Goal M5: **A safe, comprehensive, and integrated bikeway network that is accessible to all, and encourages bicycling for recreation and transportation.**

Policies

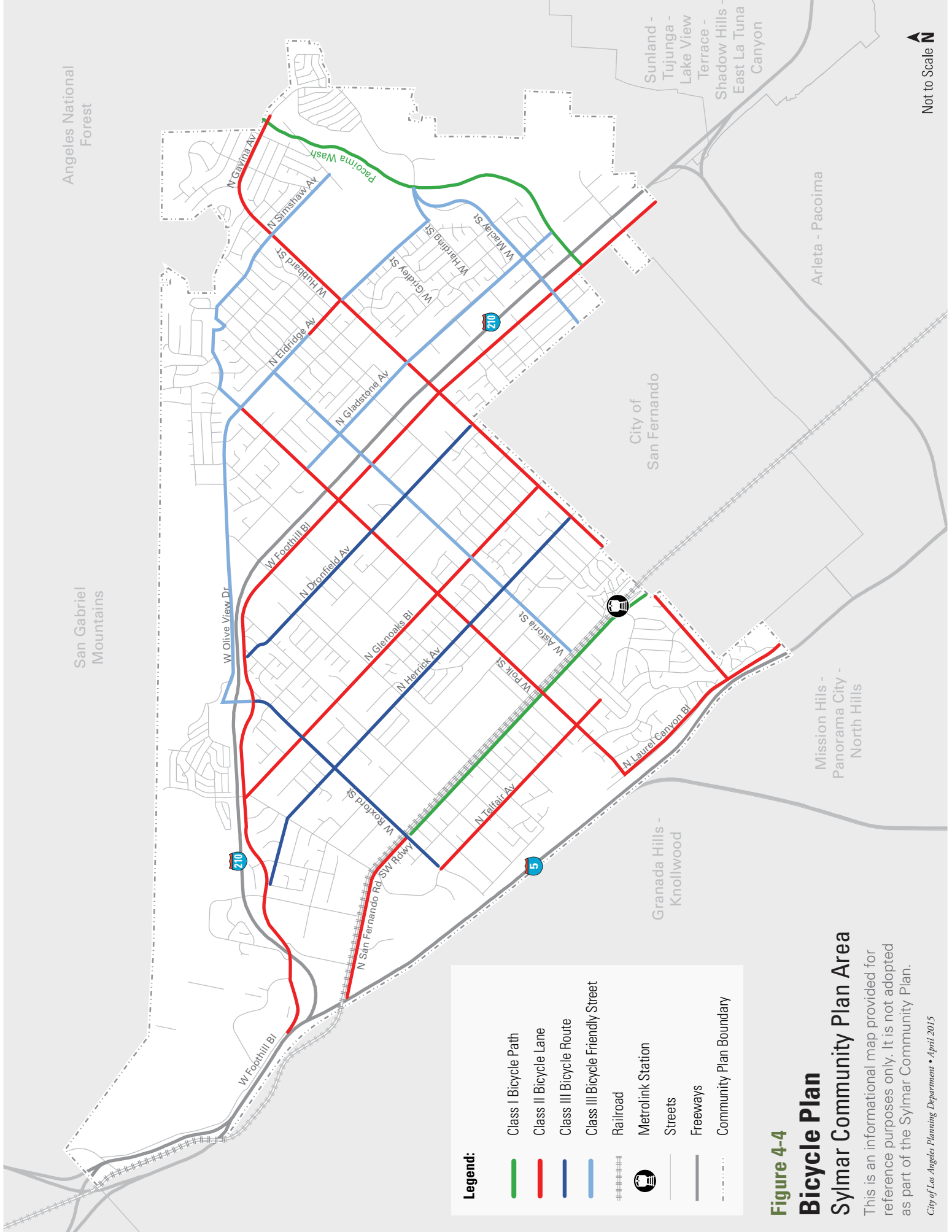
- M5.1. **Bikeway Connections.** Provide bicycle access for open space areas, mixed-use corridors, commercial corridors, neighborhood districts and community centers to allow easy connection between residential neighborhoods and employment centers, as well as important non-work destinations. Refer to Chapter 3, Land Use and Urban Design and Chapter 5, Community Facilities, Infrastructure and Open Space for additional policies.
- M5.2. **Bicycle Priority Streets.** Support the Citywide bikeway network to establish bicycle circulation as paramount to vehicular circulation needs on key streets and to encourage investment in bicycle improvements and programs on these identified streets, as shown in Figure 4-4, Bicycle Plan. Bicycle Priority Streets in Sylmar are also shown in Figure 4-2, Priority Streets.
- M5.3. **Public Improvements.** Implement public right-of-way improvements on Eldridge Avenue, Roxford Street, and Olive View Drive and restripe sections of these streets to provide two-lanes of travel and allow for bicycle lanes on both sides of the street, as shown in Figure 4-3, Modified Streets and Standards.
- M5.4. **Parking Restrictions.** Consider implementing parking restrictions along Bicycle Priority Streets, such as Glenoaks Boulevard, to accommodate bicycle improvements, where appropriate.
- M5.5. **Bicycle Amenities.** Incorporate bicycle amenities, such as parking, lockers, changing rooms and showers, in public facilities, parks, commercial developments, employment and transit centers, and park and ride facilities.
- M5.6. **Regional Coordination.** Coordinate with appropriate City and County agencies, adjacent jurisdictions, non-profit organizations and the local community to require bikeways be linked with those existing and proposed in adjacent areas.

Bicycle Priority Streets

Bicycle Priority Streets are identified streets where bicycle activity is encouraged, through increased travel connections and safety. Bicycle paths, lanes, and routes each have different characteristics from the others, but generally require space in the roadway to accommodate bicyclists safely and provide greater visibility to motorists. Improvements for these streets include separated right-of-ways, striped lanes for one-way bicycle travel on a street or highway, bicycle way signage, and amenities in the streetscape such as bicycle racks and lockers.



Bicycle racks encourage customers to ride a bike to neighborhood and commercial districts for short trips and errands.



Not to Scale

Figure 4-4
Bicycle Plan
 Sylmar Community Plan Area

This is an informational map provided for reference purposes only. It is not adopted as part of the Sylmar Community Plan.

Trails

Healthy and livable communities depend upon recreational opportunities as an important amenity. The circulation network both serves and can become an integrated part of the recreational opportunities available to the community. In addition to walking and bicycling for health and recreation, communities like Sylmar choose to facilitate horseback riding for relaxation and enjoyment. Planning a system of trails provides the essential outdoor resource necessary for the use of and access to natural features, including hillsides and rivers.

Sylmar is one of the few communities in the City with a network of local trails that connect neighborhoods to various points of interest, parks, recreational and natural open space areas, and other communities. These trails serve as a valuable recreational resource for area residents and visitors and are an important mode of local travel. The network in Sylmar primarily consists of undeveloped trails that share the street right-of-way with pedestrians, bicyclist and motorists. Much of the developed trails with dedicated easements and/or paths set-aside for equines and pedestrians are located on Foothill Boulevard, Olive View Drive, and along public right-of-way parallel to the Foothill Freeway. Concerns about equine and rider safety are mentioned often by community members, as are accessibility and maintenance of trails.

This Community Plan includes policies for increasing opportunities to horseback ride, as both a means of transportation and recreation, within the Sylmar community. It establishes policies to facilitate the development of the Sylmar Trail Network, which reinforces the viability of equinekeeping land uses and aims to enhance and prioritize the connection to other recreational and open space opportunities and to the City's Major Equestrian and Hiking Trails Plan and the Rim of the Valley Trail Network, as shown in Figure 4-5, Trail Network. Further, greater attention to equestrian amenities and design can increase safety and encourage horseback riding as a recreational activity and a viable way of getting around Sylmar.



Undeveloped trails leading to open space areas represent a valuable resource for non-motorized recreational activities.

Citywide Trails Plan

City trails are unique circulation features that directly support land uses, such as equine uses, within a community. They offer a way for equestrians to move about on horseback and can serve as an alternative to the automobile.

The City's 1968 Major Equestrian and Hiking Trails Plan established a backbone Trail Network which links various equestrian communities within the City, creating a continuous loop around the northern half of the City and San Fernando Valley. The Trails Plan has served as a guide for decision makers concerned with the development of existing and proposed trails and general location of trail stops, equestrian centers, and equinekeeping districts within the City. It also established recommendations for trails outside of the City.

The 1990 Santa Monica Mountains Conservancy's Rim of the Valley Trail Corridor Master Plan created an interlocking, connected system of parks, trails, and wildlife habitat preserves within the foothills and mountain areas encircling the San Fernando and La Crescenta Valleys. This Rim of the Valley Trail, which connects to Sylmar, is a recreational trail open for use by hikers and equestrians.



Goal M6: **A trail network that meets the needs of residents by providing scenic and enjoyable experiences that include connections with other public facilities, such as parks and recreational areas, open spaces, the regional trails system, points of interest, and sites with educational or historical significance.**

Policy

- M6.1. **Trail Network.** Protect and expand the Trail Network in Sylmar which reinforces the viability of equine uses and accessibility to open spaces and recreational opportunities by requiring new development, subdivision tracts, parcel maps, small lot subdivisions, and infrastructure improvement projects which abut or connect with a trail to develop and/or improve the Trail Network, as shown in Figure 4-5, Trail Network, and according to goals, policies, and design guidelines in Chapter 3, Land Use and Urban Design.
- M6.2. **Trail Priority Streets.** Support the Trail Network to establish equestrian circulation as paramount to vehicular circulation needs on key streets in Sylmar and to encourage investment in trail improvements and programs on these identified streets. Trail Priority Streets are shown in Figure 4-2, Priority Streets.
- M6.3. **Public Improvements.** Implement right-of-way improvements on Bledsoe Street between Glenoaks Boulevard and Olive View Drive to maintain existing roadway conditions and allow for a trail on both sides of the street, as shown in Figure 4-3, Modified Streets and Standards.
- M6.4. **Trail Connections.** For projects over which a trail is designated or existing (crosses through the project site), as shown on the Trail Network map, refer to Chapter 3 goals, policies, and design guidelines, and consider providing access to trails not provided by other dedicated public trails in the vicinity, connecting to existing dedicated public trails, and providing a trail linkage from the project to existing dedicated public trails. Trails may be located within developments and/or on the periphery of developments and the course of the trail may be altered to maximize land use as long as the altered course is safe and maintains connections and continuity to the Trail Network and other trails. If the course of the trail changes, subsequent projects on neighboring lots should continue the same course.
- M6.5. **Recreational Trails.** Maintain, improve, and/or develop recreational trails in open space areas, agricultural land, and utility and right-of-ways which link residents to parks, open space, public facilities, and other trails and create healthier and more sustainable communities. Encourage where appropriate a network of trails to facilitate recreational use such as horseback riding and hiking. Refer to Chapter 5, Community Facilities, Infrastructure, and Open Space for additional policies.

Trail Priority Streets

Street improvements for equestrian priority streets may include dedicated easements and trails designed specifically for public use by equestrians, rider-height traffic signals, crosswalks, and other traffic management techniques to facilitate safety and avoid conflicts. Improvements for equestrians also serve a dual purpose for pedestrians, providing safe walking areas.



Trails that incorporate landscaping complement the visual character of the recreational resource.



Trail policies and design guidelines provide details on trail easements and development which contribute to the equestrian lifestyle in Sylmar.



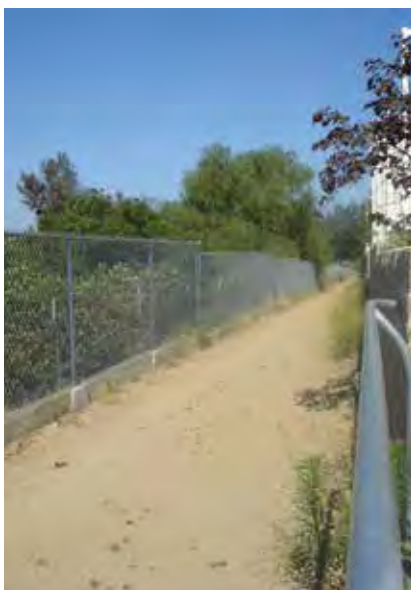
When trails intersect roads, safety is the most important factor. Installing a second push button signal actuator allows users to control the traffic light and safely cross the road.

M6.6. **Trail Amenities.** Incorporate trail amenities that support the equestrian lifestyle, such as hitching, parking, and staging areas, that are adjacent to or near the Trail Network. Where appropriate, provide recreational trails, a turnout, vista points and other complementary facilities.

M6.7. **Trail Safety.** Where trails are identified along arterial roadways, incorporate appropriate safety measures, such as signage, crosswalks, equestrian waiting areas, and rider-height signal actuator buttons at signalized intersections, to accommodate equestrian use and minimize conflicts between equestrians, pedestrians, bicyclists and automobiles. Streets where equestrian safety measures are recommended include Olive View Drive and Bledsoe Street, Gladstone Avenue and Polk Street, and Glenoaks Boulevard and Cobalt Street. Refer to Figure 4-5, Trail Network.

M6.8. **Regional Coordination on Public Land.** Coordinate with the necessary public agencies to acquire rights to improve the easements along the flood control channels and the high-tension transmission lines and areas of public open space, to be improved and developed as trails and linked with those of neighboring areas.

M6.9. **Character and Design.** Develop trails and amenities according to the guidelines in the Design Guidelines for Trails.



A trail located at the rear of a commercial property, leading up to the Angeles National Forest, separated and away from vehicular traffic.



A shared-use, single tread trail with double track (two lanes) work well when all user groups are compatible, such as pedestrians and horses. Potential trail along the Pacoima Wash. Rendering courtesy of Pacoima Beautiful.

Scenic Highways

In addition to the built form and streetscape in Sylmar, natural and man-made open space amenities help define the community. The San Gabriel Mountains to the north and the Pacoima Wash which traverses the southeastern section of the community are among the most prominent open space features. The Lakeside Debris Basin and the Angeles National Forest adjacent to the northern section of the community add to the richness of Sylmar's natural landscape.

The value of scenic vistas must be considered in planning for community accessibility to natural areas. Both freeways which traverse through the community (I-5 and I-210) are designated as Scenic Highways and are on the City's Scenic Highways Plan, as shown in Figure 4-1, Circulation System. They afford views of the San Gabriel Mountains, the Santa Susana Mountains, and the San Fernando Valley. The preservation and protection of these two scenic corridors should be an integral part of the design of buildings and structures that are constructed adjacent to or near freeways in order to maintain their existing panoramic scenic views.

Goal M7: A community with abundant opportunities for exploration of its natural assets and a circulation system that enhances the quality of life and aesthetic value of the area.

Policy

- M7.1. **Scenic Highways.** Continue to preserve existing scenic highways and byways and support programs to encourage the identification of additional scenic highways and/or byways within the community. Scenic Highways are shown in Figure 4-1, Circulation System.
- M7.2. **Development.** Require development, including signs, adjacent to a Scenic Highway to protect public views of scenic vistas to the maximum extent feasible; be adequately landscaped to soften the visual impact of the development, restrict height, and establish design controls in order to maintain the integrity of scenic highways within Sylmar. Refer to Chapter 3, Land Use and Urban Design, and Chapter 5, Community Facilities, Infrastructure, and Open Space for additional policies and design guidelines.

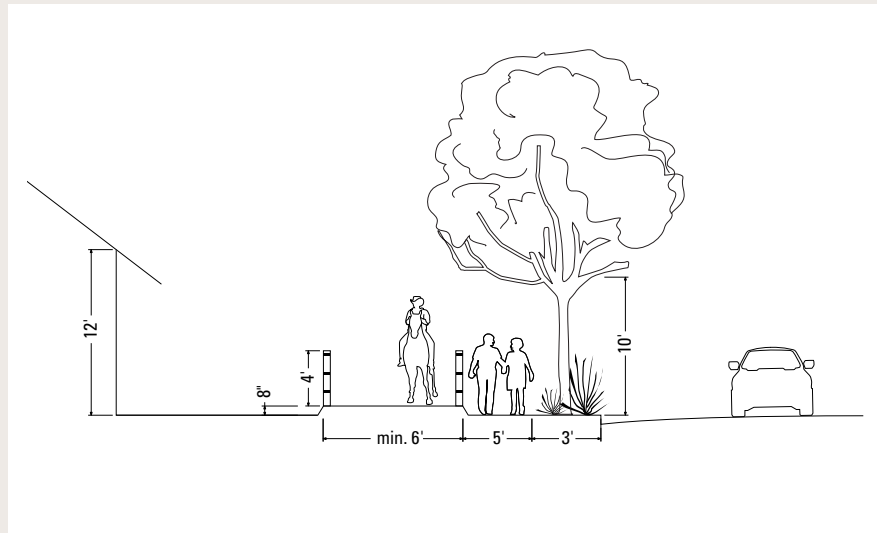


The Pacoima Wash, located adjacent to the Angeles National Forest, provides large open space areas, hiking, and equestrian trails with spectacular scenic vistas..



The northwest portion of Sylmar features equestrian trails that connect with the Rim of the Valley, with mountain views to the north.

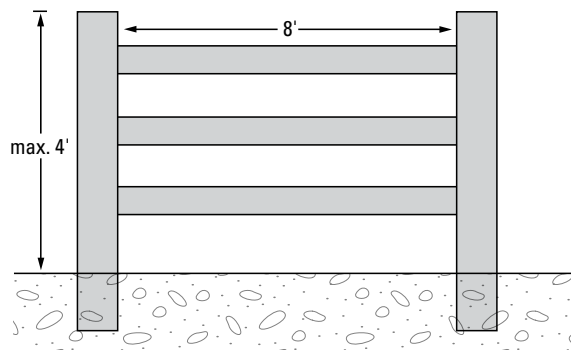
Design Guidelines for Trails



See G1 - G3

- G1 Design trails adjacent to streets to be a minimum of 6 feet in width to accommodate a single track. Preferred trail width adjacent to streets is between 10 and 12 feet to accommodate a double track.
- G2 Maintain a vertical clearance of 10 feet from the ground and any physical barrier such as bridges, underpasses, and maintain vegetation free of protruding branches.
- G3 A maximum height of 4 feet is recommended for all fences and barriers along trails. A greater height may be permitted for trails adjacent to high speed roads where traffic may startle horses. Height should be tapered down as trail approaches intersections or end, to maximize horse/ rider view.
- G4 Low walls or fences with railings added for more height are acceptable. Bollards, barrier posts, or rail tie "stopovers" at forest/mountain trail head can help separate equestrian from other uses. Barrier posts should be an odd number to prevent confusion, and placed 5 feet apart to allow equestrians to pass through.

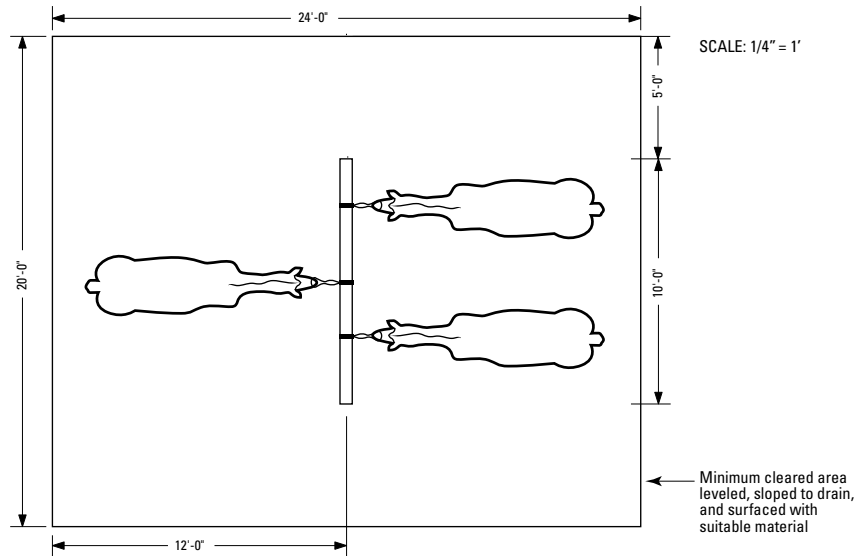
Design Guidelines for Trails (continued)



See G5

- G5 Preferred fence materials include any sturdy material that gives the appearance of wood-like finish.
- G6 Use of native plants for landscaping is encouraged. Low walls or fences can include vegetation facing the trail to improve appearance, especially along trails with pipe railing. Vegetation should be trimmed to less than 4 feet high for crime prevention purposes, and trimmed to avoid injury to equines. Plants toxic to equines, such as oleander, must be removed.
- G7 Trails adjacent to or within 6 feet of ditches or steep slopes that rise more than one foot in 3 feet and have drop off of over 2.5 feet should begin at least 8 feet before and extend 8 feet beyond the vertical hazard. A minimum 3 foot shoulder from the rail edge to the trail should be provided with an 8-inch maximum spacing between rails.

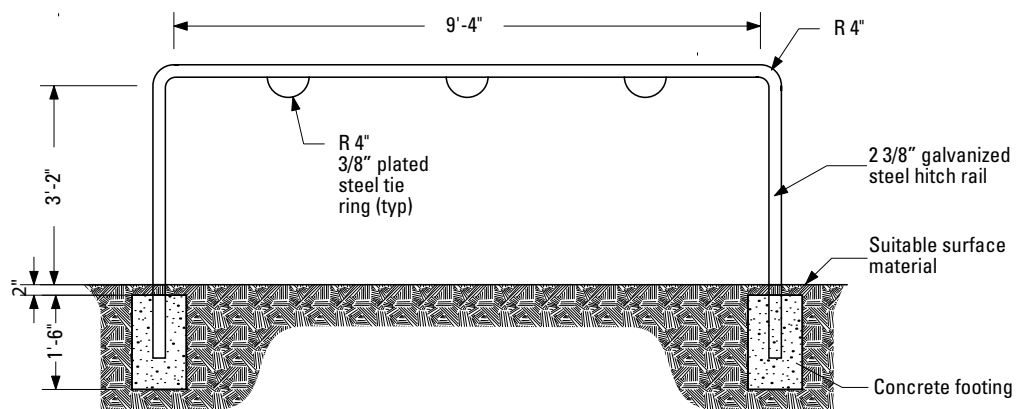
Design Guidelines for Trails (continued)



See G10

- G8 Trail treads should be a fine aggregate material such as decomposed granite or other non-slip, porous surface.
- G9 Locate trail easements/improvements that are adjacent to commercial and industrial sites away from vehicular traffic, such as along the rear of the site, for safety.
- G10 Equine parking or hitching area separate from vehicle parking should be a minimum of 20-24 feet, leveled, sloped to drain, constructed of permeable surface, and maintained clear of vegetation and objects. Hitching areas should include a hitching rail located in the center of the hitching pad area and be clear of vehicular traffic. Minimum clearances should be observed.

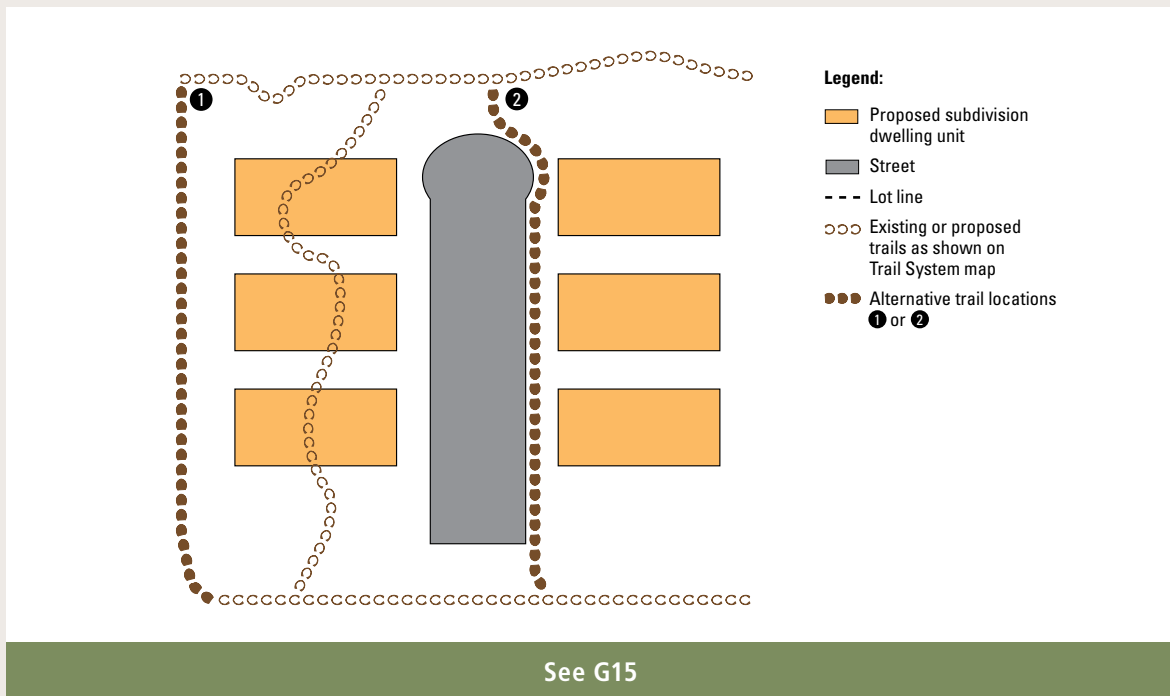
Design Guidelines for Trails (continued)



See G11-G12

- G11 The hitching rail(s) should accommodate small riding groups, be of durable material, finished with rounded edges and no overhanging ends, to avoid injuries, with welded loops or braces in the corners to confine lead ropes and prevent slippage. The hitching rails length should be a minimum of 4 feet with a height of 42 inches.
- G12 Solid metal hitching loops may be set into brick or concrete wall surrounding a vehicle parking lot to accommodate equestrian parking in existing or new lots. A soft surface is preferable, with a minimum 24-foot distance to the nearest vehicle parking space.
- G13 Install a second signal actuator push button, and equine crossing signal, 5 to 6 feet above the ground and set the post 6.5 feet from the road edge so that the animal's head does not encroach into the roadway. The equestrian waiting area at the signalized crossing should be 25 feet x 15 feet.
- G13 The equestrian waiting area at a signalized crossing should include a landscaped median for horse refuge.

Design Guidelines (continued)



- G15 The course of the trail may be altered to maximize land use as long as the altered course is safe and maintains connections and continuity to the Trail Network in Sylmar and other trails.

Public Transit

Public transit, including high-speed and commuter rail, subways, light rail, street car, bus rapid transit, and express and local buses, is a crucial component of the City's transportation system and is the most efficient means of moving people throughout the region. Transit accessibility increases mobility by providing people with expanded options for commuting to and from school, work, shopping areas, entertainment parks, beaches, and other activities. It also provides an important service to those without access to a car, either by choice or due to age, ability, or income. Transit riders save money and produce fewer greenhouse gases than their driving counterparts.

Sylmar is served by local Metro transit routes that run on key arterial streets (Major or Secondary Highways), a number of LADOT commuter express routes serving major employment centers throughout the City, the Metrolink commuter rail line from Lancaster to Downtown Los Angeles, as well as other municipal and regional bus routes, including the Santa Clarita and Antelope Valley Transit routes. While public transit is provided and maintained by other agencies, land use and zoning decisions, connectivity to other modes, including walking and bicycling, and improving traffic operations within key corridors to facilitate bus headways, can greatly influence ridership. This Community Plan includes policies which encourages transit-oriented development near the Sylmar/San Fernando Metrolink Station and in major economic activity areas to accommodate growth and reduce the need for driving. It also encourages development and public improvements at key intersections along transit routes to promote safer and more convenient access to public transit. This Community Plan identifies several transit priority streets, as shown in Figure 4-2, Priority Streets.



Public transit connections to key neighborhood districts, as well as areas of employment, education and recreation, provide expanded mobility options for residents and visitors of the community. Bus stop in front of LA Mission College.



Sylmar's Metrolink Station serves as a multi-modal transit terminal and transfer point for users of public transit.

High-Speed Rail

High-speed rail is a statewide initiative to supplement air travel by providing rail connections between northern, central and southern California. The High-Speed Rail Authority is currently envisioning high-speed rail to traverse the Sylmar community. For safety and efficiency, high-speed rail requires complete grade separation of rail and surface streets; such grade separation will have an impact on the existing semi-rural suburban environment.

Goal M8: An integrated land use and public transit strategy that directs growth to areas which are accessible by public transit facilities and services.

Policies

- M8.1. **Transit Connections to Key Areas.** Increase public transit access to neighborhood districts, community centers and mixed use boulevards. Coordinate with Metro and the Department of Transportation to improve local, Metro Rapid, and community-level bus service.
- M8.2. **Development at Transit Nodes.** Facilitate development and public improvements at the Sylmar/San Fernando Metrolink station and intersections that Metro identifies as major transfer nodes to promote convenient access between new development and the public transit system. Refer to Chapter 3, Land Use and Urban Design, for additional policies.
- M8.3. **Private Transit.** Encourage new major developments to provide on-demand shuttle services to the Sylmar/San Fernando Metrolink Station, local Metro bus stops, community centers, mixed use boulevards, and other destinations within the community.



Bicycle lockers provide needed security and encourage bicyclists to utilize public transit.



Metrolink commuter rail service provides service from Lancaster to Sylmar/San Fernando, allowing residents in Sylmar to connect to other public transit services. Photo Credit: Charles Freericks

Goal M9: **An expanded public transit system that provides residents, employees, and visitors safe and efficient access to jobs, services, recreation and other community assets so that automobile dependence may be reduced.**

Policies

- M9.1. **Transit Priority Streets.** Support the identification of transit priority street segments with high transit vehicle volumes to facilitate public transit circulation as paramount to vehicular circulation needs and to encourage investment in transit improvement programs for the identified routes. Transit Priority Streets are shown in Figure 4-2, Priority Streets.
- M9.2. **Transit Improvements.** Support the development of multi-modal transit plazas on San Fernando Road and Glenoaks Boulevard, near Hubbard Street. The closure of Truman Avenue is recommended in order to create a public plaza and improve transit connections and access.
- M9.3. **Transit Access and Amenities.** Provide enhanced amenities at major transit stops, including widened sidewalks, where possible, pedestrian waiting areas, transit shelters, enhanced lighting, improved crosswalks, information kiosks, and advanced fare collection mechanisms, shade trees, bicycle access and self-cleaning restrooms. Improve the ease and convenience of using transit by making improvements to transit waiting areas and pedestrian and bicycle routes leading to transit waiting areas.
- M9.4. **Street Enhancements for Buses.** Support street improvements, particularly along Hubbard Street, which are needed to facilitate the movement of buses, such as jog eliminations, street widening, bus bays or turnouts, street signage, striping, and colored pavement.
- M9.5. **Express Bus Focus.** Connect express bus service, such as DASH, Commuter Express, Metro Rapid and Bus Rapid Transit, to transit centers and park and ride facilities to key destinations within Sylmar, including the Bradley industrial area, shopping centers, Mission College, and local parks.
- M9.6. **High-Speed Rail.** Conduct studies to determine the appropriate uses and amenities necessary to increase ridership, while balancing the needs of the community, if a high-speed rail station or line is planned for Sylmar.

Transit Priority Streets

Transit priority streets are arterials where bus use is prioritized. The design of these streets should support the comfortable use of transit, utilizing wide sidewalks, landscaping, attractive street furniture and well designed bus stops/shelters. Pedestrian amenities, such as trash cans and benches, and safety measures, such as pedestrian lighting and special crosswalk paving, help support a pedestrian friendly environment along these streets. Roadway construction features should include concrete bus pads, bus only curb lanes, and other features to address the extra maintenance issues associated with high volumes of bus traffic.



Sheltered bus stops protect passengers from the elements and provide seating while waiting for a bus.

Motorized Vehicles and Green House Gas Emissions

Gasoline and diesel powered motor vehicles contribute significantly to green house gas emissions equaling increased localized air pollution and resulting in long-term climate change. According to the California Air Resources Board, 2006 Greenhouse Gas Inventory, tail-pipe emissions from motor vehicles accounted for 35.3% of the green house gas emissions in California. Reducing the number of vehicle trips (trips) and the length of vehicle trips (vehicle miles of travel, or VMT) becomes an important sustainability goal for residents' health and quality of life.

Motorized Vehicles

Motorized vehicles include cars, trucks, motorcycles, and scooters, and are the primary mode of transportation for the majority of the City's population. The prevalence of vehicular traffic on our streets at times has negatively affected the quality of life in Sylmar's residential neighborhoods and along commercial streets. Increased levels of vehicular congestion and extended peak hour traffic periods have decreased each individual's mobility and access to goods and services. Emergency vehicle access, which may be impacted by congestion and an incomplete street system, is also a concern within the community, particularly in the foothill areas.

Sylmar's circulation system serves the local community well but breaks down during morning and afternoon rush hours due to commuter congestion on the major arterials, on the on- and off-ramps of the I-5 and I-210 freeways, and railroad crossings. Congestion was mentioned as a principal mobility concern, particularly on Hubbard Street near Los Angeles Mission College, on Roxford Street at the entrance of the I-5 freeway, Foothill Boulevard at the entrance of the I-210 freeway, and around the schools. This Community Plan proposes to alleviate congestion through improvements to non-motorized transportation infrastructure, signalized timing, and intersection improvements. In addition, Community Plan policies in Chapter 3, Land Use and Urban Design, support the development of more shopping and employment opportunities within walking or biking distance from many of the community's residential areas, making a more walkable community.



Glenoaks Boulevard, a major thoroughfare in Sylmar.

Goal M10: **A network of streets, highways, and freeways that supports existing and planned land uses and provides improved motorized vehicle mobility throughout Sylmar, particularly in congested corridors.**

Policies

- M10.1. **Priorities for Capacity Enhancements.** Implement a safe and efficient transportation network, and increase its capacity through, in priority order, the provision of alternative transit options, transportation demand management (TDM), and traffic system management (TSM) before considering street widening and network completion.
- M10.2. **Motorized Vehicle Priority Streets.** Support the identification of motorized vehicle streets for arterials with the highest traffic volumes and demonstrated congestion to establish motorized vehicle circulation as paramount to alternative roadway user needs and to encourage investment in congestion relief programs and/or truck safety improvements for the identified routes. Motorized Vehicle Priority Streets are shown in Figure 4-2, Priority Streets.
- M10.3. **Traffic Circulation.** Improve traffic circulation by either making Truman Avenue a one-way street or vacating and closing it north of Hubbard Street in order to remove the redundancy of vehicular circulation space.
- M10.4. **Access Management.** Minimize driveways and consider the addition of medians or designated right-of-way for non-motorized traffic on Major and Secondary Highways to ensure the smooth and safe flow of vehicles, buses, pedestrians, equestrians, and bicycles.

Motorized Vehicle Priority Streets

Street improvements for motorized vehicle priority streets may include peak hour parking restrictions for use of curb lanes, turn lane channelization and traffic signal coordination, and other traffic management techniques to facilitate motorized vehicle flow and discourage cut-through traffic on local neighborhood streets.



San Fernando Road is dedicated as Historic Route 99, as it was the main north-south highway on the west coast of the United States connecting from Mexico to Washington until 1964.



Alleys provide opportunities for the installation of powerlines and other utilities, keeping them away from the fronts of neighborhood streets.

Neighborhood Traffic Control

The quality of life in residential neighborhoods can be adversely impacted by the intrusion of non-residential through traffic. A variety of neighborhood traffic controls exist that can be utilized to regulate, warn and guide movement of pedestrians and vehicular traffic in a safe, efficient and compatible manner. They include stop signs, speed humps, traffic diverters, truck prohibition signs, and right or left turn only lanes. To be effective, they should be clearly understood by motorists and pedestrians. To assure this, traffic control measures need to: (a) convey clear and unambiguous messages, (b) be justified, (c) be enforced, and (d) regulate the traffic for which they are applied and intended.

- M10.5. **Alley Access.** Discourage the vacation and/or closure of existing public alleys in commercial districts and provide for alley access to properties fronting on Major or Secondary highways.
- M10.6. **Emergency Access.** Develop, improve, and maintain hillside streets that are easily accessible to emergency vehicles.
- M10.7. **Coordinated Evacuation Routes.** Establish a network of routes that facilitate orderly evacuation of the community in an emergency, consistent with the Emergency Management Department adopted Evacuation Plan.

Goal M11: Residential neighborhoods that are protected from the intrusion of cut-through traffic, with emphasis on safety and quality of life.

Policies

- M11.1. **Traffic Calming.** Support traffic calming measures and parking management for local and collector streets where demonstrated need exists and with active community involvement, while maintaining pedestrian and bicycle circulation.
- M11.2. **Traffic Mitigations for Development.** Require major developments to mitigate traffic impacts on residential neighborhoods.
- M11.3. **Special Event Coordination.** Encourage coordination of parking ride shuttle services to activity centers and special events such as street fairs and parades.



Traffic calming measures, such as speed bumps, reduce speed and cut-through traffic, making local streets safer for pedestrians and bicyclists.

Goal M12: **Improved air quality and health of residents as a result of decreased single-occupant automobile demand and reduced vehicle miles traveled.**

Policies

- M12.1. **Regional Coordination.** Coordinate with Council of Government and regional transportation planning agencies (such as SCAG and Metro) and adjacent cities to improve shuttle services, encourage ride sharing, bicycle sharing, and other TDM programs within the region.
- M12.2. **Auto Trips.** Create incentives for employers, institutions, and residential neighborhoods to reduce their vehicle trips by encouraging mixed use developments that reduce the number of vehicle miles traveled.
- M12.3. **Alternatives to the Automobile.** Reduce automobile dependency by providing a safe, convenient transit system, pedestrian linkages and a network of safe and accessible bikeways and recreational trails by encouraging alternatives, including reduced emission vehicles, such as electric and neighborhood electric vehicles (NEVs).
- M12.4. **TDM Plans.** Encourage major development to submit a TDM Plan to the City and provide employee incentives for utilizing alternatives to the single-driver automobile (i.e. carpools, van pools, buses, telecommuting, bicycling, and walking, etc.)
- M12.5. **Transportation Management Associations.** Support the formation of agencies and collaboratives such as Transportation Management Associations (TMAs) that facilitate ridesharing in carpools and vanpools.



Share-the-road arrows, also known as sharrows, promote safety and access for bicycles on the street.

Transportation Demand Management

Transportation Demand Management (TDM) is the all-inclusive term given to a variety of measures used to improve the efficiency of the existing transportation system. TDM products and services incentivize alternatives to the single-occupant vehicle and often include the following:

- Formation of a Transportation Management Association
- Subsidizing transit costs for employees or residents
- Flex-time work schedules to reduce congestion at peak times
- Employee parking cashout programs and preferential parking for carpools
- Incentives for walking and bicycling
- Investments in transit infrastructure to increase transit ridership
- Increasing parking prices

Freight Rail Lines and Truck Routes

Freight rail lines and truck routes are identified in the Transportation Element. Street improvements on truck routes include specialized roadway dimensions to facilitate safe truck movements thereby reducing damage to adjacent property and encouraging trucks to stay on designated routes. Such improvements may include wider traffic lanes and curb return radii, care on overhead signage and additional pavement management considerations. Street on freight rail lines may include dedicated pedestrian and bicyclist crosswalks, signage and pavement markings, and bicyclist dismount area.

Goods Movement

Goods movement is a term used to denote goods or produce transported by ship, plane, train, or truck. Efficient goods movement is crucial to the local and regional economy and an important component of a sustainable, vibrant community. Although trucks are the primary method of transporting goods, freight rail lines represent an essential link in the transportation and delivery of goods throughout the region. Trains, which are more fuel efficient than trucks, can help relieve pressure on overburdened highways and enhance public safety, the environment, and economic development. As the region continues to grow, goods movement and the mitigation of associated impacts to local communities have become increasingly more important, particularly with respect to traffic and train congestion along local corridors, streets and railways.

Most of the truck traffic in Sylmar travels along San Fernando Road, Foothill Boulevard, and Arroyo and Roxford Streets to nearby industrial businesses. A railroad line travels the community along San Fernando Road. Issues of quality of life and public safety are often mentioned by residents and businesses around these areas; as concerns regarding the movement of materials in an efficient, timely and cost effective manner. Controls and limitations exist on truck and train transport to minimize noise and other impacts, avoid damage to infrastructure, and minimize traffic congestion. Enhancing railroad crossings, improving rail connections, and identifying local truck access streets can help decrease traffic delay, reduce rail commuter time, and decrease at-grade crossing accidents. Policies in this section seek to provide for a safe and efficient movement of goods which support commerce and industry, while balancing the needs of other travel modes.



Southward view of the railroad tracks leading through Sylmar to downtown Los Angeles.



The movement of goods is commonly seen on major streets throughout the community.

Goal M13: **A community where goods and services can be delivered to its residents and businesses safely and efficiently, while maintaining the community's character and quality of life.**

Policies

- M13.1. **Industrial Center Siting.** Site regional distribution centers and other industrial districts proximate to the freeway system, regional truck routes, and rail lines, avoiding adjacency to residential neighborhoods.
- M13.2. **Goods Movement.** Encourage the efficient movement of goods by rail through development of efficient intermodal freight facilities and a shift of a portion of the goods previously moved by trucks onto the rail freight system. Limit truck traffic in residential and commercial areas to designated truck routes.
- M13.3. **Freight Rail Line.** Support continued operation of the regional freight rail system, which offers safe, convenient, and economical transport of commodities.
- M13.4. **Truck and Freight Movement.** Provide appropriately designed and maintained roadways to safely accommodate truck travel and minimize the adverse impacts of freight transport on residential neighborhoods.
- M13.5. **On-site Loading.** Ensure that all commercial and industrial development have adequate off-street accommodations for loading and unloading of commercial vehicles. Minimize potential conflicts between truck loading and unloading and pedestrian, bicycle, and transit access and circulation.



Southeast view from Balboa Bridge overlooking San Fernando Road, the rail-road tracks, and the I- 5 and 210 freeway interchange, one the nation's busiest corridor. Photo Credit: Charles Freericks



Freight train entering Sylmar from the north. Photo Credit: Clark Bauman

Parking Management



Los Angeles Mission College converted their surface parking lot into a multiple story parking structure as part of their Master Plan.

Parking Management policies focus on providing sufficient parking for businesses, while protecting adjacent neighborhoods and the environment. It is important to note that parking policies and regulations are closely linked to both the physical and pedestrian character of an area. Well-placed shared parking lots or structures invite customers to park once and then walk to their various destinations. This increased pedestrian activity often spurs even more pedestrian life in commercial districts because other pedestrian-oriented businesses choose to locate nearby.

Parking demand is also affected by the prevalence of nearby transit options. When more people take public transit to a commercial district, the demand for parking in that area declines. For this reason, it can sometimes be appropriate to reduce parking requirements in areas well-served by transit. With this understanding of how parking can impact land use, walkability, and the physical character of an area, this Plan seeks to adequately provide parking for its various uses, while leveraging opportunities for improved parking efficiency that support a more walkable community.

Goal M14: An efficient parking supply that serves economic development and facilitates all modes of transportation.

Policies

- M14.1. **Parking Management Districts.** Support the creation of a parking management district(s) in areas of high demand to facilitate parking within a group of shared facilities.
- M14.2. **Performance-Based Parking Supply.** Utilize performance-based metrics that evaluate existing and projected parking needs in determining parking requirements.
- M14.3. **Conversion of Surface Lots to Structures.** Support the development of City-owned or other surface parking lots into parking structures where appropriate.
- M14.4. **Convenient Parking.** Provide public parking proximate to transit centers, mixed-use boulevards, and public facilities, particularly within the Sylmar/San Fernando Road Metrolink station.

Goal M15: **Parking policies and requirements that support livable neighborhoods, environmental/energy sustainability, and the use of alternative modes of transportation.**

Policies

- M15.1. **Reduced Parking near Transit Centers.** Consider reductions in parking requirements for projects located within 1,500 feet of the Sylmar/San Fernando Metrolink station.
- M15.2. **Park Once Strategy.** Collaborate with the Sylmar Business Improvement Districts to improve parking services along San Fernando Road, Foothill Boulevard, and Glenoaks Boulevard, including shared-parking facilities in appropriate locations to more effectively use the overall parking supply and implement a “park once and walk” strategy for commercial districts.
- M15.3. **Priority Parking for Alternative Fuel Vehicles.** Encourage new commercial and retail developments to provide prioritized parking for shared vehicles, electric vehicles and vehicles using alternative fuels.
- M15.4. **Connections for Electric Vehicles.** Encourage new construction to include vehicle access to properly wired outdoor receptacles to accommodate zero emission vehicles (ZEVs) and/or plug-in electric hybrids (PHEV).



Metro park and ride lots are a convenient way to save money and make commuting to work more enjoyable.



Electric vehicle charging station at the Sylmar/San Fernando Metrolink Station.

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STETSON RANCH EQUESTRIAN PARK

City of Los Angeles Department of Recreation and Parks

PARK
CLOSED
SUNSET
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SUNRISE
NOV 10 10:00 AM

PARK
CLOSED
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TIL
SUNRISE
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Community Facilities, Infrastructure and Open Space

The ability of the City to provide needed community facilities and infrastructure is crucial to maintaining and improving Sylmar residents' quality of life and to supporting local businesses. Community facilities and infrastructure include police and fire stations, libraries, schools, and parks as well as, water, sewer, and solid waste treatment systems, storm water drainage facilities, the urban forest, street lighting, power transmission lines and distribution stations, and other public utilities. A significant portion of Sylmar consists of open space, which, along with recreation, includes both passive and active open space for recreational facilities, parks, as well as natural resource areas. The urban forest consists of trees and plants that cover an area, on both private and public land. These facilities, infrastructure, and open spaces play an important role in determining the pattern of land uses within the community, where growth should occur, and at what intensities

The purpose of this chapter is to integrate these important public needs into land use decision making when addressing future needs of Sylmar's projected population growth.¹ Infrastructure improvements and new public facilities may be required to support population growth and to replace existing facilities that have deteriorated or become obsolete. This chapter identifies both existing facilities and possible future needs where applicable. This chapter is organized into three general topics:

- Public Facilities – Police, Fire, Libraries, and Public Schools
- Parks, Open Space and the Urban Forest
- Infrastructure – Water, Wastewater, Solid Waste, Stormwater, Energy, and Street Lighting

¹ For further detail about the existing conditions and future demand for most facilities and services, please refer to the Environmental Impact Report (EIR) for the Sylmar Community Plan.

Overview

The Sylmar Community Plan allocates land to accommodate the range of public facilities and open space that the community will need through the life of the plan. This acreage falls within the Public Facilities and Open Space land use classifications. Public facilities, such as police stations, fire stations, libraries, schools and government buildings may be constructed on land designated and zoned for public facilities. In addition, support infrastructure for water, wastewater, stormwater, solid waste and utilities, such as treatment or storage facilities, may also be constructed on land designated for public facilities with certain conditions. Parks and related recreational facilities may be constructed on land within the Open Space and Public Facilities Classification, as well as in all Residential, Commercial and selected Industrial Land Use Classifications.

Several public facilities and capital improvement projects have been constructed within and adjacent to Sylmar since the last community plan update in 1997. Numerous parks and recreational facilities have been maintained and improved, including El Cariso Community Regional Park, Sylmar Recreation Center, and Heritage Park which is on the border of the City of San Fernando. A new elementary/middle school was built on Bledsoe Street and most other public schools have received renovations and repairs. A new community police station was constructed outside of Sylmar that serves the area. The Sylmar Branch Library was modernized and additional instructional and support facilities were constructed at Los Angeles Mission College. In addition, greenbelts and trails were expanded throughout the community, such as the new landscaped bicycle path along the railroad right-of-way, the dedication of the Marge Feinberg Rim of the Valley Trail at the Saddletree Ranch Trailhead, and the development of the trail along the Flood Control Channel leading from Herrick Avenue to Foothill Boulevard. Several improvements to wastewater, stormwater, and other infrastructure were also made, including sewer replacement, installation of new storm drains and catch basins, and modernization of the Sylmar Converter Station.

General Plan Framework

The City's General Plan Framework Element is the citywide plan that establishes how Los Angeles will grow in the future. The Framework Element is a strategy for long-range growth and development, setting a citywide context for the update of Community Plans and citywide elements. The Framework Element, Chapter 9: Infrastructure and Public Services, provides an integrated framework of public facility goals, objectives, policies and implementation measures that incorporate the City's expectations and requirements to allow the effective and efficient provision of public facilities concurrent with need. The Framework Element, Chapter 6: Open Space and Conservation, addresses both publicly- and privately-owned properties that are unimproved and used for preservation of natural resources and outdoor recreation. Addressing public facilities at the Sylmar Community Plan level helps to ensure the Framework's linkage between facility planning and land use by addressing the types of infrastructure required to support the physical development of a specific portion of the City.

Citywide Goals

It is the intent of the Sylmar Community Plan to achieve economy and efficiency in the provision of services and facilities consistent with standards for environmental quality. Cost and distribution are major issues in the provision of services and facilities. It is essential to establish priorities and identify new and different sources of revenue. In addition, public and private development must be coordinated to the maximum extent feasible, in order to avoid expensive duplication and to ensure a balance among needs, services, and cost. The goals and policies in this chapter seek to:

- Achieve economy, efficiency and equitable distribution in the provision of services and facilities consistent with standards for environmental quality.
- Encourage facility-providing departments and agencies to carry out long-range capital facility planning and construction that is compatible with land use planning goals and policies established in the Sylmar Community Plan.
- Fully coordinate public and private development in order to avoid expensive duplication and to ensure a balance among needs, services and costs.
- Require large-scale projects to plan for the siting of necessary public facilities and to provide or fund their fair share of public facility needs created by the development.
- Require discretionary development projects to provide or contribute toward the provision of all public facilities necessary to serve the development.
- Encourage public/private ventures, and other forms of collaboration between government, developers and residents to consider new ideas for providing public facilities and services.

Facilities for Police, Fire, Libraries and Schools

The Framework Element contains citywide goals and policies for the provision of facilities to support municipal operations, including police, fire protection and emergency medical services, libraries and schools. Towards this end, the goals and policies in Chapter 5 seek to:

- Protect the public and provide adequate public safety services, facilities, equipment and personnel to meet existing and future needs.
- Provide library services for current and future community members.
- Ensure adequate school facilities to serve Sylmar's neighborhoods.

Police

Law enforcement services are provided by the City of Los Angeles Police Department (LAPD), which operates 19 stations within four bureaus (Central, South, Valley and West). The LAPD uses a work load computer model (Patrol Plan) to deploy patrol officers to the various geographic areas in the City. This model includes several factors, such as response time, service calls, and traffic conditions.

The Valley Bureau of the LAPD serves the Sylmar Community Plan area and oversees the Valley Traffic Division, as well as seven police stations. One of these seven stations, the Mission Division Community Police Station, located at 11121 North Sepulveda Boulevard in Mission Hills, serves the community of Sylmar, as shown in Figure 5-1, Public Facilities . This facility was built in 2005 and consists of an administration building with a holding tank, a maintenance garage, and car wash. Supplemental law enforcement services are provided by the Los Angeles County Sheriff and the California Highway Patrol when necessary.

Goal PF1. Sufficient police facilities, services, and personnel to protect the community from criminal activity and reduce the incidence of crime.

Policies

- CF1.1. **Level of Service.** Maintain police facilities and services at a level that is adequate to protect the community of Sylmar.
- CF1.2. **Project Review.** Consult with LAPD to consider public safety and crime prevention as part of the review of new development projects (i.e . lighting, visibility, and security) and proposed land use changes to determine needs and services to ensure an appropriate level of service.



LAPD Mission Division Station, serving the Sylmar community since 2005.

Fire and Emergency Services

The Los Angeles Fire Department (LAFD) provides fire prevention, fire protection, and Emergency Medical Services (EMS) to the City of Los Angeles and operates 18 Battalions and 106 neighborhood fire stations located throughout the Department's 470-square mile jurisdiction. The LAFD protects life, property and the environment through fire prevention, firefighting, emergency medical care, technical rescue, hazardous materials mitigation, disaster response, public education and community service.

Sylmar is served by one local fire station and two nearby stations, as shown in Table 5-1, Fire Stations Serving Sylmar and Figure 5-1, Public Facilities. Sylmar has a significant amount of hillside area that is susceptible to fire hazard due to proximity to open spaces, vegetation, and wind conditions. The Los Angeles County Fire Department (LACoFD) and the National Forest Service provide additional services under a Mutual Aid and Assistance Program with the LAFD to provide services to the hillside areas of the community.

LAFD services are based on community needs, as determined by ongoing evaluations. When an evaluation indicates increased response times, the acquisition of additional equipment, personnel, and/or new stations is considered. As development occurs, the LAFD also reviews project-level environmental impact reports and subdivision applications. Development is subject to the standard conditions of the LAFD with regard to building regulations, fire suppression systems, and emergency medical services.



LAFD Sylmar Station No.91, serving the community since the 1960's.

Goal PF2: **Sufficient facilities to provide fire protection and emergency medical services to serve the residents, visitors and businesses in Sylmar.**

Policies

- CF2.1. **Facility Location.** Assist the LAFD to locate fire service facilities in appropriate locations throughout Sylmar to provide adequate fire and emergency services protection.
- CF2.2. **Project Review.** Coordinate with the LAFD during the review of significant development projects and General Plan amendments affecting land use changes to determine the impacts on service infrastructure.
- CF2.3. **Emergency Preparedness Coordination.** Coordinate with the LAFD in the identification of primary access routes for emergency preparedness.

TABLE 5-1
Fire Stations Serving Sylmar

Station	Location
#91	14430 Polk St., Sylmar
#75	15345 San Fernando Mission Blvd., Mission Hills
#98	13035 Van Nuys Blvd., Pacoima

*Source: LAFD Planning Section, April 7, 2009.

*Olive View -
UCLA Medical
Center*

The Los Angeles County Department of Health Services (DHS) provides medical and emergency services to the City of Los Angeles and operates four hospitals: LAC+USC Healthcare Network, Harbor-UCLA Medical Center, ValleyCare Olive View-UCLA Medical Center, and Rancho Los Amigos National Rehabilitation Center. Olive View Hospital, located in the north end of the neighboring community of Sylmar, is one of the primary healthcare delivery systems in the north San Fernando Valley and the closest County hospital serving the Antelope Valley.

Libraries

The Los Angeles Public Library (LAPL) system provides library services through the Central Library in Downtown Los Angeles, eight regional branch libraries, 71 community branches and two mobile book units. The Public Libraries Plan, a component of the Public Facilities Element of the City of Los Angeles General Plan, was adopted by the City Council in 1968 and serves as a general guide for the construction, maintenance and operation of libraries in the City. A new LAPL Branch Facilities Plan was adopted in 2007, which proposed building larger libraries and also established criteria for the size of libraries based on floor area required to serve varying densities of residential population. In general, the recommended sizes are 12,500 square-foot facilities for communities with a population of less than 45,000 and 14,500 square-foot facilities for communities with more than 45,000. In addition, the LAPL plan also recommends that when a community reaches a population of 90,000, an additional branch library should be considered for that area.

Sylmar is served by the Sylmar Branch Library located at 14561 Polk Street, as shown in Figure 5-1, Public Facilities. This library facility was completely renovated in 2003. The library has an area of 12,500 square feet and over 45,000 catalogued books, periodicals, and audio-visual materials. Libraries in the neighboring communities, as well as all branch libraries in the LAPL system augment available library services through their inter-library loan services. Other nearby libraries, including the Library and Learning Resource Center at Los Angeles Mission College and San Fernando's Regional Public Library, provide additional services.



The Los Angeles Public Library's Sylmar Branch is located on the corner of Polk Street and Glenoaks Blvd.

Goal PF3: **Adequate library facilities and services that meet the needs of residents, businesses, employees, and visitors for self-learning, and cultural and academic enrichment.**

Policies

- CF3.1. **Library Services.** Support construction of new libraries and the retention, rehabilitation and expansion of the existing library, as required, to meet the changing needs of the community.
- CF3.2. **Flexibility of Siting.** Encourage new developments to incorporate library facilities in commercial and office buildings, pedestrian-oriented areas, community centers, transit stations, and similarly accessible facilities, particularly in the western portion of Sylmar.
- CF3.3. **Joint Use.** Continue to support joint-use opportunities, especially joint-use with Los Angeles Unified School District and Los Angeles Recreation and Parks, when the City of Los Angeles Library Department and decision-makers review and approve new library sites.
- CF3.4. **Non-Traditional Services.** Expand non-traditional library services, such as book mobiles and other book sharing strategies, where permanent facilities are not available or adequate.

Schools

Public schools in the City of Los Angeles are under the jurisdiction of the Los Angeles Unified School District (LAUSD) which provides public education for over 900,000 students at 557 schools in eight local districts. The LAUSD is subject to the overview of the State of California Legislature and is entirely independent of City of Los Angeles government. Decision making and budgeting are done by an elected governing board, and site and construction standards are established by the State Department of Education (Section 39000 of the Government Code).

Sylmar is located within LAUSD Local District 2, which covers the east San Fernando Valley and includes the communities of Sylmar, San Fernando, Arleta, Pacoima, Sun Valley, Sunland, Van Nuys, Sherman Oaks, and Toluca Lake. The student population in Sylmar is served by 8 elementary schools, a middle school, high school, and continuation schools, as shown in Table 5-2, Public Schools in Sylmar and Figure 5-1, Public Facilities in Sylmar.

The LAUSD's estimate of future enrollment levels and school needs is determined through the evaluation of the capacity of each Local District school to accommodate the projected future population and the analysis of school-by-school enrollment trends. This determination of need is based on several assumptions tied to current LAUSD Board policies and planning guidelines.

In 2000, the LAUSD began a multi-billion building and modernization program. The program includes the construction of several hundred new schools, as well as expansion and modernization projects at existing school facilities to accommodate growth in the student population within and surrounding the City of Los Angeles. Within Sylmar, modernization, renovation, and maintenance projects of varying degrees have taken place at the public schools, including the addition of the Valley Region SPAN K-8 school (Sylmar Leadership Academy) located in the north-central portion of the community.

TABLE 5-2

Public Schools in Sylmar

School	Location
Dyer Elementary	14500 Dyer Street
El Dorado Elementary	12749 El Dorado Avenue
Gridley Street Elementary	1907 8th Street, San Fernando
Harding Elementary	13060 Harding Street
Herrick Elementary	13350 Herrick Avenue
Hubbard Elementary	13325 Hubbard Street
Osceola Elementary	14940 Osceola Street
Sylmar Elementary	13050 Borden Avenue
Sylmar Leadership Academy	14550 Bledsoe Street
Olive Vista Middle	14600 Tyler Street
Sylmar Senior High	13050 Borden Avenue
Evergreen Continuation High	13101 Dronfield Avenue
Los Angeles Mission College	13356 Eldridge Avenue

*Source: LAUSD and Los Angeles Mission College

Goal CF4: **Provision of appropriate locations and adequate public school facilities to serve the needs of the current and future residents in the community.**

Policies

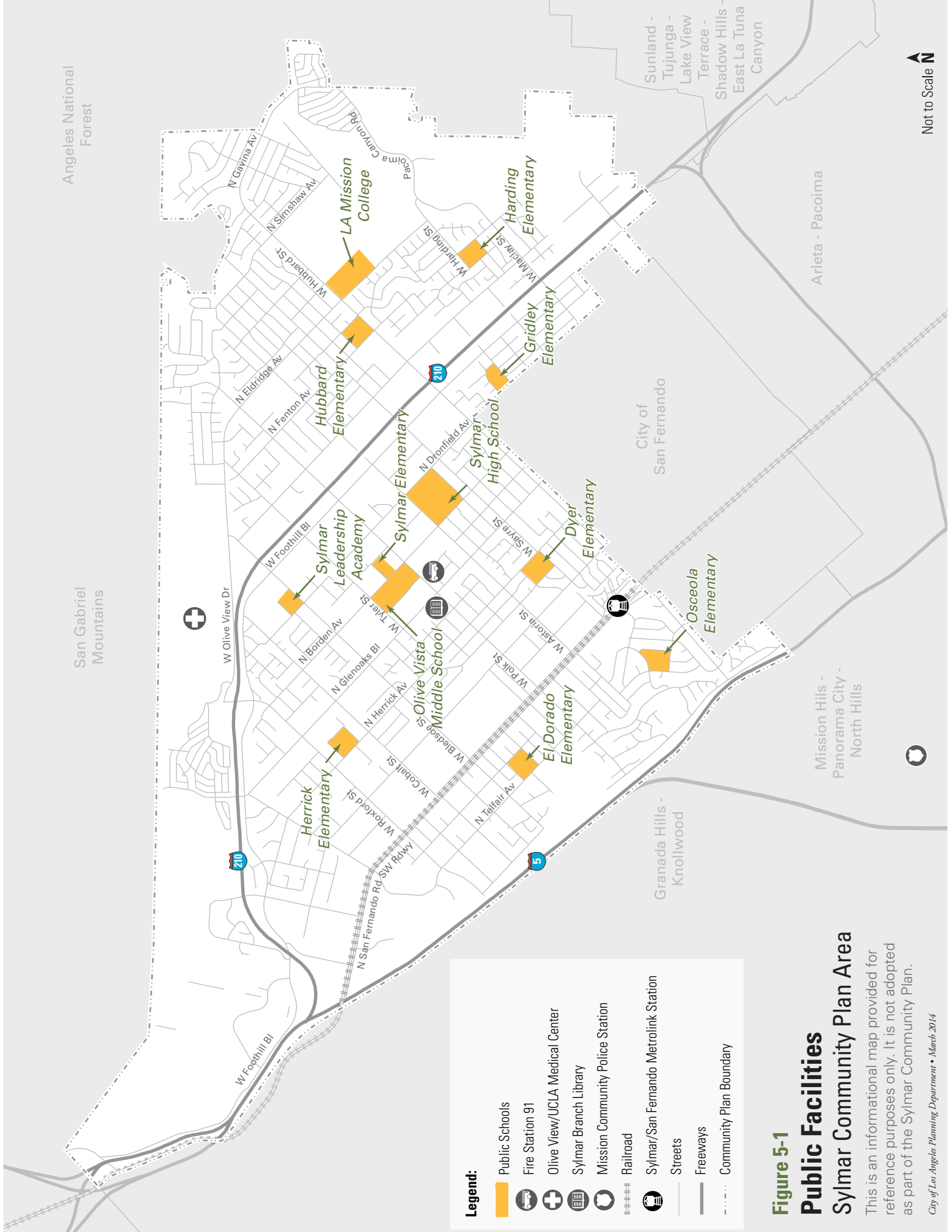
- CF4.1. **Existing Facilities.** Place a high priority on the repair and replacement of any inadequate structural components that threaten the integrity and/or function of instructional buildings. Expansion of existing schools is preferred over the acquisition of new sites, when feasible.
- CF4.2. **Coordination with LAUSD.** Identify future school sites and facilities in a cooperative effort with LAUSD to ensure that they are safely and conveniently located within the Community Plan Area.
- CF4.3. **Facility Location.** Locate new schools in areas with complementary land uses, access to transit, and recreational opportunities. Encourage the siting of schools in locations which can utilize topography and landscaping, as well as building design, to provide noise and air quality buffering, when necessary.
- CF4.4. **Compatible Development.** Encourage compatibility between school locations, site layouts, and architectural designs that contribute to the semi-rural suburban character of the community and that embrace the area's agricultural heritage.
- CF4.5. **Joint Use.** Coordinate with LAUSD and other agencies to explore creative alternatives that integrate the uses of recreation, local open space, and neighborhood use.

Los Angeles Mission College (LAMC)

LAMC is a community college located in Sylmar, providing local higher education and vocational training opportunities to residents of the north San Fernando Valley region and surrounding areas. It is part of the Los Angeles Community College District (LACCD). In 2001, California voters approved bond measures to fund the construction, reconstruction, rehabilitation, expansion, and replacement of various LAMC facilities. LAMC adopted a Master Plan for the use of the funds which will be completed in two phases over an eight-year period, through 2015, respectively. Similar to LAUSD, the LACCD is subject to the overview of the State of California.



Olive Vista Middle School provides education to students grades 6-8.



Legend:

- Public Schools
- Fire Station 91
- Olive View/UCLA Medical Center
- Sylmar Branch Library
- Mission Community Police Station
- Railroad
- Sylmar/San Fernando Metrolink Station
- Streets
- Freeways
- Community Plan Boundary

Figure 5-1
Public Facilities
Sylmar Community Plan Area

This is an informational map provided for reference purposes only. It is not adopted as part of the Sylmar Community Plan.

Parks, Open Space, and the Urban Forest

Parks, open space, and the urban forest are a vital part of a livable, sustainable community. Where housing units may not include yard space and landscaping is scarce, green spaces provide opportunities for passive and active recreation, social and cultural events, and serve as important gathering places in the community. Land designated for open space also allows agricultural and animal keeping uses in some communities, such as Sylmar. The urban forest is part of the community's valuable green infrastructure, and helps reduce the need and expense of building infrastructure to manage air, water, and energy resources.

The Framework, Conservation, Open Space and Service Systems Elements of the General Plan contain citywide goals and policies for the provision of recreational facilities and parks; the provision, management, and conservation of open space for recreation, agricultural, and animal-keeping uses; and management of the urban forest. Towards this end, the goals and policies in this Chapter seek to:

- Protect the City's natural setting from the encroachment of urban development, allowing for the development, use, management, and maintenance of each component of the City's natural resources to contribute to the sustainability of the region.
- Preserve and conserve sufficient open space to serve the recreational and health needs of the City.
- Maximize the use of the City's existing open space network and recreation facilities by enhancing those facilities and providing connections, particularly from targeted growth areas, to the existing regional and community open space system.
- Ensure that the City's open spaces contribute positively to the stability and identity of the communities and neighborhoods in which they are located or through which they pass.
- Preserve and conserve natural resources, scenic areas, and sufficient open space to serve the environmental and safety needs of the City and minimize detrimental impacts.
- Preserve open space for local agricultural and animal-keeping uses within the City, and to protect the semi-rural lifestyle and functions of this community.
- Identify areas for the establishment of new open space opportunities to serve the needs of existing and future residents. These opportunities may include neighborhood parks, urban open spaces, unimproved streets, trails and a citywide linear open space and greenway system that connect the City's regional open spaces, communities, and neighborhoods.

Open Space Designation

The Open Space designation for publicly owned land protects and preserves natural resources and features of the environment such as wildlife refuge and preservation areas, outdoor recreation opportunities, and environmental quality and characteristics. The Open Space designation for privately owned land accomplishes these same goals, as well as preserves land for residential lots zoned for animal-keeping and agricultural uses. Agricultural and animal-keeping zones are also allowed in the Minimum density residential land use designation, and are therefore addressed further in Chapter 3 of this Community Plan. Open Space land may also be used for other types of activities such as public or private management of mineral and other resources and waste.



Parks

Recreation and parks services in Sylmar are primarily provided by the City of Los Angeles Department of Recreation and Parks (RAP) and the Los Angeles County Department of Parks and Recreation (LACoDPR). There are four types of parks:

- **Mini/Pocket Parks** are designed to provide small spaces for limited types of recreational activities to an immediate adjacent neighborhood, and are typically established as part of a new residential or commercial development.
- **Neighborhood Parks** provide space and facilities for outdoor and indoor recreation activities to all residents in the residential area within a ½ mile radius of the park.
- **Community Parks** provide a broader range of services and satisfy the needs of the nearby community as well as other service areas within a 2 mile radius of the park.
- **Regional Parks** are intended to serve the entire region and typically provide specialized recreation facilities such as lakes, golf courses, campgrounds, wilderness and museums.



Sylmar Recreation Center offers afterschool recreation and activities.

Recreation and Parks

Recreational opportunities improve quality of life and advance public health and welfare. Parks and recreation facilities can be publicly owned as well as privately-owned, provide opportunities for exercise, nature exploration, and other recreational activities. Examples of privately owned open space and recreation include land owned by land trust and conservancy organizations, wildlife rehabilitation centers, plazas and open space provided by private developers, and golf courses. Parks and related recreational facilities may be constructed on land within the Open Space and Public Facilities land use classifications, as well as in all Residential and Commercial and some select Industrial zones. Open space is typically publicly- or privately- owned land that remains undeveloped for the purpose of protecting and preserving natural resources and features of the environment, as well as for recreation. More information about open space, its purpose, and the uses allowed in the Open Space designation, can be found in Chapter 3, Land Use.

Planning and implementation of parks and recreation assets and amenities is based on a standard of population density to ensure that resources are allocated with the goal of providing the same level of facilities and services to all residents. The Public Recreation Plan of the City of Los Angeles provides the official guide for considering minimum needs of neighborhoods and communities for recreational sites.

As shown in Figure 5-2 and Table 5-3, Parks and Open Space, Sylmar has a total of seven parks, including three regional parks, two community parks, and two neighborhoods parks with over 567 acres that play an important role in the physical, social, and mental health of the residents and visitors of the community.

TABLE 5-3

Parks and Open Space in Sylmar

Park/Open Space	Location
Carey Ranch	15000 Crestknoll Drive
El Cariso Community Regional Park	13100 Hubbard Street
El Cariso Golf Course	13100 Eldridge Avenue
Heritage Park	2025 4 th Street, San Fernando City
Stetson Ranch Equestrian Park	13877 Glenoaks Boulevard
Sylmar Park Recreation Center	13109 Borden Avenue
Veterans Memorial Community Regional Park	13000 Sayre Street
Wilson Canyon Park	14450 Olive View Drive

**Source: LADCP*

Regional parkland includes El Cariso Regional Community Park and Golf Course, Veterans Memorial Community Regional Park, and Wilson Canyon Park. With the exception of Wilson Canyon Park, both parks are owned and operated by the Los Angeles County Department of Parks and Recreation (LACoDPR). Wilson Canyon Park is owned and operated by the Santa Monica Mountains Conservancy.

- **El Cariso Community Regional Park and Golf Course** are located in the eastern portion of the community, adjacent to Los Angeles Mission College, in the foothills of the San Gabriel Mountains. El Cariso Community Regional Park provides amenities such as picnic areas, play grounds, basketball courts, a baseball diamond, tennis courts, walking paths, a swimming pool, and a fitness zone. Community classes, after school programs, summer and winter camp programs are also offered through the LACoDPR. El Cariso Golf Course provides banquet facilities, a cocktail lounge, a coffee shop, and a club house in addition to the 18-hole driving range and three practice putting greens and lakes provided on-site.
- **Veterans Memorial Community Regional Park** offers rolling hills, picnic areas, children play area, camping grounds, a frisbee golf course, children's play area and a variety of hiking and riding trails leading north up into the San Gabriel Mountains and Angeles National Forest. This parkland is situated against the foothills in such a way that only a portion of the parkland is actually located within Sylmar's boundaries.
- **Wilson Canyon Park** is situated in the foothills above Olive View Medical Center, offering visitors a secluded wilderness setting, a network of easy to moderate trails, and a rich variety of flora and fauna. Similar to Veteran's Memorial Community Regional Park, only a small portion of this parkland is included within the boundaries of Sylmar while the majority lie within unincorporated Los Angeles County land.



Shaded picnic area at El Cariso Regional Park

Community parkland includes Sylmar Recreation Center and Stetson Ranch Equestrian Park, both of which are owned and operated by the RAP.

- **Sylmar Recreation Center** serves is centrally located within the community and is within close proximity to Olive Vista Middle School and Sylmar High School. Amenities include an auditorium, an indoor gymnasium, a community room, basketball courts, tennis courts, a children's play area, a baseball diamond, a soccer field, picnic tables, a swimming pool, and community classes and after school programs are also offered through park services.
- **Stetson Ranch Equestrian Park** is located at the base of the Angeles National Forest and offers hiking, biking, and equestrian trails, as well as equestrian staging areas and a riding arena. The Saddletree Ranch Trailhead is accessible from within Stetson Ranch Park, providing multi-use access to the Marge Feinberg Rim of the Valley Trail and a linkage to Wilson Canyon Park.

Neighborhood parkland includes Carey Ranch Park and Heritage Park. Carey Ranch Park is owned and operated by the RAP and Heritage Park by the City of San Fernando.

- **Carey Ranch Park** is a neighborhood park located in the southwestern portion of the CPA, and provides local residents with open space for sport activities, a children's play area, and picnic tables. The park is located on top of a hill above the neighborhood, and provides a peaceful view overlooking Sylmar and other communities of the San Fernando Valley.
- **Heritage Park** is a neighborhood park partially located in Sylmar which provides local residents with passive open space and a conservation garden with native and riparian plantings and dry stream bed system which retains storm water.



Sylmar Flight Park used by the hanggliders as a safe landing zone.

There are also several private parkland and recreational facilities that are available to the community for recreational enjoyment, including: a mini/pocket park on the corner of Telfair Avenue and Cobalt Street, the Cascade Golf Course, the Sylmar Flight Park Landing Zone, Sylmar Independent Baseball League, and the Wildlife Learning Center.

In addition, Sylmar is served by a Trails System that is intended for walking, hiking, and equestrian activity leading up to the foothills and connecting with the Rim of the Valley Trails System. Some portions of the trails have been improved with fencing and resurfacing, while many exist as unimproved sidewalks. Goals, policies, programs, and design guidelines for the development of trails are further addressed in the Land Use and Mobility chapters of this Community Plan, as well as the Open Space, Conservation, and Mobility Elements of the General Plan.

Opportunities to acquire undeveloped land for park purposes are decreasing. When surplus public property is offered for private sale, it reduces land that could be used for public parks. Efforts must be made to determine if such property could be used to make up a deficiency in much needed park acreage. Priorities for new parks and open space have been identified by the community, including:

- Park space should be distributed throughout Sylmar, with attention to those areas most deficient in open space such as the areas south of the Foothill Freeway (I-210). Opportunities for smaller mini/pocket parks are more likely in this area.
- Non-traditional open space resources should be considered, such as vacated railroad lines, drainage channels, planned transit and utility-right-of-ways, public plazas, and other public spaces as potential opportunities for active and passive recreational uses.



Stetson Ranch's riding rink is a popular attraction.

- New park development should focus on creating more walking, biking, and nature trails, and athletic fields and play spaces for children and teens, such as soccer fields and skate parks. There is also an overall need for more pocket parks, community garden space, and an outdoor amphitheater for program events.
- Public facilities and recreational areas are in need of some enhancements. There is a need for more youth, family and culturally-oriented programs, better playground equipment, security lighting and on-site security in parks, improvements to existing sporting fields and aquatic areas, and public transportation to and from parks.

Goal CF5: **A variety of well-maintained parks and recreation facilities and services that meet the existing and future recreational needs of the community.**

Policies

- CF5.1. **Parkland Preservation.** Protect parklands from uses that would result in a loss of acreage for recreational purposes.
- CF5.2. **Site Enhancements.** Enhance and improve all parks and recreation areas by providing amenities where appropriate, such as pedestrian paths, and bike and equestrian trails.
- CF5.3. **Surplus Property.** Coordinate with the RAP and other applicable City departments, such as the Department of General Services and Department of Transportation, to review and evaluate surplus property as potential sites for parks and recreational activities.



Walking paths and mature trees are common amenities found at all parks within the community.

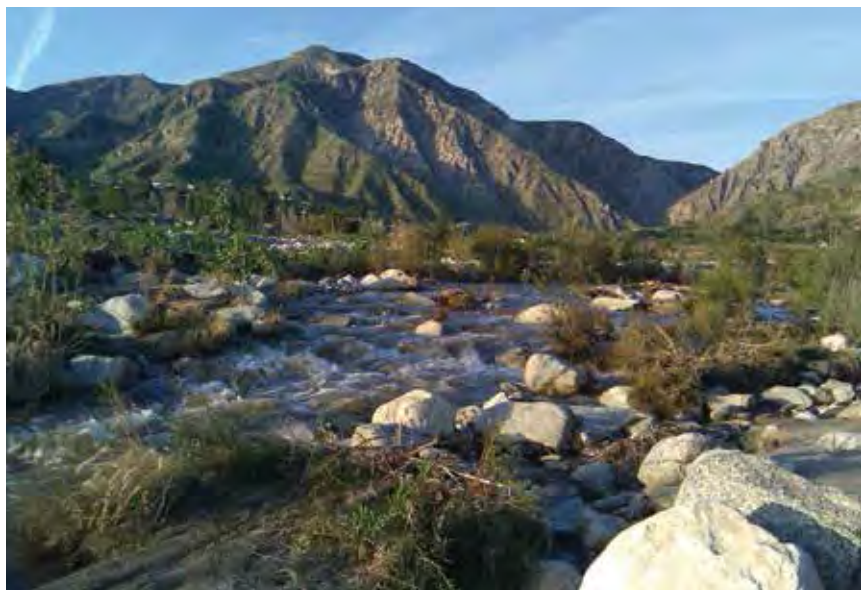
- CF5.4. **Vacant Land.** Encourage continuous efforts by public agencies to acquire vacant parcels for publicly owned open space and parks.
- CF5.5. **Public Right-of-Ways.** Support the creation of new parks and park expansions within public right-of-ways, such as flood control channels, utility easements, debris basins, and other unused and underutilized public properties. Hiking, bicycle, and equestrian trails in Sylmar should connect these facilities with the Angeles National Forest, Hansen Dam Recreation Area, El Cariso Regional Park, and the Pacoima Wash.
- CF5.6. **New Development.** Encourage and allow opportunities for new development to provide pocket parks, small plazas, community gardens, commercial spaces, and other gathering places that are available to help meet recreational demands.
- CF5.7. **Location.** Encourage neighborhood parks and recreational centers near concentrations of residential areas and include safe pedestrian walkways and bicycle paths that encourage non-motorized use.
- CF5.8. **Design.** Encourage the development of new park facilities to contribute to the semi-rural suburban character of the community by utilizing architectural features and building materials that embrace the area's agricultural and equestrian heritage.
- CF5.9. **Joint-Use.** Support the establishment of joint-use agreements with other public and private entities to increase recreational opportunities in Sylmar, including shared use of land owned by public agencies and private property owners.
- CF5.10. **Public Transit.** Coordinate with the appropriate departments and agencies to create public transit that can connect neighborhoods to regional parks.
- CF5.11. **Park Safety.** Promote the design, construction, maintenance, and management of public parks to ensure that parks are adequately monitored, maintained, and illuminated at night, especially for families with children and senior citizens who use the parks.

Open Space

Open Space, broadly defined as land which is essentially free of structures and buildings and/or is natural in character, encompasses both publicly and privately owned properties that are unimproved. Maintaining land as open space is a way to preserve natural resources, wildlife corridors, outdoor recreation, manage mineral and other resources, protect life and property due to natural hazards, and to connect neighborhoods and people. Open Space is also a land use in the City's land use classification system.

Although the majority of Sylmar is developed suburban land, significant areas remain as undeveloped or natural open spaces. Most of the open space is located around the northern and eastern borders of the community plan boundary, adjacent to the Angeles National Forest and San Gabriel Mountains, as shown in Figure 5-2, Parks and Open Space. Larger open space parcels that remain are primarily owned by the City of Los Angeles, Los Angeles County Public Works, Metropolitan Water District, Santa Monica Mountains Conservancy, and the United States Army Corps of Engineers.

The largest area of open space within Sylmar is the Pacoima Wash, which is located in the eastern portion of the community and is jointly owned and operated by the US Army Corps of Engineers, LA County Flood Control, and the Metropolitan Water District. This area includes undeveloped hillsides in the northern segment where the Pacoima Dam is located, and the un-channelized river bed leading to the Lopez Debris Basin (which traps sediment and regulates water at a constant volume as it passes into a concrete lined channel before entering the City of San Fernando and eventually joining with the Tujunga Wash). The Pacoima Wash, together with the Tujunga Wash, creates the largest sub-watershed of the upper Los Angeles River. This area is commonly referred to as the "Upper Watershed"



The Pacoima Wash is a valuable community resource, providing natural means for groundwater infiltration, watershed management, and habitat conservation.

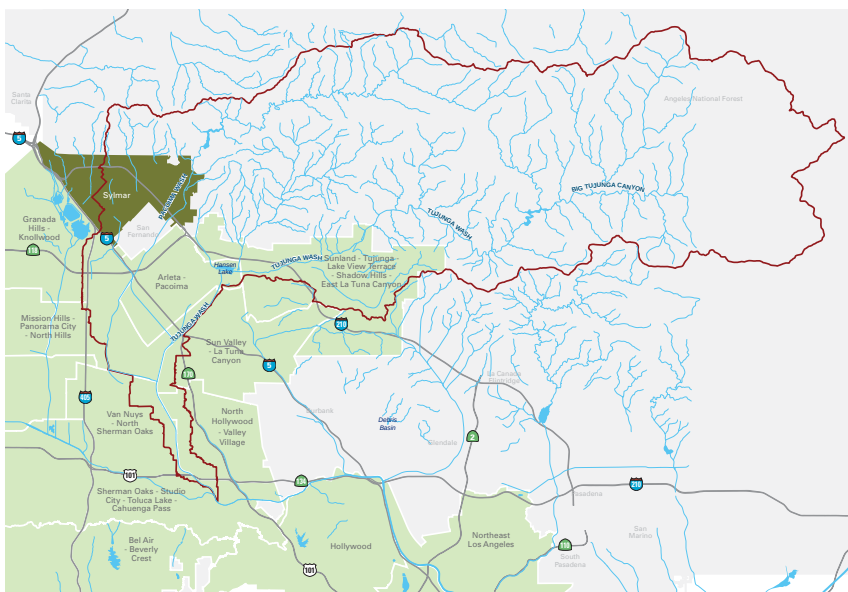
and is relatively undisturbed open space where the wash is un-channelized and in its natural state, maintaining a stream flow which allows for the erosion and deposition of soils, rocks, and alluvium, changing its appearance and flow over time. In addition, these changing conditions combined with the un-channelized characteristic of the Wash allow for water to seep into the porous streambed, recharging the underlying groundwater table.

The un-channelized portion of the Wash is unique in that it provides an important source of potable water for the region that the channelized portions of the lower segment of the Wash does not provide. This upper segment of the watershed also acts as a transitional buffer between the rugged slopes of the San Gabriel Mountains and the suburbanized residential neighborhoods located within the City. This area allows for the creation of small micro habitats that support wildlife adapted to these conditions. It also provides a gateway for both wildlife movement throughout the watershed and access to scenic and recreational resources for the residential population. Recreational and educational facilities within close proximity or adjacent to the Wash include LA Mission College, El Cariso Park and Golf Course, SIBL baseball fields, the Sylmar Hang Gliding Association's Flight Park, and the Rim of the Valley Trail network.

Other significant areas of open space in the community include Stetson Ranch Equestrian Park and Wilson Canyon Park, which offers a secluded wilderness setting, networks of easy-to-moderate trails, and a rich variety of plant communities, owned and operated by the Los Angeles Department of Recreation and Parks and the Santa Monica Mountains Conservancy, respectively. These open space areas also provide wildlife access to the corridors leading up to the San Gabriel Mountains and the Angeles National Forest and are valuable recreational assets for community members and visitors who enjoy hiking, equestrian riding, mountain biking, bird watching, and picnicking.

Tujunga/Pacoima Watershed

The community of Sylmar is located within the Tujunga/Pacoima Watershed, the largest subwatershed of the Los Angeles River Watershed. Historically, groundwater provided the water supply to the watershed but since their channelization the groundwater levels have dropped. The Tujunga/Pacoima Watershed is comprised of three major drainage systems (Pacoima Wash, Big Tujunga Wash, and Little Tujunga Wash), two groundwater basins (San Fernando and Sylmar), and four reservoirs (Big Tujunga, Hansen, Pacoima, and Lopez). The Pacoima Wash and Sylmar Groundwater Basin are located within Sylmar and connect to the Pacoima Dam just north of Sylmar.



Tujunga-Pacoima Watershed



Trail along the flood channel adjacent to Olive View/UCLA Medical Center, provides.

As opportunities for conventional open space resources diminish, it is important to identify areas that have not traditionally been considered as open space resources and work in collaboration to enhance and transform these areas for public enjoyment. These opportunity areas include railroad lines, drainage channels, planned transit, utility-right-of-ways, pedestrian-oriented streets, privately developed mini/pocket parks, and trails. There is also a need to protect existing ecological and cultural resources in Sylmar through passive park and open space uses.

Opportunities exist throughout Sylmar, especially within the Pacoima Wash, to develop a watershed-wide network of pedestrian, equestrian, and bicycle routes, connecting existing and planned recreational facilities and communities, as shown in Figure 5-3, Pacoima Wash Greenway Network. The limited number of intersections within the Pacoima Wash provide a unique opportunity for distance and integral recreational activities such as biking and distance running. The character of the Pacoima Wash also allows for enhancements that could transform the waterway into a scenic corridor with habitat conditions for many types of native plants and animals to thrive. This area is an important focal point for the community and provides direct access to the San Gabriel Mountains, Angeles National Forest, and the Rim of the Valley Trails Corridor.

There are also opportunities to expand and enhance other areas of underutilized open space in Sylmar through coordination and planning with the different agencies that operate these respective lands. Areas owned by the Department of Water and Power and the Los Angeles County Flood Control have the potential to provide recreational opportunities, such as trails and paths for a variety of users, while improving the water quality, increasing flood protection, and capturing and infiltrating storm water for groundwater recharge.

Goal CF6. A community with sufficient open space in balance with new development to serve the recreational, environmental, health and safety needs of the area and to protect environmental and aesthetic resources.

- CF6.1. **Conservation.** Preserve passive and visual open space that provides wildlife habitat and corridors, wetlands, watersheds, groundwater recharge areas, and other natural resource areas.
- CF6.2. **Protection.** Protect significant open space resources and environmentally sensitive areas from environmental hazards and incompatible land uses.
- CF6.3. **Grading.** Minimize the grading of natural terrain to permit development in hillside areas and the foothills correspond with densities designated by this Community Plan, the geological stability of the area, and compatibility with adjoining land uses.
- CF6.4. **Stream Alterations.** Minimize the alteration of natural drainage patterns, canyons, and water courses, except where improvements are necessary to protect life and property.

- CF6.5. **Development Restrictions.** Restrict development on areas of known geologic hazard, unstable soil conditions or landslides.
- CF6.6. **Ecologically Sensitive Areas.** Coordinate with County of Los Angeles in the identification of significant ecological areas featuring ecological or scenic resources that should be preserved and protected within State reserves, preserves, parks, or natural wildlife refuges.
- CF6.7. **Open Space Integration.** Integrate the use of open space with public facilities adjacent to reservoirs, land reclamation sites, spreading grounds, power line right-of-ways and flood control channels.
- CF6.8. **Trail Linkages.** Continue to expand and maintain trail linkages which reinforce the viability of equine uses and accessibility to open spaces by designing development and infrastructure improvement projects that abut or connect with a trail to develop and/or improve the Trail Network. Refer to Chapters 3 and 4 for additional trail-related policies and design guidelines.
- CF6.9. **Greenways.** Establish, where feasible, multi-use greenways along waterways, rail lines, and utility corridors to provide additional open space for passive or active recreation and to connect adjoining neighborhoods to one another and to regional open space resources.
- CF6.10. **Access and Connections.** Improve connectivity and access to the Rim of the Valley Trails corridor and other adjacent open space resources using such tools as easements and trail and greenway linkages.

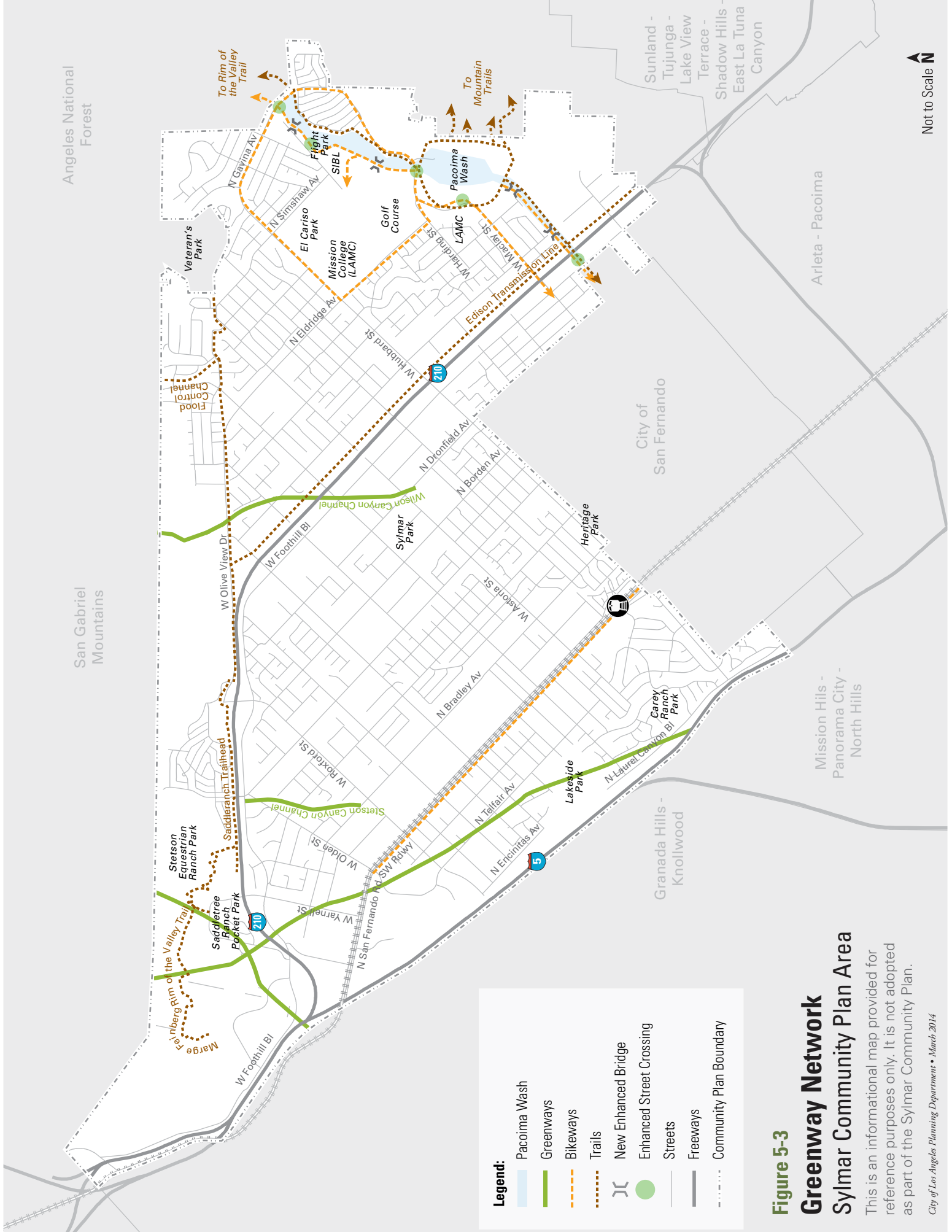


Scenic trail and open space connections.

Trails as Valuable Open Space

Trails offer recreational opportunities to explore the City's open spaces, parks, and other Trail Networks on foot, horseback, or bicycle. The Rim of the Valley Trail Network is a system of existing and proposed trails that connect various open spaces.

The Trail Network map, as shown in Chapter 4, serves as a guide for trail development and includes both the Rim of the Valley Trail Network as well as other existing and proposed trails. While many trails in the City of Los Angeles are on public land in parks and on public streets, there are also trails within easements on privately-owned land and private streets, as well as informal trails that community members have traditionally used and which traverse undeveloped privately-owned land. Chapter 3, 4, and 5 contain goals, policies, and design guidelines supporting trail development, improvement and connectivity. In addition, the Equinekeeping "K" District Ordinance contains conditions, in addition to the Los Angeles Municipal Code (LAMC) requirements, which support equinekeeping on residential lots and the Trail Network.



Legend:

- Pacoima Wash
- Greenways
- Bikeways
- Trails
- New Enhanced Bridge
- Enhanced Street Crossing
- Streets
- Freeways
- Community Plan Boundary

Figure 5-3
Greenway Network
Sylmar Community Plan Area

This is an informational map provided for reference purposes only. It is not adopted as part of the Sylmar Community Plan.

Goal CF7. **A beautiful, functional Pacoima Wash and greenways network with vibrant wildlife habitats, enhanced open spaces for passive and recreational uses, and connects adjoining neighborhoods and communities to one another and to regional open space resources.**

- CF71.1. **Wildlife Habitats.** Support enhancements that transform the Pacoima Wash into a natural scenic corridor with habitat for many types of native plants and animals, while maintaining and/or improving flood control protection and water quality.
- CF7.2. **Pacoima Wash Greenway Network.** Link existing and planned educational and recreational facilities in and around the Pacoima Wash, including El Cariso Regional Park, Los Angeles Mission College, the hang gliders park and baseball fields, and other nearby open space and recreational areas, which increase opportunities for active and passive recreation and create a focal point that promotes healthy lifestyles. Refer to Figure 5-3, Greenway Network.
- CF7.3. **Connectivity and Access to Open Space.** Maintain and improve connectivity and access to the Pacoima Wash, San Gabriel Mountains, Angeles National Forest, Rim of the Valley Trails corridor, and other open spaces and adjacent neighborhoods.
- CF7.4. **Multi-purpose Greenways.** Utilize tools such as easements and greenway linkages, including walking, hiking, trails, and bicycles paths that are maintained accessible to the public, which provide a safe non-motorized transportation path for all users and expand park and open space opportunities.
- CF7.5. **Greenway Bridges.** Support enhancements to existing bridges in order to accommodate a variety of users along the Pacoima Wash. The design of bridges should complement the surrounding area, be built with materials in keeping with the aesthetics of the area, and each bridge should be as wide as the trail it serves.
- CD7.6. **Crossings.** Enhanced trail crossings are recommended along Harding Street, across Maclay Street between Los Angeles Mission College, and Gavina Street to ensure safety and connectivity of the various trails.
- CF7.7. **Development.** Development which occurs in proximity to desirable open space areas should include roads and trails adequate to serve both that development and the immediate adjacent recreation and open space areas.
- CF7.8. **Right-of-Ways.** Improve available right-of-ways with landscaping, benches, walkways, trails, and bikeways for low-intensity recreational uses.
- CF7.9. **Wayfinding.** Wayfinding and interpretive elements should be installed at key intersections in the areas surrounding the Pacoima Wash to direct people to the Wash and important points of interest and to provide information on the ecology, wildlife, and history of the Wash and surrounding area.

Urban Forest

The urban forest is comprised of all the privately and publicly maintained trees and naturally occurring vegetation (i.e. hillside chaparral, riparian areas) growing in an urban area. Street trees are a significant and highly visual portion of the urban forest and recognized as a vital infrastructure system essential to the quality of life in the urban environment. When properly planted and managed, the urban forest provides ecological, social, aesthetic, and economic benefits by improving environmental quality, reducing storm water runoff and soil erosion, and conserving energy. The urban forest also contributes to the preservation of the ecosystem by preserving stretches of urban forest along common wildlife migration corridors, such as floodplains, making the survival of various species in urban settings more likely.

The Department of Public Works Bureau of Street Services, Urban Forestry Division (UFD) is responsible for the care and preservation of trees and landscaped areas in the public right-of-ways, such as street trees and landscaped traffic medians, as well as the creation and development of street tree policies and guidelines. The UFD estimates that there are nearly 700,000 street trees growing along miles of public roads throughout the City with over 1,000 different species, varieties, and cultivars. Trees growing within City parks are maintained separately by the Forestry Division of the Recreation and Parks (RAP). RAP estimates that there are at least one million trees growing naturally and in the City's developed urban parks.

Sylmar contains an abundance of trees, many of which are remnants of the olive tree and citrus orchards that were planted at the turn of the 20th Century. In addition to the heritage olive trees still remaining, there are many other types of trees on both public and private land that add to the vast landscape and network of the "Sea of Trees" that exists in Sylmar.



Sylmar's healthy tree population is clearly visible from higher elevation points within the community.

Preservation of the urban forest ecosystem is critical to achieving the goals and policies set forth in this community plan, including the quality of life for the residents and visitors of Sylmar. As new development occurs in the community and the population continues to grow, there is great opportunity to increase and expand Sylmar's urban forest on both private and public land.

The UFD and the RAP Forestry Division separately encourage community involvement and public-private partnerships to plant and maintain the urban forest along public right-of-ways and in public parks. Through proper planning, conflicts between street trees and other vital infrastructure could be minimized, as well as the costs associated with the preservation of a healthy and safe urban forest.

Goal CF8. The preservation of a healthy and safe tree population in all neighborhoods to maximize the benefits gained from the urban forest, such as air quality improvement and aesthetic enhancement.

- CF8.1. **Urban Forest.** Encourage the preservation of the existing tree population and include new trees in an effort to achieve optimum canopy cover to reduce and mitigate the heat island effect. Include on-site trees in new development projects, whenever possible.
- CF8.2. **Tree Protection.** Encourage and promote the retention of trees, particularly olive and orange trees, where practical and appropriate, through education, outreach and incentives offered by the Bureau of Street Services.
- CF8.3. **Tree Selection.** Support policies of the Bureau of Street Services to reduce conflicts with existing infrastructure through proper tree selection and through the recognition of street trees as a vital component of the City's infrastructure.



Newly planted street trees and landscaping help to reduce the urban heat island effect, even in industrial areas.

- CF8.4. **Native Plants.** Encourage the use of plant communities native to Los Angeles which achieve native biodiversity and enhance existing wildlife habitats.
- CF8.5. **Shade Streets.** Facilitate the planting and maintenance of street trees, which provide shade and give scale to residential and commercial streets in all neighborhoods in Sylmar.
- CF8.6. **Sustainable Design.** Develop design standards that promote the sustainable development in public and private open space and street right-of-ways.
- CF8.7. **Partnerships.** Encourage community and private partnerships in urban forestry issues, minimizing maintenance costs. Collaborate with other City departments, neighborhood associations, business improvement districts and private developers to promote trees in parkways, landscaped medians, community gateways, and throughout Sylmar.



Street trees provide shade and make for a more enjoyable streetscape environment.

Infrastructure

This section addresses physical infrastructure that is provided by the City of Los Angeles Department of Public Works and the Los Angeles Department of Water and Power (LADWP). These systems include water, wastewater, stormwater, solid waste management, energy (power) and street lighting. The infrastructure for these systems is of a citywide nature rather than local to a particular Community Plan Area. For example, a wastewater treatment facility may be located in one Community Plan Area, but provide service to several Community Plan Areas. Additionally, this infrastructure may be underground, or located in areas that are not visible to community residents.

The policies included in this section for water, wastewater, solid waste, stormwater, energy, and street lighting are specific to Sylmar. The Framework Element, described earlier in this chapter, contains citywide goals and policies for the provision, management, and conservation of water, wastewater, solid waste, stormwater, energy and street lighting in this section. Towards this end, the goals and policies in Chapter 5 seek to:

- Provide for the existing and future infrastructure needs of the City that support the basic public services necessary to maintain and improve its quality of life.
- Encourage watershed-based planning and projects in order to reduce stormwater runoff, optimize local water resources and reduce dependence of imported water, improve surface water and groundwater quality, and restore hydrologic function to the watershed while maintaining public safety.
- Encourage public/private ventures and other forms of collaboration between governments, developers, and residents to consider new ideas for providing infrastructure and services.

Water

The Los Angeles Department of Water and Power (LADWP) is responsible for ensuring that water demand in the City is met and that state and federal water quality standards are achieved. The LADWP is the nation's largest municipal utility, and its service area is slightly larger than the boundary of the City of Los Angeles. Under the provisions of the Los Angeles City Charter, the LADWP has control of the water distribution system within the boundaries of Los Angeles. Water supply boundaries are not divided by community plan area, but rather determined by pressure zones that are dictated by ground elevation.

The California Urban Water Management Planning Act requires water supplying agencies to prepare and adopt water management plans every five years to identify short-term and long-term water resources management measures for meeting growing water demands. The LADWP 2010 Urban Water Management Plan (UWMP) is designed to meet the current requirements of the Act and also serves as the City's master plan for water supply and resource management. This plan provides an assessment of current water system conditions (source of supply, treatment, transmission, storage and distribution) for capacity to meet projected demands to 2035. A primary objective of this plan is to pursue cost-effective water conservation and recycling projects to increase supply reliability and offset increases in water demand due to growth and other factors.

The City obtains its water supply primarily from four major sources: Los Angeles Aqueduct, groundwater wells, purchases from the Metropolitan Water District (MWD), and wastewater that is treated and recycled for reuse in industrial facilities and for irrigation purposes. The first three sources have historically delivered an adequate and reliable supply of water to serve the City's needs. However, expansion of recycled water projects and water conservation and groundwater infiltration measures are planned to fill a larger role in the City's water supply portfolio.



Los Angeles Aqueduct Cascades

Water supply infrastructure consists of water storage facilities, transmission and distribution pipelines, booster pumping stations, pressure reducing stations, and other related facilities. The City's water system contains 110 tanks and reservoirs and 7,200 miles of water mains that distribute water. Sylmar has 5 water storage facilities located throughout the community.

Portions of Los Angeles are served by MWD, including Sylmar. The MWD is committed to continue to plan for emergencies and natural disasters throughout the region. The agency has approximately 1.7 million acre-feet in surface and groundwater storage accounts, including Diamond Valley Lake near Hemet, and 600,000 acre-feet of storage reserved for emergencies. This reserve of water supplies buffers the severity of a potential shortage, allows for a less severe water shortage allocation if required, and keeps the region prepared for major earthquakes or other natural disasters. The community of Sylmar is currently supplied primarily through MWD water sources.

The LADWP is also increasing the safety and water quality of the water delivered to customers by reducing daily dependence on large in-city open reservoirs that have historically been the City's water source. Due to a culmination of regulations dealing with runoff into open reservoirs, increased disinfection standards, and byproducts created during disinfection, no open reservoirs will be allowed to remain in service in the City's water distributions system. Additional trunk lines are necessary to ensure that sufficient quantities of water can be moved from one area of the city to another when needed.

A number of factors, including the projected increase in water consumption overall, may require the upgrading or expansion of existing local distribution systems within Sylmar. Many structural components and facilities are 50 to 90 years old and are no longer meeting the performance and quality standards expected. Citywide, this extensive water system will require significant capital improvements due to aging infrastructure, schedule replacements, and anticipated changes in state and federal water quality regulations.

Groundwater Basins

The capture, storage, and infiltration of snowmelt and stormwater in the City's groundwater basins are critical to local water supply and have the potential to increase the amount and reliability of local supplies and reduce reliance on imported sources that would save energy and reduce greenhouse gas emissions. The Tujunga/Pacoima Watershed, with concentrated rainfalls, steep slopes, pervious soil, and a capacious underground reservoir, offers the City the strongest opportunity to secure a sustainable local water supply.

The LADWP has developed several water recycling projects in partnership with local, State, and Federal agencies in order to help meet the City's future water demand. The East Valley Water Recycling Project, housed at the Donald C. Tillman Water Reclamation Plant located in the Sepulveda Basin, is one of four recycling projects operated by Los Angeles Bureau of Sanitation (LABOS) and LADWP. This water is delivered to industrial and commercial businesses for non-drinking and irrigation purposes throughout the San Fernando Valley, and is also used to recharge the underground reservoir in the northeast San Fernando Valley. In addition, the LADWP UWMP has identified other potential water sources, including water transfers, gray water, and beneficial uses of stormwater and urban runoff.

Opportunities exist throughout Sylmar, in particular within the Pacoima Wash and surrounding area, to replenish the aquifer by restoring the natural hydrologic functions of the watershed. The Pacoima Watershed was a major contributor of groundwater supply. The community sits atop the Sylmar Groundwater Basin, a natural underground reservoir that has become depleted over the years as most of the valley floor became impervious. The Sylmar groundwater basin has the potential to provide much more of the City's drinking water needs.

Goal CF9. Provision of a high-quality, reliable supply of potable water to existing and future residents and businesses of the Sylmar community.

- CF9.1. **Local Water Resources Optimization.** Meet increases in the demand for water through conservation, the use of recycled water for irrigation, non-potable, and non-residential uses, and by recharging the local groundwater aquifers where permitted, to reduce dependence on imported water.
- CF9.2. **Water Conservation.** Require water conservation measures/devices that limit water usage for all new municipal and private projects, and major alterations to existing municipal and private facilities.
- CF9.3. **Alternative Sources.** Support the development of reliable and cost-effective sources or alternative water supplies, including opportunities for groundwater recharge, water reclamation and exchanges and transfers.
- CF9.4. **Interdepartmental Coordination.** Coordinate with LADWP to expand, upgrade, or improve the local water distribution system within Sylmar when needed to accommodate increased demand for water.
- CF9.5. **Surplus Properties.** Prior to the disposition or sale of any City-owned property located within the watershed, the department with jurisdiction over said property should consider transfer jurisdiction and control to another City agency, such as Los Angeles Recreation and Parks, that would prioritize the land for multi-benefit projects to include best management practices for the capture and infiltration of stormwater that will aide in recharging the underground water basin, thereby retaining the land for public use and enjoyment.

Wastewater

The City of Los Angeles Department of Public Works Bureau of Sanitation (LABS) provides sewer infrastructure and wastewater treatment services to the City. The primary responsibility of the LABS is to collect, clean and recycle solid and liquid waste generated by residential, commercial and industrial users. The Bureau manages and administers three primary programs: 1) wastewater collection, conveyance, treatment, and disposal; 2) solid waste resources collection, recycling and disposal; and 3) watershed protection. The solid waste resources and watershed protection functions of the Bureau of Sanitation are addressed in the following two sections of this chapter, entitled Solid Waste and Stormwater.

In order to comply with the State Waste Discharge Requirements, a Sewer System Management Plan (SSMP) is prepared for each of the City's sanitary sewer systems to control and mitigate all sewer overflows. The City's wastewater service area consists of two distinct drainage basin areas: the Hyperion Service Area (HSA) and the Terminal Island Service Area (TISA). The HSA covers approximately 515 square miles and serves the majority of Los Angeles, including the San Fernando Valley. TISA covers approximately 18 square miles and serves the Los Angeles Harbor area. Overall, the wastewater system comprises more than 6,500 miles of sewer pipelines connected to the City's four wastewater treatment and water reclamation plants, and 47 pumping plants that have the ability to process over 550 million gallons of flow each day citywide.



The Donald C. Tillman Water Reclamation Plant processes approximately 80 million gallons of waste per day as it purifies wastewater and produces recycled water. Photo Credit: You-are-here.com

The Hyperion Treatment Plant in Playa del Rey, the City's largest facility, serves more than two-thirds of Los Angeles. The community of Sylmar and the San Fernando Valley is also served by the Donald C. Tillman Water Reclamation Plant in the Sepulveda Basin. The Los Angeles-Glendale Water Reclamation Plant across the freeway from Griffith Park serves the eastern San Fernando Valley communities and the Terminal Island Treatment Plant in San Pedro serves the Los Angeles Harbor area communities. Table 5-3, Wastewater Collection and Treatment Facilities, shows the collection and treatment facilities currently operated by the LABS.

Wastewater generated from Sylmar is conveyed through municipal sewage infrastructure to the Hyperion Treatment Plant, where sewage sludge is removed from the wastewater prior to being treated. The process reclaims significant amounts of beneficial materials from the wastewater and produces water that can be used for industrial, landscape, and recreational uses.

TABLE 5-3

Wastewater Collection and Treatment Facilities

Wastewater Treatment Facilities	Service Area	Location
Hyperion Treatment Plant (HTP)	West, Central Communities	Playa del Rey
Terminal Island Water Reclamation Plant (TIWRP)	Harbor communities	San Pedro
Donald C. Tillman Water Reclamation Plant	San Fernando Valley	Sepulveda Basin
Los Angeles-Glendale Water Reclamation Plant	East San Fernando Valley	Griffith Park

**Source: City of Los Angeles, Department of Public Works Bureau of Sanitation, 2006.*

The City of Los Angeles December 2006 Integrated Resources Plan (IRP), prepared by LABS and LADWP, is an integrated approach to address the City's wastewater, stormwater management and recycled water needs. The IRP identifies the "gaps" between the projected flows and the current system capacities and proposes options to address the identified gaps. The IRP indicates that more treatment capacity is needed due to increased flows and runoff, but rather than adding a brand new treatment plant, it is more cost effective and less disruptive to increase treatment capacity at the existing plants. The IRP identified some general potential locations for a new treatment facility in the San Fernando Valley, southeast downtown, and the western portion of the City.

Goal CF10. **An adequate and reliable wastewater collection and treatment system that supports existing and planned development.**

CF10.1. **Wastewater Minimization.** Require that wastewater flows be minimized in existing and future developments through stricter water conservation measures, recycling efforts and other features that reduce on-site wastewater output.

CF10.2. **On-Site Wastewater Output.** Promote advanced waste reduction and diversion methods for all wastewater treatment, including the establishment of methane recovery facilities and the implementation of waste-to-energy projects where characteristics meet criteria for effective energy generation.

CF10.3. **Recycled Water.** Promote the use of recycled water for non-drinking and irrigation purposes in new industrial and commercial developments.

Solid Waste

The Los Angeles Department of Public Works Bureau of Sanitation (LABS) provides refuse, recyclables, and yard trimmings collection, sewer and storm drain maintenance and repair, wastewater collection and treatment, and many other related services to the residents of single-family and small multi-family households in Los Angeles. Private hauling companies collect other refuse, including most multi-family and all commercial and industrial waste. The City of Los Angeles Solid Waste Management Policy Plan (SWMPP) is the current long-range solid waste management policy plan for the City. The Solid Waste Integrated Resources Plan (SWIRP) seeks to achieve zero waste in Los Angeles.

The Bureau of Sanitation administers the City's Solid Resources Program which includes the collection, recycling, and disposal of over 1.7 million tons per year of solid waste, green waste, recyclables, yard trimmings, bulky items, and other special solid resources materials from residents city-wide. This program also manages contracted recycling programs for apartments as well as commercial businesses which include the recycling and disposal of household hazardous waste, the development of long-term alternatives to landfill disposal, and clean fuel programs related to solid waste. Solid waste facilities include: refuse collection yards; mulching/composting facilities; permanent Solvents, Automotives, Flammables and Electronics (SAFE) centers for household hazardous waste; landfills; and transfer stations. The Central Los Angeles Recycling and Transfer Station (CLARTS) provides the City with an important facility for managing its waste. A list of existing solid waste facilities in the City is shown in Table 5-4, Existing Citywide Solid Waste Facilities.



Private companies offer additional solid waste services in Sylmar.

TABLE 5-4

Existing Citywide Solid Waste Facilities

Facility Name	Type	Community Plan Area
Sunshine Canyon	Landfill	Granada Hills-Knollwood
East Valley South Central North Central Western Harbor West Valley	Yard	Sun Valley-La Tuna Canyon Boyle Heights Northeast Los Angeles West Los Angeles San Pedro Northridge
East San Fernando Valley Westwood UCLA East Los Angeles Hyperion Plant Harbor Area Los Angeles-Glendale	SAFE Centers	Sun Valley-La Tuna Canyon West Los Angeles Central City North Westchester-Playa del Rey San Pedro Northeast Los Angeles
BFI-Falcon Central L.A. Recycling Bradley Transfer & Recycling	Transfer Stations	Wilmington-Harbor City Central City North Sun Valley-La Tuna Canyon
City Fibers City Fibers West Valley Sun Valley Paperstock	Material Recovery Facilities	Mission Hills-Panorama City-North Hills Sun Valley-La Tuna Canyon West Adams-Baldwin Hills-Leimert
Lopez Canyon Landfill Griffith Park Composting Harbor Yard Trimmings Facility	Yard Trimming Processing	Sun Valley-Tujunga-Lake View Terrace- Shadow Hills-East La Tuna Canyon Hollywood San Pedro

*Source: City of Los Angeles, Bureau of Sanitation, 2007.

The Bureau of Sanitation's Five-Year Solid Resources Capital Improvement Program (SRCIP) includes the upgrade and improvement of existing facilities as well as the design and construction of new facilities that support the Solid Resources Program. These facilities include refuse collection yards, mulching/composting facilities, SAFE centers, and transfer stations. In accordance with state regulations, the City has closed the following five landfill facilities: Bishops Canyon, Branford, Sheldon-Arleta, Toyon Canyon, and Lopez Canyon. There are no solid waste facilities located within Sylmar, however there are several facilities within close proximity that provide service to the community. These facilities include the Lopez Canyon Environmental Center, the Bradley Transfer Station and Materials Recycling Facility, and the Sunshine Canyon Landfill.

The Lopez Canyon Environmental Center is a City-owned and operated composting facility located just southeast of the Sylmar boundary at 11950 Lopez Canyon Road in the community of Sunland-Tujunga-Lake View Terrace-Shadow Hills-East La Tuna Canyon. Since 2004, this solid waste facility has been processing curb-side collected yard trimmings from the East San Fernando Valley area and horse manure collected by the City, into valuable mulch and compost. In addition to providing a much needed recycling facility to the residents of this part of the city, mulch generated here is provided free of charge to residents of the local community.

The Bradley Transfer Station and Materials Recycling Facility owned and operated by Waste Management, Inc. is located within the nearby community of Sun Valley-La Tuna Canyon and provides the City with an important resource for managing its waste. This facility receives, sorts, consolidates and prepares municipal solid waste and commercial/residential recyclable materials for transport to other regional landfills and recycled materials processing facilities.

The Sunshine Canyon Landfill, located in Granada Hills-Knollwood, is situated on both City and County land and is privately-owned and maintained by Republic Services, Inc. This landfill provides solid waste disposal and operates recycling and buy-back services to help increase recycling among the residents and businesses of the City and County of Los Angeles.

Goal CF11. **Provision of a cost-effective and environmentally sound solid waste management system that protects public health, safety, and natural resources.**

CF11.1. **Waste Reduction.** Promote advanced waste reduction and diversion methods for all solid waste treatment, including the establishment of methane recovery facilities and the implementation of waste-to-energy projects where characteristics meet criteria for effective energy generation.

CF11.2. **On-site Recycling.** Promote the inclusion of on-site facilities for recycling and waste reduction in single-family, multiple-family, commercial and industrial development projects that support the transformation of waste disposal into resource recovery and economic development opportunities.

CF11.3. **Recycled Materials.** Encourage recycling of construction material, both during construction and building operation, and the dismantling and reuse of materials rather than demolition and dumping.

CF11.4. **Interdepartmental Coordination.** Assist the Bureau of Sanitation in finding suitable sites for new solid waste facilities in Sylmar, if necessary, addressing environmental justice issues.

Stormwater

The primary agencies that share flood control responsibilities within the City of Los Angeles are the Los Angeles Department of Public Works, the United States Army Corps of Engineers (Army Corps), the Los Angeles County Department of Public Works (County), and Caltrans. Each agency exercises jurisdiction over the flood control facilities they own and operate.

The Watershed Protection Division of the Department of Public Works, Bureau of Sanitation is responsible for the development and implementation of the Stormwater Program within the City. The Stormwater Program has two major elements — pollution abatement and flood control, and is focused on the control and elimination of stormwater pollution through compliance with the National Pollutant Discharge Elimination System municipal stormwater permit requirements. In addition, general public outreach and education are geared toward increasing the knowledge about the impacts of stormwater pollution and changing the behavior of waste disposal.

Storm drains within the City are constructed by both the City and the Los Angeles County Flood Control District (LACFCD), and managed by the Los Angeles County of Public Works. The storm drain system is comprised of a vast network of natural and constructed channels, debris basins, pump plants, underground pipes and catch basins designed to handle an excess of water as a result of flooding or heavy rainfall. During these events, urban runoff drains from the street, into the gutter, and enters the system through an opening in the curb known as a catch basin. Catch basins serve as the neighborhood entry point to the journey into the ocean. The storm drain system receives no treatment or filtering process, and is completely separate from Los Angeles' sewer system.



The Pacoima Wash and surrounding area provide great opportunities to replenish water supply and link the community with open space.

The overall approach to managing stormwater runoff involves both neighborhood and regional solutions, including source control as a method of reducing pollutants flow to receiving waters. Neighborhood solutions include the use of bio-retention areas, on-site percolation, and neighborhood recharge. Potentially, storm water runoff could be captured by direct percolation through parkways, parking lots with permeable surfaces or in recharging catch basins. Alleys, found in many areas of the city and often underutilized or suffering from environmental degradation, can be redesigned and resurfaced with permeable materials, such as porous paving, to become “green alleys” that provide a range of benefits while still allowing auto access, including the infiltration of stormwater runoff. Overall benefits of these solutions may include increased potable water supply, reduction in storm water pollution and beach contamination, and alleviation of potential for flooding.

Improvements in the capture of stormwater can strengthen local water supplies, helping to reduce dependence on more expensive and energy-intensive sources of water. In the more semi-rural suburban areas, like Sylmar, there are greater opportunities to capture stormwater runoff. In these areas, runoff can be slowed, thereby allowing the stormwater a greater chance to soak into the soil, replenishing both surface moisture levels and underground water tables, and potentially reducing the flood hazard caused by the rapid flow of runoff into the stormwater catch basins and channels.

The groundwater basins in the watershed are critical to local water supply. Sylmar’s location within the Upper Los Angeles River Watershed, relatively flat terrain and “sea of trees”, and its adjacency to the San Gabriel Mountains with heavy rainfall, provide tremendous opportunity to capture stormwater runoff and recharge the natural underground basin levels within the Sylmar Underground Basin.

Stormwater

When stormwater accumulates from precipitation and flows on the ground over impervious surfaces (such as driveways, sidewalks, and streets) it becomes what is known as stormwater runoff and is prevented from naturally percolating into the groundwater table. Stormwater runoff that is not absorbed into the ground is conveyed to coastal waterways by man-made conduits and drains, and could contain debris, chemicals, dirt, and other pollutants.



Channelized portion of the Pacoima Wash near Foothill Boulevard, looking east toward the I-210 freeway.

Goal CF12. **Provision of a storm drainage system that reduces the flow of stormwater and protects water quality, and recharges the groundwater basin by employing watershed-based approaches and best management practices that balance environmental, economic and engineering considerations.**

- CF12.1. **Watershed Revitalization.** Promote watershed management policies that integrate flood protection with water conservation, improve the quality of stormwater runoff and groundwater, and reduce the pollution of water resources while preserving and creating recreation and habitat areas.
- CF12.2. **Local Water Resources.** Optimize local water resources to reduce water dependence on imported water by improving groundwater infiltration, facilitating on-site collection systems for stormwater and graywater, maximizing the capture and reuse of stormwater runoff, and integrating groundwater infiltration with other public and/or beneficial uses.
- CF12.3. **Groundwater Infiltration.** Encourage the incorporation of bio-retention facilities and the use of permeable materials for the paving of sidewalks, driveways, and parking areas, when feasible, and the day lighting of buried streams and other policies which promote stormwater infiltration.
- CF12.4. **Flood Control Channels.** Support a watershed-wide network of pedestrian, equestrian, and bicycle routes along the flood control channels.
- CF12.5. **Railroad-right-of-ways.** Enhance railroad right-of-ways to increase flood protection, provide trails and open spaces, create swales for stormwater capture, improve water quality and restore wildlife habitat.
- CF12.6. **Interdepartmental Coordination.** Support the development of a new comprehensive flood management plan for the watershed through coordination among City departments.

Energy

The Los Angeles Department of Water and Power (LADWP) provides electric service to the City of Los Angeles. To ensure a reliable supply of power, the LADWP maintains a diversified energy generation mix – including coal, natural gas, large hydroelectric, nuclear, and renewable power, such as wind, biomass, solar and cogeneration. The LADWP draws its energy supply from in-basin power plants and several out-of-state facilities in Nevada, Utah and the Pacific Northwest. Business and industry consume about 70 percent of the electricity generated, while residents constitute the largest number of consumers. In addition to serving these consumers, the LADWP generates electricity to light public streets and highways, powers the City's water system, and sells electricity to other utilities.

The LADWP's 2010 Power Integrated Resource Plan (IRP) is the planning document that provides a framework for addressing the future energy needs of the City. This plan focuses on renewable power, greenhouse gas reduction, and energy efficiency. One of the key policy areas highlighted in this plan is to ensure that the power generation, transmission and distribution infrastructure operates in a reliable and efficient manner. The LADWP initiated a Power Reliability Program in 2007 to improve maintenance practices, address the aging power system infrastructure and increase capital programs necessary to support growth.



High voltage powerlines transmit electricity from the Pacific Northwest to the Los Angeles Region.

The LADWP operates local steam plants, hydroelectric plants and power plants which generate electricity to be transmitted through an extensive network of receiving stations, distribution stations, overhead transmission lines, and underground distribution lines located throughout the service area of the LADWP. All receiving stations are connected to the “belt line” that extends throughout the City and supplies power to them as required. These receiving stations transform these high voltages for distribution to the distributing stations and to individual customers. Distributing stations generally have a two-mile radius, with an average of one per year added to the system citywide. Table 5-5, LADWP Generation Resources, shows a list of the City’s power generation resources.

TABLE 5-6

LADWP Generation Resources

Type of Resource	Facility Name	Location
Basin Thermal Generation (natural gas-fueled generation stations)	Harbor Haynes Scattergood Valley	Los Angeles, CA (Wilmington) Long Beach, CA Playa del Rey, CA Los Angeles, CA (Sun Valley-La Tuna Canyon)
Coal-Fired Thermal Generation	Navajo Intermountain	Page, AZ Delta, UT
Nuclear-Fueled Thermal Generation	Palo Verde Nuclear Generation Station	Phoenix, AZ
Large Hydroelectric Generation	Castaic Pumped Storage Power Plant Hoover Power Plant	Castaic, CA Hoover Dam, NV
Small Hydroelectric Plants	Owens Gorge Owens Valley Los Angeles Aqueduct	Owens Valley, CA Owens Valley, CA Los Angeles, CA (Sylmar)

* Source: LADWP, 2007 Integrated Resources Plan. (Need to update per 2010 plan)

The LADWP owns and operates several facilities within the boundaries of Sylmar that are integral components of the City's electrical distribution system. These facilities include the Sylmar Converter Station, a network of overhead and underground electrical distribution lines, and 4 receiving/distribution stations that transmit power through electric cables that lead through the City of Los Angeles to the Pacific Ocean.

The Sylmar Converter Station is the southern terminal of the 846-mile Pacific Direct Current Intertie, which is the electric power transmission line that transmits electricity from the Pacific Northwest to the Los Angeles area using high voltage direct current (HVDC). Originally built in 1970, the Sylmar Converter Station was expanded into two facilities (Sylmar East and Sylmar West) in the mid-1980s to handle the growing energy load. In 2005, the partners of the Sylmar Converter Station (which include the LADWP, Southern California Edison and the Cities of Burbank, Glendale, and Pasadena) rededicated the Sylmar East Converter Station after an extensive modernization process which involved upgrading outdated technology, consolidating the East and West facility into one location, and increasing its capacity in order to carry the entire station load. This modernization project has helped increase the reliability and lifespan of the power system as the upgrades reduce the operation and maintenance costs, increase energy efficiency, and eliminate the use of mercury.

Goal CF13. An adequate, safe, and orderly supply of electrical energy to provide for the existing and future land uses of Los Angeles.

- CF13.1. **Utility Easements.** Protect the use of public utility easements, right-of-ways, and land set-asides to ensure adequate electrical facilities for current and future demand.
- CF13.2. **Electrical Facilities.** Work with LADWP to ensure that adequate electrical facilities are available to meet the demand of existing and future developments and conservation techniques are integrated into new and existing development projects.
- CF13.3. **Facility Design.** Support the construction of well-designed power system facilities, including receiving and distribution stations, so that they are in harmony with the surrounding neighborhood.
- CF13.4. **Undergrounding Utilities.** Provide for the undergrounding of new and existing electrical distribution lines unless it is determined not to be economically or practically feasible as a result of significant environmental constraints.
- CF13.5. **Green Technology.** Support efforts to promote the use of clean, renewable energy that is diverse in technology and location to decrease dependence on fossil fuels, reduce emissions of green house gases, and increase the reliability of the City's power supply.

Goal CF14. **Shared use of utility land and right-of-ways for multiple environmental, public health, and community benefits.**

- CF14.1. **Easements and Right-of-Ways.** Consider opportunities for the establishment of new pocket parks, recreation areas and trails that provide public access through the easements and right-of-ways of the flood control channels and the transmission lines, linking large portions of the watershed to other areas throughout the community.
- CF14.2. **Runoff Capture.** Encourage the capture and infiltration of stormwater along existing power line easements for groundwater recharge, water quality benefits, and habitat restoration opportunities.
- CF14.3. **Local Agriculture.** Support easements and rights-of way leases for commercial nursery and other agricultural businesses, community garden plots, and farmer's markets.

Street Lighting

The Bureau of Street Lighting (BSL) in the Department of Public Works is responsible for the design, construction, operation, maintenance and repair of the City's Street Lighting System. It is the City policy that all new street projects include sidewalk, street trees, and street lights, unless unusual circumstances exist. The BSL maintains standards to ensure that street lighting installed in the City is designed to meet National Lighting levels that reduce sky glow and glare. The BSL maintains approximately 220,000 streetlights within the City which are tested for efficiency, safety, and maintainability prior to installation. These streetlights are classified as local, collector, or major/arterial representing the type of lighting used for the different classifications of roadways.

Street lighting serves many roles in a city of the size, complexity, and history of Los Angeles. The main purpose is to allow for safe and comfortable vision during the night on public streets and sidewalks with benefits that include the reduction of automobile accidents, the facilitation of traffic flow, the promotion of nighttime business operation, and provides an increased sense of personal safety and security for the public. While street lighting enhances community safety relative to crime prevention and feelings of well-being, it also contributes to the architectural, cultural, or historic character of the community.



Street lighting systems provide for road safety and security benefits, which are vital elements for navigable, safe and successful communities.

Street lighting is not publicly financed in the City but is the direct financial responsibility of the owners of adjoining properties, who are considered to directly benefit from street lights. The City's policy for financing street lighting requires adjoining property owners to bear the annual cost of operation and maintenance through a special assessment levied against each property which benefits from the Street Lighting System. BSL is also responsible for the financial administration of the Lighting District. Proposition 218 was passed by the votes of California in November 1996, and requires a vote of property owners in order to impose new or increased assessments for street improvements installation, or maintenance of such improvements, including street lighting, sidewalks, sewers, street paving, trees, and landscaping.

Goal CF15. Provision of a street-lighting system that protects and preserves the nighttime environment and contributes to appropriate levels of lighting for streets, parking areas, and pedestrian areas, with minimum impact on the environment and adjoining properties.

- CF15.1. **Energy Management.** Ensure efficient and effective energy management while providing appropriate levels of lighting to meet safety needs.
- CF15.2. **Lighting Integration.** Ensure that street lighting designs meet minimum standards for quality lighting to provide appropriate pedestrian visibility for usage of streets and sidewalks in commercial centers and neighborhood districts, and enhance the pedestrian oriented character of these districts.
- CF15.3. **Assessment Districts.** Coordinate efforts between the community and the BSL to establish new Street Lighting Assessment Districts in the older areas of the community in need of new or updated street lighting infrastructure.



Implementation

The Sylmar Community Plan is a comprehensive and long-range document that expresses a vision for the future and guides how that vision is implemented through private and public development. The Community Plan identifies policies that are limited to authorities that can be implemented under the jurisdiction of the City of Los Angeles (all departments) and does not prescribe actions of other agencies, such as the City's school districts. In addition, implementation of many of the policies may require joint action with external governmental agencies, such as the California Department of Transportation, the school districts, water service providers, the Los Angeles County Local Agency Formation Commission (LAFCO), and others.

A variety of ordinances, programs, and decisions made by the City in regard to discretionary and non-discretionary building projects are employed to implement the Plan. City actions on discretionary projects involving land use require a finding that the action is consistent or in conformance with the General Plan. City Planning Department decision makers, such as hearing officers and zoning administrators, refer to the Community Plan text and the Land Use Map of the Community Plan when writing findings on land use decisions.

Implementation programs are mechanisms put in place to ensure that Sylmar Community Plan goals and policies are realized. This chapter discusses how the community plan policies and programs are implemented in land use decision making. The chapter details the programs, shown in a series of tables, which implement the goals and policies found throughout the Community Plan.

The Implementation Process

The goals and policies set forth in Chapters 3, 4, and 5 of the Sylmar Community Plan are implemented through a variety of mechanisms, including regulation and development review; financing and budgeting; and inter-departmental and inter-governmental coordination.

Many Community Plan policies are implemented through regulations, such as zoning, adopted by the City based on the City's "police power" to protect the public health, safety, and welfare of its citizens. City ordinances also create a development review process that provides for City review of individual project proposals and authorizes the City to approve, deny, or condition projects based on their consistency with the Community Plan. Some development review programs, such as the California Environmental Quality Act (CEQA), are ongoing and will continue to be used as a tool for land use decision making. Other programs are implemented at the time of Community Plan adoption, such as zone changes, supplemental use districts, and design overlays.

Coordination among City departments is critical to the successful implementation of many Community Plan policies, such as street reclassifications, park planning, and streetscape improvements. While the Community Plan policies and implementation programs are limited to authorities that can be implemented under the jurisdiction of the City of Los Angeles, implementation of some Plan policies may also require coordination and joint actions with numerous local, regional, state, and federal agencies. These agencies provide services, facilities, or funding and administer regulations that directly or indirectly affect many issues addressed in the Community Plan. These external governmental agencies, such as the California Department of Transportation (CALTRANS), the Los Angeles Unified School District, water service providers, the Los Angeles County Local Agency Formation Commission (LAFCO), among others, also look to the Community Plans for their planning and guidance in decision making.

Amendments to the Community Plan

Changes to the Community Plan may be proposed from time to time to address changing conditions, new opportunities, and unforeseen circumstances. As such, the Community Plan must be a living, flexible document, allowing for changes that ultimately assist in enhancing and implementing the community's vision. It is necessary, therefore, to establish a fair, orderly, and well defined process to govern how amendments occur.

Community Plans are part of the City's General Plan and thus any changes to the Community Plan are considered General Plan amendments. Amendments may propose a change in the land use designation for a particular property or changes to the Community Plan's policies and text. Private requests are subject to an established public review and approval process. Although applicants have the right to submit amendment requests to the City, not all requests merit study and consideration. The amendment process allows for the City to deny a proposed amendment if it is inconsistent with the goals and policies of the Community Plan.

Specific Implementation Programs

Some recommendations of the Sylmar Community Plan are enacted concurrently with adoption of the Plan. These include modified street standards, plan amendments and footnotes, zone changes (including the removal of, addition to or change in qualifying conditions), and height district changes. These are included in Tables 6-1, 6-2, and 6-3. Implementation programs are identified with a distinct number (i.e. P1), followed by a program description and a list of the policies that the program implements

Detailed information on recommendations enacted concurrent with Plan adoption can be found in the following documents:

Case File CPC-2006-5569-CPU

- Matrix of Existing, Planned and Proposed Land Use for the Sylmar Community Plan Update
- Land Use and Zone Change Map
- Sylmar Community Plan Implementation Overlay (CPIO)
- Sylmar Equinekeeping “K” District
- Modified Street Standards

Specific implementation programs for the Sylmar Community Plan are organized into three sections:

- Land Use and Urban Design
- Mobility
- Community Facilities and Services

Table 6-1 Implementation Programs -
Chapter 3 - Land Use and Urban Design

Program Number	Program Description	Policy/ Section	Policy Reference Number	Responsible or Coordinating Agency
P1	General Plan Land Use Designations. The Plan designates land for various housing densities, as shown on the Land Use Map.	All Residential	LU1.1	DCP, LADBS
P2	Housing Variety. The Plan promotes greater individual choice through: a) its allocation of lands for a variety of residential densities; and b) its promotion of housing in mixed-use projects at major intersection nodes and transit-oriented neighborhood near the Sylmar Metrolink Station.	All Residential	LU1.1	DCP
P3	Single-Family Housing. The residential neighborhoods of the Plan area are located within a variety of geographic settings that have facilitated the production of numerous housing typologies across several development periods and that continue to serve a diversity of income types.	All Residential	LU1.1	DCP
P4	Consistency between Land Use and Zones. The Plan enacts zone changes and plan amendments to preserve the existing stable residential areas as shown on the Plan Map.	All Residential	LU1.2, LU2.2	DCP
P5	Community Gardens. Consistent with the LAMC, allow community gardens as a use in a variety of zones, create specific "community garden" zoning regulations and encourage measures that protect gardens from confiscation.	All Residential	LU1.3	DCP
P6	Quimby Program. This policy shall be implemented pursuant to LAMC Section 17.12, whereby most residential development projects requesting a subdivision or a zone change where required, as a condition of approval of the project, to either dedicate land for recreation and park purposes, or pay a fee in-lieu (Quimby Fees). The in-lieu fee is calculated on a per unit (for condominiums) or per lot basis, with the amount of fee dependent on the zoning of the property.	All Residential	LU1.3	DCP, LARAP
P7	Land Lease Communities. The Plan preserves existing land lease communities (e.g. manufactured housing and mobile home parks) by retaining the RMP zone. Future development of these sites shall be consistent with the Plan. City has limited regulatory control over land lease communities, their density, or anything on the interior of the property.	All Residential	LU1.4	DCP
P8	Affordable Housing and Displacement. In all discretionary actions, the decision maker may adopt a finding which addresses any potential displacement of residents as part of any decision relating to the new housing construction.	All Residential	LU1.5	DCP, LAHD
P9	Housing Distribution, Affordability, and Senior Housing. The Plan designates specific areas for Medium Residential density development and encourages mixed-use development in transit-oriented and mixed-use corridors which would allow for a mix of income levels and multi-family residential housing, as well as for senior citizen housing. Continue the implementation of the Density Bonus program in order to facilitate a mix of income level residential units within the community.	All Residential	LU1.5	DCP, LAHD, LADBS
P10	Low III Clustered Development. The Plan includes various areas designated Low III density residential which allow corresponding zones of RD5 and RD6 which permit clustering.	All Residential	LU1.5	DCP

Table 6-1 Implementation Programs -
Chapter 3 - Land Use and Urban Design

Program Number	Program Description	Policy/Section	Policy Reference Number	Responsible or Coordinating Agency
P11	Multi-Family Residential Areas. The Plan identifies specific areas throughout the community where multi-family residential development is permitted. The Plan designates land as Medium and Low Medium I and II residential, with corresponding zoning, for multiple-family residential developments.	All Residential	LU1.6	DCP, LADBS
P12	Residential Design Guidelines. By-right residential projects should be encouraged to adhere to all applicable adopted Citywide and Community Plan design guidelines and the decision maker for discretionary projects shall adopt conditions that require adherence to such adopted guidelines.	All Residential	LU2.1, LU2.3, LU2.4, LU10.2-10.3, LU11.1-11.8	DCP, LADBS
P13	CPIO Design and Development Standards. The Community Plan Implementation Overlay (CPIO) establishes and refines design and development standards for parcels within the Overlay. The following are regulated by the CPIO: land uses, ground floor retail, building height and transitions, setbacks, circulation, fences, signage, utilities, and landscaping. See Sylmar CPIO.	All Residential, Commercial, and Industrial	LU2.1-2.4, LU10.2-10.3, LU11.1-11.8, LU12.2, LU12.5, LU13.1-13.4, LU14.1-14.13, LU15.1, LU15.8, LU17.1-17.5, LU22.1-22.7	DCP, LADBS
P14	Infill Development and Small Lot Development. The Plan establishes height limits and amends land use designations and corresponding zones to implement this policy. In addition, guidelines that require infill residential development to complement existing scale, massing, setbacks, and character and are compatible with architectural styles in stable single-family neighborhoods are included in the Plan.	All Residential	LU2.2-2.4	DCP, LADBS
P15	Baseline Mansionization and Hillside Ordinances. Continue further implementation of the Citywide Baseline Mansionization and Hillside Ordinances and implement conformance with any applicable Community Plan design guidelines.	All Residential	LU2.2-2.3	DCP, LADBS
P16	Transitional Height Standards. Where applicable, Section 12.21.1 A-10 of the LAMC (transitional height) shall apply to all projects.	All Residential	LU 2.2, LU2.3, LU11.3, LU11.6	DCP, LADBS
P17	Utility Design. The Plan encourages locating electrical equipment, trash enclosures, roof-top and other utility equipment away from street view and screened by landscaping for aesthetic appeal.	All Residential	LU2.4	DCP, LADBS
P18	SurveyLA Findings - Eligible Historic Resources. The findings of the Los Angeles Historic Resources Survey (SurveyLA) identify potential historic resources and promote the protection and enhancement of the area.	All Residential and Commercial	LU3.1, 15.2	DCP
P19	Preservation Tools. The Plan supports the establishment of a Historic Preservation Overlay Zone or other overlay district designations, as warranted, in order to protect structures of historic significance in these areas or otherwise conserve desirable neighborhood character.	All Residential and Commercial	LU3.1, LU15.2	DCP
P20	Rural Residential Character. The Plan emphasizes residential compatibility for all new development to ensure that the semi-rural equestrian lifestyle is reflected in the design of the project.	All Residential	LU3.2	DCP

Table 6-1 Implementation Programs -
Chapter 3 - Land Use and Urban Design

Program Number	Program Description	Policy/ Section	Policy Reference Number	Responsible or Coordinating Agency
P21	Sylmar Trail Network. The Plan includes a Trail Network map identifying sides of the streets where trails and horse crossings are planned. Projects adjacent to an identified trail shall make improvements to develop and/or connect the Trail Network, where feasible. By-right projects should be encouraged to adhere to all applicable adopted Community Plan design guidelines and the decision maker shall adopt conditions that require adherence to such adopted guidelines.	All Residential and Commercial	LU3.3-3.4, LU13.6	DCP, LADBS, PW
P22	Sylmar “K” District. The amended Sylmar Equinekeeping “K” Supplemental Use District includes additional lot conditions to further support equinekeeping lots and the development of trails. Projects located within the “K” District shall comply with minimum lot size standards, distance requirements, and lot conditions. Projects adjacent to an identified trail and located within the “K” District shall also develop and/or improve the trail network, as shown in the Community plan, Figure 4-5, Trail Network. See Sylmar “K” District.	All Residential	LU3.3-3.4, LU4.2, LU5.1, LU5.3-5.4	DCP, LADBS
P23	Preservation of Equinekeeping Areas. The Plan amends the established Sylmar Equinekeeping “K” Supplemental Use District and implements zoning and land use designations to preserve these areas.	All Residential	LU4.1-4.2	DCP
P24	Agricultural Lot and Open Space Preservation. The Plan maintains low density land use designations and zoning in areas along the foothills and near open spaces.	All Residential	LU4.3	DCP
P25	Legal Non-Conforming Equinekeeping Lot Protection. The Plan recognizes that certain areas within the Equinekeeping “K” Supplemental Use District shall have the right to maintain equinekeeping uses despite not meeting the minimum lot size requirements.	All Residential	LU4.4	DCP, LADBS
P26	Expansion of Equinekeeping “K” District. The Plan proposes to expand the existing Equinekeeping “K” Supplemental Use District in Sylmar to include areas that currently meet the lot size criteria and maintain equinekeeping uses. The Plan further supports the expansion or creation of new “K” Districts where appropriate and feasible.	All Residential	LU4.5	DCP
P27	Transitions Adjacent to Equinekeeping Lots. By-right residential projects adjacent to equinekeeping lots should be encouraged to adhere to all applicable adopted Citywide and Community Plan design guidelines and the decision maker for discretionary projects shall adopt conditions that require adherence to such adopted guidelines.	All Residential	LU5.2	DCP, LADBS
P28	Notification of Future Residents. Require discretionary projects to notify future residents that animal keeping uses are permitted in adjacent lots.	All Residential	LU5.5	DCP
P29	Hillside Development. Continue the implementation of the Citywide Hillside Ordinance and implement conformance with any applicable design standards identified in the Citywide Baseline Hillside Ordinance as applicable.	All Residential	LU6.1-6.8	DCP, LADBS
P30	Slope Density. Any development in hillside areas with average natural slopes in excess of 15 percent shall be limited to the minimum density housing category for purposes of enforcing the slope density formula of the LAMC 17.05.	All Residential	LU6.1, LU6.3	DCP, LADBS

Table 6-1 Implementation Programs -
Chapter 3 - Land Use and Urban Design

Program Number	Program Description	Policy/Section	Policy Reference Number	Responsible or Coordinating Agency
P31	Ridgelines. Study and/or adopt a Ridgeline Ordinance that preserves the contours of natural ridgelines will help to implement this policy.	All Residential	LU6.5	DCP
P32	“Green” Building. The Department of Water and Power and other water consumption and energy conservation programs, which provide technical assistance and referral information regarding resources, provide technical assistance and disseminate information and guidelines to residential property owners and developers to encourage energy efficient residential building site and landscape design utilizing resources such as LEED, the California Green Building Code as well as any applicable LAMC Green Building standards and guidelines.	All Residential	LU7.1-7.4	LADWP, LADBS
P33	Watershed Management. Require the incorporation of bio-retention facilities and use of permeable materials for the paving of sidewalks, driveways, and parking areas when feasible.	All Residential	LU7.2	DCP, LADOT, PW
P34	Preserve Neighborhood Character. The Plan Map identifies parcels where only single-family residential development is permitted; it protects these areas from encroachment by designating them as Low Density Residential (Minimum, Very Low I, Very Low II, Low I, Low II, and Low III).	Single-Family Residential	LU8.1-8.2	DCP, LADBS
P35	Low I, II, and III. The Plan divides the Low Residential (RE9, RS, R1, RD5, and RD6) land use designation into three categories: Low I (RE9, RS), Low II (R1), and Low III (RD5, RD6) to help address neighborhood compatibility and maintain existing character.	Single-Family Residential	LU8.1	DCP, LADBS
P36	Housing Density. The Plan directs more intensive residential development to neighborhoods designated as Low Medium I (R2, RD4, RD5), Low Medium II (RD1.5, RD2) and Medium (R3) Residential and mixed-use and transit-oriented neighborhoods.	Single-Family Residential	LU8.1-8.2	DCP, LADBS
P37	Flag Lots. The Plan discourages precedent setting discretionary actions that allow subdivision of lots into the “flag lot” design.	Single-Family Residential	LU8.3	DCP
P38	Subdivision Tracts, Parcel Maps, and Small Lot Subdivisions. Require all subdivision tracts, parcel maps, and small lot subdivisions to be compatible with surrounding development pattern and overall neighborhood character with respect to density, lot size and width, grading, setbacks, orientation, streetscape, and circulation. The decision maker for discretionary projects shall adopt conditions that require adherence to adopted Citywide and Community design guidelines.	Single-Family Residential	LU9.1-9.8	DCP, LADOT, PW
P39	Multi-family Residential Areas. The Plan Map identifies specific areas along and near major corridors and transit- and pedestrian-oriented areas where multiple-family residential development is permitted. The Plan protects multiple-family residential development from encroachment by designating these sites as Low Medium I, II, Medium and High Medium Density Residential.	Multiple Family Residential	LU10.1	DCP, LADBS
P40	Front Yard Parking. LAMC prohibits parking in front yard setback.	Multiple Family Residential	LU11.7	LADBS

Table 6-1 Implementation Programs -
Chapter 3 - Land Use and Urban Design

Program Number	Program Description	Policy/ Section	Policy Reference Number	Responsible or Coordinating Agency
P41	Protection of Commercial Land. The Plan maintains existing commercial land use designations and strengthens existing zones by establishing CPIO subdistricts that prohibit the establishment of stand-alone single-family development as well as require ground floor commercial space for projects that include multiple-family residential.	All Commercial	LU12.1	DCP, LADBS
P42	Lot Consolidation. Certain residentially-zoned properties within commercial plan designations are recommended to be rezoned to a commercial zone to implement this policy.	All Commercial	LU12.3	DCP
P43	Support Equestrian Related Services. The Plan encourages commercial development within the Equinekeeping "K" Supplemental Use District to incorporate equestrian-related amenities at the time of new development.	All Commercial	LU12.4	DCP
P44	Auto-Related Uses and Services. The Sylmar CPIO establishes and refines design and development standards for parcels within the Overlay. Development of auto-related uses and services are allowed within certain subdistricts within the CPIO. See Sylmar CPIO.	All Commercial	LU12.5	DCP, LADBS
P45	Commercial Compatibility. The Plan brings zones, height districts, land uses into consistency with the use of subject and adjacent properties. Furthermore, the Sylmar CPIO includes standards that establish and refine design and development standards for commercial projects that ensure better neighborhood compatibility by further tailoring the zoning densities and intensities, as well as height limits.	All Commercial	LU13.1-13.4, LU17.1-17.5	DCP, LADBS
P46	Commercial Development. By-right commercial projects should be encouraged to adhere to all applicable adopted Citywide and Community Plan design guidelines and the decision maker for discretionary projects shall adopt conditions that require adherence to such adopted guidelines.	All Commercial	LU13.5, LU14.1-14.13, LU15.1-15.2, LU15.6-15.7, LU16.2, LU17.1-17.5, LU18.1-18.6, LU19.1-19.6, LU19.8, LU20.1-20.5	DCP, LADBS
P47	Foothill Streetscape. By-right projects should provide landscaped parkways that are lined with palm trees and deciduous trees and adhere to applicable adopted Citywide and Community Plan design guidelines. The decision maker for discretionary projects shall adopt conditions that require adherence to this policy and adopted guidelines.	All Commercial	LU15.6	DCP, PW
P48	Eco-Friendly Design. Provide technical assistance and information to property owners and developers to encourage energy efficient residential building and landscape design utilizing resources such as the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED) certification program, the California Green Building Code as well as any applicable City Municipal Code (LAMC) Green Building standards and guidelines.	All Commercial and Industrial	LU16.1, LU23.3	DCP, LADBS, LADWP
P49	Commercial Landscaping Requirements. Design guidelines in the Sylmar CPIO and Landscaping standards of the LAMC implement this policy.	All Commercial	LU16.2	DCP, LADBS

Table 6-1 Implementation Programs -
Chapter 3 - Land Use and Urban Design

Program Number	Program Description	Policy/Section	Policy Reference Number	Responsible or Coordinating Agency
P50	Prioritize New Infill Development Near Transit. The Plan facilitates the construction of new infill projects close to major bus centers and mass transit stations over other areas through contextual increases to height and development intensity within the major nodes and transit oriented development areas of the CPIO subdistricts.	Transit-Oriented District and Mixed Use Boulevards	LU19.1	DCP
P51	Mobile Home Park. The Plan retains the RMP zone.	Transit-Oriented District and Mixed Use Boulevards	LU19.7	DCP
P52	Parking Structures. Coordinate with other agencies to develop public parking structures in Transit-Oriented and Mixed-Use Districts.	Transit-Oriented District and Mixed Use Boulevards	LU19.9-19.10	DCP, LADOT, Metro
P53	Shuttle Buses. Work with Metro and LADOT to initiate shuttle bus programs to serve transit stations, as funding permits.	Transit-Oriented District and Mixed Use Boulevards	LU19.12	LADOT, Metro
P54	Industrial Land Retention. The Plan Map identifies lands which have existing industrial designations to accommodate the variety of uses and initiates plan amendments and recommended corresponding zone changes to implement this policy. The Plan also enacts zone changes and/or plan amendments to preserve existing industrial areas as shown on the Plan Map.	Industrial	LU21.1-21.2	DCP
P55	Industrial Development. By-right commercial projects should be encouraged to adhere to all applicable adopted Citywide and Community Plan design guidelines and the decision maker for discretionary projects shall adopt conditions that require adherence to such adopted guidelines.	Industrial	LU22.1-22.7	DCP, LADBS
P56	Industrial Buffering and Transitions. The Plan, through plan amendments and corresponding zone changes, establishes transitional buffering between residential and industrial uses.	Industrial	LU22.2-22.3	DCP
P57	Historic Preservation. The Plan includes a list of sites which have been designated as California State Historic Landmarks and Los Angeles Historic-Cultural Monuments. Through this policy, the Plan supports the continued identification and recommendation of appropriate landmarks for inclusion in the list of designated sites.	Historic, Architectural, and Cultural Resources	LU24.1	DCP
P58	Rehabilitation, Restoration, Reuse. This policy is implemented through administration of the City's Historic Preservation Overlay Zone Ordinance, Cultural Heritage Ordinance and compliance with the Secretary of Interior Standards and Guidelines, and any applicable Citywide, Community Plan, and overlay district guidelines.	Historic, Architectural, and Cultural Resources	LU24.4-24.5	DCP
P59	ZIMAS, Navigate LA. Work with other departments to identify and/or map the Sylmar Trail Network to help implement the development of trails, as funding becomes available.	All Residential and Commercial	LU3.3-3.4, LU13.6	DCP, LADBS, PW

Table 6.2 Implementation Programs -
Chapter 4 - Mobility

Program Number	Program Description	Policy/ Section	Policy Reference Number	Responsible or Coordinating Agency
P60	Complete Streets. The Sylmar Community Plan implements "Complete Streets" by adopting a Generalized Circulation System (Figure 4-1), Modified Street Standards (Figure 4-3), and Priority Streets (Figure 4-2) that focus the priorities for street investments on the following modes of travel: pedestrians, bicycles, transit, and motorized vehicles.	General Mobility	M1.1	DCP, LADOT, PW
P61	Mobility for Challenged Users. Identify locations where access may be improved. Develop a priority list of physical improvements and identify potential funding sources. Coordinate CityRide transit services and Los Angeles County ACCESS transit services with social centers.	General Mobility	M1.2	DCP, LADOT
P62	Mobility Enhancements. Continue implementation of the City's Capital Improvement Program Initiatives as identified through the goals and policies of the Plan's Mobility Chapter IV and Community Facilities and Infrastructure Chapter V.	General Mobility	M1.3	DCP, LADOT, PW
P63	Private Investment for Multi-Modal Right-Of-Way Design. Require developments to use the Citywide and Community Plan Design Guidelines in the design of the right-of-way to include automobiles, pedestrians, bicycles, and equestrian/recreational trails.	General Mobility, Bicycling	M1.4, M5.3	DCP, LADOT, PW
P64	Grants for Off-Site Facilities/Amenities. Apply for grants and funding opportunities offered by public agencies such as the Los Angeles County Metropolitan (Metro) and coordinate with other departments once funding is awarded to administer grants.	General Mobility	M1.4	DCP, LADOT
P65	Modified Street Standards. The Plan implements modified street standards as referenced on Figure 4-1, Circulation System and Table 4-2, Street Modifications.	General Mobility, Bicycling	M1.5, M5.4	DCP, LADBS, pw
P66	Streetscapes. The Plan identifies programs, plans, and guidelines which encourage the implementation of streetscapes which introduce traffic calming, street trees, lighting, well-maintained sidewalks with benches, and front porches within residential developments.	General Mobility	M2.1-2.2	DCP, LADOT, PW
P67	Spaces for People, Streetscapes, Gateways. As funding becomes available, implement a Streetscape Plan for San Fernando Road, Maclay Avenue, Foothill Boulevard, and Polk Street. These plans may include specifications for lighting, street trees, benches, plazas, and other amenities in the public right-of-way.	General Mobility	M2.1-2.2	DCP, LADOT, PW
P68	Special Events. Prepare and implement special traffic management plans to mitigate the impact of street closures associated with special events.	General Mobility	M2.3	LADOT, PW, LAPD
P69	Watershed Management. Encourage the incorporation of bio-retention facilities and use of permeable materials for the paving of sidewalks, driveways, and parking areas when feasible. Street Standard Plan S-480-O provides guidance for the design of watershed management in public rights-of-way.	General Mobility	M2.4	DCP, LADOT, PW
P70	Safety for All Users. Develop a priority list of pedestrian crossing improvements through a pedestrian safety audit throughout the community. Include enhanced features such as bulb-outs, landscaped median refuges and audio/visual warnings where appropriate.	General Mobility	M3.1	DCP, LADOT, PW

Table 6.2 Implementation Programs -
Chapter 4 - Mobility

Program Number	Program Description	Policy/ Section	Policy Reference Number	Responsible or Coordinating Agency
P71	Safe School Routes. Collaborate with other agencies to implement Caltrans' "Safe Routes to School" programs.	General Mobility	M3.2	DCP, LADOT, PW
P72	Easements and Right-of-Way for Bicyclist. The Citywide Bicycle Plan implements this policy.	General Mobility	M3.3-3.4	DCP, LADOT
P73	Easements and Rights-of-Way for Trails. Coordinate with other agencies to designate and develop trails, as indicated on the Trails System Map, Figure 4-5 of the Sylmar Community Plan, to compliment and connect to the Rim of the Valley Trail Network.	General Mobility	M3.3-3.4	DCP, LADOT, PW, LARAP
P74	Reclaimed Land for Bikeways. Implement the General Plan Framework Greenways Network and designate, where feasible Class I facilities (bike paths) for those public right-of-way indicated as Greenway Corridors in Figure 6-1 of the GPF and corridors indicated as greenway corridors in the Greenway Network, Figure 5-3 of the Sylmar Community Plan.	General Mobility, Bicycling	M3.5, M5.3	
P75	Reclaimed Land for Trails. Coordinate with other agencies to designate and develop trails, as indicated on the Trail Network Map, Figure 4-5, and Greenway Network, Figure 5-3 of the Sylmar Community Plan, to complement and connect to the Rim of the Valley Trail Network.	General Mobility	M3.5	DCP, LADOT, PW, LA County PW, LADWP, SoCal Edison
P76	Pedestrian-Oriented Development. The enhancement of established pedestrian orientation is implemented through the building and site disposition standards of the CPIO, Citywide and Community Plan specific design guidelines.	Walking	M4.1	DCP, LADBS
P77	Pedestrian Priority Streets. Implement streetscape plans for Pedestrian Priority Streets, as shown on Figure 4-2.	Walking	M4.2	DCP, LADOT, PW
P78	Pedestrian Priority Amenities. New development projects will be required to provide pedestrian amenities as part of their project review within the individual CPIO subdistricts.	Walking	M4.2-4.3	DCP, LADBS
P79	Walkability Checklist. The Walkability Checklist provides guidelines for implementing this policy.	Walking	M4.1, M4.3	DCP
P80	Bikeway Connections. The Plan is consistent with the adopted Citywide Bicycle Plan that identifies and implements several classes of bicycle facilities which provide access to nearby transit, recreation and other public facilities.	Bicycling	M5.1	DCP
P81	Bicycle Priority Streets. The Plan identifies streets for priority uses, including bicycle, in order to guide and prioritize types of improvements for particular streets.	Bicycling	M5.2, M5.4	DCP
P82	Bicycle Amenities. The Plan is consistent with the adopted Citywide Bicycle Plan that identifies and implements several classes of bicycle facilities which provide access to nearby transit, recreation and other public facilities.	Bicycling	M5.5	DCP

Table 6.2 Implementation Programs -
Chapter 4 - Mobility

Program Number	Program Description	Policy/ Section	Policy Reference Number	Responsible or Coordinating Agency
P83	Trail Network. The Plan includes a Trail Network map, as shown on Figure 4-5 of the Sylmar Community Plan, indicating which streets and sides of the street trails and trail amenities should be improved or developed. Products such as rails, located in the public right-of-way shall consult with the Department of Public Works and the Bureau of Engineering for review, testing, and approval.	Trails	M6.1, M6.4	DCP
P84	K District. The Equinekeeping "K" Supplemental Use District requires development adjacent to trails, as shown on the Trail Network map, Figure 4-5 of the Sylmar Community Plan, to develop or improve trails.	Trails	M6.1, M6.4	DCP
P85	Trail Design. The Plan Design Guidelines for Trails include guidelines for trail design and amenities.	Trails	M6.1, M6.4, M6.5, M6.6, M6.9	DCP
P86	Trail Priority Streets. The Plan identifies streets for priority uses, including trails, in order to guide and prioritize types of improvements for particular streets.	Trails	M6.2	DCP
P87	Trail Safety. The Plan Design Guidelines for Trails include guidelines for the design of safe trails. Modified street standards for trails are shown on Figure 4-3 to help guide the development of trails.	Trails	M6.7	DCP
P88	Regional Coordination on Public Land. The Plan includes a Trail Network map, Figure 4-5, with connections between neighborhood trails and open space trails, including the Rim of the Valley Trail network.	Trails	M6.8	DCP
P89	Scenic Highways. Implement the programs delineated within the Scenic Highways Plan of the City's General Plan with regard to all designated scenic highways within the Sylmar Community Plan area (also referenced through applicable policies in Chapter 3).	Scenic Highways	M7.1	DCP, LADOT, CalTrans
P90	Study. In addition to the adopted Scenic Highways in the Transportation Element of the City's General Plan, the following future study corridor should be explored for possible designation as a scenic highway: Maclay/Harding/Pacoima Canyon Road.	Scenic Highways	M7.1	DCP, LADOT
P91	Transportation Element. The Transportation Element of the City's General Plan identifies scenic highways, as shown on Map E of that Element. Scenic Highways located within the Sylmar Community Plan Area include: The I-210 freeway from the 118 interchange to the 5 North interchange and the I-5 North from the I-210 interchange to the SR-14 split.	Scenic Highways	M7.1	DCP
P92	Transit Connections to key Areas. Coordinate with LADOT to initiate a study for possible DASH routes within the community to supplement the Metro bus services in allowing mobility between destinations in Sylmar, including but not limited to: the Sylmar/San Fernando Metrolink Station, Los Angeles Mission College, Olive View-UCLA Medical Center, parks and open spaces, and commercial shopping centers.	Public Transit	M8.1	LADOT, METRO
P93	Coordination. Coordinate with local and regional public transit operations to provide expanded public transit options in corridors with high travel demand, as funding permits.	Public Transit	M8.1	LADOT, METRO

Table 6.2 Implementation Programs -
Chapter 4 - Mobility

Program Number	Program Description	Policy/ Section	Policy Reference Number	Responsible or Coordinating Agency
P94	Metro Buses. Extend the hours of service operations and reduce headways of Metro buses to rail stations, as funding permits.	Public Transit	M8.1	LADOT, METRO
P95	Development at Transit Nodes. The Plan designates lands for higher residential densities and commercial intensities within transit oriented development (TOD) areas.	Public Transit	M8.2	DCP
P96	CPIO. The Plan adopts a Transit Oriented Development (TOD) subdistrict in the Community Plan Implementation Overlay Zone (CPIO) which promotes connectivity to and from the Sylmar/San Fernando Metrolink Station.	Public Transit	M8.2	DCP
P97	Encourage TOD Development. The Plan facilitates new infill development projects to locate near major bus centers and transit stations through contextual increases in height and development intensity within major corridors and intersection nodes within the TOD area of the CPIO.	Public Transit	M8.2	DCP
P98	Private Transit. Encourage large development projects to initiate a shuttle bus program to serve as an alternative transit options to the residents of the community.	Public Transit	M8.3	DCP, LADOT
P99	Transit Priority Streets. In addition to the adopted General Plan Transportation Element Transit Priority Streets, the Sylmar Community Plan identifies recommended Transit Priority Streets, as shown on Figure 4.2.	Public Transit	M9.1	DCP
P100	Transit Access and Amenities. Provide well-designed transit amenities such as shelters, transit information kiosks, advanced fare collection systems, lighting, improved sidewalks, street crossing, and benches near all bus stops on arterial streets, as funding permits.	Public Transit	M9.3	DCP, LADOT, METRO, PW
P101	Street Enhancements for Buses. Implement traffic signals control systems that optimize flow throughout a network and provide priorities for high capacity bus systems.	Public Transit	M9.4	LADOT, METRO
P102	Express Bus Focus. Coordinate with public agencies to integrate regional and local transit serving the Sylmar Community Plan area.	Public Transit	M9.5	LADOT, METRO
P103	High Speed Rail. Conduct studies to determine the appropriate uses and amenities necessary to increase ridership, while balancing the needs of the community, if a high-speed rail station or line is planned for Sylmar.	Public Transit	M9.6	DCP
P104	Priorities for Capacity Enhancements. Implement peak-hour parking restrictions and striping for additional lanes where feasible and warranted.	Motorized Vehicles	M10.1	LADOT
P105	Street Standards. Improve streets to their designated standard specifications when development project require dedication and improvement.	Motorized Vehicles	M10.1	LADOT, PW
P106	Turning Lanes. Provide right and left turn lanes on arterial streets where warranted.	Motorized Vehicles	M10.1	LADOT

Table 6.2 Implementation Programs -
Chapter 4 - Mobility

Program Number	Program Description	Policy/ Section	Policy Reference Number	Responsible or Coordinating Agency
P107	Motorized Vehicle Priority Streets. The Plan identifies motorized vehicle priority streets, as shown on Figure 4-2 Priority Streets. These streets include: Foothill Boulevard (entire length).	Motorized Vehicles	M10.2	DCP
P108	Coordination. Coordinate with the Bureau of Street Services to improve roadway conditions and maintenance repair.	Motorized Vehicles	M10.2	PW
P109	Access Management. Require that new development projects be designed to minimize disturbance to existing vehicle circulation with proper ingress and egress to parking and drop off areas.	Motorized Vehicles	M10.4	DCP, LADOT
P110	Drop Off Areas. Require adequate drop-off areas for schools, day care, health care, and other uses with intensive passenger drop-off demand.	Motorized Vehicles	M10.4	DCP, LADOT
P111	Alley Access. Encourage parking access from alleys only, where alley access is available in commercial districts.	Motorized Vehicles	M10.5	DCP, LADOT
P112	Hillside Streets. Implement clear and consistent signage to delineate no street parking on Red Flag Days for hillside streets in designated fire severity zones.	Motorized Vehicles	M10.6	LADOT
P113	Emergency Access and Evacuation Routes. Require all new development to address emergency access and evacuation routes during site planning.	Motorized Vehicles	M10.6	DCP, LAFD, LADOT
P114	Coordinated Evacuation Routes. Coordinate with emergency service providers to ensure continued service operations and levels of service.	Motorized Vehicles	M10.7	LAFD, LAPD, LADOT
P115	Traffic Calming. Implement neighborhood preferential parking where appropriate such as low density residential neighborhoods located adjacent to TOD areas and associated traffic impacts warranted.	Motorized Vehicles	M11.1	LADOT
P116	Traffic Mitigations for Development. Enforce overnight parking regulations for commercial, recreational and other non-conforming vehicles in residential neighborhoods.	Motorized Vehicles	M11.2	LADOT
P117	Traffic Studies. Require traffic studies for major developments that identify neighborhood impacts and corresponding mitigations.	Motorized Vehicles	M11.2	DCP, LADOT
P118	Special Event Coordination. Prepare and implement special traffic management plans to mitigate the impact of street closures associated with special events.	Motorized Vehicles	M11.3	LADOT, PW, LAPD, LAFD
P119	Regional Coordination. Collaborate with other public agencies to improve shuttle services to employment, recreation, and entertainment destinations.	Motorized Vehicles	M12.1	LADOT, METRO
P120	Alternatives to the Automobile. Coordinate with other agencies that conduct demonstration programs for Local Use Vehicles (LUV) and identify areas where these vehicles can be used to reduce greenhouse gas emissions, air pollution and gasoline consumption. These programs utilize 100% electric, zero emission LUV that are small, short range, and low speed for taking "local" trips around the community.	Motorized Vehicles	M12.3	LADOT, METRO

Table 6.2 Implementation Programs -
Chapter 4 - Mobility

Program Number	Program Description	Policy/ Section	Policy Reference Number	Responsible or Coordinating Agency
P121	Electric Vehicles. Coordinate the LADWP to promote the utilization of electric vehicles and other forms of electric transportation as a means of improving both air quality and economic development.	Motorized Vehicles	M12.3	LADWP, LADOT
P122	TDM Plans. Encourage the formation of sustainable Transportation Management Associations to implement TDM Plans.	Motorized Vehicles	M12.4, M12.5	DCP, LADOT
P123	TDM Ordinance. Requirement to develop and submit TDM Plans are included in the Citywide TDM Ordinance.	Motorized Vehicles	M12.4	DCP, LADOT
P124	Transportation Management Associations. Apply for grants to support and expand ride share activities coordinated by TMAs.	Motorized Vehicles	M12.5	LADOT, Metro
P125	Industrial Center Siting. Coordinate with Caltrans to improve direct freeway access to distribution centers and other industrial districts.	Goods Movement	M13.1	LADOT, CalTrans
P126	Truck and Freight Movement. The Transportation Element of the City's General Plan identifies truck routes that are intended to minimize noise and vibration impacts on sensitive land uses and mark with appropriate signage.	Goods Movement	M13.4	DCP, LADOT
P127	On-site Loading. Collaborate with business owners/operators in industrial districts to identify deficiencies in access, loading and parking on existing streets and develop a strategy to address the deficiencies.	Goods Movement	M13.5	DCP, LADOT
P128	Site Plan Review and Loading Areas. Require Site Plan Review for mixed use and commercial developments to ensure adequate loading areas.	Goods Movement	M13.5	DCP
P129	Parking Management Districts. This policy is implemented through provisions of the LAMC which allow businesses and property owners to meet parking requirements off-site at centralized garages or shared facilities.	Parking Management	M14.1	DCP, LADOT, LADBS
P130	Parking. Encourage the business community and property owners to provide public automobile and bicycle parking that is close to destinations for customer needs and use outlying parking in non-residential areas.	Parking Management	M14.1	DCP, LADOT
P131	Shared Parking. Require developers of mixed use projects to incorporate shared use parking concepts into the project design.	Parking Management	M14.1	DCP, LADOT
P132	Parking Districts. Preferential Parking Districts are implemented through the LADOT and consideration of such districts in areas where excessive abandonment and overnight intrusion of outside vehicles can be verified is strongly encouraged.	Parking Management	M14.1	DCP, LADOT
P133	Performance Based Parking Supply. Conduct a parking needs assessment to identify parking supply in selected districts. Where assessments indicate excess potential, implement a parking program similar to [the Eagle Rock Community Pilot Project] that encourages use of "pooled" parking resources to satisfy parking requirements for change of use projects.	Parking Management	M14.2	DCP, LADOT

Table 6.2 Implementation Programs -
Chapter 4 - Mobility

Program Number	Program Description	Policy/ Section	Policy Reference Number	Responsible or Coordinating Agency
P134	Conversion of Surface Lots to Structures. Coordinate with other public agencies to develop public parking structures in Transit Oriented Districts, Mixed Use and Commercial Corridors.	Parking Management	M14.3	DCP, LADOT
P135	Convenient Parking. Encourage the business community to consider offering monthly parking leases to Metro commuters and/ or dedicated parking spaces for shared public vehicles and bicycles.	Parking Management	M14.4	DCP, LADOT, Metro
P136	Reduced Parking near Transit Centers. The LAMC allows a 10% parking incentive for projects located within 500 feet of a mass transit station portal.	Parking Management	M15.1	DCP, LADBS
P137	Park and Ride. Identify the need and potential locations for "park and ride" or other shared facilities within the transit oriented development CPIO sub-districts of the Sylmar Community Plan area toward alleviating the need for individual businesses located within these TOD areas to address required parking on-site.	Parking Management	M15.1	DCP, LADOT, METRO
P138	Car and Bike Sharing Programs. Encourage new projects to incorporate car share and bike share parking programs.	Parking Management	M15.1	DCP, LADOT
P139	Trip Reduction Credits. Develop alternative traffic mitigation programs such as trip reduction credits for integrating bike share and car share options into new developments near transit centers.	Parking Management	M15.1	DCP, LADOT
P140	Public Amenities. Require developments located near public transit to implement amenities such as bicycle lockers and bicycle repair.	Parking Management	M15.1	DCP, LADOT, Metro
P141	Reduced Parking Requirements. The Plan establishes reduced parking requirements tailored to individual transit oriented development (TOD) subareas.	Parking Management	M15.1	DCP
P142	Park Once Strategy. Support the installation of automated parking guidance systems where appropriate in City-owned facilities and encourage their use in privately operated facilities.	Parking Management	M15.2	DCP, LADOT
P143	Priority Parking for Alternative Fuel Vehicles. Require developers to provide priority parking spaces for alternative fuel vehicles for new major development projects.	Parking Management	M15.3	DCP, LADOT
P144	Connection for Electric Vehicles. Work with the LADWP to develop standards for power service to new development garages and parking areas.	Parking Management	M15.4	LADWP, LADOT

Table 6.3 Implementation Programs -
Chapter 5 - Community Facilities, Infrastructure, and Open Space

Program Number	Program Description	Policy/ Section	Policy Reference Number	Responsible or Coordinating Agency
P145	Level of Service. Consult with the Los Angeles Police Department (LAPD) as part of the review of new development projects and proposed land use changes to determine law enforcement needs and services.	Police	CF1.1-1.2	DCP, LAPD
P146	Community Watch. Encourage the development and operation of community-based crime prevention measures, such as, but not limited to, neighborhood watches, citizen patrol committees, and organized clean-up days through regular interaction and coordination with local law enforcement and communication with the Neighborhood Council.	Police	CF1.1-1.2	DCP, LAPD
P147	BID. Encourage Business Improvement Districts to supplement patrol services with private security services through training and coordination programs administered by the LAPD.	Police	CF1.1-1.4	LAPD, BID
P148	Project Review. Incorporate LAPD's "Design Out Crime" guidelines in discretionary land use and approvals. (http://www.lapdonline.org/crime_prevention/content_basic_view/8852)	Police	CF1.2	DCP, LAPD
P149	Design for Security. Establish reasonable defensible space design requirements that will help ensure maximum visibility and security for entrances, pathways, and corridors, as well as open space, parking lots, and structures. Ensure that landscaping around buildings does not impede visibility or provide hidden places that could foster criminal activity.	Police	CF1.2	DCP
P150	Fire and Emergency Services. Consult with the Los Angeles Fire Department's Planning and Fire Protection Section and the Public Safety Bureau to review and implement standards for the location and expansion of fire facilities and emergency medical services.	Fire and Emergency Services	CF2.1	DCP, LAFD
P151	Coordination. Coordinate with the Los Angeles Fire Department during review of discretionary projects affecting land use changes to determine the impacts related to fire protection and emergency medical services.	Fire and Emergency Services	CF2.2	DCP, LAFD
P152	Project Review. Through discretionary review, the decision maker should include a finding regarding the impact on fire service infrastructure of proposed projects or land use changes.	Fire and Emergency Services	CF2.2	DCP, LAFD
P153	Emergency Preparedness Coordination. Require new developments to address emergency access and egress in site planning.	Fire and Emergency Services	CF2.3	DCP, LAFD
P154	Coordination. Coordinate with the Library Department to identify areas as preferred locations for new branch library facilities within the community, as funding becomes available.	Libraries	CF3.1	LAPL
P155	Land Use. Existing library sites remain designated in the Public Facilities land use category and Public Facility (PF) zone. This designation provides protection to retain the existing uses on site which allows for greater certainty for needed City approvals when rehabilitating or expanding structures on site.	Libraries	CF3.1	DCP
P156	Flexibility of Siting. Encourage new development to site library services in commercial centers, community centers, office buildings, pedestrian oriented areas that is available and accessible to the public.	Libraries	CF3.2	DCP, LAPL

Table 6.3 Implementation Programs -
Chapter 5 - Community Facilities, Infrastructure, and Open Space

Program Number	Program Description	Policy/ Section	Policy Reference Number	Responsible or Coordinating Agency
P157	Joint Use. Encourage the Los Angeles Library Department, Los Angeles Unified School District, and other applicable agencies, to maximize the accessibility of public facilities to neighborhood organizations and community groups for civic use.	Libraries	CF3.3	LAPL, LAUSD
P158	Existing Facilities. The Plan identifies recently developed school sites and corrects any zoning inconsistency through a zone change to Public Facility (PF). This new designation provides more protection to retain the existing uses on site which allows for greater certainty for needed City approvals when rehabilitating or expanding structures on site.	Schools	CF4.1	DCP
P159	Facility Location. The Plan Map identifies existing and recently developed public facility sites and corrects zoning inconsistencies through zone changes to match the land use designation. The land use designation provides protection to retain and expand school uses.	Schools	CF4.3	DCP
P160	Streetscape. Encourage the location of new schools in areas where established walkways, bicycle paths, or greenways link the proposed school with the surrounding land uses.	Schools	CF4.3	DCP, LAUSD
P161	Compatible School Sites. Design fencing to enable community connections and discourage chain-link fencing around school properties. Develop design criteria to ensure that new schools are sited and designed to complement the existing identity of stable single and multi-family residential neighborhoods.	Schools	CF4.4	DCP, LAUSD
P162	Joint Use of Facilities with LAUSD. Encourage the Los Angeles Unified School District, Los Angeles Department of Recreation and Parks, and other applicable agencies, to maximize the accessibility of public facilities to neighborhood organizations and community groups for recreation and civic use.	Schools	CF4.5	LARAP, LAUSD
P163	Joint Use Program with RAP. Continue the long standing Joint Use Program established throughout the LAUSD and RAP.	Schools	CF4.5	LAUSD, RAP
P164	Joint Use/Innovation Fund. This policy is implemented through LAUSD's Joint Use/Innovation Fund.	Schools	CF4.5	LAUSD
P165	Parkland Preservation. The Plan Map designates lands for open space uses, including passive and active recreational parks to be preserved and enhanced.	Parks	CF5.1	DCP
P166	Open Space Conservation. Maintain all Open Space designations within the Sylmar CPA and designate parkland as Open Space as it is acquired by the Department of Recreation and Parks.	Parks	CF5.1	DCP
P167	Site Enhancements. This policy is implemented through carrying out the "needs assessment" strategies of the Department of Recreation and Parks in developing a Citywide Recreation and Parks Master Plan.	Parks	CF5.2	RAP
P168	Surplus Properties. Coordinate with public agencies to review, evaluate, and acquire surplus property and vacant parcels for publicly owned open space, parks and recreational facilities.	Parks	CF5.3	DCP, GSD
P169	Coordination. Coordinate with other city department and public agencies to expand open space and recreational opportunities within the community.	Parks	CF5.3	DCP

Table 6.3 Implementation Programs -
Chapter 5 - Community Facilities, Infrastructure, and Open Space

Program Number	Program Description	Policy/ Section	Policy Reference Number	Responsible or Coordinating Agency
P170	Vacant Land. Coordinate with public agencies to review, evaluate, and acquire surplus property and vacant parcels for publicly owned open space, parks and recreational facilities.	Parks	CF5.4	DCP, GSD
P171	Location. Maintain flexibility about the park size and facilities to be included in order to take advantage of new opportunities as they arise.	Parks	CF5.7	LARAP
P172	Joint Use. Encourage LAUSD to develop school-specific agreement to enable members of the community to jointly use the facilities for recreational activities.	Parks	CF5.9	LAUSD
P173	Joint Use Program with RAP. Continue the long standing Joint Use Program established through the LAUSD and RAP.	Parks	CF5.9	LAUSD, RAP
P174	Joint Use/Innovation Fund. This policy is implemented through LAUSD's Joint Use/Innovation Fund.	Parks	CF5.9	LAUSD
P175	Public Transit. Coordinate with local and regional public transit operators to provide expanded public transit options in corridors with high travel demand, as funding permits.	Parks	CF5.10	LADOT, METRO
P176	Private Investment. Seek private sector and Metro funding for shuttle routes connecting Sylmar neighborhoods to the Sylmar/San Fernando Metrolink Station, the Los Angeles Mission Community College, Olive View Medical Center, Industrial areas/jobs, and parks and open space areas within the Community Plan Area.	Parks	CF5.10	METRO, LADOT
P177	OS Land Use. The Plan Map designates lands for open space uses, including passive and active recreational parks to be preserved and enhanced.	Open Space	CF6.1-6.2	DCP
P178	Conservation. Maintain all Open Space designations within the Sylmar CPA and designate parkland as Open Space as it is acquired by the Department of Recreation and Parks.	Open Space	CF6.1-6.2	DCP
P179	Protection. The Plan brings zones and land uses into consistency with the use of subject and adjacent properties.	Open Space	CF6.2	DCP
P180	Trail Linkages. Implement the Sylmar Trail Network, as shown on Figure 4-5 of the Sylmar Community Plan through conditioning discretionary approval to ensure connection to open space areas and recreational trails when development is proposed within proximity of a mapped trail.	Open Space	CF6.8	DCP, LADBS, PW
P181	Pacoima Wash and Greenway Network. Coordinate with non-profits and other appropriate agencies to preserve and enhance the Pacoima Wash by incorporating greenway improvements and recreational amenities.	Open Space	CF7.2	DCP, LA County Public Works, Army Corps (US Govt)
P182	Pacoima Wash. Protect, enhance, and restore the Pacoima Wash as a natural area and protect it from encroachment by coordinating the implementation of the Pacoima Wash Vision Plan and the Pacoima Wash Greenway Master Plan in conjunction with the Pacoima Beautiful, the City of San Fernando, and other partnering agencies.	Open Space	CF7.2	DCP, PW

Table 6.3 Implementation Programs -
Chapter 5 - Community Facilities, Infrastructure, and Open Space

Program Number	Program Description	Policy/ Section	Policy Reference Number	Responsible or Coordinating Agency
P183	Urban Forest. Collaborate with tree planting groups, non-profits, and local schools to plant trees and increase the urban forest throughout the community.	Urban Forest	CF8.1	DCP, PW
P184	Shade Streets. Develop measures to reduce heat gain from pavement and other hardscaping for new development.	Urban Forest	CF8.5	DCP, Urban Forestry, BSS
P185	Local Water Resources Optimization. Ensure compliance with the City's Water Supply Action Plan, as well as the Securing LA's Water Supply Plan and LADWP's Urban Water Management Plan.	Water	CF9.1	LADWP
P186	Conserve Water. Continue to implement existing water conservation measures, including enforcement of the existing Water Efficiency Requirements ordinance. These measures include the use of water-efficient landscaping and irrigation, storm water capture, efficient appliances, the use of recycled water for irrigation, and minimizing the amount of non-roof impervious surfaces around buildings.	Water	CF9.2	LADWP
P187	Wastewater Minimization. Ensure compliance with the Bureau of Sanitation's Wastewater Integrated Resource Plan (IRP).	Wastewater	CF10.1	DWP, PW
P188	On-site Wastewaters Output. The Los Angeles Bureau of Sanitation Biosolids Environmental Management Program recovers residues from its wastewater treatment plants. The Hyperion Treatment Plant is responsible for managing the residues that are produced from the processing of wastewater.	Wastewater	CF10.2	LADWP, PW
P189	Recycled Water. The East Valley Water Recycling Project produces high quality, extensively treated recycled water for irrigation and other non-drinking uses for industrial and commercial businesses in the San Fernando Valley.	Wastewater	CF10.3	PW, LADWP
P190	Waste Reduction. Ensure compliance with ClimateLA which sets the goal of reducing or recycling 70% of waste by 2015.	Solid Waste	CF11.1	PW
P191	On-Site Recycling. Support the efforts of the Bureau of Sanitation's Multiple-Family Residential Recycling Program for residential buildings of five units or more.	Solid Waste	CF11.2	PW
P192	Recycled Materials. Ensure compliance with the Citywide Construction and Demolition (C&D) Waste Recycling Ordinance. (Bureau of Sanitation)	Solid Waste	CF11.3	PW, LADBS
P193	Interdepartmental Coordination. This policy is addressed through implementation of Bureau of Sanitation's Solid Waste Integrated Resource Plan (IRP).	Solid Waste	CF11.4	PW, DCP
P194	Watershed Revitalization. Ensure compliance with the Water Quality Compliance Master Plan for Urban Runoff (WQCMPUR) as administered through the Watershed Protection Division's Stormwater Program.	Stormwater	CF12.1	PW
P195	Groundwater Infiltration. Require the incorporation of bio-retention practices and use of permeable materials for the paving of sidewalks, driveways, and parking areas, where feasible.	Stormwater	CF12.3	PW

Table 6.3 Implementation Programs -
Chapter 5 - Community Facilities, Infrastructure, and Open Space

Program Number	Program Description	Policy/ Section	Policy Reference Number	Responsible or Coordinating Agency
P196	Management Practices. Incorporate Best Management Practices in the design of new development to recapture and reclaim stormwater, including but not limited to: permeable pavement, french drains, curb depressions, and catch basins.	Stormwater	CF12.3	PW, DCP
P197	Permeable Surfaces. Reduce areas of impermeable surfaces in order to create areas that detain stormwater runoff and allow for groundwater infiltration to recharge the natural underground water table.	Stormwater	CF12.3	PW, DCP
P198	Recycled Water. Recycled water processed at the East Valley Water Recycling Project is diverted from the Sepulveda Basin to the northeast San Fernando Valley for recharge of the underground water table.	Stormwater	CF12.3	LADWP, PW
P199	Utility Easements. The Plan designates land for various public facility uses, as shown on the Land Use Map.	Energy	CF13.1	DCP
P200	Electrical Facilities. Consult with the LADWP during discretionary review to ensure that energy demands of proposed developments will be met.	Energy	CF13.2	LADWP, DCP
P201	Underground Utilities. The Plan encourages all new development to locate utility equipment to the rear of the site and/or be screened by abundant landscaping in order to enhance the streetscape environment.	Energy	CF13.4	LADWP, DCP
P202	Utility Infrastructure Loan Program. Expand the use of LADWP Utility Infrastructure Loan Program, which assists qualified businesses with short-term, low cost financing options for undergrounding utilities.	Energy	CF13.4	LADWP
P203	Energy Management. Coordinate with the Bureau of Street Lighting to implement the LED Street Lighting Efficiency Program to replace existing street lighting with new LED solid-state fixtures	Street Lighting	CF15.1	LADWP, PW
P204	Lighting Integration. Refer to the Design Guidelines for policies and programs regarding special pedestrian lighting in commercial centers and neighborhood districts.	Street Lighting	CF15.2	DCP, PW

Sources of Funding

The development, maintenance, and operation of parks, public facilities and improvements (i.e., in the public right-of-way), and the provision of city services require financial resources that are derived from various sources. Programming of city capital projects and their funding over time is outlined in the city’s Capital Improvement Program. Although the Community Plan does not mandate specific capital improvements, the policies serve as a guide for other city agencies to identify and budget for potential future capital projects. Typical revenue sources used to fund these projects include property tax revenue, sales tax revenue, user fees, Quimby Act (Park) dedications, business improvement districts, special assessment districts, municipal bonds, and county, state, and federal funding.

It is important to note that program implementation is contingent on the availability of adequate funding, which is likely to change over time due to economic conditions, the priorities of federal, state and regional governments and funding agencies, and other conditions. Some typical funding sources for public services and infrastructure are identified in Table 6-4.

Potential funding sources which are considered to be the most likely funding sources include a development impact fee, tax allocation bonds, Metro funds, business improvement districts and various public revenue funds. Each one of these most likely funding sources are detailed below.

TABLE 6-4
Potential Funding Source for Policies and Programs

Fees and Exactions	Taxes
Quimby Fees Development Impact Fees Permit and Application Fees Regulatory Fees Property Assessments - Benefit Assessment District - Business Improvement District - Vehicle Parking District	Special taxes such as Mello-Roos Community Facilities Districts Taxes for mobility improvements which are allocated by Metro’s Call for Projects: - Proposition A sales tax - Proposition C sales tax - State retail sales tax - State motor vehicle tax - Federal gas tax
Bonds	Public Revenue Funds
Tax allocation bonds issued by the Community Redevelopment Agency Proposition 1B state bonds.	City’s General Fund LADOT Operating Budget City Capital Improvement Program Caltrans Capital Improvement Fund Special Parking Revenue Fund



Appendix I

**Sylmar Community Plan
Implementation Overlay
District (CPIO)**

SYLMAR

Community Plan Implementation Overlay District (CPIO)

Ordinance No.
Effective Date:

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CHAPTER I

SECTION I: ESTABLISHMENT

FUNCTION OF THE CPIO



SECTION I: ESTABLISHMENT

The City Council hereby establishes the Sylmar Community Plan Implementation Overlay District (CPIO), the boundaries for which are shown in Figure I. The provisions of the CPIO shall apply to lots within the boundaries shown on Figure I.

The Department of Building and Safety shall not issue a permit for the building, demolition, grading, addition to, or alteration of any building or structure, nor for a new use of land, change of use, or subdivision of land, on a lot located in whole or in part within the CPIO, until the Director of Planning has reviewed the proposed work, and found it to be in compliance with the CPIO provisions. Interior remodeling and tenant improvements are exempt from CPIO review, unless they involve a change of use, or exterior work. The Director of Planning may delegate the review of specific types of work that require CPIO review, to the Department of Building and Safety, provided that such delegation has been made in writing.

While the regulations of this CPIO are extensive, they are in addition to those set forth within the Los Angeles Municipal Code (LAMC). Wherever regulations of this CPIO are in conflict with the LAMC, Section 12, the CPIO is the prevailing ordinance. There may also be other overlays or supplemental use districts that apply to lots within the CPIO.

- Whenever the regulations of this CPIO are in conflict with any of the supplemental use districts listed in LAMC Sections 13.01 through 13.16, the CPIO is the prevailing ordinance;

Any entitlements, or procedures, normally required by the LAMC, remain in effect within the CPIO, except for the following:

- The Mini-Shopping Center Commercial Corner Development Standards and Conditions of Operation set forth in LAMC 12.22 A.23 do not apply to lots within the CPIO;

If any provision of this Community Plan Implementation Ordinance (CPIO) or its application to any person or circumstance is held to be unconstitutional or otherwise invalid by any court of competent jurisdiction, that invalidity shall not affect other CPIO provisions, clauses or applications, which can be implemented without the invalid provisions, clause or application, and, to this end, the provisions and clauses of this ordinance are declared to be severable.

SECTION II: PURPOSE

The purpose of Sylmar Community Plan Implementation Overlay District (CPIO) is to implement the goals and policies of the Sylmar Community Plan.

COMMERCIAL DISTRICT: Subareas A, B, C, D, E, and F

The intent of the Commercial District is to protect areas designated for commercial use so that commercial development and reinvestment is encouraged, the community is served with a wide range of goods and services, and so that it provides employment opportunities and revenue to the City.

Subarea A: Neighborhood Commercial

This subarea serves as a focal point for surrounding residential neighborhoods and contain land uses that serve the daily needs of these residents and employees. New development will be designed for human scale and compatibility in which services and amenities are convenient, visually pleasing, and properly integrated and designed to encourage walking, cycling, and horse back riding. Typical uses include, but not limited to, barber shops, bakery, coffee shop, florist, food and grocery stores, and restaurants.

Subarea B: Commercial Only

This subarea accommodates a variety of commercial uses. Residential uses are prohibited.

Subarea C: Auto-Related Commercial

A wider range of commercial uses, including uses that are auto-related, such as gas stations, are allowed within this subarea in order to reduce the proliferation of auto-related uses along commercial corridors.

Subarea D: Commercial Center

This subarea serves as vibrant and attractive destination points for civic, cultural, economic, and entertainment life for the adjoining neighborhoods and the greater community. Generally, Community Centers are medium-scaled and would allow residential uses.

Subarea E: Mixed-Use Corridor

The intent of this subarea is for it to gradually develop into a mixed-use, moderate density residential and commercial area where people can enjoy walking, shopping, working, and living. This subarea allows for select commercial uses and residential development in way that serves the needs of the neighborhoods and the community and enhances the appearances and identity of San Fernando Road and Maclay Street.

Subarea F: Transit-Oriented Development (TOD)

This subarea allows and encourages development that is transit supportive and pedestrian oriented within walking distance of the Sylmar/San Fernando Metrolink Station. This subarea accommodates moderate to high-density mixed use development, while improving the quality of life.

INDUSTRIAL DISTRICT: Subarea G

The Industrial District preserves existing industrial properties within this area. However, require greater sensitivity since this area is adjacent to residential uses. Regulations would ensure that new development addresses compatibility concerns.

MULTIPLE FAMILY RESIDENTIAL DISTRICT: Subarea F

The Multiple Family Residential District brings increased stability to residential neighborhoods and provides direction for new infill development that is consistent with existing neighborhood and enhances the overall character.

SECTION III: REVIEW PROCEDURES

The review procedures for Projects within the CPIO are set forth first in Section 13.14 of the LAMC. The following is to further elaborate upon and/or clarify those procedures.

Administrative Clearance for Projects that Comply with the CPIO

Projects that comply fully with the provisions of this CPIO are eligible for Administrative Clearance, provided that the applicant has demonstrated, in full, on plans, compliance with the various applicable provisions of the CPIO:

1. If the Project involves a new use of land, or change of use, the proposed use must be allowed under the applicable CPIO Chapters;
2. If the Project involves building, demolition, grading, addition to, exterior alteration of an existing structure, the building activity must comply fully with applicable Development Standards under the applicable CPIO Chapters. The Development Standards do not apply beyond the proposed scope of construction. For example, a Project that consists exclusively of a change of use need not address the Development Standards at all. A Project that involves alterations to a storefront, but does not propose changes to an existing surface parking lot, is not required to address Development Standards for surface parking lots; and
3. If the Project involves building, demolition, grading, addition to or exterior alteration of an existing structure, within the Mixed-Use Corridors, Transit Oriented Development, Multiple Family Residential, and Industrial Subareas, the Project must incorporate and comply with the Environmental Standards set forth in Section V of this Chapter.

Projects that are eligible for Administrative Clearance, and that will require an additional discretionary action (for example, Small Lot Subdivision, Site Plan Review, a Conditional Use, or a Zone Variance), must still demonstrate, in full, on plans, compliance with the various applicable provisions of the CPIO, as enumerated above, at the time an application for a discretionary action is submitted to the Department of City Planning.

Discretionary Review for Projects that Require Relief from CPIO Provisions**Adjustments**

In addition to the review procedures set forth under LAMC Section 13.14 G.3, the following applies to any application for a CPIO Adjustment:

1. The Environmental Standards required under Section V of this Chapter may not be adjusted by percentage, but may be substituted with an alternative standard that has been found, by the Director of Planning, to adequately mitigate any potential environmental impacts, in a manner similar to the original Environmental Standard, per LAMC Section 13.14 G.3(b)(iv);and
2. In addition to the Findings required in LAMC Section 13.14 G.3(b), the Director of Planning shall make a written finding that the project substantially complies, or complies as conditioned, with the applicable Community Plan Design Guidelines, contained in Appendix A, or with the applicable Citywide Design Guidelines.

SECTION III: REVIEW PROCEDURES**Exceptions**

In addition to the review procedures set forth under LAMC Section 13.14 G.4, the following applies to any application for a CPIO Exception:

1. Relief from the Land Use provisions found in any applicable CPIO District Chapter, is considered through the CPIO Exception process; and
2. In addition to the Findings required in LAMC Section 13.14 G.3(b), the Director of Planning shall make a written finding that the project substantially complies, or complies as conditioned, with the applicable Community Plan Design Guidelines, contained in Appendix A, or with the applicable Citywide Design Guidelines.

SECTION IV: ENVIRONMENTAL STANDARDS

To ensure that development within the CPIO does not negatively impact the surrounding community or environment, Projects that are within the Commercial District Mixed-Use Corridors, Transit Oriented Development, and Multiple Family Residential Subareas, and the Industrial District (see Figure II below), and that involve building, demolition, grading, an addition to, or exterior alteration of, an existing structure, are required to show compliance with the applicable Environmental Standards listed in Appendix B. Not all Environmental Standards will be applicable: for example, a project that involves minor façade alterations to a commercial structure will not need to comply with Environmental Standards that address soil erosion during grading activities. The Director of Planning will determine the applicability of Environmental Standards at the time of application of Administrative Clearance.

Projects that show compliance with the applicable Environmental Standards may be reviewed according to the Administrative Clearance procedures enumerated in Section III of this Chapter. Applicable Environmental Standards must be shown on plans, as project features (that is, features that are physically built into the project such as an air filtration system) or as operational features listed on a sheet within the plans (that is, features that are carried out either during the construction of the project, or over the life of the project, such as monitoring of biological resources on site).

Projects that cannot show compliance with the Environmental Standards, and that wish to substitute an alternative environmental standard, may utilize the CPIO Adjustment procedures enumerated in Section III of this Chapter, and the Director of Planning will determine whether or not the alternative environmental standard adequately mitigates any potential environmental impacts, in a manner similar to the original Environmental Standard, per LAMC Section 13.14 G.3(b)(iv).



SECTION V: DEFINITIONS

The following terms, whenever used in this ordinance, are defined in this section, and are usually found capitalized within the ordinance. Words or phrases not defined here may be defined by the Definitions section of the Los Angeles Municipal Code (LAMC), Section 12.03.

Auto-Related/Oriented Use - In addition to Automotive Uses, Automobile and Trailer Storage Areas, Automobile Repair, Automotive Fueling and Service Stations, Drive-through Fast Food Establishments, and the Retail or Used Sales of Automobile Parts, as defined in LAMC Section 12.03, Auto-Related/Oriented Use shall also include:

- Automobile Laundries (car wash)
- Drive-through Establishments (as defined below)
- New and Used Automobile Sales, Storage, and Display Areas

Drive-thru Establishment - In addition to Drive-through Fast Food Establishments, as defined in LAMC Section 12.03, a Drive-thru Establishment comprises any use that involves the execution of a sale, or business transaction, to patrons within an automobile. Drive-thru Establishments may include, but are not limited to fast food drive-thru, pharmacy drive-thru, and/or bank drive-thru.

Neighborhood Retail and Services - Retail sale of goods and services needed and used by residents and employees in the area on a regular basis, including: art gallery, art supplies, bakery, barber shops, beauty parlors, books and/or cards, bicycle sales and repairs, child care facilities, clock or watch sales and repairs, computer sales and repairs, florist, food and grocery stores, sit down restaurants, toy stores, and other similar retail uses and services as determined by the Director of Planning.

Project - The demolition, grading, construction, erection, addition to or alteration (structural or non-structural) of any building or structure, subdivision of land, a use of land, or change of use on a lot located in whole or in part within the CPIO which requires the issuance of a building permit or change of use permit. A Project shall not include construction that consists solely of interior remodeling, interior rehabilitation or interior repair work.

CHAPTER II

SECTION I: COMMERCIAL REGULATIONS

COMMERCIAL DISTRICT



CHAPTER II

SECTION I: COMMERCIAL REGULATIONS

COMMERCIAL DISTRICT

A. Land Use

1. Any new use of land, and any change of use, shall be subject to the use limitations set forth in Table I below.
2. Maintenance and expansion of an existing use, made legally non-conforming by this CPIO, shall be addressed in concurrence with LAMC Section 12.23.

Table I—Use Regulations	
Use	Regulation, Exceptions, and Clarifications
Adult Entertainment Businesses	Prohibited in all Subareas.
Auto-Oriented Uses	Allowed only in Subarea C.
Building, Electrical, Plumbing, HVAC sales, service, repair or rentals	Allowed only in Subarea C.
Commercial Uses	Subarea A is limited to C1 uses or Neighborhood Retail and Services.
	Subarea D is required to provide commercial uses on the ground floor, at a minimum depth of 25 feet or the entire depth of the building (whichever is less), for a minimum of 75% of the length of any new building façade that fronts a public street. This applies to new stand alone or freestanding buildings or Projects located on the northeast side of Foothill Boulevard, between Sayre and Hubbard Street.
	Subarea E is required to provide ground floor commercial uses on corner lots. The ground floor of any commercial building, excluding area used for pedestrian and vehicular circulation, is limited to C1 uses or Neighborhood Retail and Services for a minimum of 75% of the length of any building facing a public street, with a minimum depth of 25 feet, or the total depth of the building, whichever is less.
	Subarea F is required to provide ground floor commercial uses. The ground floor of any building, excluding area used for pedestrian and vehicular circulation, is limited to C1 uses or Neighborhood Retail and Services for a minimum of 75% of the length of any building facing a public street, with a minimum depth of 25 feet, or the total depth of the building, whichever is less.
Office park	Allowed in Subareas B and D.
Open Storage	Prohibited in all Subareas.
Outdoor Swamp meets	Prohibited in all Subareas.
Residential Dwelling Units	Prohibited in Subareas A, B, C, and portions of D. In Subarea D, residential dwelling units are prohibited on the north side of Foothill Boulevard between Sayre and Hubbard Street.
	In Subareas D and F, residential dwelling units are limited to upper floors above non-residential uses, or behind non-residential uses that are at least 25 feet in depth.
	In Subarea E, residential dwelling units are limited to upper floors above non-residential uses, or behind non-residential uses that are at least 25 feet in depth on corner lots. Residential dwelling units are allowed on the ground floor on non-corner lots, however, single-family, duplex, and small lot subdivision projects are prohibited.

CHAPTER II

SECTION I: COMMERCIAL REGULATIONS

COMMERCIAL DISTRICT

B. Height & Floor Area

1. Projects shall be subject to the height and floor area limitations as set forth in Table II below.

Table II—Floor Area Ratio (FAR) and Height Regulations			
Subarea	Height	FAR	Clarifications
A	30 feet	1.5:1	
B	45 feet	1.5:1	
C	45 feet	1.5:1	
D	45 feet	1.5:1	
E	Up to 45 feet	Up to 3:1	Maximum height for mixed-use Projects, which include residential component, is 45 feet with a maximum FAR of 3:1. Maximum height for commercial only Projects is 35 feet with a maximum FAR of 1.5:1.
F	Up to 60 feet	Up to 3:1	Maximum height for mixed-use Projects, which include residential component, is 60 feet with a maximum FAR of 3:1. Maximum height for commercial only Projects is 35 feet with a maximum FAR of 1.5:1.

CHAPTER II

SECTION II: PARKING REGULATIONS

COMMERCIAL DISTRICT

A. Parking & Vehicular Circulation

1. Requirements

- a. No additional parking is required for a change of use within an existing building to a use permitted by this CPIO, provided that the existing required onsite parking is maintained.
- b. A minimum of two (2) on-site parking spaces for each 1,000 square feet of combined floor area of commercial uses contained within all buildings on a lot is required.
- c. Projects located within Subareas E and F, a maximum of 50 percent of the required parking spaces may be provided off-site, but within 1,500 feet of the lot for which they are provided. A covenant agreement shall be provided, to the satisfaction of the Director of Planning.

2. Design

- a. Locate new surface parking at the rear or side of buildings and/or provide a semi-subterranean or subterranean garage.
- b. Where applicable, design projects so that side streets or alleys are the primary point of vehicular access to off-street parking, loading areas, and trash enclosures, unless determined infeasible by Department of City Planning and/or Department of Transportation.
- c. Blend parking structure facades, including any portion of a parking level or podium that is above grade, with the main building by incorporating architectural treatments such as arches or other architectural openings, and varied building materials, decorative screening, climbing vines, or green walls.
- d. For on-site surface parking which abuts a sidewalk and/or street, provide a maximum 42-inch in height hedge or landscaped wall or fence within five (5) feet of the street-fronting property line.

SECTION III: DEVELOPMENT STANDARDS

A. Building Orientation & Site Planning

- The following applies to all Subareas located within the Commercial District.

Table III—Location of Buildings			
Subarea	Minimum Front Yard Setback	Maximum Front Yard Setback	Clarifications
A	18 inches	5 feet	A portion of the building frontage facing a public street may be recessed to provide for courtyards, entry plazas, forecourts or similar pedestrian amenity space provided the following: Courtyard recess is enclosed by buildings on three sides, with storefront entrances and windows fronting onto the courtyard.
B			- Courtyard recess extends no longer than 25 feet from the front property line. - Courtyard recess extends no longer than 60 feet along the front property line.
C			Buildings, except for automotive fueling and service stations, are required to comply with yard setbacks. Require all automobile sales and fueling and service stations to provide a minimum five (5) feet yard setback area adjacent to a public street. For drive-thru establishments, locate the stacking, drive-through lanes, and other drive-through elements toward the rear or the interior of the site. These features are prohibited in front of the building facing a public street.
D	18 inches	15 feet	New standalone or freestanding buildings are required to comply with the front yard setback requirements. Additions to existing buildings are exempt from this provision. Buildings may be set back up to 15 feet from the front property line when improved with pedestrian amenity space, such as plazas and outdoor dining areas, to the satisfaction of the Department of City Planning. Projects located on the northeast side of Foothill Boulevard are required to comply with the front yard setback requirements.
E			Buildings may be set back up to 15 feet from the front property line when improved with pedestrian amenity space, such as plazas and outdoor dining areas, to the satisfaction of the Department of City Planning. Projects located on corners (at street intersections) are required to locate buildings within five (5) of the corner property line.
F			Where a parcel fronts both San Fernando Road and Truman Street, buildings shall front San Fernando Road. Projects located on San Fernando Road, north of Bleeker Street, may be set back up to 15 feet from the front property line when improved with pedestrian amenity space, such as plazas and outdoor dining areas, to the satisfaction of the Department of City Planning. Projects located on corners (at street intersections) are required to locate buildings within five (5) of the corner property line.

SECTION III: DEVELOPMENT STANDARDS**B. Open Space**

1. Projects located in Subarea D and that redevelop the site are required to provide a minimum of 10 percent of the total lot area as open space. A minimum of 50 percent of the required open space shall be unencumbered with any structure, except for artwork, play equipment for children, fencing, furniture, or similar features.
2. Projects located in Subarea F, on San Fernando Road between Bleeker and Astoria Street, are required to incorporate usable open space according to the following:
 - a. For every 100 square-feet of non-residential floor area, provide one square-foot of open space. The minimum open space area is 300 square-feet, with a maximum of 5,000 square-feet of open space required for the project site.
 - b. Open space must be visible and accessible from the primary frontage and include pedestrian amenities, such as benches, landscaping, water features, and tables, to the satisfaction of the Director of Planning.

C. Building Facade

1. For every 25 horizontal feet of building façade facing a street, incorporate at least three (3) of the following design feature categories:
 - a. columns, pilasters, posts, or trellises
 - b. wall recesses, projections, or offsets
 - c. arcades, awnings or canopies
 - d. windows or storefront bays
2. A minimum of 50 percent of the exterior wall of the building façade facing a street, which is comprised of the area between two (2) feet and eight (8) feet above sidewalk grade, must be comprised of clear, un-tinted, unfrosted, non-reflective windows to allow maximum visibility from sidewalk areas into the interior of commercial uses.
3. Define buildings entrances and windows by including at least three (3) of the following design feature categories:
 - a. projections and/or recessed entrances and windows
 - b. decorative pedestrian lighting
 - c. courtyards, entryways, landings, porches, and/or stoops
 - d. planter boxes, windowsills, shutters, canopies, and/or awnings
4. Install a decorative screen wall, a trellis with climbing vines or plant materials, a landscaped planting bed, or other continuous architectural element on all blank walls facing a street or parking lot.
5. External security grills and bars are prohibited.

SECTION III: DEVELOPMENT STANDARDS**D. Entrances & Pedestrian Circulation**

1. Provide a primary building entrance facing the street for each ground floor commercial use fronting a public street. Articulate storefront entrances and provide shelter for persons entering and exiting the building by providing recessed pedestrian entrances that are not flushed with the edge of the building.
2. Where allowed, design residential projects to ensure that all street-fronting dwelling units have a primary entrance facing the street. Provide space for entry, front landing, and transitional landscaping between the public sidewalk and private entryway to residential projects. For residential projects without ground floor entrances for individual units, create a prominent ground or first floor entry, such as a lobby or atrium, along the primary frontage.
3. Locate pedestrian entrances at-grade-level or within three (3) feet of the adjacent sidewalk grade. Below grade or sunken entrances are prohibited.
4. Provide pedestrian pathways leading directly from the public sidewalk to the primary building entrance or entrances, pedestrian amenity space, and parking areas. Utilize a change in grade, materials, textures, colors, or landscaping to improve pedestrian visibility and safety.
5. For new buildings where a sidewalk does not currently exist, establish a new sidewalk along the length of the public street fronting the property.
6. Provide ancillary lighting along pedestrian and vehicular access ways. Shield all outdoor lighting and direct lighting onto the pathway.

E. Yards, Parkways, & Fences

1. Improve public right-of-way parkways separating the curb from the sidewalk with native and/or drought tolerant species, low-growing vegetation, or permeable materials, and shade street trees. Plant trees along parkways to the satisfaction of the Urban Forestry Division, Bureau of Street Services.
2. Provide a minimum five (5) foot in depth landscaped setback buffer adjacent to abutting residential zones or uses. Include trees within the setback at a ratio of at least one (1) tree for every 25 feet of linear lot length. Minimum size of trees at time of planting is 15 gallon, 24-inch box size, and at least six (6) feet in height, or to the satisfaction of the Department of City Planning.
3. Utilize native and/or drought tolerant plant species and install an automatic irrigation system or comparable watering system on all landscaped areas.
4. Fences and free-standing walls within five (5) feet of the front and side yard setback areas facing a street are limited to 42-inches in height.
5. When fences or free-standing walls are adjacent to a street, provide a minimum 18-inch landscaped setback buffer between the fence/wall and street. Include plant species that help conceal the fence/wall, including vines or other similar species. Plants and shrubbery within 5 feet of the setback area adjacent to a street shall be limited to 42-inches in height.

CHAPTER II

SECTION III: DEVELOPMENT STANDARDS

COMMERCIAL DISTRICT

F. Signs

1. The following applies to all Subareas, unless otherwise noted.

Table IV—Prohibited Signs		
Type	Regulation	Exemptions/ Clarifications
Digital, flashing, animated, blinking, or scrolling sign or any sign that appear to have any movement	Prohibited	
Illuminated architecturally canopy sign	Prohibited	
Inflatable Devices	Prohibited	
Pole Sign	Restricted/ Prohibited	Allowed in the Commercial Center subareas. See Pole Sign section for details.
Roof Sign	Prohibited	

2. Wall & Awning Signs

- a. Each premise or business is allowed a wall and an awning sign. An additional wall and awning sign are permitted if the premise abuts another street, alley, or public parking area. The additional signs must face that portion of the building façade facing the secondary street, alley, or public parking area.
- b. Maximum wall sign area is limited to 1.5 square feet per linear feet of the building frontage. No individual sign shall exceed 150 square feet.
- c. Locate the text of the awning sign on the valance portion of the awning. Backlit, internally illuminated awnings are prohibited. Consider the use of replaceable valances on awnings. Canvas awnings should be fade resistant and fire retardant.
- d. Glossy, vinyl, plastic, metal and horizontal ribbed awnings are prohibited.
- d. A maximum of three (3) colors for each awning, exclusive of signage, is allowed.

3. Pedestrian Signs

- a. Each business may have a pedestrian sign (projecting or hanging sign) on the ground floor level. Where multiple businesses exist, there shall be no more than one (1) pedestrian sign per every 25 linear feet of street frontage.
- b. Limit the size of a projecting sign to 15 square feet with a minimum eight (8) feet clearance between the sign and the sidewalk. The projection must be no less than six (6) inches and no more than 36 inches from the building façade. Position signs at a 90-degree angle from the face of the building and locate signs below the first floor ceiling line or no more than 14 feet above the sidewalk, whichever is less. Internal illumination is prohibited.
- c. Limit the size of a hanging sign to five (5) square feet. A minimum of eight (8) feet clearance between the sign and the sidewalk is required. Internal illumination is prohibited.

CHAPTER II

SECTION III: DEVELOPMENT STANDARDS

COMMERCIAL DISTRICT

4. Monument Signs

- a. Permit one (1) monument sign per premise. A Project located within Subarea D is allowed a total of two (2) monument signs.
- b. Limit the height of the top of the monument sign to a maximum of six (6) feet above the sidewalk grade. Locate monument signs within a landscaped area that is equal to or greater than the dimensions of one face of the sign.
- c. Monument signs facing alleys or residentially-zoned areas shall not be internally illuminated.

5. Pole Signs

- a. One (1) pole sign in lieu of the two monument signs is allowed within the Commercial Center subareas. Limit the height of the top of the pole sign to a maximum 30 feet above the sidewalk grade. Locate pole sign within a landscaped area that is equal to or greater than the dimensions of one face of the sign.
- b. The pole sign must be architecturally integrated with the building and all poles must be fully enclosed by a pole cover.

G. Equipment & Utilities

1. Equipment

- a. Screen rooftop equipment such as air conditioning units, antennas and communication equipment, mechanical equipment, and vents from view from the streets. Locate equipment a minimum of five (5) linear feet from a roof edge. No equipment is permitted on windows, door openings, or exterior walls.
- b. Enclose and/or screen all exterior mechanical equipment, utilities, storage areas, and trash bins with materials that are similar to those used in the primary structure into the building designed in a way as to be inconspicuous.

2. Utilities

- a. Place utilities such as gas, electric, and water meters in side yard setbacks or in landscaped areas that are out of the line-of-sight from crosswalks or sidewalks.
- b. Screen utilities such as power lines, transformers, and wireless facilities located on rooftops by a parapet.

H. Equestrian Trails & Amenities

1. Projects which abut or connect with an identified trail are required to dedicate and/or improve the trail network according to the Sylmar Community Plan.
2. Design trails and amenities according to the design guidelines in the Sylmar Community Plan.
3. Incorporate appropriate safety measures, such as signage, crosswalks, and rider-height signal actuator buttons as deemed necessary by Department of Transportation.

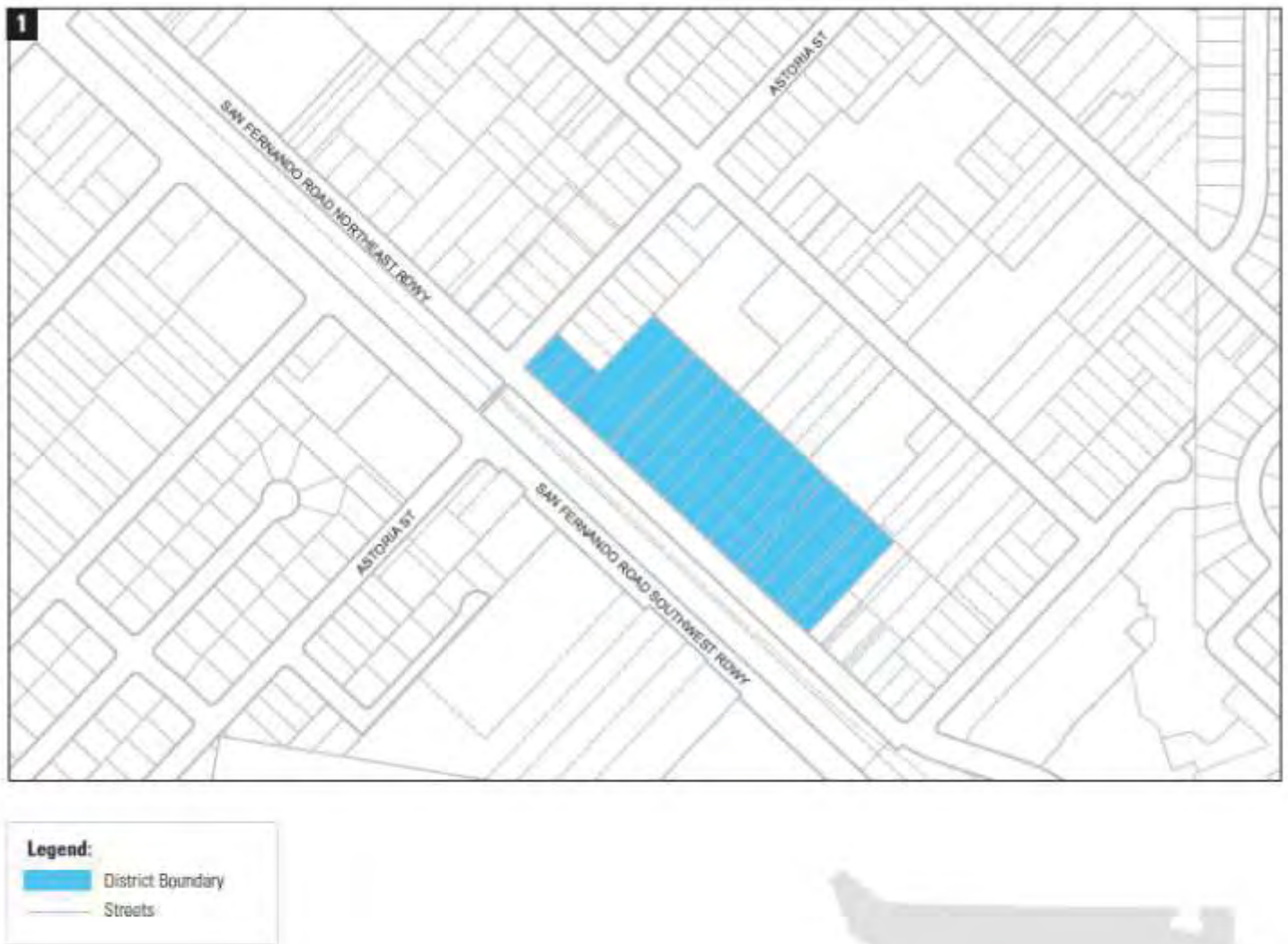


Figure IV
Industrial District
Sylmar Community Plan Area

CHAPTER III

SECTION I: DEVELOPMENT STANDARDS

INDUSTRIAL DISTRICT

A. Land Use

1. Any new use of land, and any change of use, shall be subject to the use limitations set forth in Table V below.

Table V-Use Regulations		
Use	Regulation	Exemptions/ Clarifications
Residential Dwelling Units	Prohibited	

2. Maintenance and expansion of an existing use, made legally non-conforming by this CPIO, shall be addressed in concurrence with LAMC Section 12.23.

B. Height

1. Maximum height for new buildings is limited to 30 feet.

C. Building Orientation & Site Planning

1. Buildings are required to be built within five (5) feet of San Fernando Road.

D. Building Façade

1. Provide a primary building entrance on San Fernando Road.
2. Install a decorative screen wall, a trellis within climbing vines or plant materials, a landscaped planting bed, or other continuous architectural element on all blank walls facing San Fernando Road.
3. External security grills and bars are prohibited fronting San Fernando Road.

E. Yards, Parkways, & Fences

1. Provide a minimum of six (6) feet in height decorative masonry block wall adjacent to residential uses.
2. Refer to Development Standards under E in Section IV of Chapter I.

F. Parking & Vehicular Circulation

1. No Vehicle parking is allowed between the building and any street. Locate surface parking at the rear or side of buildings and/or provide a semi-subterranean or subterranean garage.
2. Blend parking structure facades, including any portion of a parking level or podium that is above grade, with the main building by incorporating architectural treatments such as arches or other architectural opening, and varied building materials, decorative screening, climbing vines or green walls.
3. For on-site surface parking which abuts a sidewalk and/or street, provide a maximum 42-inch in height hedge, berm, or landscaped wall or fence within five (5) feet of the property line.

CHAPTER III
SECTION I: DEVELOPMENT STANDARDS

INDUSTRIAL DISTRICT

G. Signs

1. Refer to Development Standards under F in Section IV of Chapter I.

H. Equipment & Utilities

1. Refer to Development Standards under G in Section IV of Chapter I.

SECTION I: DEVELOPMENT STANDARDS



Figure V
Multiple Family Residential District
 Sylmar Community Plan Area



SECTION I: DEVELOPMENT STANDARDS**A. Height & Floor Area**

1. In addition to the height and floor area regulations of the underlying Zone and Height District, buildings that exceed 30 feet in height, where permitted, and where the rear or side yard property is contiguous with a single-family residential use, shall be set back, or stepped back, one foot for every foot in height as measured 15 feet above grade at the shared property line, or property line abutting an alley.

B. Building Orientation & Site Planning

1. Buildings are required to be oriented towards the primary street.
2. Where there is an existing prevailing front yard setback, apply the setback to provide continuity along the street edge. On streets with a range of setbacks, the setback shall be within five (5) feet of the average setback of adjacent properties.

C. Buildings Elevations & Facades

1. Windows are required on all building facades that front a public street. All windows along the building façade fronting a street shall incorporate at least one of the following standards:
 - a. mullions and/or transoms
 - b. trim or molding at least four inches (4") in width
 - c. canopies, shutters, or awnings proportional to window size
 - d. recessed inset from the front façade by at least two inches (2")
2. For every 25 horizontal feet of building façade facing a street, incorporate a minimum of three (3) of the following design feature categories:
 - a. roof forms such as gables and dormers
 - b. bays, projecting porches or balconies
 - c. columns, pilasters, posts, or trellises
 - d. wall recesses or offsets
 - e. eaves or cornices
3. External security grills and bars are prohibited.

D. Entrances & Pedestrian Circulation

1. Location & Design
 - a. All street-fronting ground floor residential units must provide a primary entrance facing the street. For all individual units, garages shall not take the place of the main entryway.
 - b. For projects without ground floor entrances for individual units, create a prominent ground or first floor entry, such as a lobby or atrium, along the street.
 - c. Locate individual entrances at grade-level or within 3 feet of the adjacent sidewalk grade. Below grade or sunken entrances are prohibited.

SECTION I: DEVELOPMENT STANDARDS

- d. Incorporate design elements or features such as landscaping, paving, stoops, porches, arcades and/or canopies at the primary entrance to each residence. Similar treatments shall be applied for any prominent ground or first floor entry.
- e. Provide pedestrian pathways leading directly from the sidewalk to the front porch/entry of each dwelling unit and any common entrance. In addition, provide pedestrian pathways between dwelling units and parking areas, recreational areas, common outdoor space and any pedestrian amenity. Utilize a change in grade, materials, textures, colors, or landscaping to improve pedestrian visibility and safety.
- f. For new residential projects where a sidewalk does not currently exist, establish a new sidewalk along the length of the public street fronting the property.
- g. Provide ancillary lighting along pedestrian and vehicular access ways. Shield all outdoor lighting and direct lighting onto the pathway.

E. Parking & Vehicular Circulation**1. Design**

- a. No vehicle parking is allowed between the building and any street. Locate surface parking at the rear or side of buildings and/or provide a semi-subterranean or subterranean garage.
- b. Where applicable, design projects so that side streets or alleys are the primary point of vehicular access to off-street parking, loading areas, and trash enclosures, unless determined unfeasible by Department of City Planning and/or Department of Transportation.
- c. Blend parking structure facades, including any portion of a parking level or podium that is above grade, with the main building by incorporating architectural treatments such as arches or other architectural openings and varied building materials, decorative screening, climbing vines, or green walls.
- d. For on-site surface parking which abuts a sidewalk and/or street, provide a maximum 42-inch in height hedge, berm, or landscaped wall or fence within five (5) feet of the property line.

F. Yards, Parkways, & Fences**1. Open Space**

- a. When designing small lot subdivisions, provide a minimum of 250 square feet of usable private open space at-grade-level per dwelling unit. The required private open space for individual units fronting an existing public street may be located in the front yard. Parking areas, including access aisles and driveways do not qualify as usable open space.

2. Landscape

- a. Improve public right-of-way parkways separating the curb from the sidewalk with native and/or drought tolerant species, low-growing vegetation, or permeable materials, and shade street trees. Plant trees along parkways at a ratio of at least one tree for every 25 feet of lot length, to the satisfaction of the Urban Forestry Division, Bureau of Street Services.
- b. Paving of front and side yard setback areas facing a street not used for driveways and walkways is prohibited. Use permeable paving materials, such as permeable pavers and grid

SECTION I: DEVELOPMENT STANDARDS

systems filled with gravel or grass, where allowed.

- c. Provide a minimum five (5) foot in depth landscaped setback buffer on all side and rear yard setbacks. Include trees within the setback at a ratio of at least one tree for every 25 feet of linear lot length. Minimum size of trees at time of planting is 15-gallon, 24-inch box size, and at least 6 feet in height, or to the satisfaction of the Department of City Planning.
- d. Utilize native and/or drought tolerant plant species and install an automatic irrigation system on all landscaped areas.

2. Fences & Freestanding Walls

- a. Fences and free-standing walls within five (5) feet of the front and side yard setback areas facing a street shall be limited to 42-inches in height.
- b. When fences or free-standing walls are adjacent to a street, provide a minimum 18-inch landscaped setback buffer between the fence/wall and street. Include plant species that help conceal the fence/wall, including vines or other similar species. Plants and shrubbery within five (5) feet of the setback area adjacent to a street shall be limited to 42-inches in height.
- c. Barbed wire, razor wire, chain link, and other similar fence types are prohibited. Dark-colored, such as black, brown, or dark green, wrought iron fences are allowed.

G. Equipment & Utilities**1. Equipment**

- a. Screen rooftop equipment such as air conditioning units, antennas and communication equipment, mechanical equipment, and vents from view from the streets. No equipment is permitted on windows, door openings, or exterior walls.
- b. Enclose and/or screen all exterior mechanical equipment, utilities, storage areas, and trash bins, with materials that are architecturally integrated into the building, landscaping, or designed in a way as to be inconspicuous.

2. Utilities

- a. Place utilities such as gas, electric, and water meters in side yard setbacks or in landscaped areas that are out of the line-of-sight from crosswalks or sidewalks.
- b. Screen utilities such as power lines, transformers, and wireless facilities located on rooftops by a parapet.

H. Equestrian Trails & Amenities

1. Projects which abut or connect with an identified trail are required to dedicate and/or improve the trail network according to the Sylmar Community Plan.
2. Design trails and amenities according to the design guidelines in the Sylmar Community Plan.
3. Incorporate appropriate safety measures, such as signage, crosswalks, and rider-height signal actuator buttons as deemed necessary by Department of Transportation and/or Department of City Planning.

Design Guidelines for Residential Areas



The community-specific design guidelines in this chapter and the Residential Citywide Design Guidelines establish the minimum level of design that shall be observed in all projects within the Community Plan area. The intent of the design guidelines is to promote a stable and pleasant environment, with desirable character, for the residents and users of the community. In addition, the design guidelines ensure that new structures, and alterations and renovations to existing structures make a positive aesthetic contribution to the built environment, provide adequate public amenities and increase neighborhood identity. The overall goal and purpose of the design guidelines is to improve the community's identity and livability and to create unique, inviting and safe public spaces.

Projects are required to incorporate to the maximum extent feasible applicable design guidelines. Discretionary projects require a finding by the decision-maker that the project is in conformance with the intent of the applicable design guidelines and shall become part of the conditions of approval of the project. Early consultation with Planning staff, including consideration of long-term maintenance, is one of the essential way of assuring implementation of Citywide and these community-specific Design Guidelines for Sylmar.

Character and Design

- G1. Incorporate Ranch-style architectural details such as the use of low-pitched and hipped roofs, deep-set eaves, large picture windows, recessed entryways, varying front setback planes, wooden or brick exterior wall siding, and/or L-shaped design to encourage and enhance the traditional post-World War II character found in many of Sylmar's single-family residential neighborhoods.
- G2. Maintain the suburban character of the neighborhood by configuring buildings to front public streets, not driveways. Design corner buildings to be prominent by building to both the front and side property lines facing a street. In detached condominiums or small lot subdivisions, orient the unit closest to the primary street towards the street.

Design Guidelines for Residential Areas (continued)



- G3. Configure new development so that it continues to engage the street, sidewalk, and public realm by providing individual entrances, large windows, porches, or other entry features to face a street.
- G4. Maintain compatible heights with adjacent and nearby buildings to help preserve the existing low-lying character of Sylmar's single-family residential neighborhoods. Second floor or higher stepbacks should be consistent with prevailing or adjacent buildings.
- G5. Situate development entryways within three feet above the grade of the sidewalk to avoid buildings and entryways that tower above or are sunken below the street.
- G6. Match existing neighborhood setbacks and on streets with varying setbacks, align dwellings between the existing maximum and minimum setback.
- G7. Modulate building volumes and façade articulation to help convey a sense of individual units and enhance the pedestrian experience. To break massing, utilize multiple planes, stepbacks and architectural treatments such as recessed windows, columns, moldings, and projections. Vary the heights and rooflines, and use offsets in wall planes on all elevations to reduce the visual scale and provide visual interest to a building and individual units.
- G8. Avoid the repetitive use of a single building configuration or façade design. Provide rhythm to building elevations which adds unity and interest without monotony. Utilize architectural features such as balconies, porches, decks, awnings, arcades, trellises, color, materials, and diverse roof forms or landscape features such as trees, shrubs, and vines to create articulation and a diverse building façade.
- G9. Arrange a collection of buildings to frame outdoor places, such as a landscaped focal point or courtyard.

Design Guidelines for Residential Areas (continued)



Circulation and Parking

- G10. Consider existing road widths and streetscape patterns to avoid unnecessary non-contiguous improvements of sidewalks, curbs, and streets.
- G11. Consider prevailing garage location and driveway patterns and incorporate such patterns into the design scheme. Innovative design schemes are encouraged that minimize the visual impact of garages facing the street.
- G12. Minimize the appearance of parking areas by locating parking areas to the rear of buildings and/or providing parking underground, landscaping visible parking areas. Parking areas should not be sited on corners adjacent to intersections.
- G13. Utilize decorative walls and/or landscaping to buffer residential uses from parking areas and structures. Design parking structure exteriors to match the style, materials and color of the main building to integrate parking with the design of buildings.
- G14. Limit the number of curb cuts and width of driveways. Avoid excessively wide driveways.
- G15. Separate pedestrian pathways from auto circulation routes by providing landscaped sidewalks and walkways from sidewalk for homes not adjacent to the street. Utilize a change in grade, materials, textures or colors to improve pedestrian visibility and safety. Minimize the amount of elevation changes through careful grading so as to facilitate disabled access.

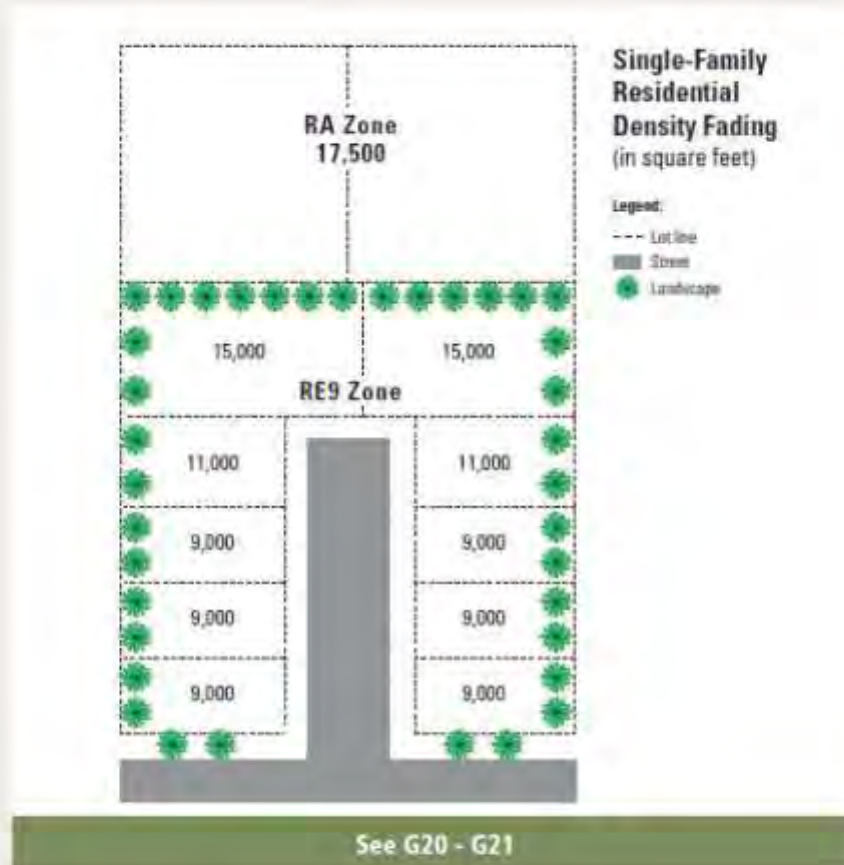
Design Guidelines for Residential Areas (continued)



Landscaping, Fences, and Walls

- G16. Continue to provide open and inviting yard setbacks and parkways that are landscaped with a variety of native and/or drought tolerant plant materials, which contribute to the suburban character of this residential community.
- G17. Prohibit gated or walled communities that isolate the project from the neighborhood and surrounding community.
- G18. Utilize low-lying, open fence design and limit walls and fences within the street-side setback areas to 42 inches in height in order to provide front entries that are visible from the street. Attractively landscape the setback areas with native and/or drought tolerant plants to screen and enhance their appearance.
- G19. Barbed wire and razor wire fencing are not appropriate. Consider alternatives to chain link fencing.

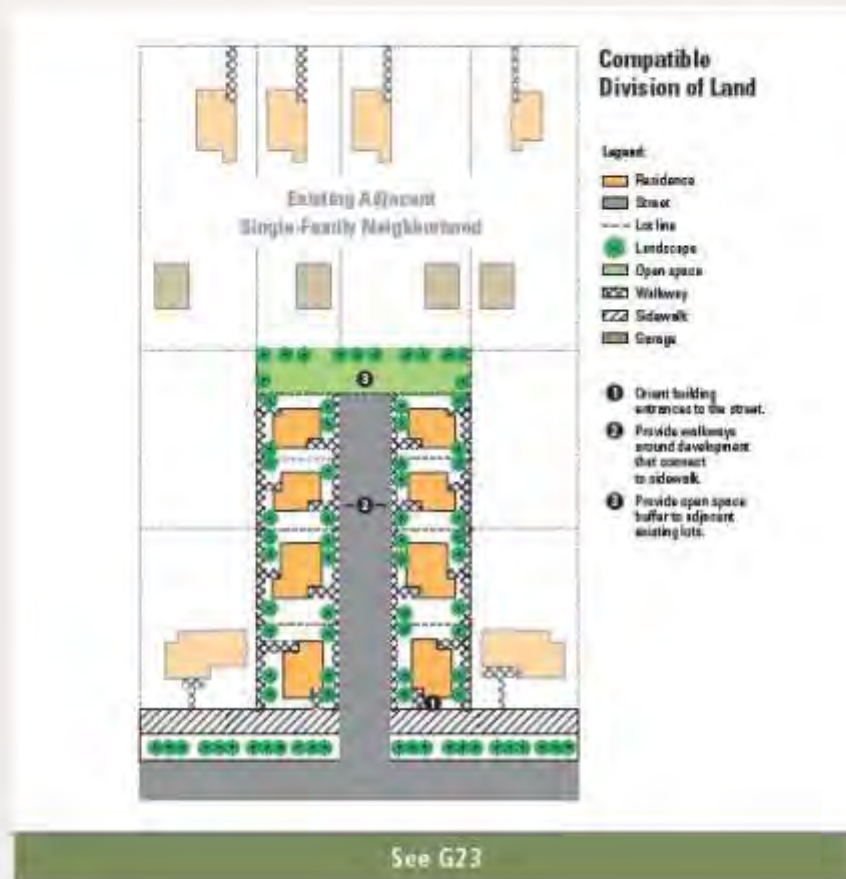
Design Guidelines for Residential Areas (continued)



Neighborhood Transitions

- G20. Lots may be increased in size so as to more closely conform to the size of existing contiguous lots or nearby parcels.
- G21. Transition new development with regard to lot size (density fading) and width so that new parcels are compatible with existing adjacent lots and surrounding neighbors.
- G22. Buildings setbacks for the zoning district should be considered a minimum. Provide larger setbacks for multiple-family projects adjacent to single-family and equinekeeping lots.

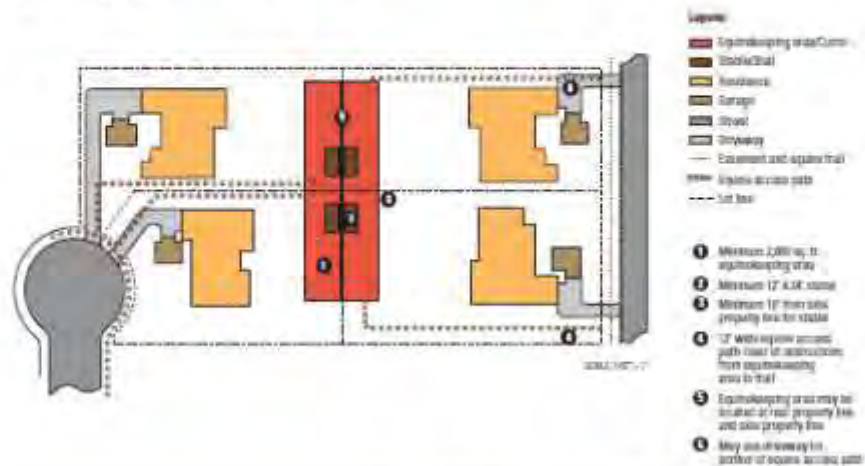
Design Guidelines for Residential Areas (continued)



- G23. Provide and locate open space next to lower intensity uses in order to increase building separations and intensify landscaping between the development and adjacent uses to help mitigate impacts, particularly visual intrusion on private outdoor space of adjacent backyards.
- G24. Position building heights and mass according to the intensity of the adjacent use. Shorter buildings with small footprints should be sited near lower intensity uses while taller, more massive buildings should be located near higher intensity uses and toward the center of the site. Shorter walls should be sited near small structures.

Design Guidelines for Residential Areas (continued)

Equinekeeping Lots Within the K-District



See G27 - 30

Equestrian-Oriented Neighborhoods

- G27. Maintain a 2,000 contiguous square-foot level pad area with a minimum width of 24 feet, including a 12'x24' (288-square foot) equine stable area. The pad area should include a 12'x12' (144-square foot) area for storage of feed and equipment, graded to permit quick and adequate drainage, and be permanently set aside for equine use. No permanent structure, including swimming pools and tennis courts, should be constructed or located within any portion of the pad area. Such structures may be permitted outside of the required equine stable and pad areas.
- G28. On small lot subdivision lots, communal equestrian facilities are encouraged in townhouse and detached condominium developments.
- G28. Equine pad and stable areas may be located at the rear property line. Reduced front yard setbacks may be considered to enlarge the backyard area for the purposes of optimizing the intended use of the level pad area and minimizing overall grading and to allow for a better layout for equines and is allowed as long as the reduction does not endanger the equinekeeping use.
- G29. On all lots, the equine pad area may be located within required side yard setbacks depending on the unique features of a site.
- G30. Where access is taken from the front facing street, a 12-foot wide equine access path should be provided. A driveway which is a minimum of 12-feet in width may function dually as an equine access path for the portion of the path that extends from the street to the end of the driveway. Permeable driveway materials are preferred.

1. Include the following best management practices in contract specifications and print on plans:
 - Use properly tuned and maintained equipment.
 - Enforce the idling limit of five minutes as set forth in the California Code of Regulations.
 - Use diesel-fueled construction equipment to be retrofitted with after treatment products (e.g. engine catalysts) to the extent they are readily available and feasible.
 - Use heavy duty diesel-fueled equipment that uses low NO_x diesel fuel to the extent it is readily available and feasible.
 - Use construction equipment that uses low polluting fuels (i.e. compressed natural gas, liquid petroleum gas, and unleaded gasoline) to the extent available and feasible.
 - Maintain construction equipment in good operating condition to minimize air pollutants.
 - Utilize materials that do not require painting, as feasible.
 - Use pre-painted construction materials, as feasible.
 - Provide temporary traffic controls such as a flag person, during all phases of construction to maintain smooth traffic flow.
 - Provide dedicated turn lanes for movement of construction trucks and equipment on- and off-site, as feasible.
 - Re-route construction trucks away from congested streets or sensitive receptor areas, as feasible.
 - Appoint a construction relations officer to act as a community liaison concerning on-site construction activity including resolution of issues related to PM₁₀ generation.
2. Projects that cover areas greater than 5 acres on-site construction, analysis and modeling for CO, NO_x, PM₁₀ and PM_{2.5}.
3. For new buildings within 500 feet from the I-210 (Foothill Freeway) shall incorporate one of the following methods:
 - Retain a qualified air quality consultant to prepare a health risk assessment (HRA) in accordance with the California Air Resource Board and the Office of Environmental Health and Hazard Assessment requirements to determine the exposure of project residents/occupants/users to stationary air quality pollutants prior to issuance of a demolition, grading, or building permit. The HRA shall be submitted to the Lead Agency for review and approval. The applicant or implementation agency shall implement the approved HRA recommendations, if any. If the HRA concludes that the air quality risks from nearby sources are at or below acceptable levels, then additional measures are not required.
 - Implement the following features that have been found to reduce air quality risk to sensitive receptors and shall be included in the project construction plans. These shall be submitted to the Planning and Zoning Division and the Building Service Division for review and approval prior to the issuance of a demolition, grading, or building and ongoing.
 - Do not locate sensitive receptors near distribution center's entry and exit points.
 - Do not locate sensitive receptors in the same building as perchloroethylene dry cleaning facility.

- Maintain a 50' buffer from a typical gas dispensing facility (under 3.6 million gallons of gas per year).
 - Install, operate, and maintain in good working order a central heating and ventilation (HV) system or other air take system in the building, or in each individual residential unit, that meets the efficiency standard of the MERV 13. The HV system shall include the following features: installation of a high efficiency filter and/or carbon filter-to-filter particulates and other chemical matter from entering the building. Either HEPA filters or ASHARE 85% supply filters shall be used.
 - Retain a qualified HV consultant or HERS rater during the design phase of the project to locate the HV system based on exposure modeling from the mobile and/or stationary pollutant sources.
 - Maintain a positive pressure within the building.
 - Achieve a performance standard of at least 4 air exchanges per hour of recirculation.
 - Achieve performance standard of .25 air exchanges per hour of an unfiltered infiltration if the building is not positively pressurized.
 - Maintain, repair, and/or replace HV system or prepare an Operation and Maintenance Manual for the HV system and the filter. The manual shall include the operating instructions and maintenance and replacement schedule. This manual shall be included in the CC&R's for residential projects and distributed to the building maintenance staff. In addition, the applicant shall prepare a separate Homeowners Manual. The manual shall contain the operating instructions and maintenance and replacement schedule for the HV system and the filters. It shall also include a disclosure to the buyers of the air quality analysis findings.
4. Require projects to implement applicable Greenhouse Gas reduction measures in the design of projects, including:
 - Install energy efficient lighting (e.g., light emitting diodes), heating and cooling systems, appliances, equipment, and control systems).
 - Install light colored "cool" roofs and cool pavements.
 - Create water-efficient landscapes.
 - Install water-efficient fixtures and appliances.
 5. Require that prior to the submittal of a building permit application for residential development within 150 feet of the Union Pacific (UN) right-of-way, project applicants shall obtain a qualified vibration consultant to complete a site-specific vibration assessment subject to approval by the Department of Building and Safety. The vibration assessment shall measure the vibration levels at the project site's property line within 150 feet of the UP right-of-way. If vibration levels exceed the FTA 80 VdB criteria for "infrequent" vibration events impacting a residential use (i.e., fewer than 30 vibration events from the same source per day, which is typical of most commuter rail vibration sources), the vibration assessment shall recommend measures to reduce vibration levels to 72 VdB or less. Examples of such measures that have been very successfully used, separately or in combination, to avoid vibration impacts to other residential projects located near rail transit vibration sources include:
 - Building Foundation Mats – the use of increased mass in the foundation of the building to increase the effective vibration reduction that occurs at the boundary between the soil and the building foundation structure.

- Vibration Isolation – after provision of a break or gap in the structure between the first floor concrete slab and the top of the basement walls/columns, isolation would be achieved by placing rubber pads between the top of the basement walls/columns and the first floor structure.

Recommend vibration reduction measures provided by the site-specific assessment shall be incorporated into the design and construction of the proposed infill development project and their effectiveness shall be verified by vibration monitoring measurements after construction. The applicant shall provide the Department of Building and Safety documentation demonstrating compliance with this measure for review and approval once construction has been completed, but prior to occupancy of the building(s).

6. Require all contractors to include the following best management practices in contract specifications and print on plans:
 - Construction haul truck and materials delivery traffic shall avoid residential areas whenever feasible. If no alternatives are available, truck traffic shall be routed on streets with the fewest residences.
 - Locate construction staging areas away from sensitive uses.
 - When construction activities are located in close proximity to noise-sensitive land uses, noise barriers (e.g., temporary walls or piles of excavated material) shall be constructed between activities and noise sensitive uses.
 - Impact pile drivers shall be avoided where possible in noise-sensitive areas. Drilled piles or the use of a sonic vibratory pile driver are quieter alternatives that shall be utilized where geological conditions permit their use. Noise shrouds shall be used when necessary to reduce noise of pile drilling/driving.
 - Construction equipment shall be equipped with mufflers that comply with manufacturers' requirements.
 - Consider potential vibration impacts to older (historic) buildings.
7. Require proposed industrial projects located within 1,000 feet of a residential land use to complete a noise study using the significance thresholds established in the City of Los Angeles CEQA Thresholds Guide. Identified impacts shall be mitigated per the City's Noise Ordinance.

Appendix K

Source Documents

METHODOLOGY

This section describes the data sources and methodologies employed in the identification of the EIR Existing Conditions and Future Projections, both of which are used to assess potential impacts of the Proposed Plan. The section also explains how Proposed Plan capacity is derived and how Proposed Plans address anticipated growth.

The EIR evaluates the environmental impacts related to potential changes in population, housing and employment based upon information from a variety of sources including, the United States Census Bureau (U.S. Census), California Department of Finance (DOF), the Southern California Association of Governments (SCAG), the City of Los Angeles Department of City Planning (DCP), the City of Los Angeles General Plan Framework Element (Framework) and associated documents. Since each of these sources may use different methods of data collection and analysis and/or different timeframes, the data do not always arrive at precisely the same results. Accordingly, the demographic data used in the analysis may vary somewhat, depending upon the source cited. Despite the variations, the data used in this EIR represent the best available data sources and provide a reasonable description of the population, housing, and employment characteristics of the Community Plan Area (CPA).

Existing Conditions

Existing Conditions or Baseline Conditions for the purposes of environmental analysis, can be described in demographic terms (population, housing, and employment) or in terms of development characteristics (square feet of development, height of structures or number of housing units). DCP as the lead agency has the discretion to determine the best data source for Existing Conditions. DCP represents Existing Conditions as demographic data that is published and referenced public data used by multiple agencies in planning for the city and region. Obtaining accurate development characteristics at the parcel level for each Community Plan Area has in recent decades become possible through geographic information systems (GIS), however the technology still presents practical difficulties in verifying precise, detailed data at the parcel level for CPAs for a city the size of Los Angeles. Whereas smaller jurisdictions are able to rely on County Assessor data for parcel level data, the size of the city at over 469 square miles results in duplicate, incomplete, and/or unverified data that is time and cost prohibitive to obtain at present.

The leading source of demographic data is the U.S. Census. While Census data is typically the most reliable representation of socio economic data for discrete geographic areas, it is only available on a decennial basis, i.e., 2000, 2010, 2020. Census data is the most accurate source for demographic data, however, it is subject to sampling variability. While it is preferable to utilize census data for analysis, it is not always possible to align planning processes with the release of census data. Instead, SCAG estimates are often utilized by planning agencies. For the NCP Program, DCP utilizes SCAG estimates as a reasonable substitute for the baseline for population, housing, and employment data at the CPA level.

SCAG, as the Regional Transportation Planning Agency (RTPA) and Metropolitan Planning Organization (MPO) publishes demographic estimates and projections through the long-range transportation plan (RTP), developed and updated by SCAG every four years. The RTP provides a vision for transportation investments throughout the region. Using demographic growth forecasts and

economic trends that project out over a 20-year period or “horizon,” the RTP considers the role of transportation in the broader context of economic, environmental, and quality-of-life goals for the region.

■ Baseline (SCAG)

SCAG is the regional demographer for a six-county region that includes LA County. In that capacity it has an established methodology for estimating regional population, housing, and employment for the region and as well as projecting future population, housing, and employment at a citywide level. SCAG uses Census data which it adjusts using California Department of Finance data to determine existing or baseline population, housing and employment. This method is used to derive annual estimates of population, housing, and employment for years that are not a census year.

At the city level, SCAG estimates occupied housing units by extrapolating past trends of occupied units from a number of different data sources then estimates persons per household and multiplies the units by the persons per household (PPH) (which is tailored by geography) to get a subtotal of the population. The proportion of group quartered population to total population of prior census year are added to get the total population.

Data for each city includes California Department of Finance enumeration-based values from the 1980, 1990, and 2000 censuses. The trend extrapolations do not consider anything beyond historical trends in the data. Institutional constraints, land constraints, and build-out scenarios from general plans are not considered in the estimate. Average household size projections tends to be very rudimentary at the city level. A constrained trend extrapolation of the average household size values is used. See the following SCAG publications for the methodology employed to determine annual estimates of population, housing, and employment data:

- http://rtpscs.scag.ca.gov/Documents/2004/2004RTPAppendix_A_final.pdf
- http://rtpscs.scag.ca.gov/Documents/2012/final/SR/2012fRTP_GrowthForecast.pdf

DCP has regularly tracked growth and development activity in the city. Approximately every four years, as part of the regional planning process, local planning departments (including DCP) work together with SCAG to develop population projections for the City of Los Angeles and the Southern California region. SCAG publishes regional transportation plans (RTP) every four years and is currently working on the 2016 RTP. However, the cycles of RTP preparation do not regularly coincide with the release of Census data. Because of the time involved in preparing the RTP, there is a lag between the times the Census data is released or population estimate is prepared and the time that the RTP makes population estimates available. An additional lag occurs between the time the Planning Department receives SCAG's population estimates for the baseline and horizon year, and the time a draft community plan and EIR are completed. It is not necessary to change the baseline year of EIR analysis every time a government agency at the state, federal, or local level issues a projection for a future condition or issues an estimate for those years subsequent to the EIR baseline year.

For the New Community Plans begun in 2006-7 Existing Baseline was derived from SCAG 2004 RTP with a corresponding horizon year of 2030.¹ Plans begun in 2008 utilized SCAG 2008 RTP with a corresponding horizon year of 2035. Plans begun after 2010-12 would be able to utilize the 2010 Census for Existing Baseline with a corresponding horizon year of 2035; plans beginning later would determine whether to use 2010 Census or 2016 RTP for the Baseline.

Future Projections

The New Community Plans are intended to plan for anticipated growth by 2030 (the planning horizon year), and consequently use the 2004 SCAG RTP as a resource for both the Baseline (also called Existing Conditions) population, housing and employment estimates and the future projections. SCAG projects sub-county demographic trend projections using the housing unit method, which is one of the most widely used methods for estimating and projecting local area households and population for planning purposes. Projections are completed using the cohort-component model for the regional level; for the sub-county the following apply:

- **Population projection methodology**—The model computes the population at a future point in time by adding to the existing population the number of group quartered population, births and persons moving into the region during a projection period, and by subtracting the number of deaths and the number of persons moving out of the area in 5-year intervals.
- **Housing projection methodology**—SCAG projects households (occupied housing) by multiplying the population projection (minus the group quartered population) by the headship rate or the proportion of that population that is expected to form a household (projected in 5-year intervals).
- **Employment projection methodology**—SCAG links population dynamics to economic trends, examining labor force supply and demand to develop employment projections. Supply is derived by multiplying population by projected labor force participation rates. Demand is developed by converting the jobs to workers using the double job rate and applying the ideal unemployment rate and factoring out the number of people holding two or more jobs.

After deriving the regional projections using its published methodology, SCAG allocates to each city its share of the regional growth, providing each city with a citywide projection for population, housing, and employment. At the citywide level, these projections are largely based on past trends.

SCAG and DCP then distribute the total citywide number among all of the city's census tracts and Transportation Analysis Zones (TAZ), again derived from past trends and building upon/compared to TAZ projections of previous adopted Regional Transportation Plans. The city reviews the proposed SCAG projections and then refines the demographic projections by Census Tract/TAZ numbers. This local feedback provides further input based on the effects of local policymaking, such as General Plan or Community Plan updates, and the mandates of federal and state plans, which are also taken into consideration during the local review process.

¹ During the preparation of the first plans being updated through the New Community Plan program, Census 2010 data became available. That information is disclosed in the Final EIRs and this methodology is intended to describe how data sets are utilized and what factors influence the identification of baseline year.

■ Adjusted SCAG Projections

The long-standing policy of the City of Los Angeles is to accommodate SCAG projections in its long-range planning efforts and this is a stated primary goal of the New Community Plan Program. SCAG provides the demographic expertise in developing projections and works with the DCP planners and demographers to refine those projections and their distribution throughout the city, as described previously. Community Plan updates aim at minimum to meet SCAG projections for the City and each CPA and in some cases may exceed those projections for certain CPAs depending on changed circumstances such as market demand, trends, the introduction of transit or other infrastructure, etc. In this respect, SCAG projections are viewed as targets, and DCP ultimately determines the distribution of Citywide growth through adherence to the General Plan Framework and Community Plans while the Citywide projections are being accommodated.

Community Plan area projections are derived by summing up the Census Tracts or TAZs that comprise each of the CPAs. In the case of the 2004 RTP, 2030 projections for some of the Community Plan were less than or close to existing estimates for the current year (2005). This can be attributed to the fact that SCAG's trend-based methodology could not adequately factor in more recent trends which represented substantial shifts from earlier trends. Recent trends indicated that new development was occurring more in the form of urban infill in the inner city neighborhoods than previous patterns of development. In particular, recent trends showed significant housing and population growth in areas like Downtown Los Angeles. After decades of being a largely 9-to-5 employment center, Downtown LA as a result of policies and regulations adopted by the City in the 1990s and early 2000s was developing a growing residential population. Adoption of the City's adaptive reuse ordinance and other regulations and policies that encouraged infill new construction on underused lots in Downtown and other neighborhoods in the core of the City brought about this tangible shift in development patterns. By way of illustration, the SCAG 2030 projection for the Central City CPA (which makes up the Downtown proper) was 31,000 people, a number which had already been exceeded by 2005. Given that City policies encourage substantially more growth in the Downtown area, DCP, when embarking on the NCP program adjusted the adopted SCAG 2030 projections to better align the projections with these recent trends and continued implementation of the General Plan Framework.

As a result, DCP developed a methodology to allocate Citywide growth in a manner that was more consistent with these recent trends and broader policy objectives to orient new development to designated centers, mixed use boulevards, transit and State law (SB 375 and the Sustainable Communities Strategy). In developing a methodology for this exercise, DCP held SCAG's total citywide projections constant but reallocated the citywide number across the 35 plan areas to be more consistent with recent trends and the city's targeted growth strategy (Framework). The city oriented more growth to CPAs that have designated centers and mixed use boulevards per the Framework and to those areas that are supported by transit (existing and planned). Existing land use patterns, existing (adopted) General Plan Land uses and potential for increases in zoning capacity consistent with both existing patterns and adopted policy guided which CPAs were allocated a greater share of the Citywide number. In the same manner, it was assumed that all CPAs continue to grow consistent with SCAG assumptions for 1% growth across the region and would still need to accommodate at least marginal levels of growth (i.e., it was not assumed that any CPAs would have less population than current levels).

The table below compares the allocations by geographies for 2005 and its horizon year 2030. The source is SCAG RTP 2004 for the Baseline and 2030 Population Projection. The total 2030 Population Projection has been adjusted upward to match the Framework objectives and to account for anticipated growth in the Central CPAs.

Based on these objectives, slightly more growth was attributed to the Central grouping of CPAs (19% of citywide allocation) where recent trends, policy and transportation infrastructure indicate that more growth can and should be supported; a larger share of the overall citywide population, housing and employment projections was also allocated to the South LA CPAs (18% of citywide allocation) given the substantial transit investment (both existing and planned; Blue and Green lines and the addition of the Expo and Crenshaw/LAX lines) in those areas. About 11% of the citywide allocation was attributed to the Westside CPAs. While the North and South Valley CPAs accounted for 18% and 19% respectively. East LA CPAs were anticipated to represent approximately 10 % and the Harbor area CPAs 5% of the citywide allocation. The distribution of reallocated growth is shown for CPAs in the final column and indicates the shift in population growth to the Central CPAs which account for 31% of projected population growth anticipated for 2030.

Population Projections by CPA Geography						
Area	Population 2005	% of Citywide 2005 Population*	Projected Population 2030 Adjusted	% of Citywide 2030 Projected Population	Difference 2030-2004	Citywide Growth Distribution (2004-2030)
City of Los Angeles	3,947,712	100%	4,320,975	100%	373,263	100%
Central	705,843	18%	823,229	19%	117,386	31%
East Los Angeles	432,053	11%	448,912	10%	16,859	5%
West Los Angeles	427,770	11%	473,615	11%	45,845	12%
Harbor	203,675	5%	211,145	5%	7,470	2%
South Los Angeles	730,322	19%	793,688	18%	63,366	17%
South Valley	752,478	19%	810,382	19%	57,904	16%
North Valley	695,571	18%	760,003	18%	64,432	17%

* SOURCE: 2004 RTP. The 2030 projected population is based on SCAG's 2004 RTP. DCP adjusted the 2030 projected population to implement the Framework Element of the General Plan. The total 2030 projected population for the city was slightly increased from SCAG. Totals may not sum to 100% due to rounding.

Calculating Plan Capacity

Separate from the demographic projections is the calculation of Proposed Plan build out or plan capacity. Capacity is also referred to as the Reasonable Expected Development of a Community Plan.

DCP uses a midpoint methodology to calculate the capacity that is being created by proposed land use changes, when updating its Community Plans. Assumptions are made about the level of build out that is likely or reasonably expected to occur in a Community Plan area based on the acreage of land designated for each type of land use (by General Plan Land Use designations); allowable densities and intensities in each designation; and anticipated levels of development in the life of the plan. Ultimately, market factors

dictate the level of development that occurs but experience shows that only a percentage of the properties within a CPA will be redeveloped within the horizon year, typically 20-25 years, and that even the sites that do redevelop are not always developed to maximum levels allowed by the zoning. A number of factors serve to constrain development, including:

- Physical site constraints (topography, geology, etc.)
- Zoning regulations (requirements for parking, open space, yards and setbacks that sometimes limit the maximum development on a site to levels below what the zoning would otherwise permit)
- Environmental factors and constraints (adjacent uses, sensitive uses, local, state and federal laws)
- Historic preservation goals and regulations
- Land values, property ownership
- Market factors, (economy, financial lending practices, etc.)
- Community input and public participation process, among others

In preparing Community Plans, land use changes are proposed that will allow for projected growth to be accommodated, given the realities of the above stated factors. For this reason, 100% build out is a theoretical scenario and is not analyzed, but rather a more “realistic” reasonable expected capacity is used both to guide proposed land use changes and analyze the potential environmental impacts of those changes. DCP’s goal is to align Community Plan land use capacities with the SCAG projections, or at minimum to meet that projection, to be consistent with other Department and Agencies who plan for and provide public services and infrastructure to the city.

How Growth Is Addressed through Planning and Zoning

During the planning process, technical land use analysis including the study of trends and consideration of General Plan policies is conducted to identify appropriate locations and levels of future development. In places where new growth is anticipated and planned to occur, corresponding zoning is applied to implement updated land use policy. Where zoning is changed to reflect new land use objectives, further development standards are applied to address potential impacts of planned growth. These standards can include urban design and/or general development standards and environmental standards.

Consistent with Framework and Community Plan land use policies reflected in the Proposed Plan, zone changes are applied in limited instances e.g., around transit stations or in Regional or Community Commercial designated areas. In selected areas of the CPA where upzones or zoning changes have been introduced that allow more development than currently exists, potential impacts of proposed changes have been analyzed by the Community Plan EIR and where potential impacts are anticipated, additional Design Standards, zoning restrictions are applied in the form of specific plan or Community Plan Implementation Overlay (CPIO) regulations, Q Conditions or D Limitations, and/or Environmental Standards. These standards are applied to all applicable projects; a new project must meet these development standards or include certain measures in the project’s construction to receive approval.

For example urban design standards could include requirements for buildings to be built to the sidewalk to create a more pedestrian environment. Development standards might include a transitional height requirement to improve the compatibility between new structures and those of adjacent lower scaled residential zones. An environmental standard might require shielding of light poles so as to direct light

away from adjacent residential uses. These are examples that represent the types and range of regulations that can be applied to reduce potential impacts of new development.

For projects within a CPIO, all new development will be subject to CPIO regulations and standards; the CPIO establishes a minimum level of mitigation and projects will be required to comply with those regulations. Planners will review projects in a CPIO area through a ministerial process. As is the case citywide, where projects exceed the Site Plan Review (SPR) threshold, discretionary review will be applied. Projects meet the threshold when they exceed 50,000 square feet or 50 units. For instance, in some cases, the Proposed Plan has either removed zoning restrictions (i.e., limited FAR .5 has been restored to FAR 1.5 consistent with citywide land use designations) or in more limited cases increased height from 30 feet to 45 feet or FAR restrictions of FAR 1.5 to FAR 3. These changes are often proposed for urban areas or transit-adjacent neighborhoods and have been accompanied with additional regulations described in detail above.

Excerpts from SCAG's Methodology Report

SCAG Methodology for 2004 is available online at
http://rtpscs.scag.ca.gov/Documents/2004/2004RTPAppendix_A_final.pdf.

■ 2. Regional Population Trend Projection

2-1. Cohort-Component Model

SCAG projects regional population using the cohort-component model. The model computes the population at a future point in time by adding to the existing population the number of group quartered population, births and persons moving into the region during a projection period, and by subtracting the number of deaths and the number of persons moving out of the area. This process is formalized in the demographic balancing equation.

The fertility, mortality, and migration rates are projected in 5-year intervals for 18 age groups, for four mutually exclusive ethnic groups: Non-Hispanic White, non-Hispanic Black, non-Hispanic Asian, and Hispanic. These demographic rates are also projected by population classes: residents, domestic migrants, and international migrants.

2-2. Balance of Labor Demand and Labor Supply

SCAG links population dynamics to economic trends, and is based on the assumption that patterns of migration into and out of the region are influenced by the availability of jobs. The future labor force supply is computed from the population projection model by multiplying civilian resident population by projected labor force participation rates.

This labor force supply is compared to the labor force demand based on the number of jobs projected by the shift/share economic model. The labor force demand is derived using two step processes. The first step is to convert jobs into workers using the double job rate. The double job rate is measured by the proportion of workers holding two jobs or more to total workers.

The second step is to convert workers into labor force demand using the ideal unemployment rate. If any imbalance occurs between labor force demand and labor force supply, it is corrected by adjusting the migration assumptions of the demographic projection model. Adjusted migration assumptions are followed by total population changes.

■ 2. Regional Household Trend Projection

SCAG projects regional households by using projected headship rate. The projected households at a future point in time are computed by multiplying the projected civilian resident population by projected headship rates. It is formulated in a following way. Headship rate is the proportion of a population cohort that forms the household. It is specified by age and ethnicity. Headship rate is projected in 5-year intervals for seven age groups (for instance, 15–24, 25–34, 35–44, 45–54, 55–64, 65–74, 75+), for four mutually exclusive ethnic groups.

County Population and Household Projection

As used in the regional population and household projection, SCAG uses the cohort-component model and the headship rate to project the county population and households.

B-1-2. Sub-County Demographic Trend Projection

SCAG projects sub-county demographic trend projections using the housing unit method, which is one of the most widely used methods for estimating and projecting local area households and population for planning purposes. The housing unit method consists of the following three steps.

First, occupied housing units (households) are estimated by extrapolating the past trend of occupied housing units. The input data series can include up to 21 observations by combining information from the California Department of Finance E-5 series with enumeration-based values from the 1980, 1990, and 2000 censuses. The model parameters are estimated using the 21 observation series for each city. The trend extrapolations will not consider anything beyond historical trends in the data. Institutional constraints, land constraints, and build-out scenarios from general plans will not be considered in the trend projection.

Second, household (residential) population is estimated by multiplying occupied housing units (households) by the projected average household size. The average household size projection is problematic given the tension between expectations for a strong demographic component in the methodology and the lack of suitable data to support such a methodology. The so called “state-of-the-art” for average household size projections tends to be very rudimentary at the city level. A constrained trend extrapolation of the E-5 average household size values is used with bounds determined by expert opinion, currently [1.2, 5.5].

Third, projected group quartered population is added to projected household population. The group quartered population is projected based on 2000 ratio of group quartered population to total population.

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* Printout of website provided.



California Building Standards Commission

Home (<http://www.bsc.ca.gov/Home.aspx>) > CALGreen (Part 11 of Title 24)
(<http://www.bsc.ca.gov/Home/CALGreen.aspx>)



California Green Building Standards Code (Part 11 of Title 24, California Code of Regulations)

2013 CALIFORNIA GREEN BUILDING STANDARDS CODE (EFFECTIVE JANUARY 1, 2014)

(http://www.ecodes.biz/ecodes_support/Free_Resources/2013California/13Green/13Green_main.html)

- Supplement: 2013 California Green Building Standards Code - effective July 1, 2015 (PDF (http://www.iccsafe.org/wp-content/uploads/errata_central/5570S133.pdf))
- Errata: 2013 California Green Building Standards Code - effective January 1, 2014 (PDF (http://www.iccsafe.org/wp-content/uploads/errata_central/5570S131.pdf))

2010 CALIFORNIA GREEN BUILDING STANDARDS CODE (EFFECTIVE JANUARY 1, 2011)

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- Errata: 2010 California Green Building Standards Code - including updates to the SWPPP provisions (PDF (http://www.iccsafe.org/wp-content/uploads/errata_central/5570S1001.pdf))

Green Building Development Activities

For Green Building Workshop information and documentation on proposed changes pertaining to CALGreen, please click on the following links:

- 2015 CALGreen Workshop #1 - Sacramento - October 30, 2014
([calendar/othermtgs/tabid/3417/Agg11891_SelectTab/2/Default.aspx](#))
- 2015 CALGreen Workshop #2 - Sacramento - February 5, 2015
([calendar/othermtgs/tabid/3417/Agg11891_SelectTab/1/Default.aspx](#))

CALGreen Guidebooks and Reference Materials

2013 CALGreen

- Guide to the 2013 California Green Building Standards Code - Nonresidential (PDF (<http://www.documents.dgs.ca.gov/bsc/CALGreen/CALGreen-Guide-2013-FINAL.pdf>))
- Guide to the 2013 California Green Building Standards Code - Residential (published by HCD) (PDF (http://hcd.ca.gov/codes/sh/CALGreen_Guide_REV_12-13.pdf))
- CALGreen 2013 Intervening Supplement Summary of Changes: Nonresidential Mandatory Measures (PDF (<http://www.documents.dgs.ca.gov/bsc/CALGreen/2013-CALGreenIntervening-Handout-7-2015.pdf>))
- CALGreen 2013 Summary of Changes: Nonresidential Mandatory Measures (PDF (<http://www.documents.dgs.ca.gov/bsc/documents/2013/2013-Green-Building-Standards-Updates.pdf>))
- CALGreen 2013 Summary of Changes: Residential Mandatory Measures (published by HCD) (PDF (<http://www.documents.dgs.ca.gov/bsc/documents/2013/2013-Green-Residential-Mandatory.pdf>))

2010 CALGreen

- Guide to the 2010 California Green Building Standards Code - Nonresidential - Third Edition - including changes effective July 1, 2012 (PDF (http://www.documents.dgs.ca.gov/bsc/CALGreen/MasterCALGreenNon-Res-Guide2010_2012Suppl-3rdEd_1-12.pdf))
- Guide to the California Green Building Standards Code Low-Rise Residential - June 2012 (published by HCD) (PDF (http://www.hcd.ca.gov/codes/sh/CALGreenGuide_COMPLETE.pdf))
- Guide to the Nonresidential Commissioning for the CALGreen Code - 2nd Edition - November 2010 (PDF (<http://www.documents.dgs.ca.gov/bsc/CALGreen/Non-Res-Comm-Guide-10-10.pdf>))

Sample Materials

- Sample Commissioning Project (PDF (<http://www.documents.dgs.ca.gov/bsc/CALGreen/CX-SAMPLE-PROJECT.pdf>))
- Sampled Functional Performance and Testing, FPT Template (PDF (<http://www.documents.dgs.ca.gov/bsc/CALGreen/FPT-SAMPLE-TEMPLATE.pdf>))
- Checklist Sample of Nonresidential Mandatory Measures (PDF (<http://www.documents.dgs.ca.gov/bsc/CALGreen/GRN-5-Non-Res-Green-Mandatory-Checklist1.pdf>))

CALGreen Education and Outreach Events

- For information on all past and upcoming Education and Outreach events please click [HERE \(/calendar/edoutevents.aspx\)](#).

International Code Council CALGreen Certifications

In partnership with the California Building Officials (CALBO) (<http://www.calbo.org/>), the International Code Council (ICC) (<http://www.iccsafe.org/>) is offering two new CALGreen Certification Exams that are intended to validate the competency of inspectors and plan reviewers on their understanding and ability to implement the provisions of CALGreen:

- CALGreen Inspector certification
- CALGreen Plans Examiner certification

Both exams cover such topics as general requirements of CALGreen, residential building systems, and non-residential building systems.

These exams are executed via computer-based testing (CBT). More information is available [HERE](#) (<http://www.iccsafe.org/Certification/Pages/m/cexams.aspx?usertoken={token}&Site=icc>).

Press

- Green Technology Magazine: CALGreen in 2012: A Wider Shade of Green - Q & A with Michael Nearman (http://www.green-technology.org/green_technology_magazine/index.php?cid=136)
- The CALGreen Story (<http://www.documents.dgs.ca.gov/bsc/CALGreen/The-CALGreen-Story.pdf>)
- Green Technology Magazine: Game Changer: California's Green Building Code - An Interview with Dave Walls (http://www.green-technology.org/green_technology_magazine/gamechanger.htm)
- Green Technology Magazine - This Week in Green Technology Magazine (<http://www.green-technology.org/>)

Awards and Recognition

- CBSC Honored with 2012 Green California Leadership Award for CALGreen (http://www.green-technology.org/green_technology_magazine/index.php?cID=143)

Featured Links

- 2013 Current Code (/Home/Current2013Codes.aspx)
 - 2015 Triennial Cycle (/Rulemaking/adoptcycle/2015CodeAdoptionCycle.aspx)
 - 2013 Intervening Cycle (/Rulemaking/adoptcycle/2013CodeCycle.aspx)
 - CALGreen (/Home/CALGreen.aspx)
 - SB 1473 (/Rulemaking/LocalCodeOrdinances/sb1473.aspx)
 - Information Bulletins (/pubs/bullet.aspx)
 - Meeting Notices & Events (/calendar.aspx)
 - How to Use our Website (<http://www.documents.dgs.ca.gov/bsc/documents/2014/How-to-Use-our-Website-Dec-2014.pdf>)
 - Contact Us (/abt_bsc/ContactUs.aspx)
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Mission/Goals

Advisory Committee

Meetings/Events

River Funding Bulletin

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Documents

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Sign Guidelines PDF

Maintenance Guidelines PDF

Existing and Future Projects

Back to Watershed

Los Angeles River Watershed

Project Listing

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PROJECT NAME	LOCATION	ORGANIZATION	Edit
Los Angeles River Parkway - West Valley Phase I - Greening	Los Angeles	L.A. City	✎
14th Street Bikeway	Long Beach	City of Long Beach, PRM	✎
1997 Earth Day Event	Los Angeles	Los Angeles County Department of Public Works	✎
1998 Earth Day Event	Los Angeles	Los Angeles County Department of Public Works	✎
1999 Earth Day Event	Los Angeles	Los Angeles County Department of Public Works	✎
2000 Earth Day Event	Long Beach	Los Angeles County Department of Public Works	✎
2001 Earth Day Event	Los Angeles	Los Angeles County Department of Public Works	✎
2003 Earth Day Event	Los Angeles	Los Angeles County Department of Public Works	✎
2004 Earth Day Event	Long Beach	Los Angeles County Department of Public Works	✎
67th Street Park	Long Beach	City of Long Beach, PRM	✎
Adopt-A-Riverbank: Ernie's Walk	Los Angeles	Ernie LaMere, community resident	✎
Adopt-A-Riverbank: Village Gardeners	Los Angeles	Village Gardeners	✎
Albion Park Project- Park Development	Los Angeles	City of Los Angeles	✎
Aliso Creek and LA River Confluence (Reseda River Loop)	Los Angeles	Trust for Public Land	✎
Amtrak Project	Los Angeles	North East Trees	✎
Aqua Vista Sediment Placement	Los Angeles	LA County DPW	✎
Arroyo Seco Bikeway	Los Angeles	Los Angeles County Department of Public Works	✎
Arroyo Seco Park	Los Angeles	City of Los Angeles	✎
Atwater Village West River Park	Los Angeles	City of Los Angeles	✎
Baum Bicycle Bridge	Los Angeles	Los Angeles Department of Transportation	✎
Bell Riverfront Greenway Project	Bell	County of Los Angeles Department of Public Works	✎
Caballero Creek and LA River Confluence Park	Los Angeles	City of Los Angeles/MRCA	✎
Cesar Chavez Park	Long Beach	City of Long Beach, PRM	✎
City of Los Angeles, Bikeway Phase 1-D	Los Angeles	Metropolitan Transportation Authority	✎
City of Los Angeles, Bikeway Phase 1A	Los Angeles	Metropolitan Transportation Authority	✎
Colfax Meadows Greenway	Los Angeles	The River Project	✎
Confluence Park	Los Angeles	Mountains Recreation & Conservation Authority	✎
Cornfields Adjacent River Park	Los Angeles	City of Los Angeles	✎
Cudahy Riverfront Project	Cudahy	County of Los Angeles Department of Public Works	✎
DeForest Study	Long Beach	City of Long Beach, PRM	✎
DeForest Wetland Restoration	Long Beach	City of Long Beach, Dept. of Parks, Rec & Marine	✎
Dominquez Gap Wetland Project	Long Beach	Los Angeles County Department of Public Works	✎
Dorris Place	Los Angeles	City of Los Angeles	✎
Downey Rec Center	Los Angeles	City of Los Angeles	✎
Downtown River West Wetlands Park	Los Angeles	City of Los Angeles	✎
Drake-Chavez Greenbelt	Long Beach	City of Long Beach, PRM	✎

Los Angeles County Flood Control District

Assistant Deputy Director
Division Engineer
Angela R. George

Assistant Division Engineers:
Bert Grant
Paul Alva

For information call:
(818) 456-4300

E. Valley LAR Greeway/Bikeway	Los Angeles	City of Los Angeles	CE
Eastside Soccer Fields Complex	Los Angeles	City of Los Angeles	CE
Egret Park	Los Angeles	North East Trees	CE
El Monte Veterans Memorial Park	El Monte	Amigos Del Los Rios	CE
Elysian Valley Gateway Park	Los Angeles	Santa Monica Mountains Conservancy	CE
Elysian Valley River Access Improvements	Los Angeles	County of Los Angeles Department of Public Works	CE
Ernie's Walk Expansion	Los Angeles	Los Angeles County Department of Public Works	CE
Gibson Mariposa Butterfly Park	El Monte	Amigos del Los Rios	CE
Glendale Narrows Riverwalk, Phase 1	Glendale & Los Angeles	Glendale / Parks, Recreation, & Community Services	CE
Glendale Narrows Riverwalk, Phase 2	Glendale	Glendale / Parks, Recreation, & Community Services	CE
Glendale Narrows Riverwalk, Phase 3	Glendale	Glendale / Parks, Recreation, & Community Services	CE
Golden Shore Marine Reserve	Long Beach	City of Long Beach, PRM	CE
Great Heron Gates Park	Los Angeles	North East Trees	CE
Hazard Park Stream Restoration	Los Angeles	City of Los Angeles	CE
Headworks	Los Angeles	City of Los Angeles	CE
Hollydale Park Pedestrian Bicycle Bridge	South Gate	City of South Gate	CE
Hollydale Regional Park Community Center/Gymnasium	South Gate	City of South Gate	CE
Johnny Carson Park Creek	Burbank/Los Angeles	City of Burbank - Park, Rec & Community Services	CE
Julia Russ Asmus Park	Bell Gardens	City of Bell Gardens	CE
LA River Bike Path Phase 3 Design- Barclay St. to Union Station	Los Angeles	L.A City	CE
LA River Bio-technical Bank Stabilization in Sepulveda Basin	Los Angeles	The River Project	CE
LA River Greenway II	Los Angeles	North East Trees	CE
Laguna Retention Basin Multiuse Improvements	Monterey Park	County of Los Angeles Department of Public Works	CE
Lashbrook Park	El Monte	Amigos del Los Rios	CE
Laurel Canyon Blvd. at Tujuna Wash (1233)- Bridge Widening, Construct New Substructure and Bike Access Lanes	Los Angeles	City of Los Angeles	CE
Legion Lane Park	Los Angeles	City of Los Angeles	CE
Los Angeles River Bikeway Network (Tiger IV Project)	Los Angeles		CE
Los Angeles River Bikeway/Greenway Study	Los Angeles	North East Trees	CE
Los Angeles River Center and Gardens	Los Angeles	Mountains Recreation and Conservation Authority	CE
Los Angeles River County Bikeway Improvements	Vernon to South Gate	Los Angeles County Department of Public Works	CE
Los Angeles River Gateway Improvements	Bell	City of Bell	CE
Los Angeles River Greenway and Winnetka	Los Angeles	City of Los Angeles	CE
Los Angeles River Headwaters Phase 1	Los Angeles	County of Los Angeles Department of Public Works	CE
Los Angeles River Headwaters Phase 2	Los Angeles	County of Los Angeles Department of Public Works	CE
Los Angeles River Sign Implementation Project - Phase I	Vernon to Long Beach	County of Los Angeles Department of Public Works	CE
Los Angeles River Sign Implementation Project - Phase II	Vernon to Long Beach	County of Los Angeles Department of Public Works	CE
Los Angeles Riverfront Park Phase II	Los Angeles	City of L.A	CE
Los Feliz Equestrian/Pedestrian Bridge	Los Angeles	City of Los Angeles	CE
Los Feliz Riverwalk	Los Angeles	North East Trees	CE
Lower Tujunga Wash Greenway/Bikeway	Los Angeles	City of Los Angeles	CE
Marsh Park Expansion	Los Angeles	MRCA	CE
Marsh Street Park	Los Angeles	Mountains Recreation and Conservation Authority	CE
Montecito Heights/Debs Park	Los Angeles	City of Los Angeles	CE
Moorpark Park	Los Angeles	City of Los Angeles	CE
Multi-Modal Bridge at north Atwater Park	Los Angeles	City of Los Angeles	CE

North Atwater Park Creek Restoration-Add 1.17 Acres of New Park Soace;restore riparian system tributary to the LA river	Los Angeles	City of Los Angeles	12
North Atwater Park Restoration Phase II	Los Angeles	Los Angeles	12
North Atwater park Expansion - Development of Additional Park space Adjacent to LA River	Los Angeles	City of Los Angeles	12
North Branch Creek Daylighting in Sycamore Park	Los Angeles	City of Los Angeles	12
North Long Beach Riverfront Park	Long Beach	City of Long Beach, PRM	12
North Valleyheart Riverwalk Project	Los Angeles	Los Angeles County Flood Control District	12
Oso Park	Los Angeles	North East Trees	12
Pacoima Wash 8th Street Park	San Fernando	Mountains Recreation and Conservation Authority	12
Peck Water Conservation Park	El Monte	Amigos Del Los Rios	12
Ralph C. Dills Park Expansion	Paramount	City of Paramount	12
Reseda Park	Los Angeles	City of Los Angeles	12
Richard Lillard Outdoor Classroom	Los Angeles	Mountains Recreation and Conservation Authority	12
Rio Hondo Coastal Basin Spreading Grounds Multiuse Improvements Project - Phase II	Pico Rivera	County of Los Angeles Department of Public Works	12
Rio Hondo Trail Enhancement	El Monte	Amigos Del Los Rios	12
Rio Hondo/South Gate Confluence Park	South Gate	City of South Gate	12
Rio Vista Blufftop Park	Los Angeles	City of Los Angeles	12
Rio Vista Park	El Monte	Amigos del Los Rios	12
River Garden Park	Los Angeles	Santa Monica Mountains Conservancy	12
River Glen Riverfront Walk	Los Angeles	City of Los Angeles	12
Riverside Drive Over LA River (1932) - Bridge Replacement & Bikeway	Los Angeles	Los Angeles	12
Riverside Drive Over LA River Near Zoo Drive (1298) - Bridge Widening & seismic retrofit	Los Angeles	City of Los Angeles	12
Sepulveda Basin Wetlands	Los Angeles	City of Los Angeles	12
Sixth Street Habitat	Long Beach	City of Long Beach, PRM	12
South Compton Creek Bike Trail Phase 2	Rancho Dominguez	County of Los Angeles Department of Public Works	12
South Gate Restoration Project	South Gate	North East Trees	12
South Gate Riparian Habitat Project	Lynwood/South Gate	City of South Gate	12
Southern Avenue Bikeway and Park	South Gate	City of South Gate	12
Southern Avenue Green Way Bike Way	South Gate	City of South Gate	12
Steelhead Park	Los Angeles	North East Trees	12
Stough Canyon Campground	Burbank	City of Burbank - Park, Rec & Community Services	12
Studio City Greenway	Los Angeles	City of Los Angeles Recreation and Parks	12
Studio City Greenway North Bank	Los Angeles	The River Project	12
Sycamore Pocket Park	Los Angeles	The River Project	12
Taylor Yard	Los Angeles	City of Los Angeles	12
Taylor Yard Bicycle/Pedestrian Bridge	Los Angeles	Los Angeles	12
Taylor Yard Sampling	Los Angeles	Trust for Public Land	12
Tujunga Wash Ecosystem Restoration Phase II	Los Angeles	Los Angeles County Flood Control District	12
Tujunga Wash Hydrodynamic Study	Los Angeles	Trust for Public Land	12
Tujunga Wash Restoration	Los Angeles	County of Los Angeles Department of Public Works	12
Valleyheart Greenway	Los Angeles	Los Angeles County Department of Public Works	12
Valleyheart Greenway North Bank	Los Angeles	The River Project	12
Ventura Boulevard Landscape	Los Angeles	Richard Deblasi, community resident	12
W. Valley LAR Greenway/Bikeway	Los Angeles	City of Los Angeles	12
Water with Rocks Gate	Los Angeles	North East Trees	12
Weddington Park Expansion	Los Angeles	City of Los Angeles	12
West San Gabriel River Parkway Nature Trails	Lakewood	Lakewood	12
	Willowbrook	LA County Department of	12



Willowbrook Walking Path

Willowbrook Walking Path - Phase II

Wrigley Greenbelt

Wrigley Heights, North

Wrigley Heights, South

Wrigley LA River Greenway

Add Project

(Unincorporated County)

Willowbrook (Unincorporated County)

Long Beach

Long Beach

Long Beach

Long Beach

Parks & Recreation

LACFCD

City of Long Beach, PRM

City of Long Beach, PRM

City of Long Beach, PRM

City of Long Beach, PRM

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Department of
Conservation

DOGGR

Welcome to the Division of Oil, Gas & Geothermal Resources

The Division oversees the drilling, operation, maintenance, and plugging and abandonment of oil, natural gas, and geothermal wells. The regulatory program emphasizes the wise development of oil, natural gas, and geothermal resources in the state through sound engineering practices that protect the environment, prevent pollution, and ensure public safety.

Geothermal - [View geothermal \(/dog/geothermal/Pages/Index.aspx\)](#) maps, download geothermal forms and publications, access GeoSteam data, and locate geothermal district offices.

Underground Injection Control (UIC) News and Information

EMERGENCY RULEMAKING: AQUIFER EXEMPTION COMPLIANCE SCHEDULE REGULATIONS

On April 2, 2015, the Department of Conservation noticed its intent to propose the adoption of emergency regulations necessary to protect public health, safety and the environment, and to bring California's Class II Underground Injection Control program into compliance with the federal Safe Drinking Water Act. This action was taken in accordance with Government Code sections 11346.1 and 11349.6 of the California Administrative Procedures Act. These regulations were approved by the Office of Administrative Law (OAL) on April 20, 2015, and are now in effect.

To access the Notice of Proposed Emergency Rulemaking Action and the Text of the Proposed Emergency Regulations, please click [here \(/dog/general_information/Pages/UICRegs.aspx\)](#).

EPA Correspondence and Guidance Documents

California regulatory authorities on Friday, February 6, submitted to the U.S. Environmental Protection Agency a plan to correct deficiencies in the regulation of underground injection. The response included a 12-page letter, prepared by the Department of Conservation (DOC) and the State Water Resources Control Board, and four supporting documents, all of which are linked below. The plan focuses on the enhanced protection of California aquifers from contamination due to oil and gas production.

- [Aquifer Exemption Guidance Document \(ftp://ftp.consrv.ca.gov/pub/oil/UIC Files/Aquifer Exemption Guidance Document 4-10-2015.pdf\)](ftp://ftp.consrv.ca.gov/pub/oil/UIC%20Files/Aquifer%20Exemption%20Guidance%20Document%204-10-2015.pdf)
- [United States Environmental Protection Agency's Response to February 6, 2015 Letter Regarding Underground Injection Control \(ftp://ftp.consrv.ca.gov/pub/oil/UIC Files/UIC - SDWA Compliance Ltr 3-9-15.pdf\)](ftp://ftp.consrv.ca.gov/pub/oil/UIC%20Files/UIC%20-%20SDWA%20Compliance%20Ltr%203-9-15.pdf)

- [February 6, 2015 Letter from the Department of Conservation and State Water Resources Control Board responding to US EPA re Underground Injection Control \(ftp://ftp.consrv.ca.gov/pub/oil/UIC Files/FINAL_Dual Letterhead_US EPA Letter.pdf\)](ftp://ftp.consrv.ca.gov/pub/oil/UIC%20Files/FINAL_Dual%20Letterhead_US%20EPA%20Letter.pdf)
- [December 22, 2014 Letter from US EPA to Department of Conservation and State Water Resources Control Board \(ftp://ftp.consrv.ca.gov/pub/oil/UIC Files/CA Class II UIC letter December 22 2014.docx.pdf\)](ftp://ftp.consrv.ca.gov/pub/oil/UIC%20Files/CA%20Class%20II%20UIC%20letter%20December%2022%202014.docx.pdf)

Division, State Water Board, and US EPA Aquifer Exemption Workshops

Joint workshops conducted by the Division, the State Water Board, and the US EPA were held in Bakersfield and the L.A. Basin. These workshops were intended to provide a brief history of the State's primacy delegation from US EPA, as well as an outline of the data requirements and process for requesting an aquifer exemption under the Safe Drinking Water Act. All three agencies provided short presentations regarding their specific role, and were available to answer general questions about the aquifer exemption application process.

Copies of the presentations by the three agencies are found below.

- [Division Aquifer Exemption \(ftp://ftp.consrv.ca.gov/pub/oil/UIC Files/Powerpoint/DOC Aquifer Exemption.pdf\)](ftp://ftp.consrv.ca.gov/pub/oil/UIC%20Files/Powerpoint/DOC%20Aquifer%20Exemption.pdf)
- [State Water Board Aquifer Exemption \(ftp://ftp.consrv.ca.gov/pub/oil/UIC Files/Powerpoint/SWRCB Aquifer Exemption.pdf\)](ftp://ftp.consrv.ca.gov/pub/oil/UIC%20Files/Powerpoint/SWRCB%20Aquifer%20Exemption.pdf)
- [US EPA Aquifer Exemption \(ftp://ftp.consrv.ca.gov/pub/oil/UIC Files/Powerpoint/EPA Aquifer Exemption.pdf\)](ftp://ftp.consrv.ca.gov/pub/oil/UIC%20Files/Powerpoint/EPA%20Aquifer%20Exemption.pdf)

List of potential wells under review regarding Aquifer Exemptions

The link below is to a list of issued well permits that may currently have a corresponding well injecting into an aquifer potentially needing an aquifer exemption, pursuant to the US EPA's request.

This list is best understood as a list of well permits, rather than wells. Wells can be proposed and permitted without ever being drilled or converted to an injection well. Even where a well has been drilled, it may already have been plugged and abandoned or issued other orders preventing injection. Determining the current status of the wells listed here is part of the Division's February 6, 2015, response to the US EPA. This list was generated by identifying one or both of the following characteristics:

- The permit is for a well located outside the productive limits of a field as those limits were identified in the State's Primacy application to the US EPA;
- The permit is for a well injecting within the productive limits but into multiple zones, one of which may not be exempted by the Memorandum of Agreement (MOA) with the US EPA. The Division acknowledges that many of these wells may not need an aquifer exemption, but a formal determination cannot be made until an evaluation, of the specific well(s) and injection zone(s), is completed.

Please note that the evaluation of these well permits has begun and the list continues to change. However, to be consistent with the US EPA's letter to the Division dated December 22, 2014, and the Division's response on February 6, 2015, the list contains the permitted wells into non-

hydrocarbon producing zones as of August 2014, and a list of the enhanced oil recovery permitted wells as of October 2014. The Division will update the list periodically.

- [List of Permitted Wells Sent to EPA \(ftp://ftp.consrv.ca.gov/pub/oil/UIC Files/List of Permitted Wells Sent to EPA.xlsx\)](ftp://ftp.consrv.ca.gov/pub/oil/UIC%20Files/List%20of%20Permitted%20Wells%20Sent%20to%20EPA.xlsx)

The 176 wells listed below are those wells that were permitted to dispose of water, according to our records, into non-exempt, non-hydrocarbon producing zones with a water quality of sub 3,000 mg/l total dissolved solids (TDS). These wells are a subset of the 2,553 wells, and a subset of the 532 wells list under disposal. Please note that many of the wells have been removed from the list for various reasons, and those wells are shown in green. In addition, those wells that have been shut-in via order or official request are shown in grey. Please note that wells on this list may or may not be injecting into the zone indicated and are only on the list because at some point in time they had been permitted to inject.

- [Permitted Injection Into Sub 3,000 mg/l TDS Non-Hydrocarbon Zones \(ftp://ftp.consrv.ca.gov/pub/oil/UIC Files/Wells Under Review/176 Wells Update.xlsx\)](ftp://ftp.consrv.ca.gov/pub/oil/UIC%20Files/Wells%20Under%20Review/176%20Wells%20Update.xlsx)

Update on the Memorandum of Agreement (MOA) with the United States Environmental Protection Agency (EPA)

There are two competing versions of the September 29, 1982 Memorandum of Agreement between the Division of Oil, Gas and Geothermal Resources and the United States Environmental Protection Agency. California's primacy delegation was made based on one or both of versions of this document. Some related documentation is also included.

- [Primacy Agreements and Related Documents \(/dog/for_operators/Documents/MOU-MOA/MOA_EPA_UIC_1982.pdf\)](#)

More Information on the UIC program can be found [here \(/dog/general_information/Pages/UndergroundInjectionControl\(UIC\).aspx\)](#).

Well Stimulation/SB 4 News and Information

Draft Environmental Impact Report for Well Stimulation in California Released

On January 14th, the Department of Conservation, through its Division of Oil, Gas and Geothermal Resources, published a Draft Environmental Impact Report (EIR) titled "Analysis of Oil and Gas Well Stimulation Treatments in California."

[Senate Bill 4 \(http://www.leginfo.ca.gov/pub/13-14/bill/sen/sb_0001-0050/sb_4_bill_20130920_chaptered.pdf\)](http://www.leginfo.ca.gov/pub/13-14/bill/sen/sb_0001-0050/sb_4_bill_20130920_chaptered.pdf) requires the Division to prepare an Environmental Impact Report (EIR) pursuant to the California Environmental Quality Act (CEQA) in order to provide the public with detailed information regarding any potential environmental impacts associated with well stimulation treatments in California.

The public review period for this Draft EIR began on January 14, 2014 and will end on March 16, 2015. Comments on the Draft EIR may be submitted and must be received in writing on or before March 16, 2015. During the comment period, the Department and the Division will conduct six public comment meetings throughout the state to receive verbal and written comments on the Draft EIR.

To access the Draft EIR and detailed information on how to provide comments, click [here](http://dog/SB4DEIR/Pages/SB4_DEIR_Home.aspx) ([/dog/SB4DEIR/Pages/SB4_DEIR_Home.aspx](http://dog/SB4DEIR/Pages/SB4_DEIR_Home.aspx)).

Independent Science Study on Well Stimulation Released

Pursuant to Senate Bill 4, the California Natural Resources Agency (CNRA) commissioned the California Council on Science and Technology (CCST) and Lawrence Berkeley National Laboratory (LBNL) to conduct an independent scientific assessment of well stimulation, including hydraulic fracturing, in California. On January 14, 2015, CCST released Volume I of the assessment to the public.

Volume I, which is titled "An Independent Scientific Assessment of Well Stimulation Technologies in California: Well Stimulation Technologies and their Past, Present, and Potential Future Use in California", provides the factual basis describing what well stimulation treatments (WST) are, how they are conducted in general and practiced in California, and where they have been and are being used for oil and gas production in the state.

To view or download the report, please visit the CCST website at:
http://www.ccst.us/projects/hydraulic_fracturing_public/SB4.php
(http://www.ccst.us/projects/hydraulic_fracturing_public/SB4.php)

The full independent scientific assessment will be issued in three volumes. Volumes II and III will be released in July 2015. Volume II will assess the potential impacts of WST with respect to water, air quality, and greenhouse gas emissions, as well as induced seismicity, ecology, traffic and noise. And Volume III will present case studies to assess environmental issues and qualitative hazards for specific geographic regions, based on findings in Volume I and Volume II.

Permanent Regulations for Well Stimulation Finalized

On December 30, 2014, the Office of Administrative Law (OAL) approved and filed the final proposed regulations on well stimulation treatments with the Office of the Secretary of State. Documents associated with the rulemaking process, including the final text of the regulations, OAL's approval letter, and the Final Statement of Reasons, can be found [here](http://index/Pages/prpsregs1.aspx) ([/index/Pages/prpsregs1.aspx](http://index/Pages/prpsregs1.aspx)).

"Well stimulation" practices are defined by Senate Bill 4 (Pavley, Ch 313, Stats of 2013) and include hydraulic fracturing (commonly known as "fracking") and other treatments that increase the flow of oil and natural gas to wells and then to the surface for recovery. The regulations, which are to go into effect on July 1, 2015, are designed to protect health, safety, and the environment, and supplement existing strong well construction standards. They address a comprehensive list of issues, including testing, monitoring, public notice, and permitting.

The final regulations were developed over a twelve-month period and are the result of consideration of extensive public input and consultation with other state regulatory agencies. The Department of Conservation made the proposed regulations and revisions thereto available for public comment from November 15, 2013 until January 14, 2014; from June 13, 2014 until July 28, 2014; and from October 9, 2014 until October 24, 2014. During those public comment periods the Department conducted a total of ten public comment hearings around the state. In addition, as

required under Public Resources Code section 3160, subdivision (b), the Division of Oil, Gas, and Geothermal Resources developed these regulations in consultation with various other state regulatory agencies.

More background information about the regulations can be found [here](#) ([/index/Documents/Narrative%20Final%20Regs%20123014.pdf](#)).

Readopted SB 4 Interim Well Stimulation Regulations Now in Effect

On June 27, 2014, a readoption of the SB 4 interim well stimulation treatment regulations was filed with the Secretary of State. The interim regulations, which first went into effect on January 1, 2014, were adopted by emergency rulemaking to ensure that essential implementing regulations were in effect when Senate Bill 4 became effective. The final text of the readopted SB 4 interim well stimulation treatment regulations and other rulemaking documents can be found [here](#) ([/index/Pages/prpsregs.aspx](#)).

DOC's implementation of SB 4 also includes:

1. Development of an **environmental impact report (EIR) by July 1, 2015**. Find out more about the EIR development [here](#) ([/dog/Pages/WellStimulation.aspx#Item3](#)).
2. Web-based posting of **public notices about well stimulation permits** applied for and issued by the Division of Oil, Gas and Geothermal Resources. Find current well stimulation certifications [here](#) ([/dog/Pages/WellStimulation.aspx#Item4](#)).

New Well Search Tools Available

[\(/dog/Pages/Wellfinder.aspx\)](#) The Division of Oil, Gas, and Geothermal Resources has two new online tools that make finding information about California wells more convenient. The Division's [Well Finder application](#) ([/dog/Pages/Wellfinder.aspx](#)) shows every known oil and gas well in the state. Users can search for a well in a variety of ways and view production information, the well record, and notice/permit information, including whether the Division has been notified that well stimulation is being used.



Also now online is the Division's [Interim Well Stimulation Treatment Notices Index](#) ([/dog/Pages/IWST_disclaimer.aspx](#)), which allows users to view forms submitted by oil and gas operators to the Division about well stimulation operations, as required by the interim regulations supporting SB 4.

News

The Division of Oil, Gas, and Geothermal Resources Issues a New Notice to Operators (Posted 4/29/2015)

To view the most recent Notice to Operators please click [here](#) ([ftp://ftp.consrv.ca.gov/pub/oil/Notice_to_Operators/NTO_4_2015_WaterReportUpdate.pdf](#)).

The Division of Oil, Gas, and Geothermal Resources Issues a New Notice to Operators (Posted 12/31/2014)

To view the most recent Notice to Operators please click [here](#)
(ftp://ftp.consrv.ca.gov/pub/oil/Notice_to_Operators/NTO_12-2014_WST_Clarification.pdf).

Senate Bill 1281, New Water Reporting Requirement for Oil and Gas Operators
(Posted 12/08/2014)

Senate Bill (SB) 1281 was signed into law by Governor Brown on September 25, 2014. Effective January 1, 2015, this law among other things, requires oil and gas operators to submit quarterly water reports detailing the source, quality, and treatment of all waters used for injection, disposal, and other oil and gas field activities. To read State Oil and Gas Supervisor Dr. Steven R. Bohlen's notice to operators, click [here](#)
(ftp://ftp.consrv.ca.gov/pub/oil/Notice_to_Operators/NTO_12-2014_SB1281.pdf). For more information on SB 1281, click [here](#) (<http://dog.senate.ca.gov/SB%201281/Pages/Index.aspx>).

2013 Annual Report Information
(Posted 10/01/2014)

The following information is now available from the *2013 Annual Report of the State Oil & Gas Supervisor*:

- Oil and Gas Production by County

(ftp://ftp.consrv.ca.gov/pub/oil/annual_reports/2013/2013_County_Production.pdf)- The Financial Statement (fiscal year 2013-2014) (ftp://ftp.consrv.ca.gov/pub/oil/annual_reports/2013/2013_FINANCIAL_REPORT.pdf)

- Delinquent Assessments

(ftp://ftp.consrv.ca.gov/pub/oil/annual_reports/2013/Delinquent_Operators.pdf) These reports are available in accordance with Section 3108, Division 3 of the Public Resources Code, which states: "On or before the first day of October of each year the supervisor shall make public for the benefit of all interested persons a report in writing showing

- a) The total amount of oil and gas produced in each county
- b) The total cost of the division for the previous fiscal year
- c) The total amount of delinquent and uncollected from any assessments or charges levied pursuant to the chapter."

2013 Preliminary Annual Report Released
(Posted 6/25/2014)

The 2013 Preliminary Annual Report of California Oil, Gas, and Geothermal production is now posted. Click [here](#) (ftp://ftp.consrv.ca.gov/pub/oil/annual_reports/2013/PR03_PreAnnual_2013.pdf) to view/download.

The Division of Oil, Gas, and Geothermal Resources Issues a New Notice to Operators
(Posted 6/24/2014)

To view the most recent Notice to Operators please click [here](#)
(ftp://ftp.consrv.ca.gov/pub/oil/Notice_to_Operators/NTO_6_2014_SB665_Clarification.pdf).

DOGGR Announces New Assessment Rate
(Posted 6/09/2014)

The Oil and Gas Assessment rate for fiscal year 2014-2015 is 28.63572 cents per barrel of oil or 10 Mcf of natural gas produced, an increase of 14.36889 cents from the previous fiscal year. The increase in the assessment is required to implement recent legislative mandates regarding well stimulation.

Governor Brown has appointed the new Oil and Gas Supervisor
(Posted 6/03/2014)

The Division of Oil, Gas, and Geothermal Resources is pleased to welcome the new Oil and Gas Supervisor, [Steven Bohlen](#). (<http://index.AboutUs/Pages/sbohlen.aspx>)

Pre 1977 Production and Injection scanned documents can be found [here](#)
[\(/dog/Pages/Pre1977ProductionandInjectionScannedDocuments.aspx\)](#).
(Posted 5/22/2014)

The Division of Oil, Gas, and Geothermal Resources Issues a New Notice to Operators
(Posted 5/15/2014)

To view the most recent Notice to Operators please click [here](#)
[\(ftp://ftp.consrv.ca.gov/pub/oil/Notice_to_Operators/NTO_5_2014_Concerns with Public Disclosure WST.pdf\)](#).

2013 Outstanding Field and Lease Facility Maintenance Award

(Posted 4/9/2014) (Updated 8/5/2014)

The Division of Oil, Gas and, Geothermal Resources (Division) is pleased to announce the following Outstanding Field and Lease Facility Maintenance Award recipients for 2013:

1. Santa Maria Energy, LLC, Orcutt Oil Field, "Careaga" lease
2. Ample Resources, Inc., Temescal Oil Field, "Temescal" lease
3. Mammoth-Pacific, L.P., Casa Diablo Geothermal Field, "MPI" lease

The Division congratulates these operators on being selected for the 2013 Lease Awards. To see pictures of award winners and for additional Lease Award information, please click [here](#)
[\(/dog/for_operators/LeaseAwards/Pages/Index.aspx\)](#).

Lease Award Nominations

(Posted 2/19/2014)

The applications for the 2014 lease award are due October 1. DOGGR management will still select the award winners, but will use more stringent eligibility and judging criteria.

Click [here](#) [\(/dog/for_operators/LeaseAwards/Pages/Index.aspx\)](#) for revised program information and application materials.

DOC Sends Out Notice to Operators Regarding New Assessment Payee and Mailing Address

(Posted 1/30/2014)

The California Department of Conservation sent out a Notice to Operators (NTO) with updated payee and mailing address information. The NTO can be found [here](#) [\(/dog/for_operators/Documents/NT0%2001-30-2014%20Assessment%20Payee.pdf\)](#).

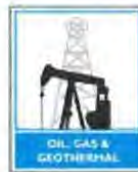
- [Interim Well Stimulation Treatment Notice Form](#)
[\(/dog/Documents/Final%20Interim%20Regulations%20WST%20Notice.pdf\)](#)

Old News

Miss a news item? You can find past news announcements [here](#) [\(/dog/Pages/DOGGROldNews.aspx\)](#).

Download Reports

- Download the latest edition (PDF) of the
[Weekly Summary \(ftp://ftp.consrv.ca.gov/pub/oil/weekly_summary/latestweek.pdf\)](ftp://ftp.consrv.ca.gov/pub/oil/weekly_summary/latestweek.pdf)
[Monthly Production Report \(ftp://ftp.consrv.ca.gov/pub/oil/monthly_production_reports/2014/Latestprod.pdf\)](ftp://ftp.consrv.ca.gov/pub/oil/monthly_production_reports/2014/Latestprod.pdf) (PR04)
[Annual Report \(/dog/pubs_stats/annual_reports/Pages/annual_reports.aspx\)](/dog/pubs_stats/annual_reports/Pages/annual_reports.aspx)
- Download back issues (PDF) of the
[Weekly Summary \(/dog/pubs_stats/Pages/wk_summary.aspx\)](/dog/pubs_stats/Pages/wk_summary.aspx)
[Monthly Production Report \(/dog/pubs_stats/Pages/mpi.aspx\)](/dog/pubs_stats/Pages/mpi.aspx) (PR04)
[Monthly Map Bulletin \(/dog/pubs_stats/Pages/mm_bulletin.aspx\)](/dog/pubs_stats/Pages/mm_bulletin.aspx)
[Annual Report \(/dog/pubs_stats/annual_reports/Pages/annual_reports.aspx\)](/dog/pubs_stats/annual_reports/Pages/annual_reports.aspx)



Division of Oil Gas and Geothermal Resources

[Well Stimulation Treatment \(/dog/Pages/WellStimulation.aspx\)](/dog/Pages/WellStimulation.aspx)

[Well Finder \(/dog/Pages/Wellfinder.aspx\)](/dog/Pages/Wellfinder.aspx)

[Construction Site Review \(/dog/for_operators/Pages/construction_site_review.aspx\)](/dog/for_operators/Pages/construction_site_review.aspx)

[Division Contacts \(/dog/Pages/doggr_contacts.aspx\)](/dog/Pages/doggr_contacts.aspx)

[Career Opportunities \(/dog/Pages/DivisionCareerOpportunities.aspx\)](/dog/Pages/DivisionCareerOpportunities.aspx)

[Forms \(/dog/pubs_stats/Pages/forms.aspx\)](/dog/pubs_stats/Pages/forms.aspx)

[In Case of Emergency \(/dog/Pages/emergency.aspx\)](/dog/Pages/emergency.aspx)

[Laws/Regs and MOUs/MOAs \(/dog/pubs_stats/Pages/law_regulations.aspx\)](/dog/pubs_stats/Pages/law_regulations.aspx)

[GIS/Maps \(/dog/maps/Pages/GISMapping2.aspx\)](/dog/maps/Pages/GISMapping2.aspx)

[Online Production
and Injection \(http://opi.consrv.ca.gov/opi/opi.dll\)](http://opi.consrv.ca.gov/opi/opi.dll)

[Online Well Record Search
\(http://owr.conservaion.ca.gov/WellSearch/WellSearch.aspx\)](http://owr.conservaion.ca.gov/WellSearch/WellSearch.aspx)

[Pre 1977 Production and Injection Scanned Documents
\(/dog/Pages/Pre1977ProductionandInjectionScannedDocuments.aspx\)](/dog/Pages/Pre1977ProductionandInjectionScannedDocuments.aspx)

[Publications \(/dog/pubs_stats/Pages/pub_index.aspx\)](/dog/pubs_stats/Pages/pub_index.aspx)

[FTP Site \(ftp://ftp.consrv.ca.gov/pub/oil/\)](ftp://ftp.consrv.ca.gov/pub/oil/)

Related Links

[Governmental \(/dog/for_operators/related_links/Pages/index_links.aspx\)](/dog/for_operators/related_links/Pages/index_links.aspx)

[Industry \(/dog/for_operators/related_links/Pages/index_links.aspx\)](/dog/for_operators/related_links/Pages/index_links.aspx)

[Miscellaneous \(/dog/for_operators/related_links/Pages/index_links.aspx\)](/dog/for_operators/related_links/Pages/index_links.aspx)

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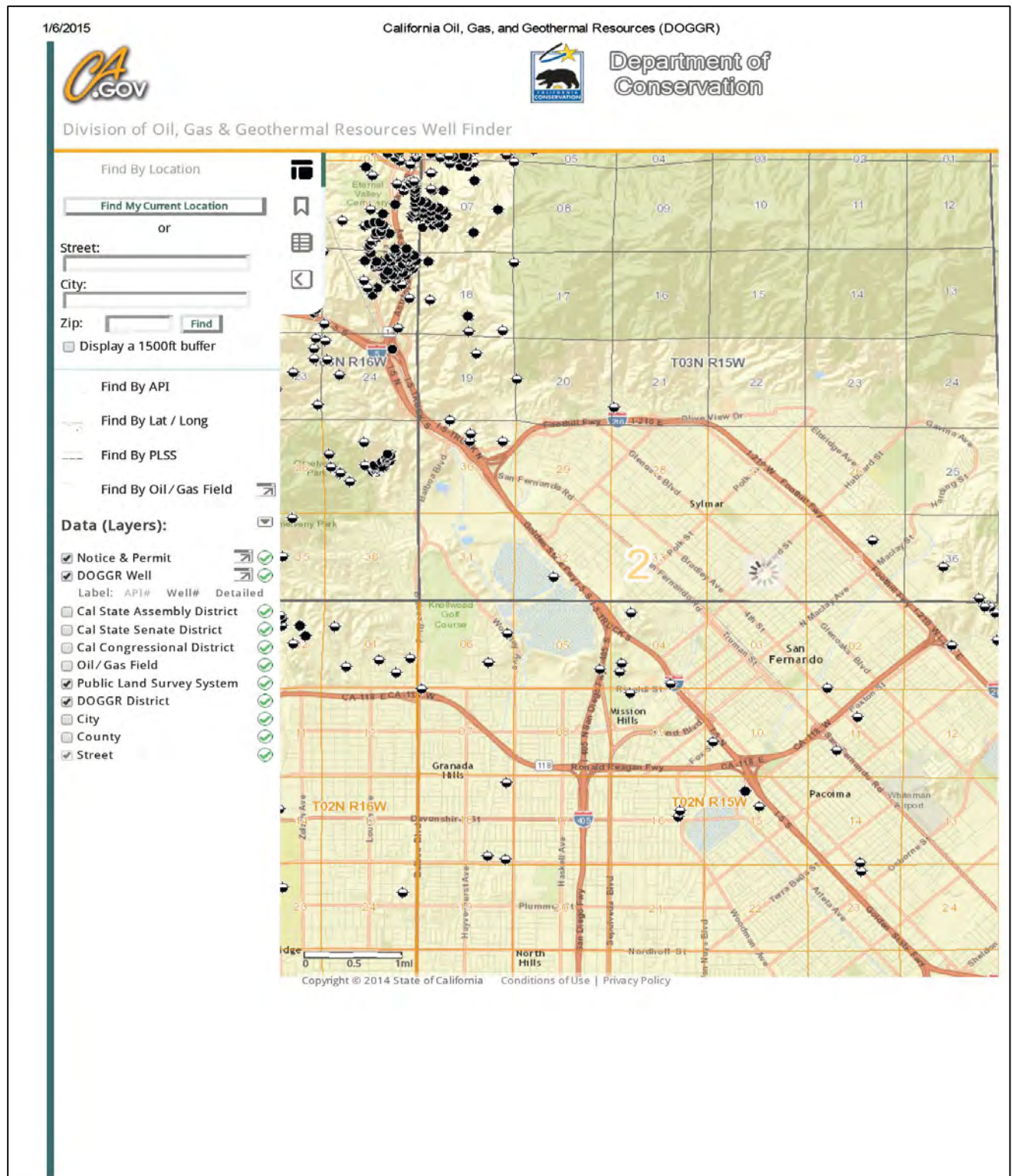
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14-15 ▼

Power System Reliability Program

The Power System Reliability Program provides a blueprint for ensuring continued reliable energy service for future generations of Los Angeles residents. LADWP implemented the Power System Reliability Program through a two-pronged approach—rebuilding infrastructure and proactive maintenance—and will invest more than \$1 billion in the program over the next 5 to 15 years. The program is funded through a power reliability surcharge.

The goals of the program include:

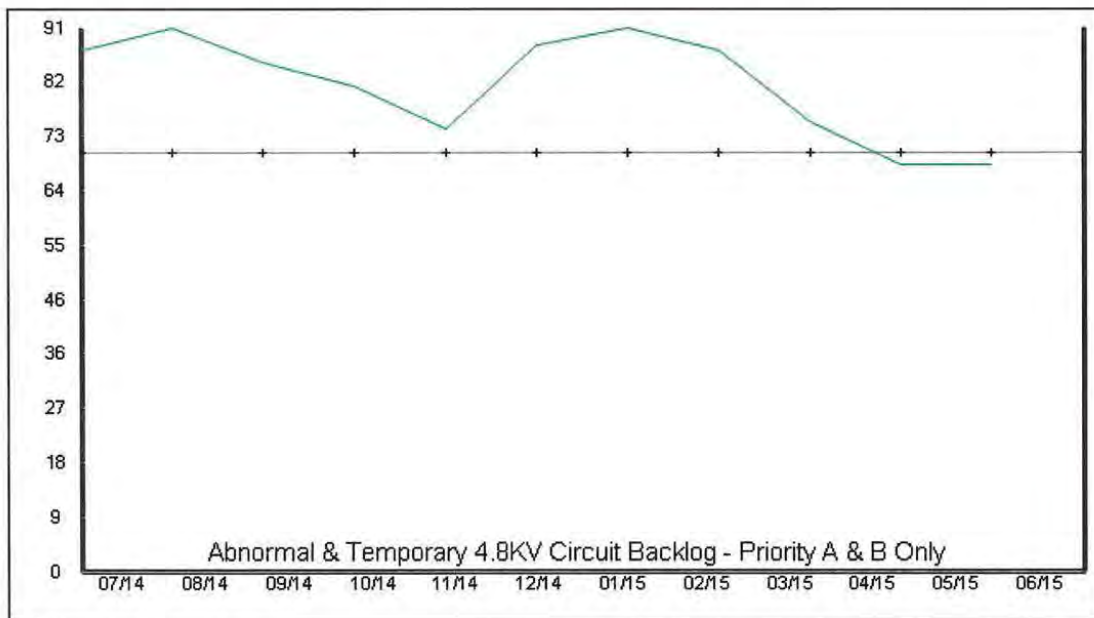
- Reducing Temporary Circuits
- Replacing Distribution Transformers, Poles, Underground Cables, and Substructures
- Reducing Frequency and Duration of System Interruptions

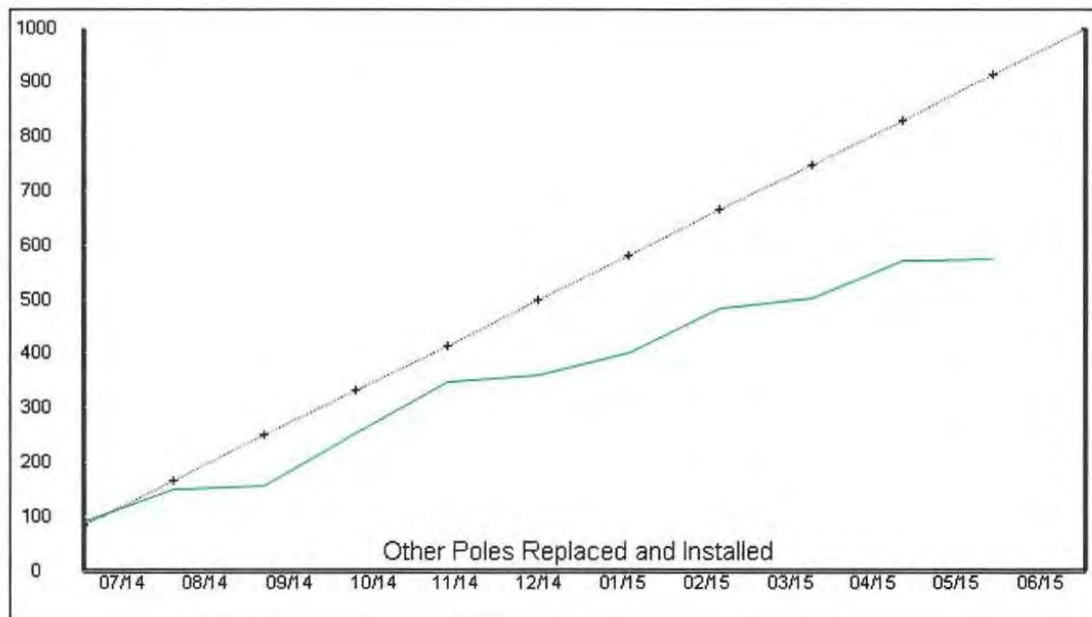
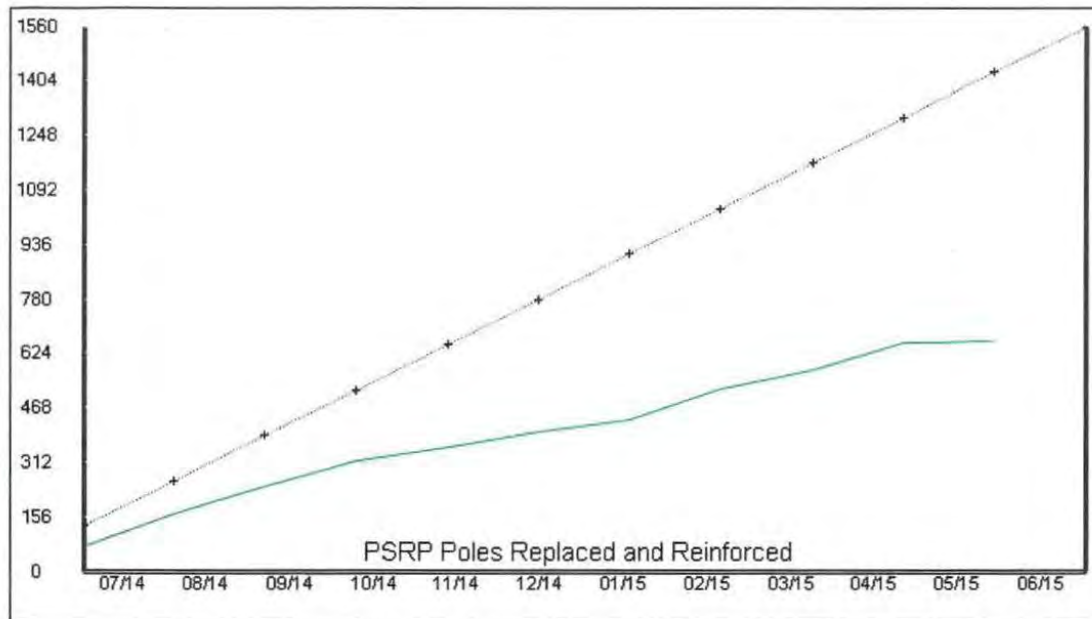
The table and graphs below detail the progress of the Power System Reliability Program.

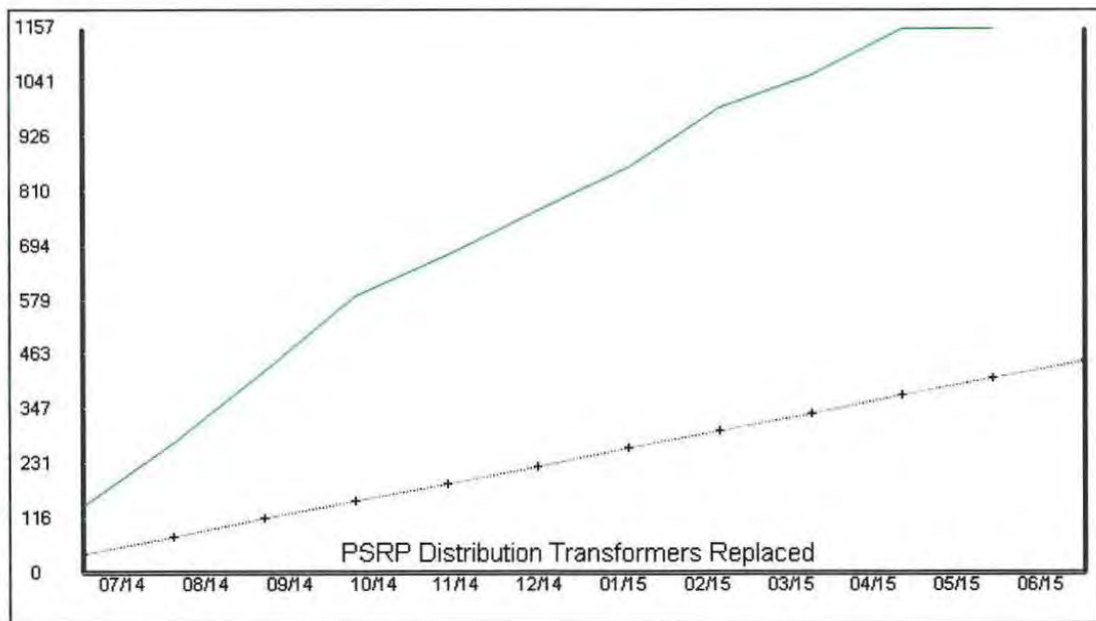
Power System Reliability Program (PSRP) Activity Update as of May 01, 2015

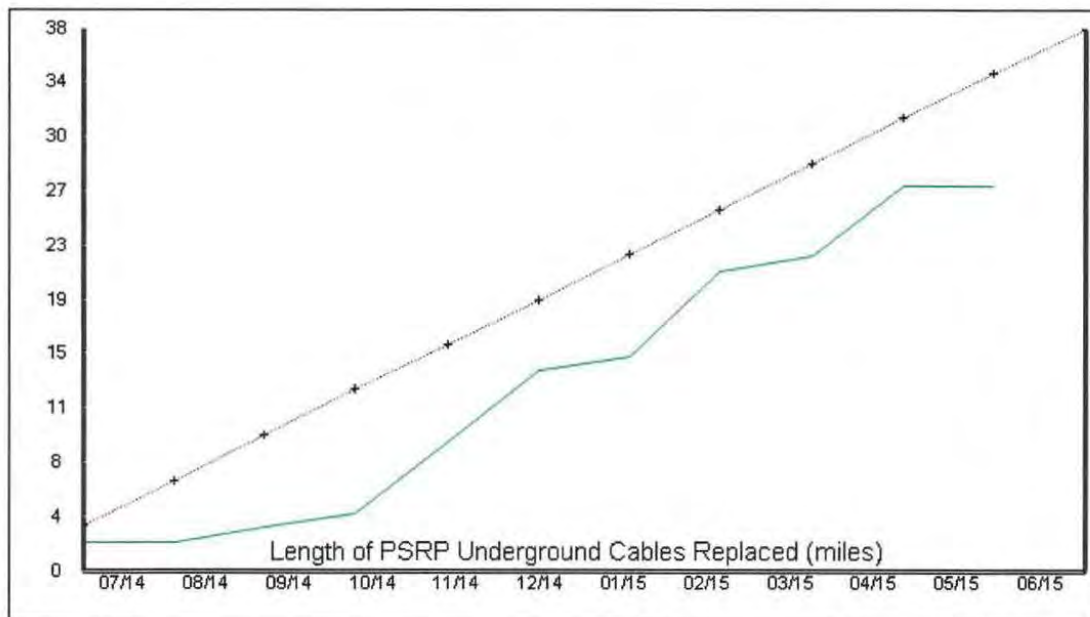
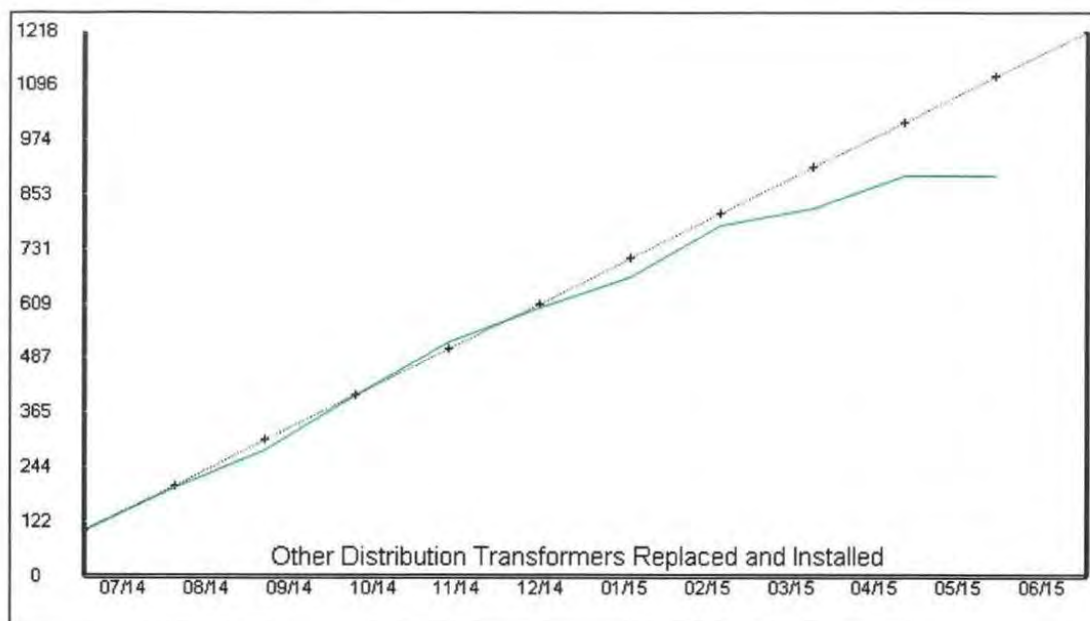
Key Performance Indicators	Units	13-14 Final	Current Count FY 14-15	June 30, 2015 14-15 Target
System Average Interruption Frequency Index (SAIFI)	Outages / year	0.48	0.71	0.68
System Average Interruption Duration Index (SAIDI)	Minutes out / year	61.69	83.86	90.00
Priority A Circuits carrying extra load due to failed components	Circuits	42	32	-
Priority B Circuits that have failed components		44	36	-
Priority C Circuits carrying extra load due to field work		63	59	-
Not yet prioritized		0	-	-
Abnormal & Temporary 4.8KV Circuit Backlog - Total of Priority A & B Only		85	68	70
PSRP Poles Replaced and Reinforced	Poles	616	661	1560
Other Poles Replaced and Installed		983	573	1000
Total Poles Replaced, Reinforced, and Installed		1599	1234	2560
PSRP Substructures Replaced and Repaired	Vaults	3	8	7
Other Substructures Replaced and Repaired		38	34	-
Total Substructures Replaced and Repaired		41	42	-
PSRP Distribution Transformers Replaced	Transformers	1018	1157	450
Other Distribution Transformers Replaced and Installed		964	894	1218

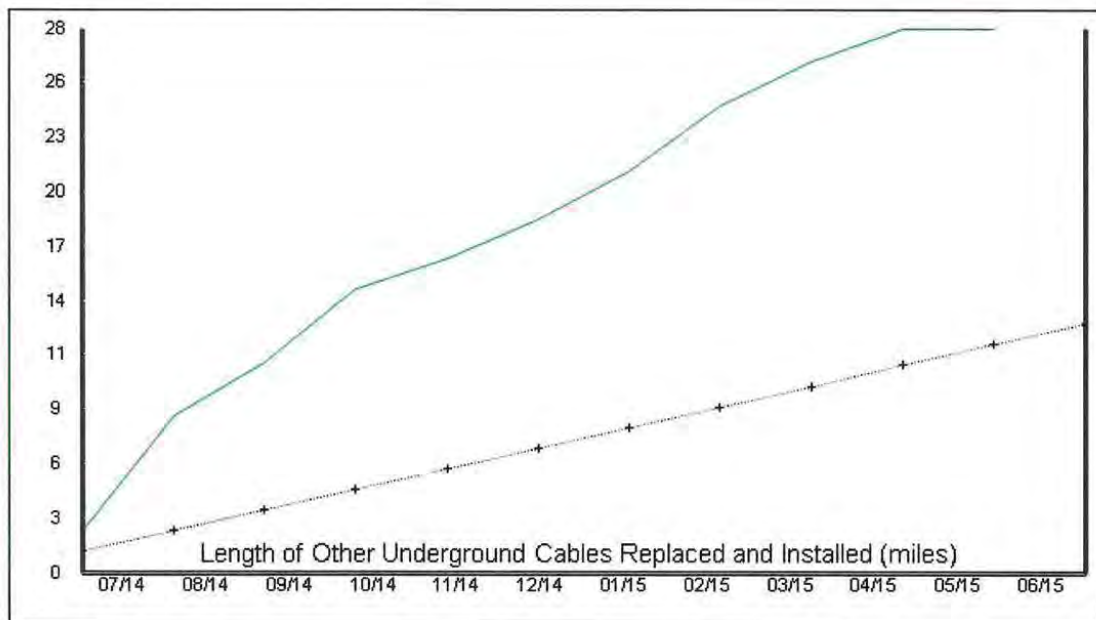
Total Distribution Transformers Replaced and Installed		1982	2051	1668
Underground Transmission Cables replaced	Cables	1	In Design	1 Cable
Length of PSRP underground cables Replaced	Miles	8.0	27.0	38.0
Length of Other underground cables Replaced and Installed		33.1	28.5	13.0
Total Length of underground cables Replaced and Installed		41.1	55.5	51.0
Preventive Maintenance-Receiving, Distribution, Customer Stations		28%	16%	20%











NOTE: Starting with FY 13-14 the page has been redesigned to provide more clarity of the PSRP items being completed.

Created and maintained by LADWP Power System Information Technology Group

FSD Home	LAUSD.net	Board of Education	Bond Oversight	Site Map	Login Register



Facilities Services Division

Los Angeles Unified School District

All Youth Achieving

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[Monthly BOC Reports](#)

Strategic Execution Plans

FSD Consolidated SEP

- [2014 SEP](#)
- [2014 SEP Amendments](#)
- [2013 SEP](#)
- [2013 SEP Amendments](#)
- [2012 SEP](#)
- [2012 SEP Amendments](#)
- [2011 SEP](#)

Existing Facilities Archive

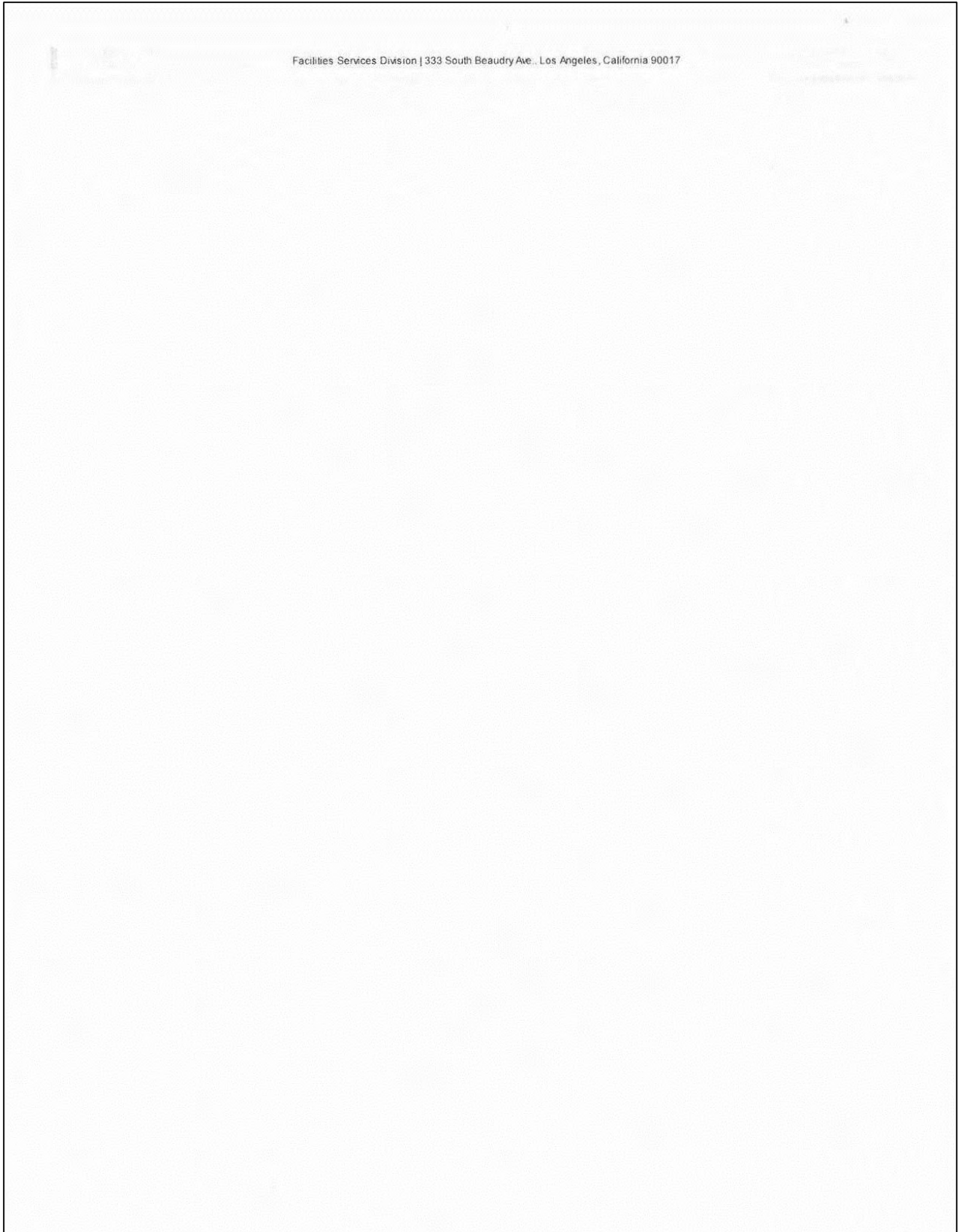
- [June 2009 SEP](#)
- [June 2008 SEP](#)
- [May 2007 SEP](#)
- [June 2006 SEP](#)
- [June 2005 SEP](#)
- [June 2004 SEP](#)
- [May 2003 SEP](#)
- [May 2002 SEP](#)

New Construction Archive

- [January 2010 SEP](#)
- [January 2009 SEP](#)
- [January 2008 SEP](#)
- [January 2007 SEP](#)
- [January 2006 SEP](#)
- [January 2005 SEP](#)
- [January 2004 SEP](#)
- [January 2003 SEP](#)
- [December 2001 SEP](#)

Other Strategic Execution Plans

- [Information Technology Infrastructure - April 2012](#)
- [Instructional Media Services - November 2008](#)
- [Planning & Development - March 2008](#)



home (/home) / support lapd (/support_lapd)

Neighborhood Watch Program

Neighborhood Watch, Block Watch, Town Watch, Crime Watch – whatever the name, it's one of the most effective and least costly ways to prevent crime and reduce fear in your neighborhood. Neighborhood Watch Programs fight the isolation and separation that crime creates and feeds upon. It forges bonds among area residents and businesses, helps reduce burglaries and robberies, and improves relations between police and the communities they serve.

- The LAPD's Neighborhood Watch Program
- Neighborhood Watch Sign Installation Application (/home/pdf_view/5385)
- Neighborhood Watch Sign Specifications (/home/pdf_view/5386)
- The LAPD's Basic Car System
- The ABC's of Neighborhood Watch
- LAPD Crime Prevention Section (/prevent_crime)
- The National Crime Prevention Council (<http://www.ncpc.org/>)
- National Night Out (/get_involved/content_basic_view/23478)

Neighborhood Watch Program

Neighborhood Watch is the cornerstone of the LAPD's crime prevention strategy. It enlists the active participation of residents, in cooperation with law enforcement, to reduce crime in communities throughout the City.

The Neighborhood Watch program was pioneered by the Los Angeles Police Department to educate community residents regarding their roles and responsibilities in the prevention of crime, and to encourage them to take active measures to prevent crime. The program calls upon residents to step forward and assist the police in organizing the community into a cohesive unit working toward the goal of building a safer, crime-free neighborhood. Neighborhood Watch groups discuss neighborhood crime problems with the objective of developing solutions to local problems. Los Angeles Police Officers supply crime information to neighborhood watch organizations and instruct these groups in various crime prevention techniques.

Block Captains

The continuity and success of the Neighborhood Watch program hinges on the person referred to as the Block Captain. The "Block Captain" is a community member who acts as a liaison between those who work and/or live in a particular area, and the officers assigned to that area. Through the Block Captain, and through neighborhood general meetings, officers pass along crime prevention tips and information to members of the community. This liaison is maintained on an informal basis within the framework of the Neighborhood Watch group.

Senior Lead Officers

Senior Lead Officers are a pivotal element in the LAPD's effort to prevent and deter crime. Senior Lead Officers provide the vital link that helps unite the LAPD and the communities it serves by ensuring that community problems are brought to the attention of the Department or other appropriate government

agencies. They are also instrumental in mobilizing neighborhoods through creative problem-solving strategies, crime prevention, and quality of life enhancement programs.

Senior Lead Officers are responsible for:

- Monitoring crime trends in their Basic Car areas
- Working with the Community-Police Advisory Boards (CPAB) and residents to develop goals to be accomplished through the efforts of all officers assigned to the Basic Car
- Acting as liaisons with Area detectives in order to stay informed of crime trends and special problems within the Basic Car area

Senior Lead Officers develop directed patrol plans that include strategies for dealing with recurrent Basic Car concerns. Sincere and continuous interaction between the police and the community enhances the quality of life and deters crime within the Basic Car area. Senior Lead Officers take the lead in establishing and maintaining this police-community partnership.

Basic Car System

The Los Angeles Police Department, working in conjunction with community organizations, businesses, neighborhood residents, and area elected officials, has apportioned the City into nineteen geographic Areas. This system allows the LAPD to deliver the highest quality police service to our constituents while at the same time tailoring law enforcement and public safety efforts to individual community needs. Each of the City's 19 geographic Areas is served by a Community Police Station ([/our_communities/content_basic_view/6279](#)). These stations themselves are further apportioned into small neighborhood units, referred to as Basic Cars. There are roughly eight to ten Basic Car areas per Community Police Station and each Basic Car area has one patrol car permanently assigned to provide service in that neighborhood. Additional patrol units may be assigned during periods of increasing workload.

How Does It Work?

Three teams of officers are assigned to patrol your neighborhood on a 24-hour basis. Each team works one of the three 8-hour shifts. These officers patrol your neighborhood preventing crime and answering radio calls for service.

Officers assigned to a Basic Car generally do not rotate to other police cars. They remain assigned to your neighborhood car to familiarize themselves with you, your neighbors, and the problems that may arise in your community. Although there are other police cars assigned to the same area, the Basic Car has priority in answering all calls within its boundaries.

The ABC's of Neighborhood Watch

You can form a Watch group around any geographical unit: a block, apartment, park, business area, public housing complex, office, or marina. A few concerned residents, a community organization, or a law enforcement agency can spearhead the effort to organize a Neighborhood Watch. Any community resident can join — young or old, single or married, renter or homeowner.

Members learn how to make their homes more secure, watch out for each other and the neighborhood, and report activities that raise their suspicions to the police department. Watch groups are not vigilantes. They are extra eyes and ears for reporting crime and helping neighbors.

Neighborhood Watch helps build pride and serves as a springboard for efforts that address community concerns such as recreation for youth, child care, and affordable housing.

- Getting Organized
- What Neighborhood Watch Members Look For
- How to Report
- Keeping Your Neighborhood Watch Group Active

Getting Organized

When a group decides to form a Neighborhood Watch, it:

- Contacts the police department or local crime prevention organization for help in training members in home security and reporting skills and for information on local crime patterns
- Selects a coordinator and block captains who are responsible for organizing meetings and relaying information to members
- Recruits members, keeps up-to-date on new residents and makes special efforts to involve the elderly, working parents, and young people
- Works with local government and law enforcement to put up Neighborhood Watch signs, usually after at least 50 percent of all households in a neighborhood are enrolled

What Neighborhood Watch Members Look For

- Someone screaming or shouting for help
- Someone looking into windows and parked cars
- Unusual noises
- Property being taken out of houses where no one is at home or a business is closed
- Cars, vans, or trucks moving slowly without apparent destination, or without lights
- Anyone being forced into a vehicle
- A stranger sitting in a car or stopping to talk to a child
- Abandoned cars.

Report these incidents to the police department. Talk about the problem with your neighbors.

How To Report

- Give your name and address.
- Briefly describe the event - what happened, when, where, and who was involved.
- Describe the suspect: sex and race, age, height, weight, hair color, clothing, distinctive characteristics such as beard, mustache, scars, tattoos or accent.
- Describe the vehicle if one was involved: color, make, model, year, license plate, and special features such as stickers, dents, or decals.

Keeping your Neighborhood Watch Group Active

It's an unfortunate fact that when a neighborhood crime crisis goes away, so does enthusiasm for Neighborhood Watch. Work to keep your Watch group a vital force for community well-being.

- Organize regular meetings that focus on current issues such as drug abuse, "hate" or bias-motivated violence, crime in schools, child care before and after school, recreational activities for young people, and victim services.
- Organize community patrols to walk around streets or apartment complexes and alert police to

crime and suspicious activities and identify problems needing attention. People in cars with cellular phones or CB radios can patrol.

- Adopt a park or school playground. Pick up litter, repair broken equipment, paint over graffiti.
- Work with local building code officials to require dead bolt locks, smoke alarms, and other safety devices in new and existing homes and commercial buildings.
- Work with parent groups and schools to start a McGruff House or other block parent program (to help children in emergency situations). A McGruff House is a reliable source of help for children in emergency or frightening situations. For information, call 801-486-8691.
- Publish a newsletter that gives prevention tips and local crime news, recognizes residents of all ages who have "made a difference," and highlights community events.
- Don't forget social events that give neighbors a chance to know each other - a block party, potluck dinner, volleyball softball game, or picnic.

Los Angeles Police Department

Crime Prevention Section
100 West First Street, Room 250
Los Angeles, CA 90012
213-486-6000

Take A Bite Out Of Crime

Crime Prevention Tips From
National Crime Prevention Council (<http://www.ncpc.org/>)
1700 K Street, NW, Second Floor
Washington, DC 20006-3817

INTERESTING FACTS

The City of Los Angeles is 468 square miles

The LAPD was established in 1869

The LAPD badge, motto, uniform and acronym are the Intellectual Property of the City of Los Angeles

Venice Beach is the second largest tourist attraction in California, after Disneyland

The LAPD was established in 1869

The Los Angeles Police Academy was used for the 1932 Olympic Game's pistol and rifle competitions

The Los Angeles Police Academy remains a favorite of filmmakers, whose "Academy Arches" are recognizable around the world

I WANT TO KNOW

Do you have an internship program? ([/our_communities/content_basic_view/7711](#))

How can I volunteer for the LAPD? ([/our_communities/content_basic_view/733](#))

What LAPD programs are available for teenagers? (http://www.lapdonline.org/youth_programs)

What community events are happening in my area? (/our_communities/content_basic_view/6307)

Contact Us

Emergency: 911

Non-Emergency: 877-ASK-LAPD

100 West 1st Street

Los Angeles, CA 90012

 File a commendation or Complaint (/our_communities/content_basic_view/9217)

Stay Connected



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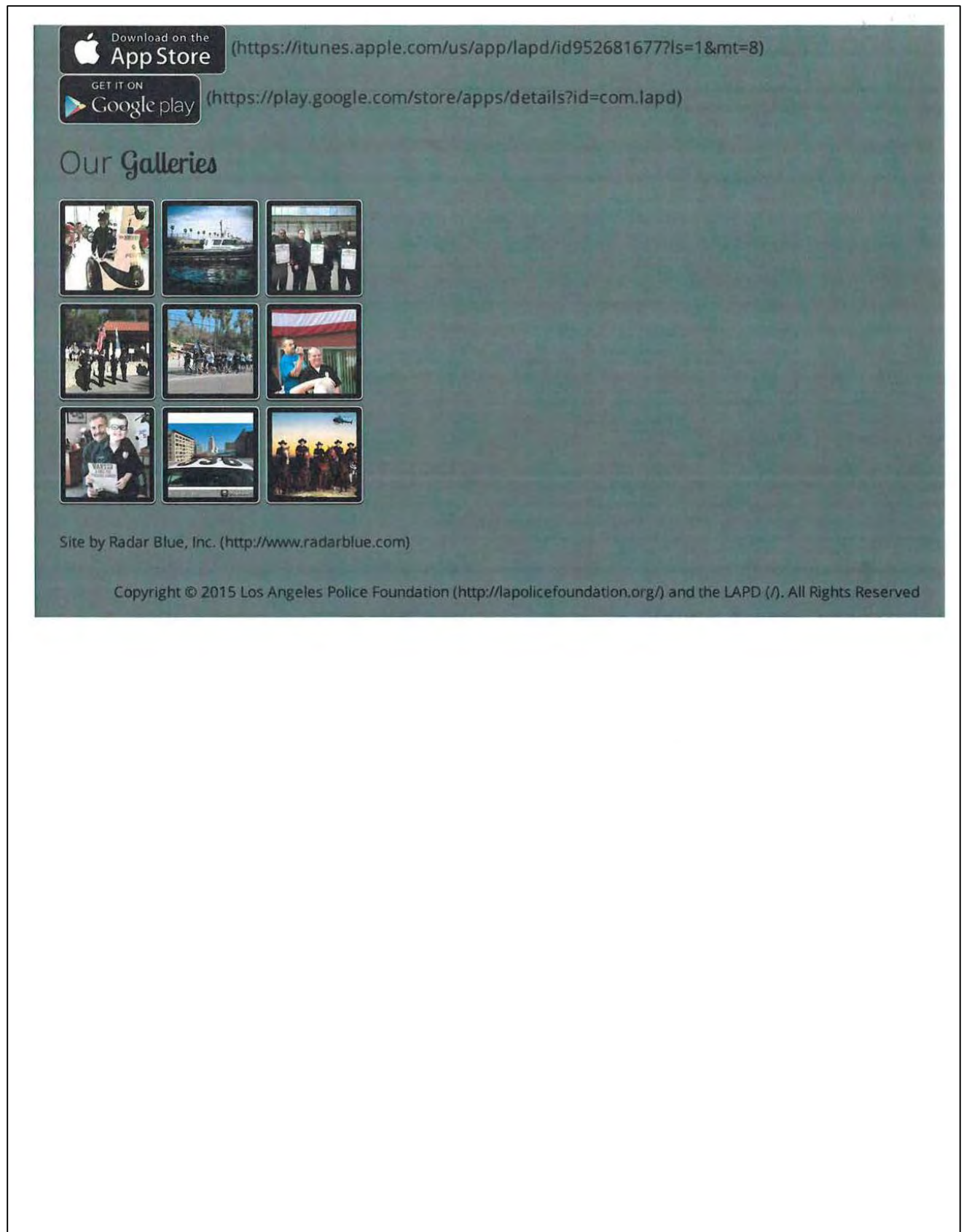
5/1/2015 12:03:32PM

Translate this page:

Select Language ▼

Get Involved

- iWatch (/iwatchla)
- Joint Regional Intelligence Center (<http://jric.org/default.aspx?AspxAutoDetectCookieSupport=1>)
- Text-A-Tip (/get_informed/pdf_view/39390)
- Crime Stoppers (/crime_stoppers)
- LA Metro Task Force On Human Trafficking (800-655-4095)
- Volunteer (/our_communities/content_basic_view/733)
- Reward Bulletin (/reward_bulletin_listing)
- DHS.gov/alerts (<http://DHS.gov/alerts>)



About the Los Angeles Fire Department

The Los Angeles Fire Department (LAFD) is a full-spectrum life safety agency that protects our 174 neighborhoods and the more than five million people who live, work, and visit in America's second largest city. The LAFD responds to more than 1,200 emergency responses, transports more than 500 people to local hospitals, and effectively fights an average of 12 structure fires – each and every day.

To be prepared for any threat, ranging from earthquake, wildfire, floods, or pandemic, the LAFD maintains an array of standard and specialized firefighting and life safety personnel and apparatus. While most people are familiar with fire engines and aerial ladder trucks, the LAFD also operates basic and advanced life support ambulances, a fleet of helicopters and fireboats, specialized urban search and rescue and hazardous materials apparatus, bike paramedics, and other specialized teams and equipment.

The City of Los Angeles is geographically divided into 106 local fire station service areas. Currently, the LAFD operates across three Divisions, each with five to six Battalions. Within each Battalion are seven to ten local fire station service areas. The proposed Deployment plan realigns both Division and Battalion boundaries while retaining and supporting your local service area. When you call for service, we'll be there, typically within five minutes, ready to render any type of aid that is required.

Supporting the mission of the LAFD and serving the public is our cadre of professional civilian members who specialize in technical and administrative functions. The LAFD also manages a civilian Community Emergency Response Team (CERT), made up of hundreds of active LA residents. Several additional volunteer corps supplement the Department's mission of: Serving with Courage, Integrity, and Pride.

Today, the LAFD is evolving. The Department has developed a forward thinking Deployment Plan (Plan) that takes into account the current economic realities, while also taking advantage of new technologies that are already helping the department to more effectively and efficiently respond to the needs of each fire station service area. The Plan calls for all 106 fire stations to remain open. The Plan protects every existing firefighter's job. The LAFD's mission is predicated on ensuring public and firefighter safety. As the Department moves into the second decade of the 21st century, we will continue to evolve, focusing on the best possible use of available technology, training, and readiness.

To learn more about the proposed Deployment Plan, you may email us at: lafd.deployment@lafd.org

Important Contact Information

By Telephone:
213.978.3800 | Main Phone |
213.978.3820 | Public Information Officer |
213.485.3815 | Fax |

Office of the Fire Marshal:
213.978.3570 | Phone |
213.978.3516 | Fax |

Public Safety Section:
213.978.3599 | Phone |
213.978.3611 | Fax |

Community Emergency Response Team (CERT)
618.756.9674 | Phone |

Important email addresses:
General Information:
info@lafd.org

Community Relations:
lafdcommunityrelations@lafd.org

CERT:
lafdcert@lafd.org

Support the LAFD:
info@supportlafd.org

Fire & Life Safety Education Solutions:
info@mysafetia.org

REMEMBER: If you have an emergency, dial 9-1-1 immediately. When you are on the line with an operator, be prepared to clearly state your location, your emergency, and how to best reach you.

To learn more about the LAFD, visit us online:

Website:
www.lafd.org

Facebook:
<http://www.facebook.com/LosAngelesFireDepartment>

Twitter:
www.twitter.com/LAFD

For a glossary of terms related to firefighting and the LAFD, please visit:
www.lafd.org/glossary/



www.lafd.org





Los Angeles Fire Department

FY2011/2012 Deployment Plan
Positioning the LAFD for the Future



Los Angeles Fire Department
200 N. Main Street
Los Angeles, CA 90012
Non-Emergency Phone: (213) 978-3845
Emergency Dispatch: 911

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**Serving with
Courage, Integrity & Pride**

Vision Statement

It is the mission of the Los Angeles Fire Department to preserve life and property, promote public safety, and foster economic growth through leadership, management and actions, as an all-risk life safety response provider.

Department Motto:

Serving with Courage, Integrity, & Pride



Los Angeles Fire Department

FY2011/2012 Proposed Deployment Plan

Fire Department Facts	MCP	PLAN
Number of Fire Stations	106	106
Number of Divisions	3	3
Number of Battalions	14	14
Number of EMS Battalions	6	7
Paramedic Ambulances (ALS)	59	13
Basic Life Support Ambulance (BLS)	32	34
"GME" BLS Ready Reserve Ambulance	16	24
Engine Companies	67	90
Assessment/Paramedic Engine Companies	58	72
Truck Companies	41	42
Hazardous Material Squads	4	5
USAR Companies	6	5
Helicopters	1 ALS, 5 BLS	1 ALS, 5 BLS
Airport Companies	8	5
Heavy Rescue Apparatus	1	5
Swift Water Rescue Teams	4	5
Bicycle Medic Teams	6	5
Brush Patrols	15	15
Emergency Lighting Units	2	3
Foam Tender	4	3
Rehab Air Tender	4	3
Fuel Tender	2	3

Source: LAFD (2008)
NOTE: The Proposed Deployment Plan is intended to be used as a guide only and is not intended to be used as a contract. The LAFD is not responsible for any changes to the plan.

The Deployment Plan

The Deployment Plan (Plan) is designed to maximize service delivery and create long term structural change while sharing in the sacrifice required by the City's budgetary constraints. The Plan ends the disruptive rotating MCP closures, expands our EMS resources, realigns resources to match the service delivery needs of each local fire station service area, and redistributes resources with low volume to higher volume areas while maintaining coverage for all areas.

Specifically, the Plan saves over \$197 million dollars over the next three years; increases the daily complement of on-duty firefighters; increases the number of EMS Battalions; and increases the number of EMS response resources. Additionally, the Plan realigns administrative geographic boundaries thereby reducing the number of Divisions and Battalions; and through redistribution and resource upgrades reduces the number of Engines and Trucks.

The Decision Making Process

1. Analyze budget reduction impact on number of Fire Department positions.
2. Determine number emergency resources that result from budget reduction.
3. Analyze incident data history, response area size/terms, population density and target hazards for: the entire City, each Division, each Battalion and each Fire Station district.
4. Develop minimal staffing level model.
5. Place minimal staffing level in each Fire Station district.
6. Place remaining resources in Fire Station districts after considering the unique needs of individual districts and the needs of the surrounding districts.
7. Analyze placement of additional resources using computer modeling software.
8. Adjust model to minimize impact of personnel reduction.
9. Determine, develop and provide policies, procedures and equipment necessary to support new staffing model.
10. Deploy new staffing model.
11. Analyze ongoing data to monitor success of modeling process.
12. Adjust resource placement as needed.

Note: Each step was processed using input from existing administrative staff, work groups, field member input and subject matter experts. The details of the Plan are subject to change without notice.

LAFD Apparatus

The LAFD operates a wide variety of emergency and support apparatus.

LAFD Command Vehicle (AC) (BC) –
All Command vehicles are specially equipped with computers, a suite of radios to enhance regional interoperability, maps, and information specific to the assigned geographic region. These apparatus serve as Mobile Command Post vehicles. Division-level command vehicles are staffed by an Assistant Chief (AC) and an Emergency Incident Technician (EIT). Battalion-level command vehicles are staffed by a Battalion Chief (BC). Both Division and Battalion Chiefs are assigned to these resources, providing critical incident command & control, coordination and communication with all assigned resources.



LAFD Engine Company (E) –
All LAFD Fire Stations include at least one Engine. This basic firefighting apparatus has five components: water tank, high capacity water pump, and hose.

LAFD Assessment Engine (AE) –
The Assessment Engine is capable of responding to both medical incidents involving Advanced Life Support (ALS) capabilities or a fire emergency. These apparatus are staffed with at least one assigned Paramedic, Firefighter, one Fire Captain, Engineer and EMT Firefighter.

LAFD Truck Company (T) –
Initially created with and accompanied by an Engine, the Truck carries a hydraulically-operated 100-foot aerial ladder and specialized tools and equipment used for rescue, ventilation, forcible entry, salvage, and overhaul operations. They do not carry water. A Fire Captain, an Apparatus Operator (AO) driver, two Firefighters and a fire member, the "five" who serve the rest of the team, staff the Truck.

LAFD Task Force (TF) –
Normally composed of three apparatus: an Engine Company, a Truck (Retrieval Ladder) Company and a second Engine called a "Pump". These apparatus run together so that they operate with maximum flexibility.

Light Force (LF) –
A subset of the Task Force, including an Engine and a Truck.

Assessment Light Force (ALF) –
An Assessment Light Force (ALF) is staffed with a Paramedic. These companies provide Advanced Life Support (ALS) and mitigate fire emergency.



Basic Life Support (BLS) Ambulance –
The Firefighters assigned to these resources are certified by the State of California as Emergency Medical Technicians (EMT). EMTs are capable of providing first, basic emergency management, assisting patients administer some of their personal medications and CPR. LAFD Firefighters are also trained to apply the Automatic External Defibrillator (AED).

NOTE: If the proposed Plan is approved, the LAFD will add additional "Ready Reserve" BLS across the City. BLS will be placed in Fire Stations where EMS responses are highest. Whenever additional EMS resources are needed in response to a single catastrophic event or an extraordinary increase in service, the LAFD dispatch system can provide the flexibility to reconfigure resources.



Advanced Life Support (ALS) Ambulance –
The Firefighters assigned to these resources are licensed by the State of California as Paramedics. Paramedics provide advanced first aid, assist in the administration of medications by IV injection and other routes, utilize advanced emergency management tools, and perform defibrillation and synchronized cardioversion.



Want to learn more? You can learn more about LAFD apparatus by visiting the website: www.lafd.org/apparatus

SurveyLA

Los Angeles Historic Resources Survey

Phase 3 Surveys are in Progress!

NEWS



HistoricPlacesLA Launched!

On February 24th the City of L.A. and the Getty Conservation Institute launched HistoricPlacesLA.org.



Los Angeles LGBT Historic Context Published

Like San Francisco and New York City, Los Angeles's past is rich in lesbian, gay, bisexual, and transgender (LGBT) history. However, Los Angeles...



SurveyLA Historic Context Outline and Summary Tables Published

The citywide Historic Context Statement is a critical part of SurveyLA as it provides the framework for identifying and evaluating historic resources.

Professional survey teams are now completing Phase 3 (the final phase) of SurveyLA field surveys. Surveys are in progress in the following Community Plan Areas: Group 7 - Venice, Boyle Heights, Westwood, Wilshire and Group 8 - Vany Nuys - North Sherman Oaks, Chatsworth - Porter Ranch, Northridge, Reseda - West Van Nuys, Granada Hills - Knollwood, Sylmar, Sun Valley - La Tuna Canyon, Sunland - Tujunga. (see the [Phasing Plan](#)). As surveys are completed, you can view the [survey findings](#) by Community Plan Area.

The survey teams are working through the city using a custom-designed survey database and digital cameras. They are recording individual resources and potential historic districts which are significant for architecture as well as social and cultural associations.

If there are places in your neighborhood that you want to make sure the survey teams evaluate it's never too late! Please complete a [MyHistoricLA](#) form and/or provide us with your research as soon as possible. You can also share your places at [MyHistoricLA.org](#), our interactive "virtual town hall". To organize a broad-based effort to identify important resources in your community see [MyHistoricLA: Guide to Public Participation in SurveyLA](#).

Published, April 21, 2014



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Appendix J

Attachments to Comment Letters

Attachment to Letter JODI

Attachment:

Order R4-2012-0175 - A Final Order revised



Order R4-2012-0175 - A Final Order revised.pdf

1049K

CALIFORNIA REGIONAL WATER QUALITY CONTROL BOARD

LOS ANGELES REGION

320 W. 4th Street, Suite 200, Los Angeles, California 90013

Phone (213) 576 - 6600 • Fax (213) 576 - 6640

<http://www.waterboards.ca.gov/losangeles>

ORDER NO. R4-2012-0175 NPDES PERMIT NO. CAS004001

WASTE DISCHARGE REQUIREMENTS FOR MUNICIPAL SEPARATE STORM SEWER SYSTEM (MS4) DISCHARGES WITHIN THE COASTAL WATERSHEDS OF LOS ANGELES COUNTY, EXCEPT THOSE DISCHARGES ORIGINATING FROM THE CITY OF LONG BEACH MS4

The municipal discharges of storm water and non-storm water by the Los Angeles County Flood Control District, the County of Los Angeles, and 84 incorporated cities within the coastal watersheds of Los Angeles County with the exception of the City of Long Beach (hereinafter referred to separately as Permittees and jointly as the Dischargers) from the discharge points identified below are subject to waste discharge requirements as set forth in this Order.

I. FACILITY INFORMATION

Table 1. Discharger Information

Dischargers	The Los Angeles County Flood Control District, the County of Los Angeles, and 84 incorporated cities within the coastal watersheds of Los Angeles County with the exception of the City of Long Beach (See Table 4)
Name of Facility	Municipal Separate Storm Sewer Systems (MS4s) within the coastal watersheds of Los Angeles County with the exception of the City of Long Beach MS4
Facility Address	Various (see Table 2)
The U.S. Environmental Protection Agency (USEPA) and the California Regional Water Quality Control Board, Los Angeles Region (Regional Water Board) have classified the Greater Los Angeles County MS4 as a large municipal separate storm sewer system (MS4) pursuant to 40 CFR section 122.26(b)(4) and a major facility pursuant to 40 CFR section 122.2.	

Table 2. Facility Information

Permittee (WDID)	Contact Information	
Agoura Hills (4B190147001)	Mailing Address	30001 Ladyface Court Agoura Hills, CA 91301
	Facility Contact, Title, and E-mail	Ken Berkman, City Engineer kberkman@agoura-hills.ca.us

Permittee (WDID)	Contact Information	
Alhambra (4B190148001)	Mailing Address	111 South First Street Alhambra, CA 91801-3796
	Facility Contact and E-mail	David Dolphin ddolphin@cityofalhambra.org
Arcadia (4B190149001)	Mailing Address	11800 Goldring Road Arcadia, CA 91006-5879
	Facility Contact, Title, Phone, and E-mail	Vanessa Hevener, Environmental Services Officer (626) 305-5327 vhevener@ci.arcadia.ca.us
Artesia (4B190150001)	Mailing Address	18747 Clarkdale Avenue Artesia, CA 90701-5899
	Facility Contact, Title, and E-mail	Maria Dadian, Director of Public Works mdadian@cityofartesia.ci.us
Azusa (4B190151001)	Mailing Address	213 East Foothill Boulevard Azusa, CA 91702
	Facility Contact, Title, and E-mail	Carl Hassel, City Engineer chassel@ci.azusa.ca.us
Baldwin Park (4B190152001)	Mailing Address	14403 East Pacific Avenue Baldwin Park, CA 91706-4297
	Facility Contact, Title, and E-mail	David Lopez, Associate Engineer dlopez@baldwinpark.com
Bell (4B190153001)	Mailing Address	6330 Pine Avenue Bell, CA 90201-1291
	Facility Contact, Title, and E-mail	Terri Rodrigue, City Engineer trodrigue@cityofbell.org
Bell Gardens (4B190139002)	Mailing Address	7100 South Garfield Avenue Bell Gardens, CA 90201-3293
	Facility Contact, Title, and Phone	John Oropeza, Director of Public Works (562) 806-7700
Bellflower (4B190154001)	Mailing Address	16600 Civic Center Drive Bellflower, CA 90706-5494
	Facility Contact, Title, and E-mail	Bernie Iniguez, Environmental Services Manager biniguez@bellflower.org
Beverly Hills (4B190132002)	Mailing Address	455 North Rexford Drive Beverly Hills, CA 90210
	Facility Contact, Title, and E-mail	Vincent Chee, Project Civil Engineer kgettler@beverlyhills.org
Bradbury (4B190155001)	Mailing Address	600 Winston Avenue Bradbury, CA 91010-1199
	Facility Contact, Title, and E-mail	Elroy Kiepke, City Engineer mkeith@cityofbradbury.org
Burbank (4B190101002)	Mailing Address	P.O. Box 6459 Burbank, CA 91510
	Facility Contact, Title, and E-mail	Bonnie Teafor, Public Works Director bteafor@ci.burbank.ca.us
Calabasas (4B190157001)	Mailing Address	100 Civic Center Way Calabasas, CA 91302-3172
	Facility Contact, Title, and E-mail	Alex Farassati, ESM afarassati@cityofcalabasas.com
Carson (4B190158001)	Mailing Address	P.O. Box 6234 Carson, CA 90745
	Facility Contact, Title,	Patricia Elkins, Building Construction Manager

Permittee (WDID)	Contact Information	
	and E-mail	pelkins@carson.ca.us
Cerritos (4B190159001)	Mailing Address	P.O. Box 3130 Cerritos, CA 90703-3130
	Facility Contact, Title, and E-mail	Mike O'Grady, Environmental Services mo'grady@cerritos.us
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Table 3. Discharge Location

Discharge Point	Effluent Description	Discharge Point Latitude	Discharge Point Longitude	Receiving Water
All Municipal Separate Storm Sewer System discharge points within Los Angeles County with the exception of the City of Long Beach	Storm Water and Non-Storm Water	Numerous	Numerous	Surface waters identified in Tables 2-1, 2-1a, 2-3, and 2-4, and Appendix 1, Table 1 of the <i>Water Quality Control Plan - Los Angeles Region (Basin Plan for the Coastal Watersheds of Los Angeles and Ventura Counties)</i> , and other unidentified tributaries to these surface waters within the following Watershed Management Areas: (1) Santa Clara River Watershed; (2) Santa Monica Bay Watershed Management Area, including Malibu Creek Watershed and Ballona Creek Watershed; (3) Los Angeles River Watershed; (4) Dominguez Channel and Greater Los Angeles/Long Beach Harbors Watershed Management Area; (5) Los Cerritos Channel and Alamitos Bay Watershed Management Area; (6) San Gabriel River Watershed; and (7) Santa Ana River Watershed. ¹

Table 4. Administrative Information

This Order was adopted by the California Regional Water Quality Control Board, Los Angeles Region on:	November 8, 2012
This Order becomes effective on:	December 28, 2012
This Order expires on:	December 28, 2017
In accordance with Title 23, Division 3, Chapter 9 of the California Code of Regulations and Title 40, Part 122 of the Code of Federal Regulations, each Discharger shall file a Report of Waste Discharge as application for issuance of new waste discharge requirements no later than:	180 days prior to the Order expiration date above

¹ Note that the Santa Ana River Watershed lies primarily within the boundaries of the Santa Ana Regional Water Quality Control Board. However, a portion of the Chino Basin subwatershed lies within the jurisdictions of Pomona and Claremont in Los Angeles County. The primary receiving waters within the Los Angeles County portion of the Chino Basin subwatershed are San Antonio Creek and Chino Creek.

MS4 Discharges within the
Coastal Watersheds of Los Angeles County

ORDER NO. R4-2012-0175
NPDES NO. CAS004001

In accordance with section 2235.4 of Title 23 of the California Code of Regulations, the terms and conditions of an expired permit are automatically continued pending issuance of a new permit if all requirements of the federal NPDES regulations on continuation of expired permits are complied with. Accordingly, if a new order is not adopted by the expiration date above, then the Permittees shall continue to implement the requirements of this Order until a new one is adopted.

I, Samuel Unger, Executive Officer, do hereby certify that this Order with all attachments is a full, true, and correct copy of an Order adopted by the California Regional Water Quality Control Board, Los Angeles Region, on November 8, 2012.



Samuel Unger, Executive Officer

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II. FINDINGS

The California Regional Water Quality Control Board, Los Angeles Region (hereinafter Regional Water Board) finds:

A. Nature of Discharges and Sources of Pollutants

Storm water and non-storm water discharges consist of surface runoff generated from various land uses, which are conveyed via the municipal separate storm sewer system and ultimately discharged into surface waters throughout the region. Discharges of storm water and non-storm water from the Municipal Separate Storm Sewer Systems (MS4s) within the Coastal Watersheds of Los Angeles County convey pollutants to surface waters throughout the Los Angeles Region. In general, the primary pollutants of concern in these discharges identified by the Los Angeles County Flood Control District Integrated Receiving Water Impacts Report (1994-2005) are indicator bacteria, total aluminum, copper, lead, zinc, diazinon, and cyanide. Aquatic toxicity, particularly during wet weather, is also a concern based on a review of Annual Monitoring Reports from 2005-10. Storm water and non-storm water discharges of debris and trash are also a pervasive water quality problem in the Los Angeles Region though significant strides have been made by a number of Permittees in addressing this problem through the implementation of control measures to achieve wasteload allocations established in trash TMDLs.

Pollutants in storm water and non-storm water have damaging effects on both human health and aquatic ecosystems. Water quality assessments conducted by the Regional Water Board have identified impairment of beneficial uses of water bodies in the Los Angeles Region caused or contributed to by pollutant loading from municipal storm water and non-storm water discharges. As a result of these impairments, there are beach postings and closures, fish consumption advisories, local and global ecosystem and aesthetic impacts from trash and debris, reduced habitat for threatened and endangered species, among others. The Regional Water Board and USEPA have established 33 total maximum daily loads (TMDLs) that identify Los Angeles County MS4 discharges as one of the pollutant sources causing or contributing to these water quality impairments.

B. Permit History

Prior to the issuance of this Order, Regional Water Board Order No. 01-182 served as the NPDES Permit for MS4 storm water and non-storm water discharges within the Coastal Watersheds of the County of Los Angeles. The requirements of Order No. 01-182 applied to the Los Angeles County Flood Control District, the unincorporated areas of Los Angeles County under County jurisdiction, and 84 Cities within the Los Angeles County Flood Control District with the exception of the City of Long Beach. The first county-wide MS4 permit for the County of Los Angeles and the incorporated areas therein was Order No. 90-079, adopted by the Regional Water Board on June 18, 1990.

Under Order No. 01-182, the Los Angeles County Flood Control District was designated the Principal Permittee, and the County of Los Angeles and 84 incorporated Cities were each designated Permittees. The Principal Permittee coordinated and facilitated activities necessary to comply with the requirements of Order No. 01-182, but was not responsible for ensuring compliance of any of the other Permittees. The designation of a Principal Permittee has not been carried over from Order No. 01-182.

Order No. 01-182 was subsequently amended by the Regional Water Board on September 14, 2006 by Order No. R4-2006-0074 to incorporate provisions consistent with the assumptions and requirements of the Santa Monica Bay Beaches Dry Weather Bacteria TMDL (SMB Dry Weather Bacteria TMDL) waste load allocations (WLAs). As a result of a legal challenge to Order No. R4-2006-0074, the Los Angeles County Superior Court issued a peremptory writ of mandate on July 23, 2010 requiring the Regional Water Board to void and set aside the amendments adopted through Order No. R4-2006-0074 in Order No. 01-182. The Court concluded that the permit proceeding at which Order No. R4-2006-0074 was adopted was procedurally deficient. The Court did not address the substantive merits of the amendments themselves, and thus made no determination about the substantive validity of Order No. R4-2006-0074. In compliance with the writ of mandate, the Regional Water Board voided and set aside the amendments adopted through Order No. R4-2006-0074 on April 14, 2011. This Order reincorporates requirements equivalent to the 2006 provisions to implement the SMB Dry Weather Bacteria TMDL.

In addition, Order No. 01-182 was amended on August 9, 2007 by Order No. R4-2007-0042 to incorporate provisions consistent with the assumptions and requirements of the Marina del Rey Harbor Mothers' Beach and Back Basins Bacteria TMDL, and was again amended on December 10, 2009 by Order No. R4-2009-0130 to incorporate provisions consistent with the assumptions and requirements of the Los Angeles River Watershed Trash TMDL.

C. Permit Application

On June 12, 2006, prior to the expiration date of Order No. 01-182, all of the Permittees filed Reports of Waste Discharge (ROWD) applying for renewal of their waste discharge requirements that serve as an NPDES permit to discharge storm water and authorized and conditionally exempt non-storm water through their MS4 to surface waters. Specifically, the Los Angeles County Flood Control District (LACFCD) submitted an ROWD application on behalf of itself, the County of Los Angeles, and 78 other Permittees. Several Permittees under Order No. 01-182 elected to not be included as part of the Los Angeles County Flood Control District's ROWD. On June 12, 2006, the Cities of Downey and Signal Hill each submitted an individual ROWD application requesting a separate MS4 Permit; and the Upper San Gabriel River Watershed Coalition, comprised of the cities of Azusa, Claremont, Glendora, Irwindale, and Whittier also submitted an individual ROWD application requesting a separate MS4 Permit for these cities. In 2010, the LACFCD withdrew from its participation in the 2006 ROWD submitted in conjunction with the County and 78 other co-permittees, and submitted a new ROWD also requesting an individual MS4 permit. The LACFCD also requested that, if an individual MS4 permit was not issued to it, it no longer be designated as the

Principal Permittee and it be relieved of Principal Permittee responsibilities. The Regional Water Board evaluated each of the 2006 ROWDs and notified all of the Permittees that their ROWDs did not satisfy federal storm water regulations contained in the USEPA Interpretive Policy Memorandum on Reapplication Requirements for Municipal Separate Storm Sewer Systems; Final Rule, August 9, 1996 (61 *Fed Reg.* 41697). Because each ROWD did not satisfy federal requirements, the Regional Water Board deemed all four 2006 ROWDs incomplete. The Regional Water Board also evaluated the LACFCD's 2010 ROWD and found that it too did not satisfy federal requirements for MS4s.

Though five separate ROWDs were submitted, the Regional Water Board retains discretion as the permitting authority to determine whether to issue permits for discharges from MS4s on a system-wide or jurisdiction-wide basis (Clean Water Act (CWA) § 402(p)(3)(B)(i); 40 CFR section 122.26, subdivisions (a)(1)(v) and (a)(3)(ii)). Because of the complexity and networking of the MS4 within Los Angeles County, which often results in commingled discharges, the Regional Water Board has previously adopted a system-wide approach to permitting MS4 discharges within Los Angeles County.

In evaluating the five separate ROWDs, the Regional Water Board considered the appropriateness of permitting discharges from MS4s within Los Angeles County on a system-wide or jurisdiction-wide basis or a combination of both. Based on that evaluation, the Regional Water Board again determined that, because of the complexity and networking of the MS4 within Los Angeles County, that one system-wide permit is appropriate. In order to provide individual Permittees with more specific requirements, certain provisions of this Order are organized by watershed management area, which is appropriate given the requirements to implement 33 watershed-based TMDLs. The Regional Water Board also determined that because the LACFCD owns and operates large portions of the MS4 infrastructure, including but not limited to catch basins, storm drains, outfalls and open channels, in each coastal watershed management area within Los Angeles County, the LACFCD should remain a Permittee in the single system-wide permit; however, this Order relieves the LACFCD of its role as "Principal Permittee."

D. Permit Coverage and Facility Description

The Los Angeles County Flood Control District, the County of Los Angeles, and 84 incorporated cities within the Los Angeles County Flood Control District with the exception of the City of Long Beach (see Table 5, List of Permittees), hereinafter referred to separately as Permittees and jointly as the Dischargers, discharge storm water and non-storm water from municipal separate storm sewer systems (MS4s), also called storm drain systems. For the purposes of this Order, references to the "Discharger" or "Permittee" in applicable federal and state laws, regulations, plans, or policy are held to be equivalent to references to the Discharger, or Permittees herein.

The area covered under this Order encompasses more than 3,000 square miles. This area contains a vast drainage network that serves incorporated and unincorporated areas in every Watershed Management Area within the Los Angeles Region. Maps

depicting the major drainage infrastructure within the area covered under this Order are included in Attachment C of this Order.

Table 5. List of Permittees

Agoura Hills	Hawaiian Gardens	Pomona
Alhambra	Hawthorne	Rancho Palos Verdes
Arcadia	Hermosa Beach	Redondo Beach
Artesia	Hidden Hills	Rolling Hills
Azusa	Huntington Park	Rolling Hills Estates
Baldwin Park	Industry	Rosemead
Bell	Inglewood	San Dimas
Bell Gardens	Irwindale	San Fernando
Bellflower	La Canada Flintridge	San Gabriel
Beverly Hills	La Habra Heights	San Marino
Bradbury	La Mirada	Santa Clarita
Burbank	La Puente	Santa Fe Springs
Calabasas	La Verne	Santa Monica
Carson	Lakewood	Sierra Madre
Cerritos	Lawndale	Signal Hill
Claremont	Lomita	South El Monte
Commerce	Los Angeles	South Gate
Compton	Lynwood	South Pasadena
Covina	Malibu	Temple City
Cudahy	Manhattan Beach	Torrance
Culver City	Maywood	Vernon
Diamond Bar	Monrovia	Walnut
Downey	Montebello	West Covina
Duarte	Monterey Park	West Hollywood
El Monte	Norwalk	Westlake Village
El Segundo	Palos Verdes Estates	Whittier
Gardena	Paramount	County of Los Angeles
Glendale	Pasadena	Los Angeles County Flood Control District
Glendora	Pico Rivera	

E. Los Angeles County Flood Control District

In 1915, the California Legislature enacted the Los Angeles County Flood Control Act, establishing the Los Angeles County Flood Control District (LACFCD). The objects and purposes of the Act are to provide for the control and conservation of the flood, storm and other waste waters within the flood control district. Among its other powers, the LACFCD also has the power to preserve, enhance, and add recreational features to lands or interests in lands contiguous to its properties for the protection, preservation, and use of the scenic beauty and natural environment for the properties or the lands. The LACFCD is governed, as a separate entity, by the County of Los Angeles Board of Supervisors.

The LACFCD's system includes the majority of drainage infrastructure within incorporated and unincorporated areas in every watershed, including approximately 500 miles of open channel, 3,500 miles of underground drains, and an estimated 88,000 catch basins, and several dams. Portions of the LACFCD's current system were originally unmodified natural rivers and water courses.

The LACFCD's system conveys both storm and non-storm water throughout the Los Angeles basin. Other Permittees' MS4s connect and discharge to the LACFCD's system.

The waters and pollutants discharged from the LACFCD's system come from various sources. These sources can include storm water and non-storm water from the Permittees under this permit and other NPDES and non-NPDES Permittees discharging into the LACFCD's system, including industrial waste water dischargers, waste water treatment facilities, industrial and construction stormwater Permittees, water suppliers, government entities, CERCLA potentially responsible parties, and Caltrans. Sources can also include discharges from school districts that do not operate large or medium-sized municipal storm sewers and discharges from entities that have waste discharge requirements or waivers of waste discharge requirements.

Unlike other Permittees, including the County of Los Angeles, the LACFCD does not own or operate any municipal sanitary sewer systems, public streets, roads, or highways.

The LACFCD in contrast to the County of Los Angeles has no planning, zoning, development permitting or other land use authority over industrial or commercial facilities, new developments or re-development projects, or development construction sites located in any incorporated or unincorporated areas within its service area. The Permittees that have such land use authority are responsible for implementing a storm water management program to inspect and control pollutants from industrial and commercial facilities, new development and re-development projects, and development construction sites within their jurisdictional boundaries. Nonetheless, as an owner and operator of MS4s, the LACFCD is required by federal regulations to control pollutant discharges into and from its MS4, including the ability to control through interagency agreements among co-Permittees and other owners of a MS4 the contribution of pollutants from one portion of the MS4 to another portion of the MS4.

F. Permit Scope

This Order regulates municipal discharges of storm water and non-storm water from the Permittees' MS4s. Section 122.26(b)(8) of title 40 of the Code of Federal Regulations (CFR) defines an MS4 as "a conveyance or system of conveyances (including roads with drainage systems, municipal streets, catch basins, curbs, gutters, ditches, man-made channels, or storm drains): (i) [o]wned or operated by a State, city, town, borough, county, parish, district, association, or other public body (created by or pursuant to State law) having jurisdiction over disposal of sewage, industrial wastes, storm water, or other wastes, including special districts under State law such as a sewer district, flood control district or drainage district, or similar entity, or an Indian tribe or an authorized Indian

tribal organization, or a designated and approved management agency under section 208 of the CWA that discharges to waters of the United States; (ii) [d]esigned or used for collecting or conveying storm water; (iii) [w]hich is not a combined sewer; and (iv) [w]hich is not part of a Publicly Owned Treatment Works (POTW) as defined at 40 CFR 122.2.”

Storm water discharges consist of those discharges that originate from precipitation events. Federal regulations define “storm water” as “storm water runoff, snow melt runoff, and surface runoff and drainage.” (40 CFR § 122.26(b)(13).) While “surface runoff and drainage” is not defined in federal law, USEPA’s preamble to its final storm water regulations demonstrates that the term is related to precipitation events such as rain and/or snowmelt. (55 *Fed. Reg.* 47990, 47995-96 (Nov. 16, 1990)).

Non-storm water discharges consist of all discharges through an MS4 that do not originate from precipitation events. Non-storm water discharges through an MS4 are prohibited unless authorized under a separate NPDES permit; authorized by USEPA pursuant to Sections 104(a) or 104(b) of the federal Comprehensive Environmental Response, Compensation and Liability Act (CERCLA); composed of natural flows; the result of emergency fire fighting activities; or conditionally exempted in this Order.

A permit issued to more than one Permittee for MS4 discharges may contain separate storm water management programs for particular Permittees or groups of Permittees. 40 CFR § 122.26(d)(2)(iv). Given the LACFCD’s limited land use authority, it is appropriate for the LACFCD to have a separate and uniquely-tailored storm water management program. Accordingly, the storm water management program minimum control measures imposed on the LACFCD in Part VI.D of this Order differ in some ways from the minimum control measures imposed on other Permittees. Namely, aside from its own properties and facilities, the LACFCD is not subject to the Industrial/Commercial Facilities Program, the Planning and Land Development Program, and the Development Construction Program. However, as a discharger of storm and non-storm water, the LACFCD remains subject to the Public Information and Participation Program and the Illicit Connections and Illicit Discharges Elimination Program. Further, as the owner and operator of certain properties, facilities and infrastructure, the LACFCD remains subject to requirements of a Public Agency Activities Program.

G. Geographic Coverage and Watershed Management Areas

The municipal storm water and non-storm water discharges flow into receiving waters in the Watershed Management Areas of the Santa Clara River Watershed; Santa Monica Bay Watershed Management Area, including Malibu Creek Watershed and Ballona Creek Watershed; Los Angeles River Watershed; Dominguez Channel and Greater Los Angeles/Long Beach Harbors Watershed Management Area; Los Cerritos Channel and Alamitos Bay Watershed Management Area; San Gabriel River Watershed; and Santa Ana River Watershed.

This Order redefines Watershed Management Areas (WMAs) consistent with the delineations used in the Regional Water Board's Watershed Management Initiative. Permittees included in each of the WMAs are listed in Attachment K.

Maps depicting each WMA, its subwatersheds, and the major receiving waters therein are included in Attachment B.

Federal, state, regional or local entities in jurisdictions outside the Los Angeles County Flood Control District, and not currently named as Permittee to this Order, may operate MS4 facilities and/or discharge to the MS4 and water bodies covered by this Order. Pursuant to 40 CFR sections 122.26(d)(1)(ii) and 122.26(d)(2)(iv), each Permittee shall maintain the necessary legal authority to control the contribution of pollutants to its MS4 and shall include in its storm water management program a comprehensive planning process that includes intergovernmental coordination, where necessary.

Sources of MS4 discharges into receiving waters in the County of Los Angeles but not covered by this Order include the following:

- About 34 square miles of unincorporated area in Ventura County, which drain into Malibu Creek and then to Santa Monica Bay,
- About 9 square miles of the City of Thousand Oaks, which also drain into Malibu Creek and then to Santa Monica Bay, and
- About 86 square miles of area in Orange County, which drain into Coyote Creek and then into the San Gabriel River.

Specifically, the Orange County Flood Control District (OCFCD) owns and operates the Los Alamitos Retarding Basin and Pumping Station (Los Alamitos Retarding Basin). The Los Alamitos Retarding Basin is within the San Gabriel River Watershed, and is located adjacent to the Los Angeles and Orange County boundary. The majority of the 30-acre Los Alamitos Retarding Basin is in Orange County; however, the northwest corner of the facility is located in the County of Los Angeles. Storm water and non-storm water discharges, which drain to the Los Alamitos Retarding Basin, are pumped to the San Gabriel River Estuary (SGR Estuary) through pumps and subterranean piping. The pumps and discharge point are located in the County of Los Angeles.

The OCFCD pumps the water within the Los Alamitos Retarding Basin to the San Gabriel River Estuary through four discharge pipes, which are covered by tide gates. The discharge point is located approximately 700 feet downstream from the 2nd Street Bridge in Long Beach. The total pumping capacity of the four pumps is 800 cubic feet per second (cfs). There is also a 5 cfs sump pump that discharges nuisance flow continuously to the Estuary through a smaller diameter uncovered pipe.

The discharge from the Los Alamitos Retarding Basin is covered under the Orange County Municipal NPDES Storm Water Permit (NPDES Permit No. CAS618030, Santa Ana Regional Water Quality Control Board Order No. R8-2010-0062), which was issued to the County of Orange, Orange County Flood Control District and Incorporated Cities on May 22, 2009. The Orange County MS4 Permit references the San Gabriel River Metals and Selenium TMDL (Metals TMDL). The waste load allocations listed in the

Metals TMDL for Coyote Creek are included in the Orange County MS4 Permit. However, the Orange County MS4 Permit does not contain the dry weather copper waste load allocations assigned to the Estuary.

H. Legal Authorities

This Order is issued pursuant to CWA section 402 and implementing regulations adopted by the USEPA and chapter 5.5, division 7 of the California Water Code (commencing with section 13370). This Order serves as an NPDES permit for point source discharges from the Permittees' MS4s to surface waters. This Order also serves as waste discharge requirements (WDRs) pursuant to article 4, chapter 4, division 7 of the California Water Code (commencing with Section 13260).

- I. Municipal Separate Storm Sewer System Requirements.** The 1972 Clean Water Act² established the NPDES Program to regulate the discharge of pollutants from point sources to waters of the United States. However, pollution from storm water and dry-weather urban runoff was largely unabated for over a decade. In response to the 1987 Amendments to the Clean Water Act, USEPA developed Phase I of the NPDES Storm Water Permitting Program in 1990, which established a framework for regulating municipal and industrial discharges of storm water and non-storm water. The Phase I program addressed sources of storm water and dry-weather urban runoff that had the greatest potential to negatively impact water quality. In particular, under Phase I, USEPA required NPDES Permit coverage for discharges from medium and large MS4 with populations of 100,000 or more. Operators of MS4s regulated under the Phase I NPDES Storm Water Program were required to obtain permit coverage for municipal discharges of storm water and non-storm water to waters of the United States

Early in the history of this MS4 Permit, the Regional Water Board designated the MS4s owned and/or operated by the incorporated cities and Los Angeles County unincorporated areas within the Coastal Watersheds of Los Angeles County as a large MS4 due to the total population of Los Angeles County, including that of unincorporated and incorporated areas, and the interrelationship between the Permittees' MS4s, pursuant to 40 CFR section 122.26(b)(4). The total population of the cities and County unincorporated areas covered by this Order was 9,519,338 in 2000 and has increased by approximately 300,000 to 9,818,605 in 2010, according to the United States Census.

This Order implements the federal Phase I NPDES Storm Water Program requirements. These requirements include three fundamental elements: (i) a requirement to effectively prohibit non-storm water discharges through the MS4, (ii) requirements to implement controls to reduce the discharge of pollutants to the maximum extent practicable, and (iii) other provisions the Regional Water Board has determined appropriate for the control of such pollutants.

- J. Background and Rationale for Requirements.** The Regional Water Board developed the requirements in this Order based on information submitted as part of the Permittees' applications, through monitoring and reporting programs, and other available

² Federal Water Pollution Control Act; 33 U.S.C. § 1251 et seq., which, as amended in 1977, is commonly known as the Clean Water Act.

information. In accordance with federal regulations at 40 CFR section 124.8, a Fact Sheet (Attachment F) has been prepared to explain the principal facts and the significant factual, legal, methodological, and policy questions considered in preparing this Order. The Fact Sheet is hereby incorporated into this Order and also constitutes part of the Findings of the Regional Water Board for this Order. Attachments A through E and G through R are also incorporated into this Order.

K. Water Quality Control Plans. The Clean Water Act requires the Regional Water Board to establish water quality standards for each water body in its region. Water quality standards include beneficial uses, water quality objectives and criteria that are established at levels sufficient to protect those beneficial uses, and an antidegradation policy to prevent degrading waters. The Regional Water Board adopted a *Water Quality Control Plan - Los Angeles Region* (hereinafter Basin Plan) on June 13, 1994 and has amended it on multiple occasions since 1994. The Basin Plan designates beneficial uses, establishes water quality objectives, and contains implementation programs and policies to achieve those objectives for all waters in the Los Angeles Region. Pursuant to California Water Code section 13263(a), the requirements of this Order implement the Basin Plan. Beneficial uses applicable to the surface water bodies that receive discharges from the Los Angeles County MS4 generally include those listed below.

Table 6. Basin Plan Beneficial Uses

Discharge Point	Receiving Water Name	Beneficial Uses
All Municipal Separate Storm Sewer Systems (MS4s) discharge points within Los Angeles County coastal watersheds with the exception of the City of Long Beach	Multiple surface water bodies of the Los Angeles Region	Municipal and Domestic Supply (MUN); Agricultural Supply (AGR); Industrial Service Supply (IND); Industrial Process Supply (PROC); Ground Water Recharge (GWR); Freshwater Replenishment (FRSH); Navigation (NAV); Hydropower Generation (POW); Water Contact Recreation (REC-1); Limited Contact Recreation (LREC-1); Non-Contact Water Recreation (REC-2); Commercial and Sport Fishing (COMM); Warm Freshwater Habitat (WARM); Cold Freshwater Habitat (COLD); Preservation of Areas of Special Biological Significance (BIOL); Wildlife Habitat (WILD); Preservation of Rare and Endangered Species (RARE); Marine Habitat (MAR); Wetland Habitat (WET); Migration of Aquatic Organisms (MIGR); Spawning, Reproduction, and/or Early Development (SPWN); Shellfish Harvesting (SHELL)

1. Total Maximum Daily Loads (TMDLs)

Clean Water Act section 303(d)(1) requires each state to identify the waters within its boundaries that do not meet water quality standards. Water bodies that do not meet water quality standards are considered impaired and are placed on the state's "CWA Section 303(d) List". For each listed water body, the state is required to establish a TMDL of each pollutant impairing the water quality standards in that water body. A TMDL is a tool for implementing water quality standards and is based on the relationship between pollution sources and in-stream water quality conditions. The

TMDL establishes the allowable pollutant loadings for a water body and thereby provides the basis to establish water quality-based controls. These controls should provide the pollution reduction necessary for a water body to meet water quality standards. A TMDL is the sum of the allowable pollutant loads of a single pollutant from all contributing point sources (the waste load allocations or WLAs) and non-point sources (load allocations or LAs), plus the contribution from background sources and a margin of safety. (40 CFR section 130.2(i).) MS4 discharges are considered point source discharges.

Numerous receiving waters within Los Angeles County do not meet water quality standards or fully support beneficial uses and therefore have been classified as impaired on the State's 303(d) List. The Regional Water Board and USEPA have each established TMDLs to address many of these water quality impairments. Pursuant to CWA section 402(p)(B)(3)(iii) and 40 CFR section 122.44(d)(1)(vii)(B), this Order includes requirements that are consistent with and implement WLAs that are assigned to discharges from the Los Angeles County MS4 from 33 State-adopted and USEPA established TMDLs. This Order requires Permittees to comply with the TMDL Provisions in Part VI.E and Attachments L through R, which are consistent with the assumptions and requirements of the TMDL WLAs assigned to discharges from the Los Angeles County MS4. A comprehensive list of TMDLs by watershed management area and the Permittees subject to each TMDL is included in Attachment K.

Waste load allocations in these TMDLs are expressed in several ways depending on the nature of the pollutant and its impacts on receiving waters and beneficial uses. Bacteria WLAs assigned to MS4 discharges are expressed as the number of allowable exceedance days that a water body may exceed the Basin Plan water quality objectives for protection of the REC-1 beneficial use. Since the TMDLs and the WLAs contained therein are expressed as receiving water conditions, receiving water limitations have been included in this Order that are consistent with and implement the allowable exceedance day WLAs. Water quality-based effluent limitations are also included equivalent to the Basin Plan water quality objectives to allow the opportunity for Permittees to individually demonstrate compliance at an outfall or jurisdictional boundary, thus isolating the Permittee's pollutant contributions from those of other Permittees and from other pollutant sources to the receiving water.

WLAs for trash are expressed as progressively decreasing allowable amounts of trash discharges from a Permittee's jurisdictional area within the drainage area to the impaired water body. The Trash TMDLs require each Permittee to make annual reductions of its discharges of trash over a set period, until the numeric target of zero trash discharged from the MS4 is achieved. The Trash TMDLs specify a specific formula for calculating and allocating annual reductions in trash discharges from each jurisdictional area within a watershed. The formula results in specified annual amounts of trash that may be discharged from each jurisdiction into the receiving waters. Translation of the WLAs or compliance points described in the TMDLs into jurisdiction-specific load reductions from the baseline levels, as specified

in the TMDL, logically results in the articulation of an annual limitation on the amount of a pollutant that may be discharged. The specification of allowable annual trash discharge amounts meets the definition of an "effluent limitation", as that term is defined in subdivision (c) of section 13385.1 of the California Water Code. Specifically, the trash discharge limitations constitute a "numeric restriction ... on the quantity [or] discharge rate ... of a pollutant or pollutants that may be discharged from an authorized location."

TMDL WLAs for other pollutants (e.g., metals and toxics) are expressed as concentration and/or mass and water quality-based effluent limitations have been specified consistent with the expression of the WLA, including any applicable averaging periods. Some TMDLs specify that, if certain receiving water conditions are achieved, such achievement constitutes attainment of the WLA. In these cases, receiving water limitations and/or provisions outlining these alternate means of demonstrating compliance are included in the TMDL provisions in Part VI.E of this Order.

The inclusion of water quality-based effluent limitations and receiving water limitations to implement applicable WLAs provides a clear means of identifying required water quality outcomes within the permit and ensures accountability by Permittees to implement actions necessary to achieve the limitations.

A number of the TMDLs for bacteria, metals, and toxics establish WLAs that are assigned jointly to a group of Permittees whose storm water and/or non-storm water discharges are or may be commingled in the MS4 prior to discharge to the receiving water subject to the TMDL. TMDLs address commingled MS4 discharges by assigning a WLA to a group of MS4 Permittees based on co-location within the same subwatershed. Permittees with co-mingled MS4 discharges are jointly responsible for meeting the water quality-based effluent limitations and receiving water limitations assigned to MS4 discharges in this Order. "Joint responsibility" means that the Permittees that have commingled MS4 discharges are responsible for implementing programs in their respective jurisdictions, or within the MS4 for which they are an owner and/or operator, to meet the water quality-based effluent limitations and/or receiving water limitations assigned to such commingled MS4 discharges.

In these cases, federal regulations state that co-permittees need only comply with permit conditions relating to discharges from the MS4 for which they are owners or operators (40 CFR § 122.26(a)(3)(vi)). Individual co-permittees are only responsible for their contributions to the commingled MS4 discharge. This Order does not require a Permittee to individually ensure that a commingled MS4 discharge meets the applicable water quality-based effluent limitations included in this Order, unless such Permittee is shown to be solely responsible for an exceedance.

Additionally, this Order allows a Permittee to clarify and distinguish their individual contributions and demonstrate that its MS4 discharge did not cause or contribute to exceedances of applicable water quality-based effluent limitations and/or receiving

water limitations. If such a demonstration is made, though the Permittee's discharge may commingle with that of other Permittees, the Permittee would not be held jointly responsible for the exceedance of the water quality-based effluent limitation or receiving water limitation. Individual co-permittees who demonstrate compliance with the water quality-based effluent limitations will not be held responsible for violations by non-compliant co-permittees.

Given the interconnected nature of the Permittees' MS4s, however, the Regional Water Board expects Permittees to work cooperatively to control the contribution of pollutants from one portion of the MS4 to another portion of the system through inter-agency agreements or other formal arrangements.

L. Ocean Plan. In 1972, the State Water Resources Control Board (State Water Board) adopted the Water Quality Control Plan for Ocean Waters of California, California Ocean Plan (hereinafter Ocean Plan). The State Water Board adopted the most recent amended Ocean Plan on September 15, 2009. The Office of Administration Law approved it on March 10, 2010. On October 8, 2010, USEPA approved the 2009 Ocean Plan. The Ocean Plan is applicable, in its entirety, to the ocean waters of the State. In order to protect beneficial uses, the Ocean Plan establishes water quality objectives and a program of implementation. Pursuant to California Water Code section 13263(a), the requirements of this Order implement the Ocean Plan. The Ocean Plan identifies beneficial uses of ocean waters of the State to be protected as summarized in the table below.

Table 7. Ocean Plan Beneficial Uses

Discharge Point	Receiving Water Name	Beneficial Uses
All Municipal Separate Storm Sewer Systems (MS4s) discharge points within Los Angeles County coastal watersheds with the exception of the City of Long Beach	Pacific Ocean	Industrial Water Supply (IND); Water Contact (REC-1) and Non-Contact Recreation (REC-2), including aesthetic enjoyment; Navigation (NAV); Commercial and Sport Fishing (COMM); Mariculture; Preservation and Enhancement of Designated Areas of Special Biological Significance (ASBS); Rare and Endangered Species (RARE); Marine Habitat (MAR); Fish Migration (MIGR); Fish Spawning (SPWN) and Shellfish Harvesting (SHELL)

M. Antidegradation Policy

40 CFR section 131.12 requires that state water quality standards include an antidegradation policy consistent with the federal antidegradation policy. The State Water Board established California's antidegradation policy in State Water Board Resolution No. 68-16 ("Statement of Policy with Respect to Maintaining the Quality of the Waters of the State"). Resolution No. 68-16 incorporates the federal antidegradation policy where the federal policy applies under federal law. Resolution No. 68-16 requires that existing water quality be maintained unless degradation is

justified based on specific findings. The Regional Water Board's Basin Plan implements, and incorporates by reference, both the state and federal antidegradation policies. The permitted discharge is consistent with the antidegradation provision of section 131.12 and State Water Board Resolution No. 68-16.

- N. Anti-Backsliding Requirements.** Section 402(o)(2) of the CWA and federal regulations at 40 CFR section 122.44(l) prohibit backsliding in NPDES permits. These anti-backsliding provisions require effluent limitations in a reissued permit to be as stringent as those in the previous permit, with some exceptions where limitations may be relaxed. All effluent limitations in this Order are at least as stringent as the effluent limitations in the previous permit.
- O. Endangered Species Act.** This Order does not authorize any act that results in the taking of a threatened or endangered species or any act that is now prohibited, or becomes prohibited in the future, under either the California Endangered Species Act (Fish and Game Code, §§ 2050 to 2115.5) or the Federal Endangered Species Act (16 U.S.C.A., §§ 1531 to 1544). This Order requires compliance with requirements to protect the beneficial uses of waters of the United States. Permittees are responsible for meeting all requirements of the applicable Endangered Species Act.
- P. Monitoring and Reporting.** Section 308(a) of the federal Clean Water Act, and 40 CFR sections 122.41(h), (j)-(l), 122.41(i), and 122.48, require that all NPDES permits specify monitoring and reporting requirements. Federal regulations applicable to large and medium MS4s also specify additional monitoring and reporting requirements. (40 C.F.R. §§ 122.26(d)(2)(i)(F) & (d)(2)(iii)(D), 122.42(c).) California Water Code section 13383 authorizes the Regional Water Board to establish monitoring, inspection, entry, reporting, and recordkeeping requirements. The Monitoring and Reporting Program establishes monitoring, reporting, and recordkeeping requirements that implement the federal and State laws and/or regulations. This Monitoring and Reporting Program is provided in Attachment E.
- Q. Standard and Special Provisions.** Standard Provisions, which apply to all NPDES permits in accordance with 40 CFR section 122.41, and additional conditions applicable to specified categories of permits in accordance with 40 CFR section 122.42, are provided in Attachment D. Dischargers must comply with all standard provisions and with those additional conditions that are applicable under 40 CFR section 122.42 provided in Attachment D. The Regional Water Board has also included in Part VI of this Order various special provisions applicable to the Dischargers. A rationale for the various special provisions contained in this Order is provided in the attached Fact Sheet (Attachment F).
- R. State Mandates**
Article XIII B, Section 6(a) of the California Constitution provides that whenever "any state agency mandates a new program or higher level of service on any local government, the state shall provide a subvention of funds to reimburse that local government for the costs of the program or increased level of service." The requirements of this Order do not constitute state mandates that are subject to a

subvention of funds for several reasons as described in detail in the attached Fact Sheet (Attachment F).

- S. California Water Code Section 13241.** The California Supreme Court has ruled that although California Water Code section 13263 requires the State and Regional Water Boards (collectively, Water Boards) to consider the factors set forth in California Water Code section 13241 when issuing an NPDES permit, the Water Boards may not consider the factors to justify imposing pollutant restriction that are less stringent than the applicable federal regulations require. (*City of Burbank v. State Water Resources Control Bd.* (2005) 35 Cal.4th 613, 618, 626-627). However, when the pollutant restrictions in an NPDES permit are more stringent than federal law requires, California Water Code section 13263 requires that the Water Boards consider the factors described in section 13241 as they apply to those specific restrictions. As noted in the preceding finding, the Regional Water Board finds that the requirements in this permit are not more stringent than the minimum federal requirements. Therefore, a 13241 analysis is not required for permit requirements that implement the effective prohibition on the discharge of non-storm water discharges into the MS4, or for controls to reduce the discharge of pollutants in storm water to the maximum extent practicable, or other provisions that the Regional Water Board has determined appropriate to control such pollutants, as those requirements are mandated by federal law. Notwithstanding the above, the Regional Water Board has developed an economic analysis of the permit's requirements, consistent with California Water Code section 13241. That analysis is provided in the Fact Sheet (Attachment F of this Order).
- T. California Environmental Quality Act (CEQA).** This action to adopt an NPDES Permit is exempt from the provisions of Chapter 3 of the California Environmental Quality Act (CEQA) (Public Resources Code, § 21100, et seq.) pursuant to California Water Code section 13389. (*County of Los Angeles v. Cal. Water Boards* (2006) 143 Cal.App.4th 985.)
- U. Notification of Interested Parties.** In accordance with State and federal laws and regulations, the Regional Water Board has notified the Permittees and interested agencies and persons of its intent to prescribe waste discharge requirements for the discharges authorized by this Order and has provided them with an opportunity to provide written and oral comments. Details of notification, as well as the meetings and workshops held on drafts of the permit, are provided in the Fact Sheet of this Order.
- V. Consideration of Public Comment.** The Regional Water Board, in a public meeting, heard and considered all oral and written comments pertaining to the discharges authorized by this Order and the requirements contained herein. The Regional Water Board has prepared written responses to all timely comments, which are incorporated by reference as part of this Order.
- W.** This Order serves as an NPDES permit pursuant to CWA section 402 or amendments thereto, and becomes effective fifty (50) days after the date of its adoption, provided that the Regional Administrator, USEPA, Region IX, expresses no objections.
- X.** This Order supersedes Order No. 01-182 as amended, except for enforcement purposes.

Y. Review by the State Water Board. Any person aggrieved by this action of the Regional Water Board may petition the State Water Board to review the action in accordance with California Water Code section 13320 and California Code of Regulations, title 23, sections 2050 and following. The State Water Board must *receive* the petition by 5:00 p.m., 30 days after the Regional Water Board action, except that if the thirtieth day following the action falls on a Saturday, Sunday, or state holiday, the petition must be received by the State Water Board by 5:00 p.m. on the next business day. Copies of the law and regulations applicable to filing petitions may be found on the Internet at: http://www.waterboards.ca.gov/public_notices/petitions/water_quality or will be provided upon request.

THEREFORE, IT IS HEREBY ORDERED, that the Dischargers, in order to meet the provisions contained in Division 7 of the California Water Code (commencing with section 13000), and regulations, plans, and policies adopted thereunder, and the provisions of the Clean Water Act and regulations and guidelines adopted thereunder, shall comply with the following requirements:

III. DISCHARGE PROHIBITIONS

A. Prohibitions – Non-Storm Water Discharges

1. Prohibition of Non-Storm Water Discharges. Each Permittee shall, for the portion of the MS4 for which it is an owner or operator, prohibit non-storm water discharges through the MS4 to receiving waters except where such discharges are either:

- a. Authorized non-storm water discharges separately regulated by an individual or general NPDES permit;
- b. Temporary non-storm water discharges authorized by USEPA³ pursuant to sections 104(a) or 104(b) of the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) that either: (i) will comply with water quality standards as applicable or relevant and appropriate requirements (“ARARs”) under section 121(d)(2) of CERCLA; or (ii) are subject to either (a) a written waiver of ARARs by USEPA pursuant to section 121(d)(4) of CERCLA or (b) a written determination by USEPA that compliance with ARARs is not practicable considering the exigencies of the situation pursuant to 40 CFR. section 300.415(j);
- c. Authorized non-storm water discharges from emergency fire fighting activities (i.e., flows necessary for the protection of life or property)⁴;
- d. Natural flows, including:
 - i. Natural springs;

³ These typically include short-term, high volume discharges resulting from the development or redevelopment of groundwater extraction wells, or USEPA or State-required compliance testing of potable water treatment plants, as part of a USEPA authorized groundwater remediation action under CERCLA.

⁴ Discharges from vehicle washing, building fire suppression system maintenance and testing (e.g., sprinkler line flushing), fire hydrant maintenance and testing, and other routine maintenance activities are not considered emergency fire fighting activities.

- ii. Flows from riparian habitats and wetlands;
 - iii. Diverted stream flows, authorized by the State or Regional Water Board;
 - iv. Uncontaminated ground water infiltration⁵;
 - v. Rising ground waters, where ground water seepage is not otherwise covered by a NPDES permit⁶; or
- e. Conditionally exempt non-storm water discharges in accordance with Parts III.A.2 and III.A.3 below.

2. Conditional Exemptions from Non-Storm Water Discharge Prohibition. The following categories of non-storm water discharges are conditionally exempt from the non-storm water discharge prohibition, provided they meet all required conditions specified below, or as otherwise approved by the Regional Water Board Executive Officer, in all areas regulated by this Order with the exception of direct discharges to Areas of Special Biological Significance (ASBS) within Los Angeles County. Conditional exemptions from the prohibition on non-storm water discharges through the MS4 to an ASBS are identified in Part III.A.3 below.

- a. Conditionally Exempt Essential Non-Storm Water Discharges: These consist of those discharges that fall within one of the categories below; meet all required best management practices (BMPs) as specified in i. and ii. below, including those enumerated in the referenced BMP manuals; are essential public services discharge activities; and are directly or indirectly required by other state or federal statute and/or regulation:
- i. Discharges from essential *non-emergency* fire fighting activities⁷ provided appropriate BMPs are implemented based on the CAL FIRE, Office of the State Fire Marshal's *Water-Based Fire Protection Systems Discharge Best Management Practices Manual* (September 2011) for water-based fire protection system discharges, and based on Riverside County's *Best Management Practices Plan for Urban Runoff Management* (May 1, 2004) or equivalent BMP manual for fire training activities and post-emergency fire fighting activities;
 - ii. Discharges from drinking water supplier distribution systems, where not otherwise regulated by an individual or general NPDES permit⁸, provided

⁵ Uncontaminated ground water infiltration is water other than waste water that enters the MS4 (including foundation drains) from the ground through such means as defective pipes, pipe joints, connections, or manholes. Infiltration does not include, and is distinguished from, inflow. (See 40 CFR § 35.2005(20).)

⁶ A NPDES permit for discharges associated with ground water dewatering is required within the Los Angeles Region.

⁷ This includes fire fighting training activities, which simulate emergency responses, and routine maintenance and testing activities necessary for the protection of life and property, including building fire suppression system maintenance and testing (e.g. sprinkler line flushing) and fire hydrant testing and maintenance. Discharges from vehicle washing are not considered essential and as such are not conditionally exempt from the non-storm water discharge prohibition.

⁸ Drinking water supplier distribution system releases means sources of flows from drinking water storage, supply and distribution systems (including flows from system failures), pressure releases, system maintenance, distribution line testing, and flushing and dewatering of pipes, reservoirs, and vaults, and minor non-invasive well maintenance activities not involving chemical addition(s) where not otherwise regulated by NPDES Permit No. CAG674001, NPDES Permit No. CAG994005, or another separate NPDES permit.

appropriate BMPs are implemented based on the American Water Works Association (California-Nevada Section) *Guidelines for the Development of Your Best Management Practices (BMP) Manual for Drinking Water System Releases* (2005) or equivalent industry standard BMP manual. Additionally, each Permittee shall work with drinking water suppliers that may discharge to the Permittee's MS4 to ensure for all discharges greater than 100,000 gallons: (1) notification at least 72 hours prior to a planned discharge and as soon as possible after an unplanned discharge; (2) monitoring of any pollutants of concern⁹ in the drinking water supplier distribution system release; and (3) record keeping by the drinking water supplier. Permittees shall require that the following information is maintained by the drinking water supplier(s) for all discharges to the MS4 (planned and unplanned) greater than 100,000 gallons: name of discharger, date and time of notification (for planned discharges), method of notification, location of discharge, discharge pathway, receiving water, date of discharge, time of the beginning and end of the discharge, duration of the discharge, flow rate or velocity, total number of gallons discharged, type of dechlorination equipment used, type of dechlorination chemicals used, concentration of residual chlorine, type(s) of sediment controls used, pH of discharge, type(s) of volumetric and velocity controls used, and field and laboratory monitoring data. Records shall be retained for five years and made available upon request by the Permittee or Regional Water Board.

- b.** Those discharges that fall within one of the categories below, provided that the discharge itself is not a source of pollutants and meets all required conditions specified in Table 8 or as otherwise specified or approved by the Regional Water Board Executive Officer:
- i.** Dewatering of lakes¹⁰;
 - ii.** Landscape irrigation;
 - iii.** Dechlorinated/debrominated swimming pool/spa discharges¹¹, where not otherwise regulated by a separate NPDES permit;
 - iv.** Dewatering of decorative fountains¹²;
 - v.** Non-commercial car washing by residents or by non-profit organizations;

⁹ Pollutants of concern from drinking water supplier distribution system releases may include trash and debris, including organic matter, total suspended solids (TSS), residual chlorine, pH, and any pollutant for which there is a water quality-based effluent limitation (WQBEL) in Part VI.E applicable to discharges from the MS4 to the receiving water. Determination of the pollutants of concern for a particular discharge shall be based on an evaluation of the potential for the constituent(s) to be present in the discharge at levels that may cause or contribute to exceedances of applicable WQBELs or receiving water limitations.

¹⁰ Dewatering of lakes does not include dewatering of drinking water reservoirs. Dewatering of drinking water reservoirs is addressed in Part III.A.2.a.ii.

¹¹ Conditionally exempt dechlorinated/debrominated swimming pool/spa discharges do not include swimming pool/spa filter backwash or swimming pool/spa water containing bacteria, detergents, wastes, or algaecides, or any other chemicals including salts from pools commonly referred to as "salt water pools" in excess of applicable water quality objectives.

¹² Conditionally exempt discharges from dewatering of decorative fountains do not include fountain water containing bacteria, detergents, wastes, or algaecides, or any other chemicals in excess of applicable water quality objectives.

- vi. Street/sidewalk wash water¹³.

3. Conditional Exemptions from Non-Storm Water Discharge Prohibition within an ASBS. The following non-storm water discharges from the MS4 directly to an ASBS are conditionally exempt pursuant to the California Ocean Plan as specified below, provided that:

- a. The discharges are essential for emergency response purposes, structural stability, slope stability or occur naturally, including the following discharges:
 - i. Discharges associated with emergency fire fighting activities (i.e., flows necessary for the protection of life or property)¹⁴;
 - ii. Foundation and footing drains;
 - iii. Water from crawl space or basement pumps;
 - iv. Hillside dewatering;
 - v. Naturally occurring ground water seepage via a MS4; and
 - vi. Non-anthropogenic flows from a naturally occurring stream via a culvert or MS4, as long as there are no contributions of anthropogenic runoff.
- b. The discharges fall within one of the conditionally exempt essential non-storm water discharge categories in Part III.A.2.a. above.
- c. Conditionally exempt non-storm water discharges shall not cause or contribute¹⁵ to an exceedance of applicable receiving water limitations and/or water quality-based effluent limitations in this Order or the water quality objectives in Chapter II of the Ocean Plan, or alter natural ocean water quality in an ASBS.

4. Permittee Requirements. Each Permittee shall:

- a. Develop and implement procedures to ensure that a discharger, if not a named Permittee in this Order, fulfills the following for non-storm water discharges to the Permittee's MS4:
 - i. Notifies the Permittee of the planned discharge in advance, consistent with requirements in Table 8 or recommendations pursuant to the applicable BMP manual;
 - ii. Obtains any local permits required by the MS4 owner(s) and/or operator(s);

¹³ Conditionally exempt non-storm water discharges of street/sidewalk wash water only include those discharges resulting from use of high pressure, low volume spray washing using only potable water with no cleaning agents at an average usage of 0.006 gallons per square feet of sidewalk area in accordance with Regional Water Board Resolution No. 98-08. Conditionally exempt non-storm water discharges of street/sidewalk wash water do not include hosing of any sidewalk or street with a garden hose with a pressure nozzle.

¹⁴ See note 4.

¹⁵ Based on the water quality characteristics of the conditionally exempt non-storm water discharge itself.

- ¹⁶ Pursuant to the Federal Clean Water Act § 401.

exceedances of applicable water quality-based effluent limitations or action levels, the Permittee shall take further action to determine whether the discharge is causing or contributing to exceedances of receiving water limitations in Part V.

- d.** If the Permittee determines that any of the conditionally exempt non-storm water discharges identified in Part III.A.2.b above is a source of pollutants that causes or contributes to an exceedance of applicable receiving water limitations and/or water quality-based effluent limitations, the Permittee(s) shall report its findings to the Regional Water Board in its annual report. Based on this determination, the Permittee(s) shall also either:
 - i.** Effectively prohibit¹⁷ the non-storm water discharge to the MS4; or
 - ii.** Impose conditions in addition to those in Table 8, subject to approval by the Regional Water Board Executive Officer, on the non-storm water discharge such that it will not be a source of pollutants; or
 - iii.** Require diversion of the non-storm water discharge to the sanitary sewer; or
 - iv.** Require treatment of the non-storm water discharge prior to discharge to the receiving water.
 - e.** If the Permittee determines that any of the authorized or conditionally exempt essential non-storm water discharges identified in Parts III.A.1.a through III.A.1.c, III.A.2.a, or III.A.3 above is a source of pollutants that causes or contributes to an exceedance of applicable receiving water limitations and/or water quality-based effluent limitations, the Permittee shall notify the Regional Water Board within 30 days if the non-storm water discharge is an authorized discharge with coverage under a separate NPDES permit or authorized by USEPA under CERCLA in the manner provided in Part III.A.1.b above, or a conditionally exempt essential non-storm water discharge or emergency non-storm water discharge.
 - f.** If the Permittee prohibits the discharge from the MS4, as per Part III.A.4.d.i, then the Permittee shall implement procedures developed under Part VI.D.9 (Illicit Connections and Illicit Discharges Elimination Program) in order to eliminate the discharge to the MS4.
- 5.** If a Permittee demonstrates that the water quality characteristics of a specific authorized or conditionally exempt essential non-storm water discharge resulted in an exceedance of applicable receiving water limitations and/or water quality-based effluent limitations during a specific sampling event, the Permittee shall not be found in violation of applicable receiving water limitations and/or water quality-based effluent limitations for that specific sampling event. Such

¹⁷ To "effectively prohibit" means to not allow the non-storm water discharge through the MS4 unless the discharger obtains coverage under a separate NPDES permit prior to discharge to the MS4.

demonstration must be based on source specific water quality monitoring data from the authorized or conditionally exempt essential non-storm water discharge or other relevant information documenting the characteristics of the specific non-storm water discharge as identified in Table 8.

6. Notwithstanding the above, the Regional Water Board Executive Officer, based on an evaluation of monitoring data and other relevant information for specific categories of non-storm water discharges, may modify a category or remove categories of conditionally exempt non-storm water discharges from Parts III.A.2 and III.A.3 above if the Executive Officer determines that a discharge category is a source of pollutants that causes or contributes to an exceedance of applicable receiving water limitations and/or water quality-based effluent limitations, or may require that a discharger obtain coverage under a separate individual or general State or Regional Water Board permit for a non-storm water discharge.

Table 8. Required Conditions for Conditionally Exempt Non-Storm Water Discharges

Discharge Category	General Conditions Under Which Discharge Through the MS4 is Allowed	Conditions/BMPs that are Required to be Implemented Prior to Discharge Through the MS4
All Discharge Categories	See discharge specific conditions below.	Ensure conditionally exempt non-storm water discharges avoid potential sources of pollutants in the flow path to prevent introduction of pollutants to the MS4 and receiving water. Whenever there is a discharge of 100,000 gallons or more into the MS4, Permittees shall require advance notification by the discharger to the potentially affected MS4 Permittees, including at a minimum the LACFCD, if applicable, and the Permittee with jurisdiction over the land area from which the discharge originates.
Dewatering of lakes	Discharge allowed only if all necessary permits/water quality certifications for dredge and fill activities, including water diversions, are obtained prior to discharge.	Ensure procedures for advanced notification by the lake owner / operator to the Permittee(s) no less than 72 hours prior to the planned discharge. Immediately prior to discharge, visible trash on the shoreline or on the surface of the lake shall be removed and disposed of in a legal manner. Immediately prior to discharge, the discharge pathway and the MS4 inlet to which the discharge is directed, shall be inspected and cleaned out. Discharges shall be volumetrically and velocity controlled to minimize resuspension of sediments. Measures shall be taken to stabilize lake bottom sediments. Ensure procedures for water quality monitoring for pollutants of concern¹⁸ in the lake. Ensure record-keeping of lake dewatering by the lake owner / operator.

¹⁸ Pollutants of concern include, at a minimum, trash and debris, including organic matter, TSS, and any pollutant for which there is a water quality-based effluent limitation in Part VI.E for the lake and/or receiving water.

Landscape irrigation using potable water	Discharge allowed if runoff due to potable landscape irrigation is minimized through the implementation of an ordinance specifying water efficient landscaping standards, as well as an outreach and education program focusing on water conservation and landscape water use efficiency.	Implement BMPs to minimize runoff and prevent introduction of pollutants to the MS4 and receiving water. Implement water conservation programs to minimize discharge by using less water.
Landscape irrigation using reclaimed or recycled water	Discharge of reclaimed or recycled water runoff from landscape irrigation is allowed if the discharge is in compliance with the producer and distributor operations and management (O&M) plan, and all relevant portions thereof, including the Irrigation Management Plan.	Discharges must comply with applicable O&M Plans, and all relevant portions thereof, including the Irrigation Management Plan.

Dechlorinated/ dechlorinated swimming pool/spa discharges	Discharges allowed after implementation of specified BMPs. Pool or spa water containing copper- based algaecides is not allowed to be discharged to the MS4. Discharges of cleaning waste water and filter backwash allowed only if authorized by a separate NPDES permit.	Implement BMPs and ensure discharge avoids potential sources of pollutants in the flow path to prevent introduction of pollutants prior to discharge to the MS4 and receiving water. Swimming pool water must be dechlorinated or debrominated using holding time, aeration, and/or sodium thiosulfate. Chlorine residual in the discharge shall not exceed 0.1 mg/L. Swimming pool water shall not contain any detergents, wastes, or algaecides, or any other chemicals including salts from pools commonly referred to as "salt water pools" in excess of applicable water quality objectives.¹⁹ Swimming pool discharges are to be pH adjusted, if necessary, and be within the range of 6.5 and 8.5 standard units. Swimming pool discharges shall be volumetrically and velocity controlled to promote evaporation and/or infiltration. Ensure procedures for advanced notification by the pool owner to the Permittee(s) at least 72 hours prior to planned discharge for discharges of 100,000 gallons or more. For discharges of 100,000 gallons or more, immediately prior to discharge, the discharge pathway and the MS4 inlet to which the discharge is directed, shall be inspected and cleaned out.
Dewatering of decorative fountains	Discharges allowed after implementation of specified BMPs. Fountain water containing copper- based algaecides may not be discharged to the MS4. Fountain water containing dyes may not be discharged to the MS4.	Implement BMPs and ensure discharge avoids potential sources of pollutants in the flow path to prevent introduction of pollutants prior to discharge to the MS4 and receiving water. Fountain water must be dechlorinated or debrominated using holding time, aeration, and/or sodium thiosulfate. Chlorine residual in the discharge shall not exceed 0.1 mg/L. Fountain discharges are to be pH adjusted, if necessary, and be within the range of 6.5 and 8.5 standard units. Fountain discharges shall be volumetrically and velocity controlled to promote evaporation and/or infiltration. Ensure procedures for advanced notification by the fountain owner to the Permittee(s) at least 72 hours prior to planned discharge for discharges of 100,000 gallons or more. For discharges of 100,000 gallons or more, immediately prior to discharge, the discharge pathway and the MS4 inlet to which the discharge is directed, shall be inspected and cleaned out.
Non-commercial car washing by residents or by non-	Discharges allowed after implementation of specified BMPs.	Implement BMPs and ensure discharge avoids potential sources of pollutants in the flow path to prevent introduction of pollutants prior to discharge to the MS4 and receiving water. Minimize the amount of water used by employing water conservation practices such as turning off

¹⁹ Applicable mineral water quality objectives for surface waters are contained in Chapter 3 of the Basin Plan for the Coastal Watersheds of Los Angeles and Ventura Counties.

profit organizations		nozzles or kinking the hose when not spraying a car, and using a low volume pressure washer. Encourage use of biodegradable, phosphate free detergents and non-toxic cleaning products. Where possible, wash cars on a permeable surface where wash water can percolate into the ground (e.g. gravel or grassy areas). Empty buckets of soapy or rinse water into the sanitary sewer system (e.g., sinks or toilets).
Street/sidewalk wash water	Discharges allowed after implementation of specified BMPs.	Sweeping should be used as an alternate BMP whenever possible and sweepings should be disposed of in the trash. BMPs shall be in accordance with Regional Water Board Resolution No. 98-08 that requires: 1) removal of trash, debris, and free standing oil/grease spills/leaks (use absorbent material if necessary) from the area before washing and 2) use of high pressure, low volume spray washing using only potable water with no cleaning agents at an average usage of 0.006 gallons per square foot of sidewalk area. In areas of unsanitary conditions (e.g., areas where the congregation of transient populations can reasonably be expected to result in a significant threat to water quality), whenever practicable, Permittees shall collect and divert street and alley wash water from the Permittee's street and sidewalk cleaning public agency activities to the sanitary sewer.

IV. EFFLUENT LIMITATIONS AND DISCHARGE SPECIFICATIONS

A. Effluent Limitations

1. **Technology Based Effluent Limitations:** Each Permittee shall reduce pollutants in storm water discharges from the MS4 to the maximum extent practicable (MEP).
2. **Water Quality-Based Effluent Limitations (WQBELs).** This Order establishes WQBELs consistent with the assumptions and requirements of all available TMDL waste load allocations assigned to discharges from the Permittees' MS4s.
 - a. Each Permittee shall comply with applicable WQBELs as set forth in Part VI.E of this Order, pursuant to applicable compliance schedules.

B. Land Discharge Specifications – Not Applicable

C. Reclamation Specifications – Not Applicable

V. RECEIVING WATER LIMITATIONS

A. Receiving Water Limitations

1. Discharges from the MS4 that cause or contribute to the violation of receiving water limitations are prohibited.
2. Discharges from the MS4 of storm water, or non-storm water, for which a Permittee is responsible²⁰, shall not cause or contribute to a condition of nuisance.
3. The Permittees shall comply with Parts V.A.1 and V.A.2 through timely implementation of control measures and other actions to reduce pollutants in the discharges in accordance with the storm water management program and its components and other requirements of this Order including any modifications. The storm water management program and its components shall be designed to achieve compliance with receiving water limitations. If exceedances of receiving water limitations persist, notwithstanding implementation of the storm water management program and its components and other requirements of this Order, the Permittee shall assure compliance with discharge prohibitions and receiving water limitations by complying with the following procedure:
 - a. Upon a determination by either the Permittee or the Regional Water Board that discharges from the MS4 are causing or contributing to an exceedance of an applicable Receiving Water Limitation, the Permittee shall promptly notify and thereafter submit an Integrated Monitoring Compliance Report (as described in the Program Reporting Requirements, Part XVIII.A.5 of the Monitoring and Reporting Program) to the Regional Water Board for approval. The Integrated Monitoring Compliance shall describe the BMPs that are currently being

²⁰ Pursuant to 40 CFR § 122.26(a)(3)(vi), a Permittee is only responsible for discharges of storm water and non-storm water from the MS4 for which it is an owner or operator.

implemented by the Permittee and additional BMPs, including modifications to current BMPs that will be implemented to prevent or reduce any pollutants that are causing or contributing to the exceedances of receiving water limitations. The Integrated Monitoring Compliance Report shall include an implementation schedule. This Integrated Monitoring Compliance Report shall be incorporated in the annual Storm Water Report unless the Regional Water Board directs an earlier submittal. The Regional Water Board may require modifications to the Integrated Monitoring Compliance Report.

- b. The Permittee shall submit any modifications to the Integrated Monitoring Compliance Report required by the Regional Water Board within 30 days of notification.
 - c. Within 30 days following the Regional Water Board Executive Officer's approval of the Integrated Monitoring Compliance Report, the Permittee shall revise the storm water management program and its components and monitoring program to incorporate the approved modified BMPs that have been and will be implemented, an implementation schedule, and any additional monitoring required.
 - d. The Permittee shall implement the revised storm water management program and its components and monitoring program according to the approved implementation schedule.
4. So long as the Permittee has complied with the procedures set forth in Part V.A.3. above and is implementing the revised storm water management program and its components, the Permittee does not have to repeat the same procedure for continuing or recurring exceedances of the same receiving water limitations unless directed by the Regional Water Board to modify current BMPs or develop additional BMPs.

B. Ground Water Limitations – Not Applicable

VI. PROVISIONS

A. Standard Provisions

1. **Federal Standard Provisions.** Each Permittee shall comply with all Standard Provisions included in Attachment D of this Order, in accordance with 40 CFR sections 122.41 and 122.42.
2. **Legal Authority**
 - a. Each Permittee must establish and maintain adequate legal authority, within its respective jurisdiction, to control pollutant discharges into and from its MS4 through ordinance, statute, permit, contract or similar means. This legal authority must, at a minimum, authorize or enable the Permittee to:

- i. Control the contribution of pollutants to its MS4 from storm water discharges associated with industrial and construction activity and control the quality of storm water discharged from industrial and construction sites. This requirement applies both to industrial and construction sites with coverage under an NPDES permit, as well as to those sites that do not have coverage under an NPDES permit.
- ii. Prohibit all non-storm water discharges through the MS4 to receiving waters not otherwise authorized or conditionally exempt pursuant to Part III.A;
- iii. Prohibit and eliminate illicit discharges and illicit connections to the MS4;
- iv. Control the discharge of spills, dumping, or disposal of materials other than storm water to its MS4;
- v. Require compliance with conditions in Permittee ordinances, permits, contracts or orders (i.e., hold dischargers to its MS4 accountable for their contributions of pollutants and flows);
- vi. Utilize enforcement mechanisms to require compliance with applicable ordinances, permits, contracts, or orders;
- vii. Control the contribution of pollutants from one portion of the shared MS4 to another portion of the MS4 through interagency agreements among Co-permittees;
- viii. Control of the contribution of pollutants from one portion of the shared MS4 to another portion of the MS4 through interagency agreements with other owners of the MS4 such as the State of California Department of Transportation;
- ix. Carry out all inspections, surveillance, and monitoring procedures necessary to determine compliance and noncompliance with applicable municipal ordinances, permits, contracts and orders, and with the provisions of this Order, including the prohibition of non-storm water discharges into the MS4 and receiving waters. This means the Permittee must have authority to enter, monitor, inspect, take measurements, review and copy records, and require regular reports from entities discharging into its MS4;
- x. Require the use of control measures to prevent or reduce the discharge of pollutants to achieve water quality standards/receiving water limitations;
- xi. Require that structural BMPs are properly operated and maintained; and
- xii. Require documentation on the operation and maintenance of structural BMPs and their effectiveness in reducing the discharge of pollutants to the MS4.

- b.** Each Permittee must submit a statement certified by its chief legal counsel that the Permittee has the legal authority within its jurisdiction to implement and enforce each of the requirements contained in 40 CFR § 122.26(d)(2)(i)(A-F) and this Order. Each Permittee shall submit this certification annually as part of its Annual Report beginning with the first Annual Report required under this Order. These statements must include:

 - i.** Citation of applicable municipal ordinances or other appropriate legal authorities and their relationship to the requirements of 40 CFR § 122.26(d)(2)(i)(A)-(F) and of this Order; and
 - ii.** Identification of the local administrative and legal procedures available to mandate compliance with applicable municipal ordinances identified in subsection (i) above and therefore with the conditions of this Order, and a statement as to whether enforcement actions can be completed administratively or whether they must be commenced and completed in the judicial system.

3. Fiscal Resources

- a.** Each Permittee shall conduct a fiscal analysis of the annual capital and operation and maintenance expenditures necessary to implement the requirements of this Order.
- b.** Each Permittee shall also enumerate and describe in its Annual Report the source(s) of funds used in the past year, and proposed for the coming year, to meet necessary expenditures on the Permittee's storm water management program.

4. Responsibilities of the Permittees

- a.** Each Permittee is required to comply with the requirements of this Order applicable to discharges within its boundaries. Permittees are not responsible for the implementation of the provisions applicable to other Permittees. Each Permittee shall:

 - i.** Comply with the requirements of this Order and any modifications thereto.
 - ii.** Coordinate among its internal departments and agencies, as necessary, to facilitate the implementation of the requirements of this Order applicable to such Permittees in an efficient and cost-effective manner.
 - iii.** Participate in intra-agency coordination (e.g. Planning Department, Fire Department, Building and Safety, Code Enforcement, Public Health, Parks and Recreation, and others) and inter-agency coordination (e.g. co-Permittees, other NPDES permittees) necessary to successfully implement the provisions of this Order.

5. Public Review

- a. All documents submitted to the Regional Water Board in compliance with the terms and conditions of this Order shall be made available to members of the public pursuant to the Freedom of Information Act (5 U.S.C. § 552 (as amended)) and the Public Records Act (Cal. Government Code § 6250 et seq.).
- b. All documents submitted to the Regional Water Board Executive Officer for approval shall be made available to the public for a 30-day period to allow for public comment.

6. Regional Water Board Review

Any formal determination or approval made by the Regional Water Board Executive Officer pursuant to the provisions of this Order may be reviewed by the Regional Water Board. A Permittee(s) or a member of the public may request such review upon petition within 30 days of the effective date of the notification of such decision to the Permittee(s) and interested parties on file at the Regional Water Board.

7. Reopener and Modification

- a. This Order may be modified, revoked, reissued, or terminated in accordance with the provisions of 40 CFR sections 122.44, 122.62, 122.63, 122.64, 124.5, 125.62, and 125.64. Causes for taking such actions include, but are not limited to:
 - i. Endangerment to human health or the environment resulting from the permitted activity, including information that the discharge(s) regulated by this Order may have the potential to cause or contribute to adverse impacts on water quality and/or beneficial uses;
 - ii. Acquisition of newly-obtained information that would have justified the application of different conditions if known at the time of Order adoption;
 - iii. To address changed conditions identified in required reports or other sources deemed significant by the Regional Water Board;
 - iv. To incorporate provisions as a result of future amendments to the Basin Plan, such as a new or revised water quality objective or the adoption or reconsideration of a TMDL, including the program of implementation. Within 18 months of the effective date of a revised TMDL or as soon as practicable thereafter, where the revisions warrant a change to the provisions of this Order, the Regional Water Board may modify this Order consistent with the assumptions and requirements of the revised WLA(s), including the program of implementation;

- v.** To incorporate provisions as a result of new or amended statewide water quality control plans or policies adopted by the State Water Board, or in consideration of any State Water Board action regarding the precedential language of State Water Board Order WQ 99-05;
 - vi.** To incorporate provisions as a result of the promulgation of new or amended federal or state laws or regulations, USEPA guidance concerning regulated activities, or judicial decisions that becomes effective after adoption of this Order.
 - vii.** To incorporate effluent limitations for toxic constituents determined to be present in significant amount in the discharge through a more comprehensive monitoring program included as part of this Order and based on the results of the reasonable potential analysis;
 - viii.** In accordance with the provisions set forth in 40 CFR Parts 122 and 124, to include requirements for the implementation of the watershed management approach or to include new Minimum Levels (MLs); and/or
 - ix.** To include provisions or modifications to WQBELs in Part VI.E and Attachments L-R in this Order prior to the final compliance deadlines, if practicable, that would allow an action-based, BMP compliance demonstration approach with regard to final WQBELs for storm water discharges. Such modifications shall be based on the Regional Water Board's evaluation of whether Watershed Management Programs in Part VI.C. have resulted in attainment of interim WQBELs for storm water and review of relevant research, including but not limited to data and information provided by Permittees and other stakeholders, on storm water quality and the efficacy and reliability of storm water control technologies. Provisions or modifications to WQBELs in Part VI.E. shall only be included in this Order where there is evidence that storm water control technologies can reliably achieve final WQBELs.
- b.** After notice and opportunity for a hearing, this Order may be terminated or modified for cause, including, but not limited to:
 - i.** Violation of any term or condition contained in this Order;
 - ii.** Obtaining this Order by misrepresentation, or failure to disclose all relevant facts; or
 - iii.** A change in any condition that requires either a temporary or permanent reduction or elimination of the authorized discharge.
- c.** The filing of a request by a Permittee for a modification, revocation and reissuance, or termination, or a notification of planned changes or anticipated noncompliance does not stay any condition of this Order.

- d. This Order may be modified to make corrections or allowances for changes in the permitted activity, following the procedures at 40 CFR section 122.63, if processed as a minor modification. Minor modifications may only:
 - i. Correct typographical errors; or
 - ii. Require more frequent monitoring or reporting by a Permittee.
- 8. Any discharge of waste to any point(s) other than specifically described in this Order is prohibited, and constitutes a violation of this Order.
- 9. A copy of this Order shall be maintained by each Permittee so as to be available during normal business hours to Permittee employees responsible for implementation of the provisions of this Order and members of the public.
- 10. The discharge of any product registered under the Federal Insecticide, Fungicide, and Rodenticide Act to any waste stream that may ultimately be released to waters of the United States, is prohibited, unless specifically authorized elsewhere in this Order or another NPDES permit. This requirement is not applicable to products used for lawn and agricultural purposes.
- 11. Oil or oily material, chemicals, refuse, or other pollutionable materials shall not be stored or deposited in areas where they may be picked up by rainfall and carried off of the property and/or discharged to surface waters. Any such spill of such materials shall be contained and removed immediately.
- 12. If there is any storage of hazardous or toxic materials or hydrocarbons at a facility owned and/or operated by a Permittee and if the facility is not manned at all times, a 24-hour emergency response telephone number shall be prominently posted where it can easily be read from the outside.

13. Enforcement

- a. Violation of any of the provisions of this Order may subject the violator to any of the penalties described herein or in Attachment D of this Order, or any combination thereof, at the discretion of the prosecuting authority; except that only one kind of penalty may be applied for each kind of violation.
- b. Failure to comply with provisions or requirements of this Order, or violation of other applicable laws or regulations governing discharges through the MS4 to receiving waters, may subject a Permittee to administrative or civil liabilities, criminal penalties, and/or other enforcement remedies to ensure compliance. Additionally, certain violations may subject a Permittee to civil or criminal enforcement from appropriate local, state, or federal law enforcement entities.
- c. The California Water Code provides that any person who violates a waste discharge requirement or a provision of the California Water Code is subject to civil penalties of up to \$5,000 per day, \$10,000 per day, or \$25,000 per day of

violation, or when the violation involves the discharge of pollutants, is subject to civil penalties of up to \$10 per gallon per day or \$25 per gallon per day of violation; or some combination thereof, depending on the violation, or upon the combination of violations.

- d. California Water Code section 13385(h)(1) requires the Regional Water Board to assess a mandatory minimum penalty of three-thousand dollars (\$3,000) for each serious violation. Pursuant to California Water Code section 13385(h)(2), a “serious violation” is defined as any waste discharge that violates the effluent limitations contained in the applicable waste discharge requirements for a Group II pollutant by 20 percent or more, or for a Group I pollutant by 40 percent or more. Appendix A of 40 CFR section 123.45 specifies the Group I and II pollutants. Pursuant to California Water Code section 13385.1(a)(1), a “serious violation” is also defined as “a failure to file a discharge monitoring report required pursuant to Section 13383 for each complete period of 30 days following the deadline for submitting the report, if the report is designed to ensure compliance with limitations contained in waste discharge requirements that contain effluent limitations.”
- e. California Water Code section 13385(i) requires the Regional Water Board to assess a mandatory minimum penalty of three-thousand dollars (\$3,000) for each violation whenever a person violates a waste discharge requirement effluent limitation in any period of six consecutive months, except that the requirement to assess the mandatory minimum penalty shall not be applicable to the first three violations within that time period.
- f. Pursuant to California Water Code section 13385.1(d), for the purposes of section 13385.1 and subdivisions (h), (i), and (j) of section 13385, “effluent limitation” means a numeric restriction or a numerically expressed narrative restriction, on the quantity, discharge rate, concentration, or toxicity units of a pollutant or pollutants that may be discharged from an authorized location. An effluent limitation may be final or interim, and may be expressed as a prohibition. An effluent limitation, for these purposes, does not include a receiving water limitation, a compliance schedule, or a best management practice.
- g. Unlike subdivision (c) of California Water Code section 13385, where violations of effluent limitations may be assessed administrative civil liability on a per day basis, the mandatory minimum penalties provisions identified above require the Regional Water Board to assess mandatory minimum penalties for “each violation” of an effluent limitation. Some water quality-based effluent limitations in Attachments L through R of this Order (e.g., trash, as described immediately below) are expressed as annual effluent limitations. Therefore, for such limitations, there can be no more than one violation of each interim or final effluent limitation per year.

h. Trash TMDLs.

- i. Consistent with the 2009 amendments to Order No. 01-182 to incorporate the Los Angeles River Trash TMDL, the water quality-based effluent limitations in Attachments L through R of this Order for trash are expressed as annual effluent limitations. Therefore, for such limitations, there can be no more than one violation of each interim or final effluent limitation per year. Trash is considered a Group I pollutant, as specified in Appendix A to 40 CFR section 123.45. Therefore, each annual violation of a trash effluent limitation in Attachments L through R of this Order by forty percent or more would be considered a “serious violation” under California Water Code section 13385(h). With respect to the final effluent limitation of zero trash, any detectable discharge of trash necessarily is a serious violation, in accordance with the State Water Board’s Enforcement Policy. Violations of the effluent limitations in Attachments L through R of this Order would not constitute “chronic” violations that would give rise to mandatory liability under California Water Code section 13385(i) because four or more violations of the effluent limitations subject to a mandatory penalty cannot occur in a period of six consecutive months.
 - ii. For the purposes of enforcement under California Water Code section 13385, subdivisions (a), (b), and (c), not every storm event may result in trash discharges. In trash TMDLs adopted by the Regional Water Board, the Regional Water Board states that improperly deposited trash is mobilized during storm events of greater than 0.25 inches of precipitation. Therefore, violations of the effluent limitations are limited to the days of a storm event of greater than 0.25 inches. Once a Permittee has violated the annual effluent limitation, any subsequent discharges of trash during any day of a storm event of greater than 0.25 inches during the same storm year constitutes an additional “day in which the violation [of the effluent limitation] occurs”.
14. This Order does not exempt any Permittee from compliance with any other laws, regulations, or ordinances that may be applicable.
15. The provisions of this Order are severable. If any provisions of this Order or the application of any provision of this Order to any circumstance is held invalid, the application of such provision to other circumstances and the remainder of this Order shall not be affected.

B. Monitoring and Reporting Program (MRP) Requirements

Dischargers shall comply with the MRP and future revisions thereto, in Attachment E of this Order or may, in coordination with an approved Watershed Management Program per Part VI.C, implement a customized monitoring program that achieves the five Primary Objectives set forth in Part II.A. of Attachment E and includes the elements set forth in Part II.E. of Attachment E.

C. Watershed Management Programs

1. General

- a.** The purpose of this Part VI.C is to allow Permittees the flexibility to develop Watershed Management Programs to implement the requirements of this Order on a watershed scale through customized strategies, control measures, and BMPs.
- b.** Participation in a Watershed Management Program is voluntary and allows a Permittee to address the highest watershed priorities, including complying with the requirements of Part V.A. (Receiving Water Limitations), Part VI.E (Total Maximum Daily Load Provisions) and Attachments L through R, by customizing the control measures in Parts III.A.4 (Prohibitions – Non-Storm Water Discharges) and VI.D (Minimum Control Measures).
- c.** Customized strategies, control measures, and BMPs shall be implemented on a watershed basis, where applicable, through each Permittee's storm water management program and/or collectively by all participating Permittees through a Watershed Management Program.
- d.** The Watershed Management Programs shall ensure that discharges from the Permittee's MS4: (i) achieve applicable water quality-based effluent limitations in Part VI.E and Attachments L through R pursuant to the corresponding compliance schedules, (ii) do not cause or contribute to exceedances of receiving water limitations in Parts V.A and VI.E and Attachments L through R, and (iii) do not include non-storm water discharges that are effectively prohibited pursuant to Part III.A. The programs shall also ensure that controls are implemented to reduce the discharge of pollutants to the maximum extent practicable (MEP) pursuant to Part IV.A.1.
- e.** Watershed Management Programs shall be developed either collaboratively or individually using the Regional Water Board's Watershed Management Areas (WMAs). Where appropriate, WMAs may be separated into subwatersheds to focus water quality prioritization and implementation efforts by receiving water.
- f.** Each Watershed Management Program shall be consistent with Part VI.C.5-C.8 and shall:
 - i.** Prioritize water quality issues resulting from storm water and non-storm water discharges from the MS4 to receiving waters within each WMA,
 - ii.** Identify and implement strategies, control measures, and BMPs to achieve the outcomes specified in Part VI.C.1.d,
 - iii.** Execute an integrated monitoring program and assessment program pursuant to Attachment E – MRP, Part IV to determine progress towards achieving applicable limitations and/or action levels in Attachment G, and

- iv. Modify strategies, control measures, and BMPs as necessary based on analysis of monitoring data collected pursuant to the MRP to ensure that applicable water quality-based effluent limitations and receiving water limitations and other milestones set forth in the Watershed Management Program are achieved in the required timeframes.
 - v. Provide appropriate opportunity for meaningful stakeholder input, including but not limited to, a permit-wide watershed management program technical advisory committee (TAC) that will advise and participate in the development of the Watershed Management Programs and enhanced Watershed Management Programs from month 6 through the date of program approval. The composition of the TAC may include at least one Permittee representative from each Watershed Management Area for which a Watershed Management Program will be developed, and must include a minimum of one public representative from a non-governmental organization with public membership, and staff from the Regional Water Board and USEPA Region IX.
- g. Permittees may elect to develop an enhanced Watershed Management Program (EWMP). An EWMP is one that comprehensively evaluates opportunities, within the participating Permittees' collective jurisdictional area in a Watershed Management Area, for collaboration among Permittees and other partners on multi-benefit regional projects that, wherever feasible, retain (i) all non-storm water runoff and (ii) all storm water runoff from the 85th percentile, 24-hour storm event for the drainage areas tributary to the projects, while also achieving other benefits including flood control and water supply, among others. In drainage areas within the EWMP area where retention of the 85th percentile, 24-hour storm event is not feasible, the EWMP shall include a Reasonable Assurance Analysis to demonstrate that applicable water quality based effluent limitations and receiving water limitations shall be achieved through implementation of other watershed control measures. An EWMP shall:
- i. Be consistent with the provisions in Part VI.C.1.a.-f and VI.C.5-C.8;
 - ii. Incorporate applicable State agency input on priority setting and other key implementation issues;
 - iii. Provide for meeting water quality standards and other CWA obligations by utilizing provisions in the CWA and its implementing regulations, policies and guidance;
 - iv. Include multi-benefit regional projects to ensure that MS4 discharges achieve compliance with all final WQBELs set forth in Part VI.E. and do not cause or contribute to exceedances of receiving water limitations in Part V.A. by retaining through infiltration or capture and reuse the storm water volume from the 85th percentile, 24-hour storm for the drainage areas tributary to the multi-benefit regional projects.;

- v. In drainage areas where retention of the storm water volume from the 85th percentile, 24-hour event is not technically feasible, include other watershed control measures to ensure that MS4 discharges achieve compliance with all interim and final WQBELs set forth in Part VI.E. with compliance deadlines occurring after approval of a EWMP and to ensure that MS4 discharges do not cause or contribute to exceedances of receiving water limitations in Part V.A.;
- vi. Maximize the effectiveness of funds through analysis of alternatives and the selection and sequencing of actions needed to address human health and water quality related challenges and non-compliance;
- vii. Incorporate effective innovative technologies, approaches and practices, including green infrastructure;
- viii. Ensure that existing requirements to comply with technology-based effluent limitations and core requirements (e.g., including elimination of non-storm water discharges of pollutants through the MS4, and controls to reduce the discharge of pollutants in storm water to the maximum extent practicable) are not delayed;
- ix. Ensure that a financial strategy is in place.

2. Compliance with Receiving Water Limitations Not Otherwise Addressed by a TMDL through a WMP or EWMP

- a. For receiving water limitations in Part V.A. associated with water body-pollutant combinations not addressed through a TMDL, but which a Permittee elects to address through a Watershed Management Program or EWMP as set forth in this Part VI.C., a Permittee shall comply as follows:
 - i. **For pollutants that are in the same class²¹ as those addressed in a TMDL for the watershed and for which the water body is identified as impaired on the State's Clean Water Act Section 303(d) List as of the effective date of this Order:**
 - (1) Permittees shall demonstrate that the Watershed Control Measures to achieve the applicable TMDL provisions identified pursuant to Part VI.C.5.b.iv.(3) will also adequately address contributions of the pollutant(s) within the same class from MS4 discharges to receiving waters, consistent with the assumptions and requirements of the corresponding TMDL provisions, including interim and final requirements and deadlines for their achievement, such that the MS4 discharges of the pollutant(s) will not cause or contribute to exceedances of receiving water limitations in Part V.A.

²¹ Pollutants are considered in a similar class if they have similar fate and transport mechanisms, can be addressed via the same types of control measures, and within the same timeline already contemplated as part of the Watershed Management Program for the TMDL.

- (2) Permittees shall include the water body-pollutant combination(s) in the Reasonable Assurance Analysis in Part VI.C.5.b.iv.(5).
- (3) Permittees shall identify milestones and dates for their achievement consistent with those in the corresponding TMDL.

ii. For pollutants that are not in the same class as those addressed in a TMDL for the watershed, but for which the water body is identified as impaired on the State's Clean Water Act Section 303(d) List as of the effective date of this Order:

- (1) Permittees shall assess contributions of the pollutant(s) from MS4 discharges to the receiving waters and sources of the pollutant(s) within the drainage area of the MS4 pursuant to Part VI.C.5.a.iii.
- (2) Permittees shall identify Watershed Control Measures pursuant to Part VI.C.5.b. that will adequately address contributions of the pollutant(s) from MS4 discharges to receiving waters such that the MS4 discharges of the pollutant(s) will not cause or contribute to exceedances of receiving water limitations in Part V.A.
- (3) Permittees shall include the water body-pollutant in the Reasonable Assurance Analysis in Part VI.C.5.b.iv.(5).
- (4) Permittees shall identify enforceable requirements and milestones and dates for their achievement to control MS4 discharges such that they do not cause or contribute to exceedances of receiving water limitations within a timeframe(s) that is as short as possible, taking into account the technological, operation, and economic factors that affect the design, development, and implementation of the control measures that are necessary. The time between dates shall not exceed one year. Milestones shall relate to a specific water quality endpoint (e.g., x% of the MS4 drainage area is meeting the receiving water limitations) and dates shall relate either to taking a specific action or meeting a milestone.
- (5) Where the final date(s) in (4) is beyond the term of this Order, the following conditions shall apply:
 - (a) For an EWMP, in drainage areas where retention of (i) all non-storm water runoff and (ii) all storm water runoff from the 85th percentile, 24-hour storm event will be achieved, each participating Permittee shall continue to target implementation of watershed control measures in its existing storm water management program, including watershed control measures to eliminate non-storm water discharges that are a source of pollutants to receiving waters.
 - (b) For a WMP and in areas of a EWMP where retention of the volume in (a) is technically infeasible and where the Regional Water Board determines that MS4 discharges cause or

contribute to the water quality impairment, participating Permittees may initiate development of a stakeholder-proposed TMDL upon approval of the Watershed Management Program or EWMP. For MS4 discharges from these drainage areas to the receiving waters, any extension of this compliance mechanism beyond the term of this Order shall be consistent with the implementation schedule in a TMDL for the waterbody pollutant combination(s) adopted by the Regional Water Board.

iii. For pollutants for which there are exceedances of receiving water limitations in Part V.A., but for which the water body is not identified as impaired on the State's Clean Water Act Section 303(d) List as of the effective date of this Order:

- (1) Upon an exceedance of a receiving water limitation, based on data collected pursuant to the MRP and approved IMPs and CIMPs, Permittees shall assess contributions of the pollutant(s) from MS4 discharges to the receiving waters and sources of the pollutant(s) within the drainage area of the MS4 pursuant to Part VI.C.5.a.iii.
- (2) If MS4 discharges are identified as a source of the pollutant(s) that has caused or contributed to, or has the potential to cause or contribute to, the exceedance(s) of receiving water limitations in Part V.A., Permittees shall address contributions of the pollutant(s) from MS4 discharges through modifications to the WMP or EWMP pursuant to Part VI.C.8.a.ii.
 - (a) In a modified WMP or EWMP, Permittees shall identify Watershed Control Measures pursuant to Part VI.C.5.b. that will adequately address contributions of the pollutant(s) from MS4 discharges to receiving waters such that the MS4 discharges of the pollutant(s) will not cause or contribute to exceedances of receiving water limitations in Part V.A.
 - (b) Permittees shall modify the Reasonable Assurance Analysis pursuant to Part VI.C.5.b.iv.(5) to address the pollutant(s).
 - (c) Permittees shall identify enforceable requirements and milestones and dates for their achievement to control MS4 discharges such that they do not cause or contribute to exceedances of receiving water limitations within a timeframe(s) that is as short as possible, taking into account the technological, operation, and economic factors that affect the design, development, and implementation of the control measures that are necessary. The time between dates shall not exceed one year. Milestones shall relate to a specific water quality endpoint (e.g., x% of the MS4 drainage area is meeting the receiving water limitations) and dates shall relate either to taking a specific action or meeting a milestone.

- (d) Where the final date(s) in (4) is beyond the term of this Order, the following conditions shall apply:
 - (i) For an EWMP, in drainage areas where retention of (i) all non-storm water runoff and (ii) all storm water runoff from the 85th percentile, 24-hour storm event will be achieved, each participating Permittee shall continue to target implementation of watershed control measures in its existing storm water management program, including watershed control measures to eliminate non-storm water discharges that are a source of pollutants to receiving waters.
 - (ii) For a WMP and in areas of a EWMP where retention of the volume in (a) is technically infeasible, for newly identified exceedances of receiving water limitations, a Permittee may request that the Regional Water Board approve a modification to its WMP or EWMP to include these additional water body-pollutant combinations.
- b. A Permittee's full compliance with all requirements and dates for their achievement in an approved Watershed Management Program or EWMP shall constitute a Permittee's compliance with the receiving water limitations provisions in Part V.A. of this Order for the specific water body-pollutant combinations addressed by an approved Watershed Management Program or EWMP.
- c. If a Permittee fails to meet any requirement or date for its achievement in an approved Watershed Management Program or EWMP, the Permittee shall be subject to the provisions of Part V.A. for the waterbody-pollutant combination(s) that were to be addressed by the requirement.
- d. Upon notification of a Permittee's intent to develop a WMP or EWMP and prior to approval of its WMP or EWMP, a Permittee's full compliance with all of the following requirements shall constitute a Permittee's compliance with the receiving water limitations provisions in Part V.A. not otherwise addressed by a TMDL, if all the following requirements are met:
 - i. Provides timely notice of its intent to develop a WMP or EWMP,
 - ii. Meets all interim and final deadlines for development of a WMP or EWMP,
 - iii. For the area to be covered by the WMP or EWMP, targets implementation of watershed control measures in its existing storm water management program, including watershed control measures to eliminate non-storm water discharges of pollutants through the MS4 to receiving waters, to address known contributions of

pollutants from MS4 discharges that cause or contribute to exceedances of receiving water limitations, and

- iv. Receives final approval of its WMP or EWMP within 28 or 40 months, respectively.

3. Compliance with Receiving Water Limitations Addressed by a TMDL through a WMP or EWMP

- a. A Permittee's full compliance with all requirements and dates for their achievement in an approved Watershed Management Program or EWMP shall constitute a Permittee's compliance with provisions pertaining to applicable interim water quality based effluent limitations and interim receiving water limitations in Part VI.E. and Attachments L-R for the pollutant(s) addressed by the approved Watershed Management Program or EWMP.
- b. Upon notification of a Permittee's intent to develop a WMP or EWMP and prior to approval of its WMP or EWMP, a Permittee's full compliance with all of the following requirements shall constitute a Permittee's compliance with the receiving water limitations provisions in Part V.A., if all the following requirements are met:
 - i. Provides timely notice of its intent to develop a WMP or EWMP,
 - ii. Meets all interim and final deadlines for development of a WMP or EWMP,
 - iii. For the area to be covered by the WMP or EWMP, targets implementation of watershed control measures in its existing storm water management program, including watershed control measures to eliminate non-storm water discharges of pollutants through the MS4 to receiving waters, to address known contributions of pollutants from MS4 discharges that cause or contribute to exceedances of receiving water limitations, and
 - iv. Receives final approval of its WMP or EWMP within 28 or 40 months, respectively.
- c. Subdivision b. does not apply to receiving water limitations corresponding to final compliance deadlines pursuant to TMDL provisions in Part VI.E. that have passed or will occur prior to approval of a WMP or EWMP.

4. Process

- a. Timelines for Implementation
 - i. Implementation of the following requirements shall occur per the schedule specified in Table 9 below:

Table 9. Watershed Management Program Implementation Requirements

Part	Provision	Due Date
VI.C.4.b	Notify Regional Water Board of intent to develop Watershed Management Program or enhanced WMP and request submittal date for draft program plan	6 months after Order effective date
VI.C.4.c	For Permittee(s) that elect not to implement the conditions of Part VI.C.4.c.i or c.ii, submit draft plan to Regional Water Board	1 year after Order effective date
VI.C.4.c	For Permittee(s) that elect to implement the conditions of Part VI.C.4.c.i or c.ii, submit draft plan to Regional Water Board	18 months after Order effective date
VI.C.4.c.iv	For Permittees that elect to collaborate on an enhanced WMP that meets the requirements of Part VI.C.4.c.iv, submit draft plan to Regional Water Board	18 months after Order effective date, provide final work plan for development of enhanced WMP 30 months after Order effective date, submit draft plan
VI.C.4.c	Comments provided to Permittees by Regional Water Board	4 months after submittal of draft plan
VI.C.4.c	Submit final plan to Regional Water Board	3 months after receipt of Regional Water Board comments on draft plan
VI.C.4.c	Approval or denial of final plan by Regional Water Board or by the Executive Officer on behalf of the Regional Water Board	3 months after submittal of final plan
VI.C.6	Begin implementation of Watershed Management Program or EWMP	Upon approval of final plan
VI.C.8	Comprehensive evaluation of Watershed Management	Every two years from date of

Program or EWMP and submittal of modifications to plan	approval

- b.** Permittees that elect to develop a Watershed Management Program or EWMP must notify the Regional Water Board no later than six months after the effective date of this Order.
- i.** Such notification shall specify if the Permittee(s) are requesting a 12-month or 18-month submittal date for the draft Watershed Management Program, per Part VI.C.4.c.i – ii, or if the Permittees are requesting a 18/30-month submittal date for the draft EWMP per Part VI.C.4.c.iv.
- ii.** As part of their notice of intent to develop a WMP or EWMP, Permittees shall identify all applicable interim and final trash WQBELs and all other final WQBELs and receiving water limitations pursuant to Part VI.E. and the applicable attachment(s) with compliance deadlines occurring prior to approval of a WMP or EWMP. Permittees shall identify watershed control measures, where possible from existing TMDL implementation plans, that will be implemented by participating Permittees concurrently with the development of a Watershed Management Program or EWMP to ensure that MS4 discharges achieve compliance with applicable interim and final trash WQBELs and all other final WQBELs and receiving water limitations set forth in Part VI.E. and the applicable attachment(s) by the applicable compliance deadlines occurring prior to approval of a WMP or EWMP.
- iii.** As part of their notification, Permittees electing to develop an EWMP shall submit all of the following in addition to the requirements of Part VI.C.4.b.i.-ii.:
- (1) Plan concept and geographical scope,
 - (2) Cost estimate for plan development,
 - (3) Executed MOU/agreement among participating Permittees to fund plan development, or final draft MOU among participating Permittees along with a signed letter of intent from each participating City Manager or head of agency. If a final draft MOU is submitted, the MOU shall be fully executed by all participating Permittees within 12 months of the effective date of this Order.
 - (4) Interim milestones for plan development and deadlines for their achievement,
 - (5) Identification of, and commitment to fully implement, one structural BMP or a suite of BMPs at a scale that provides meaningful water quality improvement within each watershed covered by the plan within 30 months of the effective date of this Order in addition to

watershed control measures to be implemented pursuant to b.ii. above. The structural BMP or suite of BMPs shall be subject to approval by the Regional Water Board Executive Officer, and

- (6) Demonstration that the requirements in Parts VI.C.4.c.iv.(1) and (2) have been met.
- c. Permittees that elect to develop a Watershed Management Program shall submit a draft plan to the Regional Water Board as follows:
- i. For Permittees that elect to collaborate on the development of a Watershed Management Program, Permittees shall submit the draft Watershed Management Program no later than 18 months after the effective date of this Order if the following conditions are met in greater than 50% of the land area covered by the WMP:
 - (1) Demonstrate that there are LID ordinances in place and/or commence development of a Low Impact Development (LID) ordinance(s) meeting the requirements of this Order's Planning and Land Development Program within 60 days of the effective date of the Order and have a draft ordinance within 6 months of the effective date of the Order, and
 - (2) Demonstrate that there are green streets policies in place and/or commence development of a policy(ies) that specifies the use of green street strategies for transportation corridors within 60 days of the effective date of the Order and have a draft policy within 6 months of the effective date of the Order.
 - (3) Demonstrate in the notification of the intent to develop a Watershed Management Program that Parts VI.C.4.c.i(1) and (2) have been met in greater than 50% of the watershed area.
 - ii. For a Permittee that elects to develop an individual Watershed Management Program, the Permittee shall submit the draft Watershed Management Program no later than 18 months after the effective date of this Order if the following conditions are met:
 - (1) Demonstrate that there is a LID ordinance in place for the Permittee's jurisdiction and/or commence development of a Low Impact Development (LID) ordinance for the Permittee's jurisdiction meeting the requirements of this Order's Planning and Land Development Program within 60 days of the effective date of the Order and have a draft ordinance within 6 months of the effective date of the Order, and
 - (2) Demonstrate that there is a green streets policy in place for the Permittee's jurisdiction and/or commence development of a policy

that specifies the use of green street strategies for transportation corridors within the Permittee's jurisdiction within 60 days of the effective date of the Order and have a draft policy within 6 months of the effective date of the Order.

- (3) Demonstrate in the notification of the intent to develop a Watershed Management Program that Parts VI.C.4.c.ii.(1) and (2) have been met.
- iii. For Permittees that elect not to implement the conditions under Part VI.C.4.c.i. or Part VI.C.4.c.ii., Permittees shall submit the draft Watershed Management Program no later than 12 months after the effective date of this Order.
- iv. For Permittees that elect to collaborate on the development of an EWMP, Permittees shall submit the work plan for development of the EWMP no later than 18 months after the effective date of this Order, and shall submit the draft program no later than 30 months after the effective date of this Order if the following conditions are met in greater than 50% of the land area in the watershed:
 - (1) Demonstrate that there are LID ordinances in place and/or commence development of a Low Impact Development (LID) ordinance(s) meeting the requirements of this Order's Planning and Land Development Program within 60 days of the effective date of the Order and have a draft ordinance within 6 months of the effective date of the Order, and
 - (2) Demonstrate that there are green streets policies in place and/or commence development of a policy(ies) that specifies the use of green street strategies for transportation corridors within 60 days of the effective date of the Order and have a draft policy within 6 months of the effective date of the Order.
 - (3) Demonstrate in the notification of the intent to develop an EWMP that Parts VI.C.4.c.iv.(1) and (2) have been met in greater than 50% of the watershed area.
- d. Until the Watershed Management Program or EWMP is approved by the Regional Water Board or by the Executive Officer on behalf of the Regional Water Board, Permittees that elect to develop a Watershed Management Program or EWMP shall:
 - i. Continue to implement watershed control measures in their existing storm water management programs, including actions within each of the six categories of minimum control measures consistent with 40 CFR section 122.26(d)(2)(iv),

- ii. Continue to implement watershed control measures to eliminate non-storm water discharges through the MS4 that are a source of pollutants to receiving waters consistent with CWA section 402(p)(3)(B)(ii), and
 - iii. Implement watershed control measures, where possible from existing TMDL implementation plans, to ensure that MS4 discharges achieve compliance with interim and final trash WQBELs and all other final WQBELs and receiving water limitations pursuant to Part VI.E. and set forth in Attachments L through R by the applicable compliance deadlines occurring prior to approval of a WMP or EWMP.
- e. Permittees that do not elect to develop a Watershed Management Program or EWMP, or that do not have an approved WMP or EWMP within 28 or 40 months, respectively, of the effective date of this Order, shall be subject to the baseline requirements in Part VI.D and shall demonstrate compliance with receiving water limitations pursuant to Part V.A. and with applicable interim water quality-based effluent limitations in Part VI.E pursuant to subparts VI.E.2.d.i.(1)-(3).
- f. Permittees subject to the Middle Santa Ana River Watershed Bacteria Indicator TMDL shall submit a Comprehensive Bacteria Reduction Plan (CBRP) for dry weather to the Regional Water Board Executive Officer no later than nine months after the effective date of this Order. The CBRP shall describe, in detail, the specific actions that have been taken or will be taken to achieve compliance with the dry weather water quality-based effluent limitations and the receiving water limitations for the Middle Santa Ana River Watershed Bacteria Indicator TMDL by December 31, 2015. The CBRP shall also establish a schedule for developing a CBRP to comply with the water quality-based effluent limitations and the receiving water limitations for the Middle Santa Ana River Bacteria TMDL during wet weather by December 31, 2025. The CBRP may be developed in lieu of the Watershed Management Program for MS4 discharges of bacteria within the Middle Santa Ana River Watershed.

5. Program Development

a. Identification of Water Quality Priorities

Permittees shall identify the water quality priorities within each WMA that will be addressed by the Watershed Management Program. At a minimum, these priorities shall include achieving applicable water quality-based effluent limitations and/or receiving water limitations established pursuant to TMDLs, as set forth in Part VI.E and Attachments L through R of this Order.

- i. **Water Quality Characterization.** Each plan shall include an evaluation of existing water quality conditions, including characterization of storm water and non-storm water discharges from the MS4 and receiving water quality,

to support identification and prioritization/sequencing of management actions.

ii. Water Body-Pollutant Classification. On the basis of the evaluation of existing water quality conditions, water body-pollutant combinations shall be classified into one of the following three categories:

- (1) **Category 1 (Highest Priority):** Water body-pollutant combinations for which water quality-based effluent limitations and/or receiving water limitations are established in Part VI.E and Attachments L through R of this Order.
- (2) **Category 2 (High Priority):** Pollutants for which data indicate water quality impairment in the receiving water according to the State's Water Quality Control Policy for Developing California's Clean Water Act Section 303(d) List (State Listing Policy) and for which MS4 discharges may be causing or contributing to the impairment.
- (3) **Category 3 (Medium Priority):** Pollutants for which there are insufficient data to indicate water quality impairment in the receiving water according to the State's Listing Policy, but which exceed applicable receiving water limitations contained in this Order and for which MS4 discharges may be causing or contributing to the exceedance.

iii. Source Assessment. Utilizing existing information, potential sources within the watershed for the water body-pollutant combinations in Categories 1 - 3 shall be identified.

- (1) Permittees shall identify known and suspected storm water and non-storm water pollutant sources in discharges to the MS4 and from the MS4 to receiving waters and any other stressors related to MS4 discharges causing or contributing to the water quality priorities. The identification of known and suspected sources of the highest water quality priorities shall consider the following:

(a) Review of available data, including but not limited to:

- (i) Findings from the Permittees' Illicit Connections and Illicit Discharge Elimination Programs;
- (ii) Findings from the Permittees' Industrial/Commercial Facilities Programs;
- (iii) Findings from the Permittees' Development Construction Programs;

- (iv) Findings from the Permittees' Public Agency Activities Programs;
 - (v) TMDL source investigations;
 - (vi) Watershed model results;
 - (vii) Findings from the Permittees' monitoring programs, including but not limited to TMDL compliance monitoring and receiving water monitoring; and
 - (viii) Any other pertinent data, information, or studies related to pollutant sources and conditions that contribute to the highest water quality priorities.
 - (b) Locations of the Permittees' MS4s, including, at a minimum, all MS4 major outfalls and major structural controls for storm water and non-storm water that discharge to receiving waters.
 - (c) Other known and suspected sources of pollutants in non-storm water or storm water discharges from the MS4 to receiving waters within the WMA.
- iv. Prioritization.** Based on the findings of the source assessment, the issues within each watershed shall be prioritized and sequenced. Watershed priorities shall include at a minimum:
- (1) TMDLs
 - (a) Controlling pollutants for which there are water quality-based effluent limitations and/or receiving water limitations with interim or final compliance deadlines within the permit term, or TMDL compliance deadlines that have already passed and limitations have not been achieved.
 - (b) Controlling pollutants for which there are water quality-based effluent limitations and/or receiving water limitations with interim or final compliance deadlines between September 6, 2012 and October 25, 2017.
 - (2) Other Receiving Water Considerations
 - (a) Controlling pollutants for which data indicate impairment or exceedances of receiving water limitations in the receiving water and the findings from the source assessment implicates discharges from the MS4 shall be considered the second highest priority.

b. Selection of Watershed Control Measures

- i.** Permittees shall identify strategies, control measures, and BMPs to implement through their individual storm water management programs, and collectively on a watershed scale, with the goal of creating an efficient program to focus individual and collective resources on watershed priorities.
- ii.** The objectives of the Watershed Control Measures shall include:
 - (1) Prevent or eliminate non-storm water discharges to the MS4 that are a source of pollutants from the MS4 to receiving waters.
 - (2) Implement pollutant controls necessary to achieve all applicable interim and final water quality-based effluent limitations and/or receiving water limitations pursuant to corresponding compliance schedules.
 - (3) Ensure that discharges from the MS4 do not cause or contribute to exceedances of receiving water limitations.
- iii.** Watershed Control Measures may include:
 - (1) Structural and/or non-structural controls and operation and maintenance procedures that are designed to achieve applicable water quality-based effluent limitations, receiving water limitations in Part VI.E and/or Attachments L through R;
 - (2) Retrofitting areas of existing development known or suspected to contribute to the highest water quality priorities with regional or sub-regional controls or management measures; and
 - (3) Stream and/or habitat rehabilitation or restoration projects where stream and/or habitat rehabilitation or restoration are necessary for, or will contribute to demonstrable improvements in the physical, chemical, and biological receiving water conditions and restoration and/or protection of water quality standards in receiving waters.
- iv.** The following provisions of this Order shall be incorporated as part of the Watershed Management Program:
 - (1) Minimum Control Measures.
 - (a) Permittees shall assess the minimum control measures (MCMs) as defined in Part VI.D.4 to Part VI.D.10 of this Order to identify opportunities for focusing resources on the high priority issues in each watershed. For each of the following minimum control measures, Permittees shall identify potential modifications that will address watershed priorities:

- (i) Development Construction Program
 - (ii) Industrial/Commercial Facilities Program
 - (iii) Illicit Connection and Illicit Discharges Detection and Elimination Program
 - (iv) Public Agency Activities Program
 - (v) Public Information and Participation Program
 - (b) At a minimum, the Watershed Management Program shall include management programs consistent with 40 CFR section 122.26(d)(2)(iv)(A)-(D).
 - (c) If the Permittee(s) elects to eliminate a control measure identified in Parts VI.D.4, VI.D.5, VI.D.6 and VI.D.8 to VI.D.10 because that specific control measure is not applicable to the Permittee(s), the Permittee(s) shall provide a justification for its elimination. The Planning and Land Development Program is not eligible for elimination.
 - (d) Such customized actions, once approved as part of the Watershed Management Program, shall replace in part or in whole the requirements in Parts VI.D.4, VI.D.5, VI.D.6 and VI.D.8 to VI.D.10 for participating Permittees.
- (2) Non-Storm Water Discharge Measures. Where Permittees identify non-storm water discharges from the MS4 as a source of pollutants that cause or contribute to exceedance of receiving water limitations, the Watershed Control Measures shall include strategies, control measures, and/or BMPs that must be implemented to effectively eliminate the source of pollutants consistent with Parts III.A and VI.D.10. These may include measures to prohibit the non-storm water discharge to the MS4, additional BMPs to reduce pollutants in the non-storm water discharge or conveyed by the non-storm water discharge, diversion to a sanitary sewer for treatment, or strategies to require the non-storm water discharge to be separately regulated under a general NPDES permit.
- (3) TMDL Control Measures. Permittees shall compile control measures that have been identified in TMDLs and corresponding implementation plans. Permittees shall identify those control measures to be modified, if any, to most effectively address TMDL requirements within the watershed. If not sufficiently identified in previous documents, or if implementation plans have not yet been developed (e.g., USEPA established TMDLs), the Permittees shall evaluate and identify control measures to achieve water quality-based effluent limitations and/or

receiving water limitations established in this Order pursuant to these TMDLs.

- (a) TMDL control measures shall include where necessary control measures to address both storm water and non-storm water discharges from the MS4.
 - (b) TMDL control measures may include baseline or customized activities covered under the general MCM categories in Part VI.D as well as BMPs and other control measures covered under the non-storm water discharge provisions of Part III.A of this Order.
 - (c) The WMP shall include, at a minimum, those actions that will be implemented during the permit term to achieve interim and/or final water quality-based effluent limitations and/or receiving water limitations with compliance deadlines within the permit term.
- (4) Each plan shall include the following components:
 - (a) Identification of specific structural controls and non-structural best management practices, including operational source control and pollution prevention, and any other actions or programs to achieve all water quality-based effluent limitations and receiving water limitations contained in this Part VI.E and Attachments L through R to which the Permittee(s) is subject;
 - (b) For each structural control and non-structural best management practice, the number, type, and location(s) and/or frequency of implementation;
 - (c) For any pollution prevention measures, the nature, scope, and timing of implementation;
 - (d) For each structural control and non-structural best management practice, interim milestones and dates for achievement to ensure that TMDL compliance deadlines will be met; and
 - (e) The plan shall clearly identify the responsibilities of each participating Permittee for implementation of watershed control measures.
- (5) Permittees shall conduct a Reasonable Assurance Analysis for each water body-pollutant combination addressed by the Watershed Management Program. A Reasonable Assurance Analysis (RAA) shall be quantitative and performed using a peer-reviewed model in the public domain. Models to be considered for the RAA, without exclusion, are the Watershed Management Modeling System (WMMS), Hydrologic Simulation Program-FORTRAN (HSPF), and the Structural BMP Prioritization and Analysis Tool (SBPAT). The RAA shall commence with assembly of all available, relevant subwatershed data collected within the last 10 years, including land use and pollutant

loading data, establishment of quality assurance/quality control (QA/QC) criteria, QA/QC checks of the data, and identification of the data set meeting the criteria for use in the analysis. Data on performance of watershed control measures needed as model input shall be drawn only from peer-reviewed sources. These data shall be statistically analyzed to determine the best estimate of performance and the confidence limits on that estimate for the pollutants to be evaluated. The objective of the RAA shall be to demonstrate the ability of Watershed Management Programs and EWMPs to ensure that Permittees' MS4 discharges achieve applicable water quality based effluent limitations and do not cause or contribute to exceedances of receiving water limitations.

- (a) Permittees shall demonstrate using the RAA that the activities and control measures identified in the Watershed Control Measures will achieve applicable water quality-based effluent limitations and/or receiving water limitations in Attachments L through R with compliance deadlines during the permit term.
 - (b) Where the TMDL Provisions in Part VI.E and Attachments L through R do not include interim or final water quality-based effluent limitations and/or receiving water limitations with compliance deadlines during the permit term, Permittees shall identify interim milestones and dates for their achievement to ensure adequate progress toward achieving interim and final water quality-based effluent limitations and/or receiving water limitations with deadlines beyond the permit term.
 - (c) For water body-pollutant combinations not addressed by TMDLs, Permittees shall demonstrate using the RAA that the activities and control measures identified in the Watershed Control Measures will achieve applicable receiving water limitations as soon as possible.
- (6) Permittees shall provide documentation that they have the necessary legal authority to implement the Watershed Control Measures identified in the plan, or that other legal authority exists to compel implementation of the Watershed Control Measures.

c. Compliance Schedules

Permittees shall incorporate compliance schedules in Attachments L through R into the plan and, where necessary develop interim milestones and dates for their achievement. Compliance schedules and interim milestones and dates for their achievement shall be used to measure progress towards addressing the highest water quality priorities and achieving applicable water quality-based effluent limitations and/or receiving water limitations.

- i. Schedules must be adequate for measuring progress on a watershed scale once every two years.
- ii. Schedules must be developed for both the strategies, control measures and BMPs implemented by each Permittee within its jurisdiction and for those that will be implemented by multiple Permittees on a watershed scale.
- iii. Schedules shall incorporate the following:
 - (1) Compliance deadlines occurring within the permit term for all applicable interim and/or final water quality-based effluent limitations and/or receiving water limitations in Part VI.E and Attachments L through R of this Order,
 - (2) Interim milestones and dates for their achievement within the permit term for any applicable final water quality-based effluent limitation and/or receiving water limitation in Part VI.E and Attachments L through R, where deadlines within the permit term are not otherwise specified.
 - (3) For watershed priorities related to addressing exceedances of receiving water limitations in Part V.A and not otherwise addressed by Part VI.E:
 - (a) Milestones based on measureable criteria or indicators, to be achieved in the receiving waters and/or MS4 discharges,
 - (a) A schedule with dates for achieving the milestones, and
 - (b) A final date for achieving the receiving water limitations as soon as possible.
 - (c) The milestones and implementation schedule in (a)-(c) fulfill the requirements in Part V.A.3.a to prepare an Integrated Monitoring Compliance Report.

6. Watershed Management Program Implementation

Each Permittee shall begin implementing the Watershed Management Program or EWMP immediately upon approval of the plan by the Regional Water Board or the Executive Officer on behalf of the Regional Water Board.

- a. Permittees may request an extension of deadlines for achievement of interim milestones established pursuant to Part VI.C.4.c.iii.(3) only. Permittees shall provide requests in writing at least 90 days prior to the deadline and shall include in the request the justification for the extension. Extensions shall be subject to approval by the Regional Water Board Executive Officer.

7. Integrated Watershed Monitoring and Assessment

Permittees in each WMA shall develop an integrated monitoring program as set forth in Part IV of the MRP (Attachment E) or implement a customized monitoring program with the primary objective of allowing for the customization of the outfall monitoring program (Parts VIII and IX) in conjunction with an approved Watershed Management Program or EWMP, as defined below. Each monitoring program shall assess progress toward achieving the water quality-based effluent limitations and/or receiving water limitations per the compliance schedules, and progress toward addressing the water quality priorities for each WMA. The customized monitoring program shall be submitted as part of the Watershed Management Program, or where Permittees elect to develop an EWMP, shall be submitted within 18 months of the effective date of this Order. If pursuing a customized monitoring program, the Permittee(s) shall provide sufficient justification for each element of the program that differs from the monitoring program requirements as set forth in Attachment E. Monitoring programs shall be subject to approval by the Executive Officer following a public comment period. The customized monitoring program shall be designed to address the Primary Objectives detailed in Attachment E, Part II.A and shall include the following program elements:

- Receiving Water Monitoring
- Storm Water Outfall Monitoring
- Non-Storm Water Outfall Monitoring
- New Development/Re-Development Effectiveness Tracking
- Regional Studies

8. Adaptive Management Process

a. Watershed Management Program Adaptive Management Process

- i. Permittees in each WMA shall implement an adaptive management process, every two years from the date of program approval, adapting the Watershed Management Program or EWMP to become more effective, based on, but not limited to a consideration of the following:
 - (1) Progress toward achieving interim and/or final water quality-based effluent limitations and/or receiving water limitations in Part VI.E and Attachments L through R, according to established compliance schedules;
 - (2) Progress toward achieving improved water quality in MS4 discharges and achieving receiving water limitations through implementation of the watershed control measures based on an evaluation of outfall-based monitoring data and receiving water monitoring data;

- (3) Achievement of interim milestones;
 - (4) Re-evaluation of the water quality priorities identified for the WMA based on more recent water quality data for discharges from the MS4 and the receiving water(s) and a reassessment of sources of pollutants in MS4 discharges;
 - (5) Availability of new information and data from sources other than the Permittees' monitoring program(s) within the WMA that informs the effectiveness of the actions implemented by the Permittees;
 - (6) Regional Water Board recommendations; and
 - (7) Recommendations for modifications to the Watershed Management Program solicited through a public participation process.
- ii. Based on the results of the adaptive management process, Permittees shall report any modifications, including where appropriate new compliance deadlines and interim milestones, with the exception of those compliance deadlines established in a TMDL, necessary to improve the effectiveness of the Watershed Management Program or EWMP in the Annual Report, as required pursuant to Part XVIII.A.6 of the MRP (Attachment E), and as part of the Report of Waste Discharge (ROWD) required pursuant to Part II.B of Attachment D – Standard Provisions.
- (1) The adaptive management process fulfills the requirements in Part V.A.4 to address continuing exceedances of receiving water limitations.
- iii. Permittees shall implement any modifications to the Watershed Management Program or EWMP upon approval by the Regional Water Board Executive Officer or within 60 days of submittal if the Regional Water Board Executive Officer expresses no objections.

D. Storm Water Management Program Minimum Control Measures

1. General Requirements

- a. Each Permittee shall implement the requirements in Parts VI.D.4 through VI.D.10 below, or may in lieu of the requirements in Parts VI.D.4 through VI.D.10 implement customized actions within each of these general categories of control measures as set forth in an approved Watershed Management Program per Part VI.C. Implementation shall be consistent with the requirements of 40 CFR § 122.26(d)(2)(iv).
- b. Timelines for Implementation
- i. Unless otherwise noted in Part VI.D, each Permittee that does not elect to develop a Watershed Management Program or EWMP per Part VI.C shall implement the requirements contained in Part VI.D within 6 months after the

effective date of this Order. In the interim, a Permittee shall continue to implement its existing storm water management program, including actions within each of the six categories of minimum control measures consistent with 40 CFR section 122.26(d)(2)(iv).

- ii. Permittees that elect to develop a Watershed Management Program or EWMP shall continue to implement their existing storm water management programs, including actions within each of the six categories of minimum control measures consistent with 40 CFR section 122.26(d)(2)(iv) until the Watershed Management Program or EWMP is approved by the Regional Water Board Executive Officer.

2. Progressive Enforcement and Interagency Coordination

- a. Each Permittee shall develop and implement a Progressive Enforcement Policy to ensure that (1) regulated Industrial/Commercial facilities, (2) construction sites, (3) development and redevelopment sites with post-construction controls, and (4) illicit discharges are each brought into compliance with all storm water and non-storm water requirements within a reasonable time period as specified below.

- i. Follow-up Inspections

In the event that a Permittee determines, based on an inspection or illicit discharge investigation conducted, that a facility or site operator has failed to adequately implement all necessary BMPs, that Permittee shall take progressive enforcement actions which, at a minimum, shall include a follow-up inspection within 4 weeks from the date of the initial inspection and/or investigation.

- ii. Enforcement Action

In the event that a Permittee determines that a facility or site operator has failed to adequately implement BMPs after a follow-up inspection, that Permittee shall take enforcement action as established through authority in its municipal code and ordinances, through the judicial system, or refer the case to the Regional Water Board, per the Interagency Coordination provisions below.

- iii. Records Retention

Each Permittee shall maintain records, per their existing record retention policies, and make them available on request to the Regional Water Board, including inspection reports, warning letters, notices of violations, and other enforcement records, demonstrating a good faith effort to bring facilities into compliance.

- iv. Referral of Violations of Municipal Ordinances and California Water Code § 13260

A Permittee may refer a violation(s) of its municipal storm water ordinances and/or California Water Code section 13260 by Industrial and Commercial facilities and construction site operators to the Regional Water Board

provided that the Permittee has made a good faith effort of applying its Progressive Enforcement Policy to achieve compliance with its own ordinances. At a minimum, a Permittee's good faith effort must be documented with:

- (1) Two follow-up inspections, and
- (2) Two warning letters or notices of violation.

v. Referral of Violations of the Industrial and Construction General Permits, including Requirements to File a Notice of Intent or No Exposure Certification

For those facilities or site operators in violation of municipal storm water ordinances and subject to the Industrial and/or Construction General Permits, Permittees may escalate referral of such violations to the Regional Water Board (promptly via telephone or electronically) after one inspection and one written notice of violation (copied to the Regional Water Board) to the facility or site operator regarding the violation. In making such referrals, Permittees shall include, at a minimum, the following documentation:

- (1) Name of the facility or site,
- (2) Operator of the facility or site,
- (3) Owner of the facility or site,
- (4) WDID Number (if applicable),
- (5) Records of communication with the facility/site operator regarding the violation, which shall include at least one inspection report,
- (6) The written notice of violation (copied to the Regional Water Board),
- (7) For industrial sites, the industrial activity being conducted at the facility that is subject to the Industrial General Permit, and
- (8) For construction sites, site acreage and Risk Factor rating.

b. Investigation of Complaints Transmitted by the Regional Water Board Staff

Each Permittee shall initiate, within one business day,²² investigation of complaints from facilities within its jurisdiction. The initial investigation shall include, at a minimum, a limited inspection of the facility to confirm validity of the complaint and to determine if the facility is in compliance with municipal storm water ordinances and, if necessary, to oversee corrective action.

c. Assistance with Regional Water Board Enforcement Actions

As directed by the Regional Water Board Executive Officer, Permittees shall assist Regional Water Board enforcement actions by:

- i. Assisting in identification of current owners, operators, and lessees of properties and sites.**

²² Permittees may comply with the Permit by taking initial steps (such as logging, prioritizing, and tasking) to "initiate" the investigation within that one business day. However, the Regional Water Board would expect that the initial investigation, including a site visit, to occur within four business days.

- ii. Providing staff, when available, for joint inspections with Regional Water Board inspectors.
- iii. Appearing to testify as witnesses in Regional Water Board enforcement hearings.
- iv. Providing copies of inspection reports and documentation demonstrating application of its Progressive Enforcement Policy.

3. Modifications/Revisions

- a. Each Permittee shall modify its storm water management programs, protocols, practices, and municipal codes to make them consistent with the requirements in this Order.

4. Requirements Applicable to the Los Angeles County Flood Control District

a. Public Information and Participation Program (PIPP)

i. General

- (1) The LACFCD shall participate in a regional Public Information and Participation Program (PIPP) or alternatively, shall implement its own PIPP that includes the requirements listed in this part. The LACFCD shall collaborate, as necessary, with other Permittees to implement PIPP requirements. The objectives of the PIPP are as follows:
 - (a) To measurably increase the knowledge of the target audience about the MS4, the adverse impacts of storm water pollution on receiving waters and potential solutions to mitigate the impacts.
 - (b) To measurably change the waste disposal and storm water pollution generation behavior of target audiences by encouraging the implementation of appropriate alternatives by providing information to the public.
 - (c) To involve and engage a diversity of socio-economic groups and ethnic communities in Los Angeles County to participate in mitigating the impacts of stormwater pollution.

ii. PIPP Implementation

- (1) The LACFCD shall implement the PIPP requirements listed in this Part VI.D.5 using one or more of the following approaches:
 - (a) By participating in a collaborative PIPP covering the entire service area of the Los Angeles County Flood Control District,
 - (b) By participating in one or more Watershed Group sponsored PIPPs, and/or
 - (c) Individually within the service area of the Los Angeles County Flood Control District.

- (2) If the LACFCD participates in a collaborative District-wide or Watershed Group PIPP, the LACFCD shall provide the contact information for their appropriate staff responsible for storm water public education activities to the designated PIPP coordinator and contact information changes no later than 30 days after a change occurs.

iii. Public Participation

- (1) The LACFCD, in collaboration with the County of Los Angeles, shall continue to maintain the countywide hotline (888-CLEAN-LA) for public reporting of clogged catch basin inlets and illicit discharges/dumping, faded or missing catch basin labels, and general storm water management information.
 - (a) The LACFCD shall include the reporting information, updated when necessary, in public information, and the government pages of the telephone book, as they are developed or published.
 - (b) The LACFCD, in collaboration with the County of Los Angeles, shall continue to maintain the www.888cleanla.com website.

iv. Residential Outreach Program

- (1) Working in conjunction with a District-wide or Watershed Group sponsored PIPP or individually, the LACFCD shall implement the following activities:
 - (a) Conduct storm water pollution prevention public service announcements and advertising campaigns
 - (b) Facilitate the dissemination of public education materials including, at a minimum, information on the proper handling (i.e., disposal, storage and/or use) of:
 - (i) Vehicle waste fluids
 - (ii) Household waste materials (i.e., trash and household hazardous waste)
 - (iii) Construction waste materials
 - (iv) Pesticides and fertilizers (including integrated pest management practices [IPM] to promote reduced use of pesticides),
 - (v) Green waste (including lawn clippings and leaves)
 - (vi) Animal wastes
 - (c) Facilitate the dissemination of activity-specific storm water pollution prevention public education materials, at a minimum, for the following points of purchase:
 - (i) Automotive parts stores

- (ii) Home improvement centers / lumber yards / hardware stores / paint stores
- (iii) Landscaping / gardening centers
- (iv) Pet shops / feed stores
- (d) Maintain a storm water website, which shall include educational material and opportunities for the public to participate in storm water pollution prevention and clean-up activities listed in Part VI.D.5.
- (e) When implementing activities in (a)-(d), the LACFCD shall use effective strategies to educate and involve ethnic communities in storm water pollution prevention through culturally effective methods.

b. Industrial/Commercial Facilities Program

If the LACFCD operates, or has authority over, any facility(ies) identified in Part VI.D.6.b, LACFCD shall comply with the requirements in Part VI.D.6 for those facilities.

c. Public Agency Activities Program

i. General

- (1) The LACFCD shall implement a Public Agency Activities Program to minimize storm water pollution impacts from LACFCD-owned or operated facilities and activities. Requirements for Public Agency Facilities and Activities consist of the following components:
 - (a) Public Construction Activities Management.
 - (b) Public Facility Inventory
 - (c) Public Facility and Activity Management
 - (d) Vehicle and Equipment Washing
 - (e) Landscape and Recreational Facilities Management
 - (f) Storm Drain Operation and Maintenance
 - (g) Parking Facilities Management
 - (h) Emergency Procedures
 - (i) Employee and Contractor Training

ii. Public Construction Activities Management

- (1) The LACFCD shall implement and comply with the Planning and Land Development Program requirements in Part VI.D.7 of this Order at LACFCD-owned or operated public construction projects that are categorized under the project types identified in Part VI.D.7 of this Order.
- (2) The LACFCD shall implement and comply with the appropriate Development Construction Program requirements in Part VI.D.8 of this Order at LACFCD-owned or operated construction projects as applicable.
- (3) For LACFCD-owned or operated projects that disturb less than one acre of soil, the LACFCD shall require the implementation of an effective combination of erosion and sediment control BMPs from Table 13 (see Construction Development Program).
- (4) The LACFCD shall obtain separate coverage under the Construction General Permit for all LACFCD-owned or operated construction sites that require coverage.

iii. Public Facility Inventory

- (1) The LACFCD shall maintain an updated watershed-based inventory and map of all LACFCD-owned or operated facilities that are potential sources of storm water pollution. The incorporation of facility information into a GIS is recommended. Sources to be tracked include but are not limited to the following:
 - (a) Chemical storage facilities
 - (b) Equipment storage and maintenance facilities (including landscape maintenance-related operations)
 - (c) Fueling or fuel storage facilities
 - (d) Materials storage yards
 - (e) Pesticide storage facilities
 - (f) LACFCD buildings
 - (g) LACFCD vehicle storage and maintenance yards
 - (h) All other LACFCD-owned or operated facilities or activities that the LACFCD determines may contribute a substantial pollutant load to the MS4.
- (2) The LACFCD shall include the following minimum fields of information for each LACFCD-owned or operated facility in its watershed-based inventory and map.
 - (a) Name of facility
 - (b) Name of facility manager and contact information

- (c) Address of facility (physical and mailing)
 - (d) A narrative description of activities performed and principal products used at each facility and status of exposure to storm water.
 - (e) Coverage under the Industrial General Permit or other individual or general NPDES permits or any applicable waiver issued by the Regional or State Water Board pertaining to storm water discharges.
- (3) The LACFCD shall update its inventory and map once during the Permit term. The update shall be accomplished through a collection of new information obtained through field activities.

iv. Public Agency Facility and Activity Management

- (1) The LACFCD shall obtain separate coverage under the Industrial General Permit for all LACFCD-owned or operated facilities where industrial activities are conducted that require coverage under the Industrial General Permit.
- (2) The LACFCD shall implement the following measures for flood management projects:
 - (a) Develop procedures to assess the impacts of flood management projects on the water quality of receiving waterbodies; and
 - (b) Evaluate existing structural flood control facilities during the planning phases of major maintenance or rehabilitation projects to determine if retrofitting the facility to provide additional pollutant removal from storm water is feasible.

- (3) The LACFCD shall implement and maintain the general and activity-specific BMPs listed in Table 18 (BMPs for Public Agency Facilities and Activities) or an equivalent set of BMPs when such activities occur at LACFCD-owned or operated facilities and field activities (e.g., project sites) including but not limited to the facility types listed in Part VI.D.9.c above, and at any area that includes the activities described in Table 18, or that have the potential to discharge pollutants in storm water.
- (4) Any contractors hired by the LACFCD to conduct Public Agency Activities shall be contractually required to implement and maintain the general and activity specific BMPs listed in Table 18 or an equivalent set of BMPs. The LACFCD shall conduct oversight of contractor activities to ensure these BMPs are implemented and maintained.
- (5) Effective source control BMPs for the activities listed in Table 18 shall be implemented at LACFCD-owned or operated facilities, unless the pollutant generating activity does not occur. The LACFCD shall require implementation of additional BMPs where storm water from the MS4 discharges to a significant ecological area (SEA, see Attachment A for definition), a water body subject to TMDL Provisions in Part VI.E, or a CWA section 303(d) listed water body (see Part VI.E below). Likewise, for those BMPs that are not adequately protective of water quality standards, the LACFCD shall implement additional site-specific controls.

v. Vehicle and Equipment Washing

- (1) The LACFCD shall implement and maintain the activity specific BMPs listed in Table 18 (BMPs for Public Agency Facilities and Activities) or an equivalent set of BMPs for all fixed vehicle and equipment washing areas;
- (2) The LACFCD shall prevent discharges of wash waters from vehicle and equipment washing to the MS4 by implementing any of the following measures at existing facilities with vehicle or equipment wash areas:
 - (a) Self-contain, and haul off for disposal; or
 - (b) Equip with a clarifier or an alternative pre-treatment device and plumb to the sanitary sewer in accordance with applicable waste water provider regulations

- (3) The LACFCD shall ensure that any LACFCD facilities constructed, redeveloped, or replaced shall not discharge wastewater from vehicle and equipment wash areas to the MS4 by plumbing all areas to the sanitary sewer in accordance with applicable waste water provider regulations, or self-containing all waste water/ wash water and hauling to a point of legal disposal.

vi. Landscape and Recreational Facilities Management

- (1) The LACFCD shall implement and maintain the activity specific BMPs listed in Table 18 (BMPs for Public Agency Facilities and Activities) or an equivalent set of BMPs for all its public right-of-ways, flood control facilities and open channels and reservoirs, and landscape and recreational facilities and activities.
- (2) The LACFCD shall implement an IPM program that includes the following:
 - (a) Pesticides are used only if monitoring indicates they are needed, and pesticides are applied according to applicable permits and established guidelines.
 - (b) Treatments are made with the goal of removing only the target organism.
 - (c) Pest controls are selected and applied in a manner that minimizes risks to human health, beneficial non-target organisms, and the environment.
 - (d) The use of pesticides, including Organophosphates and Pyrethroids, does not threaten water quality.
 - (e) Partner, as appropriate, with other agencies and organizations to encourage the use of IPM.
 - (f) Adopt and verifiably implement policies, procedures, and/ or ordinances requiring the minimization of pesticide use and encouraging the use of IPM techniques (including beneficial insects) for Public Agency Facilities and Activities.
 - (g) Policies, procedures, and ordinances shall include a schedule to reduce the use of pesticides that cause impairment of surface waters by implementing the following procedures:
 - (i) Prepare and annually update an inventory of pesticides used by all internal departments, divisions, and other operational units.
 - (ii) Quantify pesticide use by staff and hired contractors.
 - (iii) Demonstrate implementation of IPM alternatives where feasible to reduce pesticide use.

- (3) The LACFCD shall implement the following requirements:
 - (a) Use a standardized protocol for the routine and non-routine application of pesticides (including pre-emergents), and fertilizers.
 - (b) Ensure there is no application of pesticides or fertilizers (1) when two or more consecutive days with greater than 50% chance of rainfall are predicted by NOAA, (2) within 48 hours of a ½-inch rain event, or (3) when water is flowing off the area where the application is to occur. This requirement does not apply to the application of aquatic pesticides or pesticides which require water for activation.
 - (c) Ensure that no banned or unregistered pesticides are stored or applied.
 - (d) Ensure that all staff applying pesticides are certified in the appropriate category by the California Department of Pesticide Regulation, or are under the direct supervision of a pesticide applicator certified in the appropriate category.
 - (e) Implement procedures to encourage the retention and planting of native vegetation to reduce water, pesticide and fertilizer needs; and
 - (f) Store pesticides and fertilizers indoors or under cover on paved surfaces, or use secondary containment.
 - (i) Reduce the use, storage, and handling of hazardous materials to reduce the potential for spills.
 - (ii) Regularly inspect storage areas.

vii. Storm Drain Operation and Management

- (1) The LACFCD shall implement and maintain the activity specific BMPs listed in Table 18 or equivalent set of BMPs for storm drain operation and maintenance.
- (2) Ensure that all the material removed from the MS4 does not reenter the system. Solid material shall be dewatered in a contained area and liquid material shall be disposed in accordance with any of the following measures:
 - (a) Self-contain, and haul off for legal disposal; or
 - (b) Equip with a clarifier or an alternative pre-treatment device; and plumb to the sanitary sewer in accordance with applicable waste water provider regulations.
- (3) Catch Basin Cleaning
 - (a) In areas that are not subject to a trash TMDL, the LACFCD shall determine priority areas and shall update its map or list of catch basins with their GPS coordinates and priority:

Priority A: Catch basins that are designated as consistently generating the highest volumes of trash and/or debris.

Priority B: Catch basins that are designated as consistently generating moderate volumes of trash and/or debris.

Priority C: Catch basins that are designated as generating low volumes of trash and/or debris.

The map or list shall contain the rationale or data to support priority designations.

- (b) In areas not subject to a trash TMDL, the LACFCD shall inspect its catch basins according to the following schedule:

Priority A: A minimum of 3 times during the wet season (October 1 through April 15) and once during the dry season every year.

Priority B: A minimum of once during the wet season and once during the dry season every year.

Priority C: A minimum of once per year.

Catch basins shall be cleaned as necessary on the basis of inspections. At a minimum, LACFCD shall ensure that any catch basin that is determined to be at least 25% full of trash shall be cleaned out. LACFCD shall maintain inspection and cleaning records for Regional Water Board review.

- (c) In areas that are subject to a trash TMDL, the subject Permittees shall implement the applicable provisions in Part VI.E.

(4) Catch Basin Labels and Open Channel Signage

- (a) LACFCD shall label all catch basin inlets that they own with a legible "no dumping" message.
- (b) The LACFCD shall inspect the legibility of the catch basin stencil or label nearest the inlet prior to the wet season every year.
- (c) The LACFCD shall record all catch basins with illegible stencils and re-stencil or re-label within 180 days of inspection.
- (d) The LACFCD shall post signs, referencing local code(s) that prohibit littering and illegal dumping, at designated public access points to open channels, creeks, urban lakes, and other relevant waterbodies.

(5) Open Channel Maintenance

The LACFCD shall implement a program for Open Channel Maintenance that includes the following:

- (a) Visual monitoring of LACFCD owned open channels and other drainage structures for trash and debris at least annually;
 - (b) Removal of trash and debris from open channels a minimum of once per year before the wet season;
 - (c) Elimination of the discharge of contaminants produced by storm drain maintenance and clean outs; and
 - (d) Proper disposal of debris and trash removed during open channel maintenance.
- (6) Infiltration from Sanitary Sewer to MS4/Preventive Maintenance
 - (a) The LACFCD shall implement controls and measures to prevent and eliminate infiltration of seepage from sanitary sewers to its MS4 thorough routine preventive maintenance of its MS4.
 - (b) The LACFCD shall implement controls to limit infiltration of seepage from sanitary sewers to its MS4 where necessary. Such controls must include:
 - (i) Adequate plan checking for construction and new development;
 - (ii) Incident response training for its employees that identify sanitary sewer spills;
 - (iii) Code enforcement inspections;
 - (iv) MS4 maintenance and inspections;
 - (v) Interagency coordination with sewer agencies; and
 - (vi) Proper education of its staff and contractors conducting field operations on its MS4.
- (7) LACFCD-Owned Treatment Control BMPs
 - (a) The LACFCD shall implement an inspection and maintenance program for all LACFCD-owned treatment control BMPs, including post-construction treatment control BMPs.
 - (b) The LACFCD shall ensure proper operation of all its treatment control BMPs and maintain them as necessary for proper operation, including all post-construction treatment control BMPs.
 - (c) Any residual water produced by a treatment control BMP and not being internal to the BMP performance when being maintained shall be:
 - (i) Hauled away and legally disposed of; or
 - (ii) Applied to the land without runoff; or
 - (iii) Discharged to the sanitary sewer system (with permits or authorization); or

- (iv) Treated or filtered to remove bacteria, sediments, nutrients, and meet the limitations set in Table 19 (Discharge Limitations for Dewatering Treatment BMPs), prior to discharge to the MS4.

viii. Parking Facilities Management

LACFCD-owned parking lots exposed to storm water shall be kept clear of debris and excessive oil buildup and cleaned no less than 2 times per month and/or inspected no less than 2 times per month to determine if cleaning is necessary. In no case shall a LACFCD-owned parking lot be cleaned less than once a month.

ix. Emergency Procedures

The LACFCD may conduct repairs and rehabilitation of essential public service systems and infrastructure in emergency situations with a self-waiver of the provisions of this Order as follows:

- (1) The LACFCD shall abide by all other regulatory requirements, including notification to other agencies as appropriate.
- (2) Where the self-waiver has been invoked, the LACFCD shall notify the Regional Water Board Executive Officer of the occurrence of the emergency no later than 30 business days after the situation of emergency has passed.
- (3) Minor repairs of essential public service systems and infrastructure in emergency situations (that can be completed in less than one week) are not subject to the notification provisions. Appropriate BMPs to reduce the threat to water quality shall be implemented.

x. Employee and Contractor Training

- (1) The LACFCD shall, no later than one year after Order adoption and annually thereafter before June 30, train all of their employees and contractors in targeted positions (whose interactions, jobs, and activities affect storm water quality) on the requirements of the overall storm water management program to:
 - (a) Promote a clear understanding of the potential for activities to pollute storm water.
 - (b) Identify opportunities to require, implement, and maintain appropriate BMPs in their line of work.

- (2) The LACFCD shall, no later than one year after Order adoption and annually thereafter before June 30, train all of their employees and contractors who use or have the potential to use pesticides or fertilizers (whether or not they normally apply these as part of their work). Outside contractors can self-certify, providing they certify they have received all applicable training required in the Order and have documentation to that effect. Training programs shall address:
 - (a) The potential for pesticide-related surface water toxicity.
 - (b) Proper use, handling, and disposal of pesticides.
 - (c) Least toxic methods of pest prevention and control, including IPM.
 - (d) Reduction of pesticide use.
- (3) The LACFCD shall require appropriate training of contractor employees in targeted positions as described above.

d. Illicit Connections and Illicit Discharge Elimination Program

i. General

- (1) The LACFCD shall continue to implement an Illicit Connection and Illicit Discharge (IC/ID) Program to detect, investigate, and eliminate IC/IDs to its MS4. The IC/ID Program must be implemented in accordance with the requirements and performance measures specified in the following subsections.
- (2) As stated in Part VI.A.2 of this Order, each Permittee must have adequate legal authority to prohibit IC/IDs to the MS4 and enable enforcement capabilities to eliminate the source of IC/IDs.
- (3) The LACFCD's IC/ID Program shall consist of at least the following major program components:
 - (a) An up-to-date map of LACFCD's MS4
 - (b) Procedures for conducting source investigations for IC/IDs
 - (c) Procedures for eliminating the source of IC/IDs
 - (d) Procedures for public reporting of illicit discharges
 - (e) Spill response plan
 - (f) IC/IDs education and training for LACFCD staff

ii. MS4 Mapping

- (1) The LACFCD shall maintain an up-to-date and accurate electronic map of its MS4. If possible, the map should be maintained within a GIS. The map must show the following, at a minimum:
 - (a) Within one year of Permit adoption, the location of outfalls owned and maintained by the LACFCD. Each outfall shall be given an alphanumeric identifier, which must be noted on the map. Each mapped outfall shall be located using a geographic positioning system (GPS). Photographs of the major outfalls shall be taken to provide baseline information to track operation and maintenance needs over time.
 - (b) The location and length of open channels and underground storm drain pipes with a diameter of 36 inches or greater that are owned and operated by the LACFCD.
 - (c) The location and name of all waterbodies receiving discharges from those MS4 major outfalls identified in (a).
 - (d) All LACFCD's dry weather diversions installed within the MS4 to direct flows from the MS4 to the sanitary sewer system, including the owner and operator of each diversion.
 - (e) By the end of the Permit term, map all known permitted and documented connections to its MS4 system.
- (2) The MS4 map shall be updated as necessary.

iii. Illicit Discharge Source Investigation and Elimination

- (1) The LACFCD shall develop written procedures for conducting investigations to prioritize and identify the source of all illicit discharges to its MS4, including procedures to eliminate the discharge once the source is located.
- (2) At a minimum, the LACFCD shall initiate²³ an investigation(s) to identify and locate the source within one business day of becoming aware of the illicit discharge.
- (3) When conducting investigations, the LACFCD shall comply with the following:
 - (a) Illicit discharges suspected of being sanitary sewage and/or significantly contaminated shall be investigated first.
 - (b) The LACFCD shall track all investigations to document, at a minimum, the date(s) the illicit discharge was observed; the results

²³ Permittees may comply with the Permit by taking initial steps (such as logging, prioritizing, and tasking) to "initiate" the investigation within one business day. However, the Regional Water Board would expect that the initial investigation, including a site visit, occur within two business days of becoming aware of the illicit discharge.

- of the investigation; any follow-up of the investigation; and the date the investigation was closed.
- (c) The LACFCD shall prioritize and investigate the source of all observed illicit discharges to its MS4.
 - (d) If the source of the illicit discharge is found to be a discharge authorized under an NPDES permit, the LACFCD shall document the source and report to the Regional Water Board within 30 days of determination. No further action is required.
 - (e) If the source of the illicit discharge has been determined to originate from within the jurisdiction of other Permittee(s) with land use authority over the suspected responsible party/parties, the LACFCD shall immediately alert the appropriate Permittee(s) of the problem for further action by the Permittee(s).
- (4) When taking corrective action to eliminate illicit discharges, the LACFCD shall comply with the following:
- (a) If the source of the illicit discharge has been determined or suspected by the LACFCD to originate within an upstream jurisdiction(s), the LACFCD shall immediately notify the upstream jurisdiction(s), and notify the Regional Water Board within 30 days of such determination and provide all the information collected and efforts taken.
 - (b) Once the Permittee with land use authority over the suspected responsible party/parties has been alerted, the LACFCD may continue to work in cooperation with the Permittee(s) to notify the responsible party/parties of the problem, and require the responsible party/parties to immediately initiate necessary corrective actions to eliminate the illicit discharge. Upon being notified that the discharge has been eliminated, the LACFCD may, in conjunction with the Permittee(s) conduct a follow-up investigation to verify that the discharge has been eliminated and cleaned up to the satisfaction of the LACFCD. The LACFCD shall document its follow-up investigation. The LACFCD may seek recovery and remediation costs from responsible parties or require compensation for the cost of all inspection and investigation activities. Resulting enforcement actions shall follow the program's Progressive Enforcement Policy.
 - (c) If the source of the illicit discharge cannot be traced to a suspected responsible party, the LACFCD, in conjunction with other affected Permittees, shall continue implementing the illicit discharge/spill response plan.

- (5) In the event the LACFCD and/or other Permittees are unable to eliminate an ongoing illicit discharge following full execution of its legal authority and in accordance with its Progressive Enforcement Policy, including the inability to find the responsible party/parties, or other circumstances prevent the full elimination of an ongoing illicit discharge, the LACFCD and/or other Permittees shall notify the Regional Water Board within 30 days of such determination and provide available information to the Regional Water Board.

iv. Identification and Response to Illicit Connections

- (1) Investigation

The LACFCD, upon discovery or upon receiving a report of a suspected illicit connection, shall initiate an investigation within 21 days, to determine the following: (1) source of the connection, (2) nature and volume of discharge through the connection, and (3) responsible party for the connection.

- (2) Elimination

The LACFCD, upon confirmation of an illicit connection to its MS4, shall ensure that the connection is:

- (a) Permitted or documented, provided the connection will only discharge storm water and non-storm water allowable under this Order or other individual or general NPDES Permits/WDRs, or
- (b) Eliminated within 180 days of completion of the investigation, using its formal enforcement authority, if necessary, to eliminate the illicit connection.

- (3) Documentation

Formal records must be maintained for all illicit connection investigations and the formal enforcement taken to eliminate illicit connections.

v. Public Reporting of Non-Stormwater Discharges and Spills

- (1) The LACFCD shall, in collaboration with the County, continue to maintain the 888-CLEAN-LA hotline and corresponding internet site at www.888cleanla.org to promote, publicize, and facilitate public reporting of illicit discharges or water quality impacts associated with discharges into or from MS4s.
- (2) The LACFCD shall include information regarding public reporting of illicit discharges or improper disposal on the signage adjacent to open channels as required in Part VI.D.9.h.vi.(4).
- (3) The LACFCD shall develop and maintain written procedures that document how complaint calls and internet submissions are received, documented, and tracked to ensure that all complaints are adequately addressed. The procedures shall be evaluated annually to determine whether changes or updates are needed to ensure that the procedures accurately document the methods employed by the LACFCD. Any identified changes shall be made to the procedures subsequent to the annual evaluation.
- (4) The LACFCD shall maintain documentation of the complaint calls and internet submissions and record the location of the reported spill or IC/ID and the actions undertaken, including referrals to other agencies, in response to all IC/ID complaints.

vi. Illicit Discharge and Spill Response Plan

- (1) The LACFCD shall implement an ID and spill response plan for all spills that may discharge into its system. The ID and spill response plan shall clearly identify agencies responsible for ID and spill response and cleanup, contact information, and shall contain at a minimum the following requirements:
 - (a) Coordination with spill response teams throughout all appropriate departments, programs and agencies so that maximum water quality protection is provided.
 - (b) Initiation of investigation of all public and employee ID and spill complaints within one business day of receiving the complaint to assess validity.
 - (c) Response to ID and spills within 4 hours of becoming aware of the ID or spill, except where such IDs or spills occur on private property, in which case the response should be within 2 hours of gaining legal access to the property.
 - (d) IDs or spills that may endanger health or the environment shall be reported to appropriate public health agencies and the Office of Emergency Services (OES).

vii. Illicit Connection and Illicit Discharge Education and Training

- (1) The LACFCD must continue to implement a training program regarding the identification of IC/IDs for all LACFCD field staff, who, as part of their normal job responsibilities (e.g., storm drain inspection and maintenance), may come into contact with or otherwise observe an illicit discharge or illicit connection to its MS4. Contact information, including the procedure for reporting an illicit discharge, must be included in the LACFCD's fleet vehicles that are used by field staff. Training program documents must be available for review by the Regional Water Board.
- (2) The LACFCD's training program should address, at a minimum, the following:
 - (a) IC/ID identification, including definitions and examples,
 - (b) investigation,
 - (c) elimination,
 - (d) cleanup,
 - (e) reporting, and
 - (f) documentation.
- (3) The LACFCD must create a list of applicable positions which require IC/ID training and ensure that training is provided at least twice during the term of this Order. The LACFCD must maintain documentation of the training activities.
- (4) New LACFCD staff members must be provided with IC/ID training within 180 days of starting employment.
- (5) The LACFCD shall require its contractors to train their employees in targeted positions as described above.

5. Public Information and Participation Program

a. General

- i. Each Permittee shall implement a Public Information and Participation Program (PIPP) that includes the requirements listed in this Part VI.D.5. Each Permittee shall be responsible for developing and implementing the PIPP and implementing specific PIPP requirements. The objectives of the PIPP are as follows:
 - (1) To measurably increase the knowledge of the target audiences about the MS4, the adverse impacts of storm water pollution on receiving waters and potential solutions to mitigate the impacts.
 - (2) To measurably change the waste disposal and storm water pollution generation behavior of target audiences by developing and encouraging the implementation of appropriate alternatives.

- (3) To involve and engage a diversity of socio-economic groups and ethnic communities in Los Angeles County to participate in mitigating the impacts of storm water pollution.

b. PIPP Implementation

- i. Each Permittee shall implement the PIPP requirements listed in this Part VI.D.4 using one or more of the following approaches:
 - (1) By participating in a County-wide PIPP,
 - (2) By participating in one or more Watershed Group sponsored PIPPs, and/or
 - (3) Or individually within its jurisdiction.
- ii. If a Permittee participates in a County-wide or Watershed Group PIPP, the Permittee shall provide the contact information for their appropriate staff responsible for storm water public education activities to the designated PIPP coordinator and contact information changes no later than 30 days after a change occurs.

c. Public Participation

- i. Each Permittee, whether participating in a County-wide or Watershed Group sponsored PIPP, or acting individually, shall provide a means for public reporting of clogged catch basin inlets and illicit discharges/dumping, faded or missing catch basin labels, and general storm water and non-storm water pollution prevention information.
 - (1) Permittees may elect to use the 888-CLEAN-LA hotline as the general public reporting contact or each Permittee or Watershed Group may establish its own hotline, if preferred.
 - (2) Each Permittee shall include the reporting information, updated when necessary, in public information, and the government pages of the telephone book, as they are developed or published.
 - (3) Each Permittee shall identify staff or departments who will serve as the contact person(s) and shall make this information available on its website.
 - (4) Each Permittee is responsible for providing current, updated hotline contact information to the general public within its jurisdiction.
- ii. Organize events targeted to residents and population subgroups to educate and involve the community in storm water and non-storm water pollution prevention and clean-up (e.g., education seminars, clean-ups, and community catch basin stenciling).

d. Residential Outreach Program

- i. Working in conjunction with a County-wide or Watershed Group sponsored PIPP or individually, each Permittee shall implement the following activities:

- (1) Conduct storm water pollution prevention public service announcements and advertising campaigns
- (2) Public education materials shall include but are not limited to information on the proper handling (i.e., disposal, storage and/or use) of:
 - (a) Vehicle waste fluids
 - (b) Household waste materials (i.e., trash and household hazardous waste, including personal care products and pharmaceuticals)
 - (c) Construction waste materials
 - (d) Pesticides and fertilizers (including integrated pest management practices [IPM] to promote reduced use of pesticides)
 - (e) Green waste (including lawn clippings and leaves)
 - (f) Animal wastes
- (3) Distribute activity specific storm water pollution prevention public education materials at, but not limited to, the following points of purchase:
 - (a) Automotive parts stores
 - (b) Home improvement centers / lumber yards / hardware stores/paint stores
 - (c) Landscaping / gardening centers
 - (d) Pet shops / feed stores
- (4) Maintain storm water websites or provide links to storm water websites via the Permittee's website, which shall include educational material and opportunities for the public to participate in storm water pollution prevention and clean-up activities listed in Part VI.D.4.
- (5) Provide independent, parochial, and public schools within in each Permittee's jurisdiction with materials to educate school children (K-12) on storm water pollution. Material may include videos, live presentations, and other information. Permittees are encouraged to work with, or leverage, materials produced by other statewide agencies and associations such as the State Water Board's "Erase the Waste" educational program and the California Environmental Education Interagency Network (CEEIN) to implement this requirement.
- (6) When implementing activities in subsections (1)-(5), Permittees shall use effective strategies to educate and involve ethnic communities in storm water pollution prevention through culturally effective methods.

6. Industrial/Commercial Facilities Program

a. General

- i. Each Permittee shall implement an Industrial / Commercial Facilities Program that meets the requirements of this Part VI.D.6. The Industrial / Commercial

Facilities Program shall be designed to prevent illicit discharges into the MS4 and receiving waters, reduce industrial / commercial discharges of storm water to the maximum extent practicable, and prevent industrial / commercial discharges from the MS4 from causing or contributing to a violation of receiving water limitations. At a minimum, the Industrial / Commercial Facilities Program shall be implemented in accordance with the requirements listed in this Part VI.D.6, or as approved in a Watershed Management Program per Part VI.C. Minimum program components shall include the following components:

- (1) Track
- (2) Educate
- (3) Inspect
- (4) Ensure compliance with municipal ordinances at industrial and commercial facilities that are critical sources of pollutants in storm water

b. Track Critical Industrial / Commercial Sources

- i. Each Permittee shall maintain an updated watershed-based inventory or database containing the latitude / longitude coordinates of all industrial and commercial facilities within its jurisdiction that are critical sources of storm water pollution. The inventory or database shall be maintained in electronic format and incorporation of facility information into a Geographical Information System (GIS) is recommended. Critical Sources to be tracked are summarized below:

- (1) Commercial Facilities
 - (a) Restaurants
 - (b) Automotive service facilities (including those located at automotive dealerships)
 - (c) Retail Gasoline Outlets
 - (d) Nurseries and Nursery Centers (Merchant Wholesalers, Nondurable Goods, and Retail Trade)
- (2) USEPA "Phase I" Facilities [as specified in 40 CFR §122.26(b)(14)(i)-(xi)]
- (3) Other federally-mandated facilities [as specified in 40 CFR §122.26(d)(2)(iv)(C)]
 - (a) Municipal landfills
 - (b) Hazardous waste treatment, disposal, and recovery facilities
 - (c) Industrial facilities subject to section 313 "Toxic Release Inventory" reporting requirements of the Emergency Planning and Community Right-to-Know Act of 1986 (EPCRA) [42 U.S.C. § 11023]
- (4) All other commercial or industrial facilities that the Permittee determines may contribute a substantial pollutant load to the MS4.

- ii. Each Permittee shall include the following minimum fields of information for each critical source industrial and commercial facility identified in its watershed-based inventory or database:
 - (1) Name of facility
 - (2) Name of owner/ operator and contact information
 - (3) Address of facility (physical and mailing)
 - (4) North American Industry Classification System (NAICS) code
 - (5) Standard Industrial Classification (SIC) code
 - (6) A narrative description of the activities performed and/or principal products produced
 - (7) Status of exposure of materials to storm water
 - (8) Name of receiving water
 - (9) Identification of whether the facility is tributary to a CWA § 303(d) listed water body segment or water body segment subject to a TMDL, where the facility generates pollutants for which the water body segment is impaired.
 - (10) Ability to denote if the facility is known to maintain coverage under the State Water Board's General NPDES Permit for the Discharge of Stormwater Associated with Industrial Activities (Industrial General Permit) or other individual or general NPDES permits or any applicable waiver issued by the Regional or State Water Board pertaining to storm water discharges.
 - (11) Ability to denote if the facility has filed a No Exposure Certification with the State Water Board.
- iii. Each Permittee shall update its inventory of critical sources at least annually. The update shall be accomplished through collection of new information obtained through field activities or through other readily available inter- and intra-agency informational databases (e.g., business licenses, pretreatment permits, sanitary sewer connection permits, and similar information).

c. Educate Industrial / Commercial Sources

- i. At least once during the five-year period of this Order, each Permittee shall notify the owner/operator of each of its inventoried commercial and industrial sites identified in Part VI.D.6.b of the BMP requirements applicable to the site/source.
- ii. Business Assistance Program
 - (1) Each Permittee shall implement a Business Assistance Program to provide technical information to businesses to facilitate their efforts to reduce the discharge of pollutants in storm water. Assistance shall be targeted to select business sectors or small businesses upon a determination that their activities may be contributing substantial pollutant

loads to the MS4 or receiving water. Assistance may include technical guidance and provision of educational materials. The Program may include:

- (a) On-site technical assistance, telephone, or e-mail consultation regarding the responsibilities of business to reduce the discharge of pollutants, procedural requirements, and available guidance documents.
- (b) Distribution of storm water pollution prevention educational materials to operators of auto repair shops; car wash facilities; restaurants and mobile sources including automobile/equipment repair, washing, or detailing; power washing services; mobile carpet, drape, or upholstery cleaning services; swimming pool, water softener, and spa services; portable sanitary services; and commercial applicators and distributors of pesticides, herbicides and fertilizers, if present.

d. Inspect Critical Commercial Sources

i. Frequency of Mandatory Commercial Facility Inspections

Each Permittee shall inspect all commercial facilities identified in Part VI.D.6.b twice during the 5-year term of the Order, provided that the first mandatory compliance inspection occurs no later than 2 years after the effective date of this Order. A minimum interval of 6 months between the first and the second mandatory compliance inspection is required. In addition, each Permittee shall implement the activities outlined in the following subparts.

ii. Scope of Mandatory Commercial Facility Inspections

Each Permittee shall inspect all commercial facilities to confirm that storm water and non-storm water BMPs are being effectively implemented in compliance with municipal ordinances. At each facility, inspectors shall verify that the operator is implementing effective source control BMPs for each corresponding activity. Each Permittee shall require implementation of additional BMPs where storm water from the MS4 discharges to a significant ecological area (SEA), a water body subject to TMDL provisions in Part VI.E, or a CWA § 303(d) listed impaired water body. Likewise, for those BMPs that are not adequately protective of water quality standards, a Permittee may require additional site-specific controls.

e. Inspect Critical Industrial Sources

Each Permittee shall conduct industrial facility compliance inspections as specified below.

i. Frequency of Mandatory Industrial Facility Compliance Inspections

(1) Minimum Inspection Frequency

Each Permittee shall perform an initial mandatory compliance inspection at all industrial facilities identified in Part VI.D.6.b no later than 2 years after the effective date of this Order. After the initial inspection, all

facilities that have not filed a No Exposure Certification with the State Water Board are subject to a second mandatory compliance inspection. A minimum interval of 6 months between the first and the second mandatory compliance inspection is required. A facility need not be inspected more than twice during the term of the Order unless subject to an enforcement action as specified in Part VI.D.6.h below.

(2) Exclusion of Facilities Previously Inspected by the Regional Water Board

Each Permittee shall review the State Water Board's Storm Water Multiple Application and Report Tracking System (SMARTS) database²⁴ at defined intervals to determine if an industrial facility has recently been inspected by the Regional Water Board. The first interval shall occur approximately 2 years after the effective date of the Order. The Permittee does not need to inspect the facility if it is determined that the Regional Water Board conducted an inspection of the facility within the prior 24 month period. The second interval shall occur approximately 4 years after the effective date of the Order. Likewise, the Permittee does not need to inspect the facility if it is determined that the Regional Water Board conducted an inspection of the facility within the prior 24 month period.

(3) No Exposure Verification

As a component of the first mandatory inspection, each Permittee shall identify those facilities that have filed a No Exposure Certification with the State Water Board. Approximately 3 to 4 years after the effective date of the Order, each Permittee shall evaluate its inventory of industrial facilities and perform a second mandatory compliance inspection at a minimum of 25% of the facilities identified to have filed a No Exposure Certification. The purpose of this inspection is to verify the continuity of the no exposure status.

(4) Exclusion Based on Watershed Management Program

A Permittee is exempt from the mandatory inspection frequencies listed above if it is implementing industrial inspections in accordance with an approved Watershed Management Program per Part VI.C.

ii. Scope of Mandatory Industrial Facility Inspections

Each Permittee shall confirm that each industrial facility:

- (1) Has a current Waste Discharge Identification (WDID) number for coverage under the Industrial General Permit, and that a Storm Water Pollution Prevention Plan (SWPPP) is available on-site; *or*
- (2) Has applied for, and has received a current No Exposure Certification for facilities subject to this requirement;
- (3) Is effectively implementing BMPs in compliance with municipal ordinances. Facilities must implement the source control BMPs identified

²⁴ SMARTS is accessible at <https://smarts.waterboards.ca.gov/smarts/faces/SwSmartsLogin.jsp>

in Table 10, unless the pollutant generating activity does not occur. The Permittees shall require implementation of additional BMPs where storm water from the MS4 discharges to a water body subject to TMDL Provisions in Part VI.E, or a CWA § 303(d) listed impaired water body. Likewise, if the specified BMPs are not adequately protective of water quality standards, a Permittee may require additional site-specific controls. For critical sources that discharge to MS4s that discharge to SEAs, each Permittee shall require operators to implement additional pollutant-specific controls to reduce pollutants in storm water runoff that are causing or contributing to exceedances of water quality standards.

- (4) Applicable industrial facilities identified as not having either a current WDID or No Exposure Certification shall be notified that they must obtain coverage under the Industrial General Permit and shall be referred to the Regional Water Board per the Progressive Enforcement Policy procedures identified in Part VI.D.2.

f. Source Control BMPs for Commercial and Industrial Facilities

Effective source control BMPs for the activities listed in Table 10 shall be implemented at commercial and industrial facilities, unless the pollutant generating activity does not occur:

Table 10. Source Control BMPs at Commercial and Industrial Facilities

Pollutant-Generating Activity	BMP Narrative Description
Unauthorized Non-Storm water Discharges	Effective elimination of non-storm water discharges
Accidental Spills/ Leaks	Implementation of effective spills/ leaks prevention and response procedures
Vehicle/ Equipment Fueling	Implementation of effective fueling source control devices and practices
Vehicle/ Equipment Cleaning	Implementation of effective equipment/ vehicle cleaning practices and appropriate wash water management practices
Vehicle/ Equipment Repair	Implementation of effective vehicle/ equipment repair practices and source control devices
Outdoor Liquid Storage	Implementation of effective outdoor liquid storage source controls and practices
Outdoor Equipment Operations	Implementation of effective outdoor equipment source control devices and practices
Outdoor Storage of Raw Materials	Implementation of effective source control practices and structural devices
Storage and Handling of Solid Waste	Implementation of effective solid waste storage/ handling practices and appropriate control measures
Building and Grounds Maintenance	Implementation of effective facility maintenance practices

Pollutant-Generating Activity	BMP Narrative Description
Parking/ Storage Area Maintenance	Implementation of effective parking/ storage area designs and housekeeping/ maintenance practices
Storm water Conveyance System Maintenance Practices	Implementation of proper conveyance system operation and maintenance protocols
Pollutant-Generating Activity	BMP Narrative Description from Regional Water Board Resolution No. 98-08
Sidewalk Washing	1. Remove trash, debris, and free standing oil/grease spills/leaks (use absorbent material, if necessary) from the area before washing; and 2. Use high pressure, low volume spray washing using only potable water with no cleaning agents at an average usage of 0.006 gallons per square feet of sidewalk area.
Street Washing	Collect and divert wash water to the sanitary sewer – publically owned treatment works (POTW). Note: POTW approval may be needed.

g. Significant Ecological Areas (SEAs)

See VI.D.6.e.ii.3.

h. Progressive Enforcement

Each Permittee shall implement its Progressive Enforcement Policy to ensure that Industrial / Commercial facilities are brought into compliance with all storm water requirements within a reasonable time period. See Part VI.D.2 for requirements for the development and implementation of a Progressive Enforcement Policy.

7. Planning and Land Development Program

a. Purpose

- i. Each Permittee shall implement a Planning and Land Development Program pursuant to Part VI.D.7.b for all New Development and Redevelopment projects subject to this Order to:
 - (1) Lessen the water quality impacts of development by using smart growth practices such as compact development, directing development towards existing communities via infill or redevelopment, and safeguarding of environmentally sensitive areas.
 - (2) Minimize the adverse impacts from storm water runoff on the biological integrity of Natural Drainage Systems and the beneficial uses of water

bodies in accordance with requirements under CEQA (Cal. Pub. Resources Code § 21000 et seq.).

- (3) Minimize the percentage of impervious surfaces on land developments by minimizing soil compaction during construction, designing projects to minimize the impervious area footprint, and employing Low Impact Development (LID) design principles to mimic predevelopment hydrology through infiltration, evapotranspiration and rainfall harvest and use.
- (4) Maintain existing riparian buffers and enhance riparian buffers when possible.
- (5) Minimize pollutant loadings from impervious surfaces such as roof tops, parking lots, and roadways through the use of properly designed, technically appropriate BMPs (including Source Control BMPs such as good housekeeping practices), LID Strategies, and Treatment Control BMPs.
- (6) Properly select, design and maintain LID and Hydromodification Control BMPs to address pollutants that are likely to be generated, reduce changes to pre-development hydrology, assure long-term function, and avoid the breeding of vectors²⁵.
- (7) Prioritize the selection of BMPs to remove storm water pollutants, reduce storm water runoff volume, and beneficially use storm water to support an integrated approach to protecting water quality and managing water resources in the following order of preference:
 - (a) On-site infiltration, bioretention and/or rainfall harvest and use.
 - (b) On-site biofiltration, off-site ground water replenishment, and/or off-site retrofit.

b. Applicability

i. New Development Projects

- (1) Development projects subject to Permittee conditioning and approval for the design and implementation of post-construction controls to mitigate storm water pollution, prior to completion of the project(s), are:
 - (a) All development projects equal to 1 acre or greater of disturbed area and adding more than 10,000 square feet of impervious surface area
 - (b) Industrial parks 10,000 square feet or more of surface area
 - (c) Commercial malls 10,000 square feet or more surface area
 - (d) Retail gasoline outlets 5,000 square feet or more of surface area
 - (e) Restaurants (SIC 5812) 5,000 square feet or more of surface area

²⁵ Treatment BMPs when designed to drain within 96 hours of the end of rainfall minimize the potential for the breeding of vectors. See California Department of Public Health *Best Management Practices for Mosquito Control in California* (2012) at <http://www.westnile.ca.gov/resources.php>

- (f) Parking lots 5,000 square feet or more of impervious surface area, or with 25 or more parking spaces
- (g) Street and road construction of 10,000 square feet or more of impervious surface area shall follow USEPA guidance regarding Managing Wet Weather with Green Infrastructure: Green Streets²⁶ (December 2008 EPA-833-F-08-009) to the maximum extent practicable. Street and road construction applies to standalone streets, roads, highways, and freeway projects, and also applies to streets within larger projects.
- (h) Automotive service facilities (SIC 5013, 5014, 5511, 5541, 7532-7534 and 7536-7539) 5,000 square feet or more of surface area
- (i) Redevelopment projects in subject categories that meet Redevelopment thresholds identified in Part VI.D.6.b.ii (Redevelopment Projects) below
- (j) Projects located in or directly adjacent to, or discharging directly to a Significant Ecological Area (SEA), where the development will:
 - (i) Discharge storm water runoff that is likely to impact a sensitive biological species or habitat; and
 - (ii) Create 2,500 square feet or more of impervious surface area
- (k) Single-family hillside homes. To the extent that a Permittee may lawfully impose conditions, mitigation measures or other requirements on the development or construction of a single-family home in a hillside area as defined in the applicable Permittee's Code and Ordinances, each Permittee shall require that during the construction of a single-family hillside home, the following measures are implemented:
 - (i) Conserve natural areas
 - (ii) Protect slopes and channels
 - (iii) Provide storm drain system stenciling and signage
 - (iv) Divert roof runoff to vegetated areas before discharge unless the diversion would result in slope instability
 - (v) Direct surface flow to vegetated areas before discharge unless the diversion would result in slope instability.

ii. Redevelopment Projects

- (1) Redevelopment projects subject to Permittee conditioning and approval for the design and implementation of post-construction controls to mitigate storm water pollution, prior to completion of the project(s), are:
 - (a) Land-disturbing activity that results in the creation or addition or replacement of 5,000 square feet or more of impervious surface area

²⁶ <http://water.epa.gov/infrastructure/greeninfrastructure/index.cfm>

on an already developed site on development categories identified in Part VI.D.6.c. (New Development/Redevelopment Performance Criteria).

- (b) Where Redevelopment results in an alteration to more than fifty percent of impervious surfaces of a previously existing development, and the existing development was not subject to post-construction storm water quality control requirements, the entire project must be mitigated.
- (c) Where Redevelopment results in an alteration of less than fifty percent of impervious surfaces of a previously existing development, and the existing development was not subject to post-construction storm water quality control requirements, only the alteration must be mitigated, and not the entire development.
 - (i) Redevelopment does not include routine maintenance activities that are conducted to maintain original line and grade, hydraulic capacity, original purpose of facility or emergency redevelopment activity required to protect public health and safety. Impervious surface replacement, such as the reconstruction of parking lots and roadways which does not disturb additional area and maintains the original grade and alignment, is considered a routine maintenance activity. Redevelopment does not include the repaving of existing roads to maintain original line and grade.
 - (ii) Existing single-family dwelling and accessory structures are exempt from the Redevelopment requirements unless such projects create, add, or replace 10,000 square feet of impervious surface area.
- (d) In this section, Existing Development or Redevelopment projects shall mean all discretionary permit projects or project phases that have not been deemed complete for processing, or discretionary permit projects without vesting tentative maps that have not requested and received an extension of previously granted approvals within 90 days of adoption of the Order. Projects that have been deemed complete within 90 days of adoption of the Order are not subject to the requirements Section 7.c. For Permittee's projects the effective date shall be the date the governing body or their designee approves initiation of the project design.
- (e) Specifically, the Newhall Ranch Project Phases I and II (a.k.a. the Landmark and Mission Village projects) are deemed to be an existing development that will at a minimum, be designed to comply with the Specific LID Performance Standards attached to the Waste Discharge Requirements (Order No. R4-2012-0139). All subsequent phases of the Newhall Ranch Project constructed during the term of this Order shall be subject to the requirements of this Order.

c. New Development/ Redevelopment Project Performance Criteria

i. Integrated Water Quality/Flow Reduction/Resources Management Criteria

- (1) Each Permittee shall require all New Development and Redevelopment projects (referred to hereinafter as “new projects”) identified in Part VI.D.7.b to control pollutants, pollutant loads, and runoff volume emanating from the project site by: (1) minimizing the impervious surface area and (2) controlling runoff from impervious surfaces through infiltration, bioretention and/or rainfall harvest and use.
- (2) Except as provided in Part VI.D.7.c.ii. (Technical Infeasibility or Opportunity for Regional Ground Water Replenishment), Part VI.D.7.d.i (Local Ordinance Equivalence), or Part VI.D.7.c.v (Hydromodification), below, each Permittee shall require the project to retain on-site the Stormwater Quality Design Volume (SWQDv) defined as the runoff from:
 - (a) The 0.75-inch, 24-hour rain event or
 - (b) The 85th percentile, 24-hour rain event, as determined from the Los Angeles County 85th percentile precipitation isohyetal map, *whichever is greater*.
- (3) Bioretention and biofiltration systems shall meet the design specifications provided in Attachment H to this Order unless otherwise approved by the Regional Water Board Executive Officer.
- (4) When evaluating the potential for on-site retention, each Permittee shall consider the maximum potential for evapotranspiration from green roofs and rainfall harvest and use.

ii. Alternative Compliance for Technical Infeasibility or Opportunity for Regional Ground Water Replenishment

- (1) In instances of technical infeasibility or where a project has been determined to provide an opportunity to replenish regional ground water supplies at an offsite location, each Permittee may allow projects to comply with this Order through the alternative compliance measures as described in Part VI.D.7.c.iii.
- (2) To demonstrate technical infeasibility, the project applicant must demonstrate that the project cannot reliably retain 100 percent of the SWQDv on-site, even with the maximum application of green roofs and rainwater harvest and use, and that compliance with the applicable post-construction requirements would be technically infeasible by submitting a site-specific hydrologic and/or design analysis conducted and endorsed by a registered professional engineer, geologist, architect, and/or landscape architect. Technical infeasibility may result from conditions including the following:
 - (a) The infiltration rate of saturated in-situ soils is less than 0.3 inch per hour and it is not technically feasible to amend the in-situ soils to attain an infiltration rate necessary to achieve reliable performance of infiltration or bioretention BMPs in retaining the SWQDv on-site.

- (b) Locations where seasonal high ground water is within 5 to 10 feet of the surface,
 - (c) Locations within 100 feet of a ground water well used for drinking water,
 - (d) Brownfield development sites where infiltration poses a risk of causing pollutant mobilization,
 - (e) Other locations where pollutant mobilization is a documented concern²⁷,
 - (f) Locations with potential geotechnical hazards, or
 - (g) Smart growth and infill or redevelopment locations where the density and/ or nature of the project would create significant difficulty for compliance with the on-site volume retention requirement.
- (3) To utilize alternative compliance measures to replenish ground water at an offsite location, the project applicant shall demonstrate (i) why it is not advantageous to replenish ground water at the project site, (ii) that ground water can be used for beneficial purposes at the offsite location, and (iii) that the alternative measures shall also provide equal or greater water quality benefits to the receiving surface water than the Water Quality/Flow Reduction/Resource Management Criteria in Part VI.7.D.c.i.

iii. Alternative Compliance Measures

When a Permittee determines a project applicant has demonstrated that it is technically infeasible to retain 100 percent of the SWQDv on-site, or is proposing an alternative offsite project to replenish regional ground water supplies, the Permittee shall require one of the following mitigation options:

(1) On-site Biofiltration

- (a) If using biofiltration due to demonstrated technical infeasibility, then the new project must biofiltrate 1.5 times the portion of the SWQDv that is not reliably retained on-site, as calculated by Equation 1 below.

Equation 1:

$$Bv = 1.5 * [SWQDv - Rv]$$

Where:

Bv = biofiltration volume

²⁷ Pollutant mobilization is considered a documented concern at or near properties that are contaminated or store hazardous substances underground.

SWQDv = the storm water runoff from a 0.75 inch, 24-hour storm or the 85th percentile storm, *whichever is greater*.

Rv = volume reliably retained on-site

(b) Conditions for On-site Biofiltration

- (i) Biofiltration systems shall meet the design specifications provided in Attachment H to this Order unless otherwise approved by the Regional Water Board Executive Officer.
- (ii) Biofiltration systems discharging to a receiving water that is included on the Clean Water Act section 303(d) list of impaired water quality-limited water bodies due to nitrogen compounds or related effects shall be designed and maintained to achieve enhanced nitrogen removal capability. See Attachment H for design criteria for underdrain placement to achieve enhanced nitrogen removal.

(2) Offsite Infiltration

- (a) Use infiltration or bioretention BMPs to intercept a volume of storm water runoff equal to the SWQDv, less the volume of storm water runoff reliably retained on-site, at an approved offsite project, and
- (b) Provide pollutant reduction (treatment) of the storm water runoff discharged from the project site in accordance with the Water Quality Mitigation Criteria provided in Part VI.D.7.c.iv.
- (c) The required offsite mitigation volume shall be calculated by Equation 2 below and equal to:

Equation 2:

$$Mv = 1.0 * [SWQDv - Rv]$$

Where:

Mv = mitigation volume

SWQDv = runoff from the 0.75 inch, 24-hour storm event or the 85th percentile storm, *whichever is greater*

Rv = the volume of storm water runoff reliably retained on-site.

(3) Ground Water Replenishment Projects

Permittees may propose, in their Watershed Management Program or EWMP, regional projects to replenish regional ground water supplies at offsite locations, provided the groundwater supply has a designated beneficial use in the Basin Plan.

- (a) Regional groundwater replenishment projects must use infiltration, ground water replenishment, or bioretention BMPs to intercept a volume of storm water runoff equal to the SWQDv for new development and redevelopment projects, subject to Permittee conditioning and approval for the design and implementation of post-construction controls, within the approved project area, and
- (b) Provide pollutant reduction (treatment) of the storm water runoff discharged from development projects, within the project area, subject to Permittee conditioning and approval for the design and implementation of post-construction controls to mitigate storm water pollution in accordance with the Water Quality Mitigation Criteria provided in Part VI.D.7.c.iv.
- (c) Permittees implementing a regional ground water replenishment project in lieu of onsite controls shall ensure the volume of runoff captured by the project shall be equal to:

Equation 2:

$$Mv = 1.0 \cdot [SWQDv - Rv]$$

Where:

Mv = mitigation volume

SWQDv = runoff from the 0.75 inch, 24-hour storm event or the 85th percentile storm, whichever is greater

Rv = the volume of storm water runoff reliably retained on-site.

- (d) Regional groundwater replenishment projects shall be located in the same sub-watershed (defined as draining to the same HUC-12 hydrologic area in the Basin Plan) as the new development or redevelopment projects which did not implement on site retention BMPs . Each Permittee may consider locations outside of the HUC-12 but within the HUC-10 subwatershed area if there are no opportunities within the HUC-12 subwatershed or if greater pollutant reductions and/or ground water replenishment can be achieved at a location within the expanded HUC-10 subwatershed. The use of a mitigation, ground water replenishment, or retrofit project outside of the HUC-12 subwatershed is subject to the approval of the Executive Officer of the Regional Water Board.

(4) Offsite Project - Retrofit Existing Development

Use infiltration, bioretention, rainfall harvest and use and/or biofiltration BMPs to retrofit an existing development, with similar land uses as the new development or land uses associated with comparable or higher storm water runoff event mean concentrations (EMCs) than the new development.

Comparison of EMCs for different land uses shall be based on published data from studies performed in southern California. The retrofit plan shall be designed and constructed to:

- (a) Intercept a volume of storm water runoff equal to the mitigation volume (Mv) as described above in Equation 2, except biofiltration BMPs shall be designed to meet the biofiltration volume as described in Equation 1 and
- (b) Provide pollutant reduction (treatment) of the storm water runoff from the project site as described in the Water Quality Mitigation Criteria provided in Part VI.D.7.c.iv.

(5) Conditions for Offsite Projects

- (a) Project applicants seeking to utilize these alternative compliance provisions may propose other offsite projects, which the Permittees may approve if they meet the requirements of this subpart.
- (b) Location of offsite projects. Offsite projects shall be located in the same sub-watershed (defined as draining to the same HUC-12 hydrologic area in the Basin Plan) as the new development or redevelopment project. Each Permittee may consider locations outside of the HUC-12 but within the HUC-10 subwatershed area if there are no opportunities within the HUC-12 subwatershed or if greater pollutant reductions and/or ground water replenishment can be achieved at a location within the expanded HUC-10 subwatershed. The use of a mitigation, ground water replenishment, or retrofit project outside of the HUC-12 subwatershed is subject to the approval of the Executive Officer of the Regional Water Board.
- (c) Project applicant must demonstrate that equal benefits to ground water recharge cannot be met on the project site.
- (d) Each Permittee shall develop a prioritized list of offsite mitigation, ground water replenishment and/or retrofit projects, and when feasible, the mitigation must be directed to the highest priority project within the same HUC-12 or if approved by the Regional Water Board Executive Officer, the HUC-10 drainage area, as the new development project.
- (e) Infiltration/bioretention shall be the preferred LID BMP for offsite mitigation or ground water replenishment projects. Offsite retrofit projects may include green streets, parking lot retrofits, green roofs, and rainfall harvest and use. Biofiltration BMPs may be considered for retrofit projects when infiltration, bioretention or rainfall harvest and use is technically infeasible.
- (f) Each Permittee shall develop a schedule for the completion of offsite projects, including milestone dates to identify, fund, design, and construct the projects. Offsite projects shall be completed as soon as possible, and at the latest, within 4 years of the certificate of occupancy for the first project that contributed funds toward the

construction of the offsite project, unless a longer period is otherwise authorized by the Executive Officer of the Regional Water Board. For public offsite projects, each Permittee must provide in their annual reports a summary of total offsite project funds raised to date and a description (including location, general design concept, volume of water expected to be retained, and total estimated budget) of all pending public offsite projects. Funding sufficient to address the offsite volume must be transferred to the Permittee (for public offsite mitigation projects) or to an escrow account (for private offsite mitigation projects) within one year of the initiation of construction.

- (g) Offsite projects must be approved by the Permittee and may be subject to approval by the Regional Water Board Executive Officer, if a third-party petitions the Executive Officer to review the project. Offsite projects will be publicly noticed on the Regional Water Board's website for 30 days prior to approval.
- (h) The project applicant must perform the offsite projects as approved by either the Permittee or the Regional Water Board Executive Officer or provide sufficient funding for public or private offsite projects to achieve the equivalent mitigation storm water volume.

(6) Regional Storm Water Mitigation Program

A Permittee or Permittee group may apply to the Regional Water Board for approval of a regional or sub-regional storm water mitigation program to substitute in part or wholly for New and Redevelopment requirements for the area covered by the regional or sub-regional storm water mitigation program. Upon review and a determination by the Regional Water Board Executive Officer that the proposal is technically valid and appropriate, the Regional Water Board may consider for approval such a program if its implementation meets all of the following requirements:

- (a) Retains the runoff from the 85th percentile, 24-hour rain event or the 0.75 inch, 24-hour rain event, whichever is greater;
- (b) Results in improved storm water quality;
- (c) Protects stream habitat;
- (d) Promotes cooperative problem solving by diverse interests;
- (e) Is fiscally sustainable and has secure funding; and
- (f) Is completed in five years including the construction and start-up of treatment facilities.
- (g) Nothing in this provision shall be construed as to delay the implementation of requirements for new and redevelopment, as approved in this Order.

(7) Water Quality Mitigation Criteria

- (a) Each Permittee shall require all New Development and Redevelopment projects that have been approved for offsite mitigation or ground water replenishment projects as defined in Part VI.D.7.c.ii-iii to also provide treatment of storm water runoff from the project site. Each Permittee shall require these projects to design and implement post-construction storm water BMPs and control measures to reduce pollutant loading as necessary to:
- (i) Meet the pollutant specific benchmarks listed in Table 11 at the treatment systems outlet or prior to the discharge to the MS4, and
 - (ii) Ensure that the discharge does not cause or contribute to an exceedance of water quality standards at the Permittee's downstream MS4 outfall.
- (b) Each Permittee may allow the project proponent to install flow-through modular treatment systems including sand filters, or other proprietary BMP treatment systems with a demonstrated efficiency at least equivalent to a sand filter. The sizing of the flow through treatment device shall be based on a rainfall intensity of:
- (i) 0.2 inches per hour, or
 - (ii) The one year, one-hour rainfall intensity as determined from the most recent Los Angeles County isohyetal map, *whichever is greater*.

Table 11. Benchmarks Applicable to New Development Treatment BMPs²⁸

Conventional Pollutants

Pollutant	Suspended Solids mg/L	Total P mg/L	Total N mg/L		TKN mg/L	
Effluent Concentration	14	0.13	1.28		1.09	

Metals

Pollutant	Total Cd µg/L	Total Cu µg/L	Total Cr µg/L	Total Pb µg/L	Total Zn µg/L
Effluent Concentration	0.3	6	2.8	2.5	23

²⁸ The treatment control BMP performance benchmarks were developed from the median effluent water quality values of the six highest performing BMPs, per pollutant, in the storm water BMP database (<http://www.bmpdatabase.org/>, last visited September 25, 2012).

- (c) In addition to the requirements for controlling pollutant discharges as described in Part VI.D.7.c.iii. and the treatment benchmarks described above, each Permittee shall ensure that the new development or redevelopment will not cause or contribute to an exceedance of applicable water quality-based effluent limitations established in Part VI.E pursuant to Total Maximum Daily Loads (TMDLs).

iv. Hydromodification (Flow/ Volume/ Duration) Control Criteria

Each Permittee shall require all New Development and Redevelopment projects located within natural drainage systems as described in Part VI.D.7.c.iv.(1)(a)(iii) to implement hydrologic control measures, to prevent accelerated downstream erosion and to protect stream habitat in natural drainage systems. The purpose of the hydrologic controls is to minimize changes in post-development hydrologic storm water runoff discharge rates, velocities, and duration. This shall be achieved by maintaining the project's pre-project storm water runoff flow rates and durations.

(1) Description

- (a) Hydromodification control in natural drainage systems shall be achieved by maintaining the Erosion Potential (Ep) in streams at a value of 1, unless an alternative value can be shown to be protective of the natural drainage systems from erosion, incision, and sedimentation that can occur as a result of flow increases from impervious surfaces and prevent damage to stream habitat in natural drainage system tributaries (see Attachment J - Determination of Erosion Potential).
- (ii) Hydromodification control may include one, or a combination of on-site, regional or sub-regional hydromodification control BMPs, LID strategies, or stream and riparian buffer restoration measures. Any in-stream restoration measure shall not adversely affect the beneficial uses of the natural drainage systems.
- (iii) Natural drainage systems that are subject to the hydromodification assessments and controls as described in this Part of the Order, include all drainages that have not been improved (e.g., channelized or armored with concrete, shotcrete, or rip-rap) or drainage systems that are tributary to a natural drainage system, except as provided in Part VI.D.7c.iv.(1)(b)--Exemptions to Hydromodification Controls [see below]. The clearing or dredging of a natural drainage system does not constitute an "improvement."
- (iv) Until the State Water Board or the Regional Water Board adopts a final Hydromodification Policy or criteria, Permittees shall implement the Hydromodification Control Criteria described in Part VI.D.7.c.iv.(1)(c) to control the potential adverse impacts of changes in hydrology that may result from new development and

redevelopment projects located within natural drainage systems as described in Part VI.D.7.c.iv.(1)(a)(iii).

- (b) Exemptions to Hydromodification Controls. Permittees may exempt the following New Development and Redevelopment projects from implementation of hydromodification controls where assessments of downstream channel conditions and proposed discharge hydrology indicate that adverse hydromodification effects to beneficial uses of Natural Drainage Systems are unlikely:
 - (i) Projects that are replacement, maintenance or repair of a Permittee's existing flood control facility, storm drain, or transportation network.
 - (ii) Redevelopment Projects in the Urban Core that do not increase the effective impervious area or decrease the infiltration capacity of pervious areas compared to the pre-project conditions.
 - (iii) Projects that have any increased discharge directly or via a storm drain to a sump, lake, area under tidal influence, into a waterway that has a 100-year peak flow (Q100) of 25,000 cfs or more, or other receiving water that is not susceptible to hydromodification impacts.
 - (iv) Projects that discharge directly or via a storm drain into concrete or otherwise engineered (not natural) channels (e.g., channelized or armored with rip rap, shotcrete, etc.), which, in turn, discharge into receiving water that is not susceptible to hydromodification impacts (as in Parts VI.D.7.c.iv.(1)(b)(i)-(iii) above).
 - (v) LID BMPs implemented on single family homes are sufficient to comply with Hydromodification criteria.
- (c) Hydromodification Control Criteria. The Hydromodification Control Criteria to protect natural drainage systems are as follows:
 - (i) Except as provided for in Part VI.D.7.c.iv.(1)(b), projects disturbing an area greater than 1 acre but less than 50 acres within natural drainage systems will be presumed to meet pre-development hydrology if one of the following demonstrations is made:
 1. The project is designed to retain on-site, through infiltration, evapotranspiration, and/or harvest and use, the storm water volume from the runoff of the 95th percentile, 24-hour storm, or
 2. The runoff flow rate, volume, velocity, and duration for the post-development condition do not exceed the pre-development condition for the 2-year, 24-hour rainfall event. This condition may be substantiated by simple screening models, including those described in *Hydromodification Effects on Flow Peaks*

and Durations in Southern California Urbanizing Watersheds (Hawley et al., 2011) or other models acceptable to the Executive Officer of the Regional Water Board, or

3. The Erosion Potential (E_p) in the receiving water channel will approximate 1, as determined by a Hydromodification Analysis Study and the equation presented in Attachment J. Alternatively, Permittees can opt to use other work equations to calculate Erosion Potential with Executive Officer approval.
- (ii) Projects disturbing 50 acres or more within natural drainage systems will be presumed to meet pre-development hydrology based on the successful demonstration of one of the following conditions:
1. The site infiltrates on-site at least the runoff from a 2-year, 24-hour storm event, or
 2. The runoff flow rate, volume, velocity, and duration for the post-development condition does not exceed the pre-development condition for the 2-year, 24-hour rainfall events. These conditions must be substantiated by hydrologic modeling acceptable to the Regional Water Board Executive Officer, or
 3. The Erosion Potential (E_p) in the receiving water channel will approximate 1, as determined by a Hydromodification Analysis Study and the equation presented in Attachment J.
- (c) Alternative Hydromodification Criteria
- (i) Permittees may satisfy the requirement for Hydromodification Controls by implementing the hydromodification requirements in the County of Los Angeles Low Impact Development Manual (2009) for all projects disturbing an area greater than 1 acre within natural drainage systems.
 - (ii) Each Permittee may alternatively develop and implement watershed specific Hydromodification Control Plans (HCPs). Such plans shall be developed no later than one year after the effective date of this Order.
 - (iii) The HCP shall identify:
 1. Stream classifications
 2. Flow rate and duration control methods
 3. Sub-watershed mitigation strategies
 4. Stream and/or riparian buffer restoration measures, which will maintain the stream and tributary Erosion Potential at 1 unless

an alternative value can be shown to be protective of the natural drainage systems from erosion, incision, and sedimentation that can occur as a result of flow increases from impervious surfaces and prevent damage to stream habitat in natural drainage system tributaries.

(iv) The HCP shall contain the following elements:

1. Hydromodification Management Standards
2. Natural Drainage Areas and Hydromodification Management Control Areas
3. New Development and Redevelopment Projects subject to the HCP
4. Description of authorized Hydromodification Management Control BMPs
5. Hydromodification Management Control BMP Design Criteria
6. For flow duration control methods, the range of flows to control for, and goodness of fit criteria
7. Allowable low critical flow, Q_c , which initiates sediment transport
8. Description of the approved Hydromodification Model
9. Any alternate Hydromodification Management Model and Design
10. Stream Restoration Measures Design Criteria
11. Monitoring and Effectiveness Assessment
12. Record Keeping
13. The HCP shall be deemed in effect upon Executive Officer approval.

v. Watershed Equivalence.

Regardless of the methods through which Permittees allow project applicants to implement alternative compliance measures, the subwatershed-wide (defined as draining to the same HUC-12 hydrologic area in the Basin Plan) result of all development must be at least the same level of water quality protection as would have been achieved if all projects utilizing these alternative compliance provisions had complied with Part VI.D.7.c.i (Integrated Water Quality/Flow Reduction/Resource Management Criteria).

vi. Annual Report

Each Permittee shall provide in their annual report to the Regional Water Board a list of mitigation project descriptions and estimated pollutant and flow reduction analyses (compiled from design specifications submitted by project

applicants and approved by the Permittee(s)). Within 4 years of Order adoption, Permittees must submit in their Annual Report, a comparison of the expected aggregate results of alternative compliance projects to the results that would otherwise have been achieved by retaining on site the SWQDv.

d. Implementation

i. Local Ordinance Equivalence

A Permittee that has adopted a local LID ordinance prior to the adoption of this Order, and which includes a retention requirement numerically equal to the 0.75-inch, 24-hour rain event or the 85th percentile, 24-hour rain event, whichever is greater, may submit documentation to the Regional Water Board that the alternative requirements in the local ordinance will provide equal or greater reduction in storm water discharge pollutant loading and volume as would have been obtained through strict conformance with Part VI.D.7.c.i. (Integrated Water Quality/Flow Reduction Resources Management Criteria) or Part VI.D.7.c.ii. (Alternative Compliance Measures for Technical Infeasibility or Opportunity for Regional Ground water Replenishment) of this Order and, if applicable, Part VI.D.7.c.iv. (Hydromodification (Flow/Volume Duration) Control Criteria).

- (1) Documentation shall be submitted within 180 days after the effective date of this Order.
- (2) The Regional Water Board shall provide public notice of the proposed equivalency determination and a minimum 30-day period for public comment. After review and consideration of public comments, the Regional Water Board Executive Officer will determine whether implementation of the local ordinance provides equivalent pollutant control to the applicable provisions of this Order. Local ordinances that do not strictly conform to the provisions of this Order must be approved by the Regional Water Board Executive Officer as being “equivalent” in effect to the applicable provisions of this Order in order to substitute for the requirements in Parts VI.D.7.c.i and, where applicable, VI.D.7.c.iv.
- (3) Where the Regional Water Board Executive Officer determines that a Permittee’s local LID ordinance does not provide equivalent pollutant control, the Permittee shall either
 - (a) Require conformance with Parts VI.D.7.c.i and, where applicable, VI.D.7.c.iv, or
 - (b) Update its local ordinance to conform to the requirements herein within two years of the effective date of this Order.

ii. Project Coordination

- (1) Each Permittee shall facilitate a process for effective approval of post-construction storm water control measures. The process shall include:
 - (a) Detailed LID site design and BMP review including BMP sizing calculations, BMP pollutant removal performance, and municipal approval; and

- (b) An established structure for communication and delineated authority between and among municipal departments that have jurisdiction over project review, plan approval, and project construction through memoranda of understanding or an equivalent agreement.

iii. Maintenance Agreement and Transfer

- (1) Prior to issuing approval for final occupancy, each Permittee shall require that all new development and redevelopment projects subject to post-construction BMP requirements, with the exception of simple LID BMPs implemented on single family residences, provide an operation and maintenance plan, monitoring plan, where required, and verification of ongoing maintenance provisions for LID practices, Treatment Control BMPs, and Hydromodification Control BMPs including but not limited to: final map conditions, legal agreements, covenants, conditions or restrictions, CEQA mitigation requirements, conditional use permits, and/or other legally binding maintenance agreements. Permittees shall require maintenance records be kept on site for treatment BMPs implemented on single family residences.
- (a) Verification at a minimum shall include the developer's signed statement accepting responsibility for maintenance until the responsibility is legally transferred; and either:
 - (i) A signed statement from the public entity assuming responsibility for BMP maintenance; or
 - (ii) Written conditions in the sales or lease agreement, which require the property owner or tenant to assume responsibility for BMP maintenance and conduct a maintenance inspection at least once a year; or
 - (iii) Written text in project covenants, conditions, and restrictions (CCRs) for residential properties assigning BMP maintenance responsibilities to the Home Owners Association; or
 - (iv) Any other legally enforceable agreement or mechanism that assigns responsibility for the maintenance of BMPs.
- (b) Each Permittee shall require all development projects subject to post-construction BMP requirements to provide a plan for the operation and maintenance of all structural and treatment controls. The plan shall be submitted for examination of relevance to keeping the BMPs in proper working order. Where BMPs are transferred to Permittee for ownership and maintenance, the plan shall also include all relevant costs for upkeep of BMPs in the transfer. Operation and Maintenance plans for private BMPs shall be kept on-site for periodic review by Permittee inspectors.

iv. Tracking, Inspection, and Enforcement of Post-Construction BMPs

- (1) Each Permittee shall implement a tracking system and an inspection and enforcement program for new development and redevelopment post-construction storm water no later than 60 days after Order adoption date.
 - (a) Implement a GIS or other electronic system for tracking projects that have been conditioned for post-construction BMPs. The electronic system, at a minimum, should contain the following information:
 - (i) Municipal Project ID
 - (ii) State WDID No.
 - (iii) Project Acreage
 - (iv) BMP Type and Description
 - (v) BMP Location (coordinates)
 - (vi) Date of Acceptance
 - (vii) Date of Maintenance Agreement
 - (viii) Maintenance Records
 - (ix) Inspection Date and Summary
 - (x) Corrective Action
 - (xi) Date Certificate of Occupancy Issued
 - (xii) Replacement or Repair Date
 - (b) Inspect all development sites upon completion of construction and prior to the issuance of occupancy certificates to ensure proper installation of LID measures, structural BMPs, treatment control BMPs and hydromodification control BMPs. The inspection may be combined with other inspections provided it is conducted by trained personnel.
 - (c) Verify proper maintenance and operation of post-construction BMPs previously approved for new development and redevelopment and operated by the Permittee. The post-construction BMP maintenance inspection program shall incorporate the following elements:
 - (i) The development of a Post-construction BMP Maintenance Inspection checklist
 - (ii) Inspection at least once every 2 years after project completion, of post-construction BMPs to assess operation conditions with particular attention to criteria and procedures for post-construction

treatment control and hydromodification control BMP repair, replacement, or re-vegetation.

- (d) For post-construction BMPs operated and maintained by parties other than the Permittee, the Permittee shall require the other parties to document proper maintenance and operations.
- (e) Undertake enforcement action per the established Progressive Enforcement Policy as appropriate based on the results of the inspection. See Part VI.D.2 for requirements for the development and implementation of a Progressive Enforcement Policy.

8. Development Construction Program

- a. Each Permittee shall develop, implement, and enforce a construction program that:
 - i. Prevents illicit construction-related discharges of pollutants into the MS4 and receiving waters.
 - ii. Implements and maintains structural and non-structural BMPs to reduce pollutants in storm water runoff from construction sites.
 - iii. Reduces construction site discharges of pollutants to the MS4 to the MEP.
 - iv. Prevents construction site discharges to the MS4 from causing or contributing to a violation of water quality standards.
- b. Each Permittee shall establish for its jurisdiction an enforceable erosion and sediment control ordinance for all construction sites that disturb soil.

c. Applicability

The provisions contained in Part VI.D.8.d below apply exclusively to construction sites less than 1 acre. Provisions contained in Part VI.D.8.e – j, apply exclusively to construction sites 1 acre or greater. The requirements contained in this part apply to all activities involving soil disturbance with the exception of agricultural activities. Activities covered by this permit include but are not limited to grading, vegetation clearing, soil compaction, paving, re-paving and linear underground/overhead projects (LUPs).

d. Requirements for Construction Sites Less than One Acre

- i. For construction sites less than 1 acre, each Permittee shall:
 - (1) Through the use of the Permittee's erosion and sediment control ordinance or and/or building permit, require the implementation of an effective combination of erosion and sediment control BMPs from Table 12 to prevent erosion and sediment loss, and the discharge of construction wastes.

Table 12. Applicable Set of BMPs for All Construction Sites

Erosion Controls	Scheduling
	Preservation of Existing Vegetation
Sediment Controls	Silt Fence
	Sand Bag Barrier
	Stabilized Construction Site Entrance/Exit
Non-Storm Water Management	Water Conservation Practices
	Dewatering Operations
Waste Management	Material Delivery and Storage
	Stockpile Management
	Spill Prevention and Control
	Solid Waste Management
	Concrete Waste Management
	Sanitary/Septic Waste Management

- (2) Possess the ability to identify all construction sites with soil disturbing activities that require a permit, regardless of size, and shall be able to provide a list of permitted sites upon request of the Regional Water Board. Permittees may use existing permit databases or other tracking systems to comply with these requirements.
 - (3) Inspect construction sites on as needed based on the evaluation of the factors that are a threat to water quality. In evaluating the threat to water quality, the following factors shall be considered: soil erosion potential; site slope; project size and type; sensitivity of receiving water bodies; proximity to receiving water bodies; non-storm water discharges; past record of non-compliance by the operators of the construction site; and any water quality issues relevant to the particular MS4.
 - (4) Implement the Permittee's Progressive Enforcement Policy to ensure that construction sites are brought into compliance with the erosion and sediment control ordinance within a reasonable time period. See Part VI.D.2 for requirements for the development and implementation of a Progressive Enforcement Policy.
- e. Each Permittee shall require operators of public and private construction sites within its jurisdiction to select, install, implement, and maintain BMPs that comply with its erosion and sediment control ordinance.
 - f. The requirements contained in this part apply to all activities involving soil disturbance with the exception of agricultural activities. Activities covered by this permit include but are not limited to grading, vegetation clearing, soil compaction, paving, re-paving and linear underground/overhead projects (LUPs).

g. Construction Site Inventory / Electronic Tracking System

- i. Each Permittee shall use an electronic system to inventory grading permits, encroachment permits, demolition permits, building permits, or construction permits (and any other municipal authorization to move soil and/ or construct or destruct that involves land disturbance) issued by the Permittee. To satisfy this requirement, the use of a database or GIS system is recommended.
- ii. Each Permittee shall complete an inventory and continuously update as new sites are permitted and sites are completed. The inventory / tracking system shall contain, at a minimum:
 - (1) Relevant contact information for each project (e.g., name, address, phone, email, etc. for the owner and contractor.
 - (2) The basic site information including location, status, size of the project and area of disturbance.
 - (3) The proximity all water bodies, water bodies listed as impaired by sediment-related pollutants, and water bodies for which a sediment-related TMDL has been adopted and approved by USEPA.
 - (4) Significant threat to water quality status, based on consideration of factors listed in Appendix 1 to the Statewide General Permit for Discharges of Storm Water Associated with Construction Activity (Construction General Permit).
 - (5) Current construction phase where feasible.
 - (6) The required inspection frequency.
 - (7) The project start date and anticipated completion date.
 - (8) Whether the project has submitted a Notice of Intent and obtained coverage under the Construction General Permit.
 - (9) The date the Permittee approved the Erosion and Sediment Control Plan (ESCP).
 - (10) Post-Construction Structural BMPs subject to Operation and Maintenance Requirements.

h. Construction Plan Review and Approval Procedures

- i. Each Permittee shall develop procedures to review and approve relevant construction plan documents.
- ii. The review procedures shall be developed and implemented such that the following minimum requirements are met:
 - (1) Prior to issuing a grading or building permit, each Permittee shall require each operator of a construction activity within its jurisdiction to prepare and submit an ESCP prior to the disturbance of land for the Permittee's review and written approval. The construction site operator shall be prohibited from commencing construction activity prior to receipt of written approval by the Permittee. Each Permittee shall not approve any ESCP unless it contains appropriate site-specific construction site BMPs that

meet the minimum requirements of a Permittee's erosion and sediment control ordinance.

- (2) ESCPs must include the elements of a Storm Water Pollution Prevention Plan (SWPPP). SWPPPs prepared in accordance with the requirements of the Construction General Permit can be accepted as ESCPs.
- (3) At a minimum, the ESCP must address the following elements:
 - (a) Methods to minimize the footprint of the disturbed area and to prevent soil compaction outside of the disturbed area.
 - (b) Methods used to protect native vegetation and trees.
 - (c) Sediment/Erosion Control.
 - (d) Controls to prevent tracking on and off the site.
 - (e) Non-storm water controls (e.g., vehicle washing, dewatering, etc.).
 - (f) Materials Management (delivery and storage).
 - (g) Spill Prevention and Control.
 - (h) Waste Management (e.g., concrete washout/waste management; sanitary waste management).
 - (i) Identification of site Risk Level as identified per the requirements in Appendix 1 of the Construction General Permit.
- (4) The ESCP must include the rationale for the selection and design of the proposed BMPs, including quantifying the expected soil loss from different BMPs.
- (5) Each Permittee shall require that the ESCP is developed and certified by a Qualified SWPPP Developer (QSD).
- (6) Each Permittee shall require that all structural BMPs be designed by a licensed California Engineer.
- (7) Each Permittee shall require that for all sites, the landowner or the landowner's agent sign a statement on the ESCP as follows:
 - (a) "I certify that this document and all attachments were prepared under my direction or supervision in accordance with a system designed to ensure that qualified personnel properly gather and evaluate the information submitted. Based on my inquiry of the person or persons who manage the system or those persons directly responsible for gathering the information, to the best of my knowledge and belief, the information submitted is true, accurate, and complete. I am aware that submitting false and/ or inaccurate information, failing to update the ESCP to reflect current conditions, or failing to properly and/ or adequately implement the ESCP may result in revocation of grading and/ or other permits or other sanctions provided by law."
- (8) Prior to issuing a grading or building permit, each Permittee must verify that the construction site operators have existing coverage under

applicable permits, including, but not limited to the State Water Board's Construction General Permit, and State Water Board 401 Water Quality Certification.

- (9) Each Permittee shall develop and implement a checklist to be used to conduct and document review of each ESCP.

i. BMP Implementation Level

- i. Each Permittee shall implement technical standards for the selection, installation and maintenance of construction BMPs for all construction sites within its jurisdiction.
- ii. The BMP technical standards shall require:
 - (1) The use of BMPs that are tailored to the risks posed by the project. Sites are to be ranked from Low Risk (Risk 1) to High Risk (Risk 3). Project risks are to be calculated based on the potential for erosion from the site and the sensitivity of the receiving water body. Receiving water bodies that are listed on the Clean Water Act (CWA) Section 303(d) list for sediment or siltation are considered High Risk. Likewise, water bodies with designated beneficial uses of SPWN, COLD, and MIGR are also considered to be High Risk. The combined (sediment/receiving water) site risk shall be calculated using the methods provided in Appendix 1 of the Construction General Permit. At a minimum, the BMP technical standards shall include requirements for High Risk sites as defined in Table 15.
 - (2) The use of BMPs for all construction sites, sites equal or greater to 1 acre, and for paving projects per Tables 14 and 16 of this Order.
 - (3) Detailed installation designs and cut sheets for use within ESCPs.
 - (4) Maintenance expectations for each BMP, or category of BMPs, as appropriate.
- iii. Permittees are encouraged to adopt respective BMPs from latest versions of the *California BMP Handbook*, *Construction* or *Caltrans Stormwater Quality Handbooks*, *Construction Site Best Management Practices (BMPs) Manual* and addenda. Alternatively, Permittees are authorized to develop or adopt equivalent BMP standards consistent for Southern California and for the range of activities presented below in Tables 13 through 16.
- iv. The local BMP technical standards shall be readily available to the development community and shall be clearly referenced within each Permittee's storm water or development services website, ordinance, permit approval process and/or ESCP review forms. The local BMP technical standards shall also be readily available to the Regional Water Board upon request.
- v. Local BMP technical standards shall be available for the following:

Table 13. Minimum Set of BMPs for All Construction Sites

Erosion Controls		Scheduling
		Preservation of Existing Vegetation
Sediment Controls		Silt Fence
		Sand Bag Barrier
		Stabilized Construction Site Entrance/Exit
Non-Storm Management	water	Water Conservation Practices
		Dewatering Operations
Waste Management		Material Delivery and Storage
		Stockpile Management
		Spill Prevention and Control
		Solid Waste Management
		Concrete Waste Management
		Sanitary/Septic Waste Management

Table 14. Additional BMPs Applicable to Construction Sites Disturbing 1 Acre or More

Erosion Controls		Hydraulic Mulch
		Hydroseeding
		Soil Binders
		Straw Mulch
		Geotextiles and Mats
		Wood Mulching
Sediment Controls		Fiber Rolls
		Gravel Bag Berm
		Street Sweeping and/ or Vacuum
		Storm Drain Inlet Protection
		Scheduling
		Check Dam
Additional Controls		Wind Erosion Controls
		Stabilized Construction Entrance/ Exit
		Stabilized Construction Roadway
		Entrance/ Exit Tire Wash
Non-Storm Management	water	Vehicle and Equipment Washing
		Vehicle and Equipment Fueling
		Vehicle and Equipment Maintenance
Waste Management		Material Delivery and Storage
		Spill Prevention and Control

Table 15. Additional Enhanced BMPs for High Risk Sites

Erosion Controls		Hydraulic Mulch
		Hydroseeding
		Soil Binders
		Straw Mulch

	Geotextiles and Mats
	Wood Mulching
	Slope Drains
Sediment Controls	Silt Fence
	Fiber Rolls
	Sediment Basin
	Check Dam
	Gravel Bag Berm
	Street Sweeping and/or Vacuum
	Sand Bag Barrier
	Storm Drain Inlet Protection
Additional Controls	Wind Erosion Controls
	Stabilized Construction Entrance/Exit
	Stabilized Construction Roadway
	Entrance/Exit Tire Wash
	Advanced Treatment Systems*
Non-Storm water Management	Water Conservation Practices
	Dewatering Operations (Ground water dewatering only under NPDES Permit No. CAG994004)
	Vehicle and Equipment Washing
	Vehicle and Equipment Fueling
	Vehicle and Equipment Maintenance
Waste Management	Material Delivery and Storage
	Stockpile Management
	Spill Prevention and Control
	Solid Waste Management

* Applies to public roadway projects.

Table 16. Minimum Required BMPs for Roadway Paving or Repair Operation (For Private or Public Projects)

1.	Restrict paving and repaving activity to exclude periods of rainfall or predicted rainfall unless required by emergency conditions.
2.	Install gravel bags and filter fabric or other equivalent inlet protection at all susceptible storm drain inlets and at manholes to prevent spills of paving products and tack coat.
3.	Prevent the discharge of release agents including soybean oil, other oils, or diesel to the storm water drainage system or receiving waters.
4.	Minimize non storm water runoff from water use for the roller and for evaporative cooling of the asphalt.
5.	Clean equipment over absorbent pads, drip pans, plastic sheeting or other material to capture all spillage and dispose of properly.
6.	Collect liquid waste in a container, with a secure lid, for transport to a maintenance facility to be reused, recycled or disposed of properly.
7.	Collect solid waste by vacuuming or sweeping and securing in an

	appropriate container for transport to a maintenance facility to be reused, recycled or disposed of properly.
8.	Cover the "cold-mix" asphalt (i.e., pre-mixed aggregate and asphalt binder) with protective sheeting during a rainstorm.
9.	Cover loads with tarp before haul-off to a storage site, and do not overload trucks.
10.	Minimize airborne dust by using water spray or other approved dust suppressant during grinding.
11.	Avoid stockpiling soil, sand, sediment, asphalt material and asphalt grindings materials or rubble in or near storm water drainage system or receiving waters.
12.	Protect stockpiles with a cover or sediment barriers during a rain.

j. Construction Site Inspection

- i. Each Permittee shall use its legal authority to implement procedures for inspecting public and private construction sites.
- ii. The inspection procedures shall be implemented as follows:
 - (1) Inspect the public and private construction sites as specified in Table 17 below:

Table 17. Inspection Frequencies for Sites One Acre or Greater

Site	Inspection Frequency Shall Occur
a. All sites 1 acre or larger that discharge to a tributary listed by the state as an impaired water for sediment or turbidity under the CWA § 303(d)	(1) when two or more consecutive days with greater than 50% chance of rainfall are predicted by NOAA ²⁹ , (2) within 48 hours of a 1/2-inch rain event and at (3) least once every two weeks
b. Other sites 1 acre or more determined to be a significant threat to water quality ³⁰	
c. All other construction sites with 1 acre or more of soil disturbance not meeting the criteria above	At least monthly

- (2) Each Permittee shall inspect all phases of construction as follows:

(a) Prior to Land Disturbance

Prior to allowing an operator to commence land disturbance, each Permittee shall perform an inspection to ensure all necessary erosion

²⁹ www.srh.noaa.gov/forecast

³⁰ In evaluating the threat to water quality, the following factors shall be considered: soil erosion potential; site slope; project size and type; sensitivity of receiving water bodies; proximity to receiving water bodies; non-storm water discharges; past record of non-compliance by the operators of the construction site; and any water quality issues relevant to the particular MS4.

and sediment structural and non-structural BMP materials and procedures are available per the erosion and sediment control plan.

- (b) During Active Construction, including Land Development³¹ and Vertical Construction³²

In accordance with the frequencies specified in Part VI.D.8.j and Table 17 of this Order, each Permittee shall perform an inspection to ensure all necessary erosion and sediment structural and non-structural BMP materials and procedures are available per the erosion and sediment control plan throughout the construction process.

- (c) Final Landscaping / Site Stabilization³³

At the conclusion of the project and as a condition of approving and/or issuing a Certificate of Occupancy, each Permittee shall inspect the constructed site to ensure that all graded areas have reached final stabilization and that all trash, debris, and construction materials, and temporary erosion and sediment BMPs are removed.

- (3) Based on the required frequencies above, each construction project shall be inspected a minimum of three times.

- (4) Inspection Standard Operating Procedures

Each Permittee shall develop, implement, and revise as necessary, standard operating procedures that identify the inspection procedures each Permittee will follow. Inspections of construction sites, and the standard operating procedures, shall include, but are not limited to:

- (a) Verification of active coverage under the Construction General Permit for sites disturbing 1 acre or more, or that are part of a planned development that will disturb 1 acre or more and a process for referring non-filers to the Regional Water Board.
- (b) Review of the applicable ESCP and inspection of the construction site to determine whether all BMPs have been selected, installed, implemented, and maintained according to the approved plan and subsequent approved revisions.
- (c) Assessment of the appropriateness of the planned and installed BMPs and their effectiveness.
- (d) Visual observation and record keeping of non-storm water discharges, potential illicit discharges and connections, and potential discharge of pollutants in storm water runoff.
- (e) Development of a written or electronic inspection report generated from an inspection checklist used in the field.

³¹ Activities include cuts and fills, rough and finished grading; alluvium removals; canyon cleanouts; rock undercuts; keyway excavations; stockpiling of select material for capping operations; and excavation and street paving, lot grading, curbs, gutters and sidewalks, public utilities, public water facilities including fire hydrants, public sanitary sewer systems, storm sewer system and/or other drainage improvement.

³² The build out of structures from foundations to roofing, including rough landscaping.

³³ All soil disturbing activities at each individual parcel within the site have been completed.

- (f) Tracking of the number of inspections for the inventoried construction sites throughout the reporting period to verify that the sites are inspected at the minimum frequencies required in Table 17 of this Order.

k. Enforcement

Each Permittee shall implement its Progressive Enforcement Policy to ensure that construction sites are brought into compliance with all storm water requirements within a reasonable time period. See Part VI.D.2 for requirements for the development and implementation of a Progressive Enforcement Policy.

l. Permittee Staff Training

- i. Each Permittee shall ensure that all staff whose primary job duties are related to implementing the construction storm water program are adequately trained.
- ii. Each Permittee may conduct in-house training or contract with consultants. Training shall be provided to the following staff positions of the MS4:

(1) Plan Reviewers and Permitting Staff

Ensure staff and consultants are trained as qualified individuals, knowledgeable in the technical review of local erosion and sediment control ordinance, local BMP technical standards, ESCP requirements, and the key objectives of the State Water Board QSD program. Permittees may provide internal training to staff or require staff to obtain QSD certification.

(2) Erosion Sediment Control/Storm Water Inspectors

Each Permittee shall ensure that its inspectors are knowledgeable in inspection procedures consistent with the State Water Board sponsored program QSD or a Qualified SWPPP Practitioner (QSP) or that a designated person on staff who has been trained in the key objectives of the QSD/QSP programs supervises inspection operations. Each Permittee may provide internal training to staff or require staff to obtain QSD/QSP certification. Each inspector must be knowledgeable of the local BMP technical standards and ESCP requirements.

(3) Third-Party Plan Reviewers, Permitting Staff, and Inspectors

If the Permittee utilizes outside parties to conduct inspections and/or review plans, each Permittee shall ensure these staff are trained per the requirements listed above. Outside contractors can self-certify, providing they certify they have received all applicable training required in the Permit and have documentation to that effect.

9. Public Agency Activities Program

- a. Each Permittee shall implement a Public Agency Activities Program to minimize storm water pollution impacts from Permittee-owned or operated facilities and activities and to identify opportunities to reduce storm water pollution impacts

from areas of existing development. Requirements for Public Agency Facilities and Activities consist of the following components:

- i. Public Construction Activities Management
- ii. Public Facility Inventory
- iii. Inventory of Existing Development for Retrofitting Opportunities
- iv. Public Facility and Activity Management
- v. Vehicle and Equipment Wash Areas
- vi. Landscape, Park, and Recreational Facilities Management
- vii. Storm Drain Operation and Maintenance
- viii. Streets, Roads, and Parking Facilities Maintenance
- ix. Emergency Procedures
- x. Municipal Employee and Contractor Training

b. Public Construction Activities Management

- i. Each Permittee shall implement and comply with the Planning and Land Development Program requirements in Part VI.D.7 of this Order at Permittee-owned or operated (i.e., public or Permittee sponsored) construction projects that are categorized under the project types identified in Part VI.D.7.b of this Order.
- ii. Each Permittee shall implement and comply with the appropriate Development Construction Program requirements in Part VI.D.8 of this Order at Permittee-owned or operated construction projects as applicable.
- iii. For Permittee-owned or operated projects (including those under a capital improvement project plan) that disturb less than one acre of soil, each Permittee shall require an effective combination of erosion and sediment control BMPs from Table 13 (see Construction Development Program, minimum BMPs).
- iv. Each Permittee shall obtain separate coverage under the Construction General Permit for all Permittee-owned or operated construction sites that require coverage.

c. Public Facility Inventory

- i. Each Permittee shall maintain an updated inventory of all Permittee-owned or operated (i.e., public) facilities within its jurisdiction that are potential sources of storm water pollution. The incorporation of facility information into a GIS is recommended. Sources to be tracked include but are not limited to the following:
 - (1) Animal control facilities
 - (2) Chemical storage facilities

- (3) Composting facilities
 - (4) Equipment storage and maintenance facilities (including landscape maintenance-related operations)
 - (5) Fueling or fuel storage facilities (including municipal airports)
 - (6) Hazardous waste disposal facilities
 - (7) Hazardous waste handling and transfer facilities
 - (8) Incinerators
 - (9) Landfills
 - (10) Materials storage yards
 - (11) Pesticide storage facilities
 - (12) Fire stations
 - (13) Public restrooms
 - (14) Public parking lots
 - (15) Public golf courses
 - (16) Public swimming pools
 - (17) Public parks
 - (18) Public works yards
 - (19) Public marinas
 - (20) Recycling facilities
 - (21) Solid waste handling and transfer facilities
 - (22) Vehicle storage and maintenance yards
 - (23) Storm water management facilities (e.g., detention basins)
 - (24) All other Permittee-owned or operated facilities or activities that each Permittee determines may contribute a substantial pollutant load to the MS4.
- ii. Each Permittee shall include the following minimum fields of information for each Permittee-owned or operated facility in its inventory.
- (1) Name of facility
 - (2) Name of facility manager and contact information
 - (3) Address of facility (physical and mailing)
 - (4) A narrative description of activities performed and potential pollution sources.
 - (5) Coverage under the Industrial General Permit or other individual or general NPDES permits or any applicable waiver issued by the Regional or State Water Board pertaining to storm water discharges.

- iii. Each Permittee shall update its inventory at least once during the 5-year term of the Order. The update shall be accomplished through collection of new information obtained through field activities or through other readily available inter and intra-agency informational databases (e.g., property management, land-use approvals, accounting and depreciation ledger account, and similar information).

d. Inventory of Existing Development for Retrofitting Opportunities

- i. Each Permittee shall develop an inventory of retrofitting opportunities that meets the requirements of this Part VI.9.d. Retrofit opportunities shall be identified within the public right-of-way or in coordination with a TMDL implementation plan(s). The goals of the existing development retrofitting inventory are to address the impacts of existing development through regional or sub-regional retrofit projects that reduce the discharges of storm water pollutants into the MS4 and prevent discharges from the MS4 from causing or contributing to a violation of water quality standards as defined in Part V.A, Receiving Water Limitations.
- ii. Each Permittee shall screen existing areas of development to identify candidate areas for retrofitting using watershed models or other screening level tools.
- iii. Each Permittee shall evaluate and rank the areas of existing development identified in the screening to prioritize retrofitting candidates. Criteria for evaluation may include but are not limited to:
 - (1) Feasibility, including general private and public land availability;
 - (2) Cost effectiveness;
 - (3) Pollutant removal effectiveness;
 - (4) Tributary area potentially treated;
 - (5) Maintenance requirements;
 - (6) Landowner cooperation;
 - (7) Neighborhood acceptance;
 - (8) Aesthetic qualities;
 - (9) Efficacy at addressing concern; and
 - (10) Potential improvements to public health and safety.
- iv. Each Permittee shall consider the results of the evaluation in the following programs:
 - (1) The Permittee's storm water management program: Highly feasible projects expected to benefit water quality should be given a high priority to implement source control and treatment control BMPs in a Permittee's SWMP.

- (2) Off-site mitigation for New Development and Redevelopment: Each Permittee shall consider high priority retrofit projects as candidates for off-site mitigation projects per Part VI.D.7.c.iii.(4).(d).
- (3) Where feasible, at the discretion of the Permittee, the existing development retrofitting program may be coordinated with flood control projects and other infrastructure improvement programs per Part VI.D.9.e.ii.(2) below.
- v. Each Permittee shall cooperate with private landowners to encourage site specific retrofitting projects. Each Permittee shall consider the following practices in cooperating with private landowners to retrofit existing development:
 - (1) Demonstration retrofit projects;
 - (2) Retrofits on public land and easements that treat runoff from private developments;
 - (3) Education and outreach;
 - (4) Subsidies for retrofit projects;
 - (5) Requiring retrofit projects as enforcement, mitigation or ordinance compliance;
 - (6) Public and private partnerships;
 - (7) Fees for existing discharges to the MS4 and reduction of fees for retrofit implementation.

e. Public Agency Facility and Activity Management

- i. Each Permittee shall obtain separate coverage under the Industrial General Permit for all Permittee-owned or operated facilities where industrial activities are conducted that require coverage under the Industrial General Permit.
- ii. Each Permittee shall implement the following measures for Permittee- owned and operated flood management projects:
 - (1) Develop procedures to assess the impacts of flood management projects on the water quality of receiving water bodies; and
 - (2) Evaluate existing structural flood control facilities to determine if retrofitting the facility to provide additional pollutant removal from storm water is feasible.
- iii. Each Permittee shall ensure the implementation and maintenance of activity specific BMPs listed in Table 18 (BMPs for Public Agency Facilities and Activities) or an equivalent set of BMPs when such activities occur at Permittee-owned or operated facilities and field activities (e.g., project sites) including but not limited to the facility types listed in Part VI.D.9.c above, and at any area that includes the activities described in Table 18, or that have the potential to discharge pollutants in storm water.

- iv. Any contractors hired by the Permittee to conduct Public Agency Activities including, but not limited to, storm and/or sanitary sewer system inspection and repair, street sweeping, trash pick-up and disposal, and street and right-of-way construction and repair shall be contractually required to implement and maintain the activity specific BMPs listed in Table 18. Each Permittee shall conduct oversight of contractor activities to ensure these BMPs are implemented and maintained.
- v. Permittee-owned or operated facilities that have obtained coverage under the Industrial General Permit shall implement and maintain BMPs consistent with the associated SWPPP and are therefore not required to implement and maintain the activity specific BMPs listed in Table 18.
- vi. Effective source control BMPs for the activities listed in Table 18 shall be implemented at Permittee-owned or operated facilities, unless the pollutant generating activity does not occur. Each Permittee shall require implementation of additional BMPs where storm water from the MS4 discharges to a significant ecological area (SEA, see Attachment A for definition), a water body subject to TMDL provisions in Part VI.E., or a CWA § 303(d) listed water body (see Part VI.E below). Likewise, for those BMPs that are not adequately protective of water quality standards, a Permittee may require additional site-specific controls.

Table 18. BMPs for Public Agency Facilities and Activities

General and Activity Specific BMPs	
General BMPs	Scheduling and Planning
	Spill Prevention and Control
	Sanitary/Septic Waste Management
	Material Use
	Safer Alternative Products
	Vehicle/Equipment Cleaning, Fueling and Maintenance
	Illicit Connection Detection, Reporting and Removal
	Illegal Spill Discharge Control
	Maintenance Facility Housekeeping Practices
Flexible Pavement	Asphalt Cement Crack and Joint Grinding/ Sealing
	Asphalt Paving
	Structural Pavement Failure (Digouts) Pavement Grinding and Paving
	Emergency Pothole Repairs
	Sealing Operations
Rigid Pavement	Portland Cement Crack and Joint Sealing
	Mudjacking and Drilling
	Concrete Slab and Spall Repair
Slope/ Vegetation	Drains/ Shoulder Grading
	Nonlandscaped Chemical Vegetation Control
	Nonlandscaped Mechanical Vegetation Control/

General and Activity Specific BMPs	
	Mowing
	Nonlandscaped Tree and Shrub Pruning, Brush Chipping, Tree and Shrub Removal
	Fence Repair
	Drainage Ditch and Channel Maintenance
	Drain and Culvert Maintenance
	Curb and Sidewalk Repair
Litter/ Debris/ Graffiti	Sweeping Operations
	Litter and Debris Removal
	Emergency Response and Cleanup Practices
	Graffiti Removal
Landscaping	Chemical Vegetation Control
	Manual Vegetation Control
	Landscaped Mechanical Vegetation Control/ Mowing
	Landscaped Tree and Shrub Pruning, Brush Chipping, Tree and Shrub Removal
	Irrigation Line Repairs
	Irrigation (Watering), Potable and Nonpotable
Environmental	Storm Drain Stenciling
	Roadside Slope Inspection
	Roadside Stabilization
	Stormwater Treatment Devices
	Traction Sand Trap Devices
Bridges	Welding and Grinding
	Sandblasting, Wet Blast with Sand Injection and Hydroblasting
	Painting
	Bridge Repairs
Other Structures	Pump Station Cleaning
	Tube and Tunnel Maintenance and Repair
	Tow Truck Operations
	Toll Booth Lane Scrubbing Operations
Electrical	Sawcutting for Loop Installation
Traffic Guidance	Thermoplastic Striping and Marking
	Paint Striping and Marking
	Raised/ Recessed Pavement Marker Application and Removal
	Sign Repair and Maintenance
	Median Barrier and Guard Rail Repair
	Emergency Vehicle Energy Attenuation Repair
Storm Maintenance	Minor Slides and Slipouts Cleanup/ Repair
Management and Support	Building and Grounds Maintenance
	Storage of Hazardous Materials (Working Stock)
	Material Storage Control (Hazardous Waste)

General and Activity Specific BMPs	
	Outdoor Storage of Raw Materials
	Vehicle and Equipment Fueling
	Vehicle and Equipment Cleaning
	Vehicle and Equipment Maintenance and Repair
	Aboveground and Underground Tank Leak and Spill Control

f. Vehicle and Equipment Washing

- i. Each Permittee shall implement and maintain the activity specific BMPs listed in Table 18 (BMPs for Public Agency Facilities and Activities) for all fixed vehicle and equipment washing; including fire fighting and emergency response vehicles.
- ii. Each Permittee shall prevent discharges of wash waters from vehicle and equipment washing to the MS4 by implementing any of the following measures at existing facilities with vehicle or equipment wash areas:
 - (1) Self-contain, and haul off for disposal; or
 - (2) Equip with a clarifier or an alternative pre-treatment device and plumb to the sanitary sewer in accordance with applicable waste water provider regulations.
- iii. Each Permittee shall ensure that any municipal facilities constructed, redeveloped, or replaced shall not discharge wastewater from vehicle and equipment wash areas to the MS4 by plumbing all areas to the sanitary sewer in accordance with applicable waste water provider regulations, or self-containing all waste water/ wash water and hauling to a point of legal disposal.

g. Landscape, Park, and Recreational Facilities Management

- i. Each Permittee shall implement and maintain the activity specific BMPs listed in Table 18 for all public right-of-ways, flood control facilities and open channels, lakes and reservoirs, and landscape, park, and recreational facilities and activities.
- ii. Each Permittee shall implement an IPM program that includes the following:
 - (1) Pesticides are used only if monitoring indicates they are needed, and pesticides are applied according to applicable permits and established guidelines.
 - (2) Treatments are made with the goal of removing only the target organism.
 - (3) Pest controls are selected and applied in a manner that minimizes risks to human health, beneficial non-target organisms, and the environment.
 - (4) The use of pesticides, including Organophosphates and Pyrethroids, does not threaten water quality.

- (5) Partner with other agencies and organizations to encourage the use of IPM.
 - (6) Adopt and verifiably implement policies, procedures, and/ or ordinances requiring the minimization of pesticide use and encouraging the use of IPM techniques (including beneficial insects) for Public Agency Facilities and Activities.
 - (7) Policies, procedures, and ordinances shall include commitments and a schedule to reduce the use of pesticides that cause impairment of surface waters by implementing the following procedures:
 - (a) Prepare and annually update an inventory of pesticides used by all internal departments, divisions, and other operational units.
 - (b) Quantify pesticide use by staff and hired contractors.
 - (c) Demonstrate implementation of IPM alternatives where feasible to reduce pesticide use.
- iii. Each Permittee shall implement the following requirements:
- (1) Use a standardized protocol for the routine and non-routine application of pesticides (including pre-emergents), and fertilizers.
 - (2) Ensure there is no application of pesticides or fertilizers (1) when two or more consecutive days with greater than 50% chance of rainfall are predicted by NOAA³⁴, (2) within 48 hours of a 1/2-inch rain event, or (3) when water is flowing off the area where the application is to occur. This requirement does not apply to the application of aquatic pesticides described in Part VI.D.9.g.iii.(1) above or pesticides which require water for activation.
 - (3) Ensure that no banned or unregistered pesticides are stored or applied.
 - (4) Ensure that all staff applying pesticides are certified in the appropriate category by the California Department of Pesticide Regulation, or are under the direct supervision of a pesticide applicator certified in the appropriate category.
 - (5) Implement procedures to encourage the retention and planting of native vegetation to reduce water, pesticide and fertilizer needs; and
 - (6) Store pesticides and fertilizers indoors or under cover on paved surfaces, or use secondary containment.
 - (a) Reduce the use, storage, and handling of hazardous materials to reduce the potential for spills.
 - (b) Regularly inspect storage areas.

h. Storm Drain Operation and Maintenance

³⁴ www.srh.noaa.gov/forecast

- i. Each Permittee shall implement and maintain the activity specific BMPs listed in Table 18 for storm drain operation and maintenance.
- ii. Ensure that all material removed from the MS4 does not reenter the system. Solid material shall be dewatered in a contained area and liquid material shall be disposed in accordance with any of the following measures:
 - (1) Self-contain, and haul off for legal disposal; or
 - (2) Applied to the land without runoff; or
 - (3) Equip with a clarifier or an alternative pre-treatment device; and plumb to the sanitary sewer in accordance with applicable waste water provider regulations.
- iii. Catch Basin Cleaning
 - (1) In areas that are not subject to a trash TMDL, each Permittee shall determine priority areas and shall update its map or list of Catch Basins with their GPS coordinates and priority:

Priority A: Catch basins that are designated as consistently generating the highest volumes of trash and/or debris.

Priority B: Catch basins that are designated as consistently generating moderate volumes of trash and/or debris.

Priority C: Catch basins that are designated as generating low volumes of trash and/or debris.

The map or list shall contain the rationale or data to support priority designations.
 - (2) In areas that are not subject to a trash TMDL, each Permittee shall inspect catch basins according to the following schedule:

Priority A: A minimum of 3 times during the wet season (October 1 through April 15) and once during the dry season every year.

Priority B: A minimum of once during the wet season and once during the dry season every year.

Priority C: A minimum of once per year.

Catch basins shall be cleaned as necessary on the basis of inspections. At a minimum, Permittees shall ensure that any catch basin that is determined to be at least 25% full of trash shall be cleaned out. Permittees shall maintain inspection and cleaning records for Regional Water Board review.
 - (3) In areas that are subject to a trash TMDL, the subject Permittees shall implement the applicable provisions in Part VI.E.
- iv. Trash Management at Public Events
 - (1) Each Permittee shall require the following measures for any event in the public right of way or wherever it is foreseeable that substantial quantities

of trash and litter may be generated, including events located in areas that are subject to a trash TMDL:

- (a) Proper management of trash and litter generated; and
- (b) Arrangement for temporary screens to be placed on catch basins; or
- (c) Provide clean out of catch basins, trash receptacles, and grounds in the event area within one business day subsequent to the event.

v. Trash Receptacles

- (1) Each Permittee shall ensure trash receptacles, or equivalent trash capturing devices, are covered in areas newly identified as high trash generation areas within its jurisdiction.
- (2) Each Permittee shall ensure that all trash receptacles are cleaned out and maintained as necessary to prevent trash overflow.

vi. Catch Basin Labels and Open Channel Signage

- (1) Each Permittee shall label all storm drain inlets that they own with a legible "no dumping" message.
- (2) Each Permittee shall inspect the legibility of the stencil or label nearest each inlet prior to the wet season every year.
- (3) Each Permittee shall record all catch basins with illegible stencils and re-stencil or re-label within 180 days of inspection.
- (4) Each Permittee shall post signs, referencing local code(s) that prohibit littering and illegal dumping, at designated public access points to open channels, creeks, urban lakes, and other relevant water bodies.

vii. Additional Trash Management Practices

- (1) In areas that are not subject to a trash TMDL, each Permittee shall install trash excluders, or equivalent devices, on or in catch basins or outfalls to prevent the discharge of trash to the MS4 or receiving water no later than four years after the effective date of this Order in areas defined as Priority A (Part VI.D.9.h.iii.(1)) except at sites where the application of such BMP(s) alone will cause flooding. Lack of maintenance that causes flooding is not an acceptable exception to the requirement to install BMPs. Alternatively, each Permittee may implement alternative or enhanced BMPs beyond the provisions of this Order (such as but not limited to increased street sweeping, adding trash cans near trash generation sites, prompt enforcement of trash accumulation, increased trash collection on public property, increased litter prevention messages or trash nets within the MS4) that provide substantially equivalent removal of trash. Each Permittee shall demonstrate that BMPs, which substituted for trash excluders, provide equivalent trash removal performance as excluders. When outfall trash capture is provided, revision of the schedule for inspection and cleanout of catch basins in Part VI.D.9.h.iii.(2) shall be reported in the next year's annual report.

viii. Storm Drain Maintenance

Each Permittee shall implement a program for Storm Drain Maintenance that includes the following:

- (1) Visual monitoring of Permittee-owned open channels and other drainage structures for trash and debris at least annually.
- (2) Removal of trash and debris from open channels a minimum of once per year before the wet season.
- (3) Elimination of the discharge of contaminants during MS4 maintenance and clean outs.
- (4) Proper disposal of debris and trash removed during storm drain maintenance.

ix. Infiltration from Sanitary Sewer to MS4/Preventive Maintenance

- (1) Each Permittee shall implement controls and measures to prevent and eliminate infiltration of seepage from sanitary sewers to MS4s through thorough, routine preventive maintenance of the MS4.
- (2) Each Permittee that operates both a municipal sanitary sewer system and a MS4 must implement controls and measures to prevent and eliminate infiltration of seepage from the sanitary sewers to the MS4s that must include overall sanitary sewer and MS4 surveys and thorough, routine preventive maintenance of both. Implementation of a Sewer System Management Plan in accordance with the Statewide General Waste Discharge Requirements for Sanitary Sewer Systems, may be used to fulfill this requirement.
- (3) Each Permittee shall implement controls to limit infiltration of seepage from sanitary sewers to the MS4 where necessary. Such controls must include:
 - (a) Adequate plan checking for construction and new development;
 - (b) Incident response training for its municipal employees that identify sanitary sewer spills;
 - (c) Code enforcement inspections;
 - (d) MS4 maintenance and inspections;
 - (e) Interagency coordination with sewer agencies; and
 - (f) Proper education of its municipal staff and contractors conducting field operations on the MS4 or its municipal sanitary sewer (if applicable).

x. Permittee Owned Treatment Control BMPs

- (1) Each Permittee shall implement an inspection and maintenance program for all Permittee owned treatment control BMPs, including post-construction treatment control BMPs.

- (2) Each Permittee shall ensure proper operation of all treatment control BMPs and maintain them as necessary for proper operation, including all post-construction treatment control BMPs.
- (3) Any residual water³⁵ produced by a treatment control BMP and not being internal to the BMP performance when being maintained shall be:
 - (a) Hauled away and legally disposed of; or
 - (b) Applied to the land without runoff; or
 - (c) Discharged to the sanitary sewer system (with permits or authorization); or
 - (d) Treated or filtered to remove bacteria, sediments, nutrients, and meet the limitations set in Table 19 (Discharge Limitations for Dewatering Treatment BMPs), prior to discharge to the MS4.

Table 19. Discharge Limitations for Dewatering Treatment BMPs³⁶

Parameter	Units	Limitation
Total Suspended Solids	mg/L	100
Turbidity	NTU	50
Oil and Grease	mg/L	10

i. Streets, Roads, and Parking Facilities Maintenance

- i. Each Permittee shall designate streets and/or street segments within its jurisdiction as one of the following:
 - Priority A: Streets and/or street segments that are designated as consistently generating the highest volumes of trash and/or debris.
 - Priority B: Streets and/or street segments that are designated as consistently generating moderate volumes of trash and/or debris.
 - Priority C: Streets and/or street segments that are designated as generating low volumes of trash and/or debris.
- ii. Each Permittee shall perform street sweeping of curbed streets according to the following schedule:
 - Priority A: Streets and/or street segments that are designated as Priority A shall be swept at least two times per month.
 - Priority B: Streets and/or street segments that are designated as Priority B shall be swept at least once per month.
 - Priority C: Streets and/or street segments that are designated as Priority C shall be swept as necessary but in no case less than once per year.

³⁵ See Attachment A.

³⁶ Technology based effluent limitations.

iii. Road Reconstruction

Each Permittee shall require that for any project that includes roadbed or street paving, repaving, patching, digouts, or resurfacing roadbed surfaces, that the following BMPs be implemented for each project.

- (1) Restrict paving and repaving activity to exclude periods of rainfall or predicted rainfall³⁷ unless required by emergency conditions.
- (2) Install sand bags or gravel bags and filter fabric at all susceptible storm drain inlets and at manholes to prevent spills of paving products and tack coat;
- (3) Prevent the discharge of release agents including soybean oil, other oils, or diesel into the MS4 or receiving waters.
- (4) Prevent non-storm water runoff from water use for the roller and for evaporative cooling of the asphalt.
- (5) Clean equipment over absorbent pads, drip pans, plastic sheeting or other material to capture all spillage and dispose of properly.
- (6) Collect liquid waste in a container, with a secure lid, for transport to a maintenance facility to be reused, recycled or disposed of properly.
- (7) Collect solid waste by vacuuming or sweeping and securing in an appropriate container for transport to a maintenance facility to be reused, recycled or disposed of properly.
- (8) Cover the "cold-mix" asphalt (i.e., pre-mixed aggregate and asphalt binder) with protective sheeting during a rainstorm.
- (9) Cover loads with tarp before haul-off to a storage site, and do not overload trucks.
- (10) Minimize airborne dust by using water spray during grinding.
- (11) Avoid stockpiling soil, sand, sediment, asphalt material and asphalt grindings materials or rubble in or near MS4 or receiving waters.
- (12) Protect stockpiles with a cover or sediment barriers during a rain.

iv. Parking Facilities Maintenance

- (1) Permittee-owned parking lots exposed to storm water shall be kept clear of debris and excessive oil buildup and cleaned no less than 2 times per month and/or inspected no less than 2 times per month to determine if cleaning is necessary. In no case shall a Permittee-owned parking lot be cleaned less than once a month.

j. Emergency Procedures

- i. Each Permittee may conduct repairs of essential public service systems and infrastructure in emergency situations with a self-waiver of the provisions of this Order as follows:

³⁷ A probability of precipitation (POP) of 50% is required.

- (1) The Permittee shall abide by all other regulatory requirements, including notification to other agencies as appropriate.
- (2) Where the self-waiver has been invoked, the Permittee shall submit to the Regional Water Board Executive Officer a statement of the occurrence of the emergency, an explanation of the circumstances, and the measures that were implemented to reduce the threat to water quality, no later than 30 business days after the situation of emergency has passed.
- (3) Minor repairs of essential public service systems and infrastructure in emergency situations (that can be completed in less than one week) are not subject to the notification provisions. Appropriate BMPs to reduce the threat to water quality shall be implemented.

k. Municipal Employee and Contractor Training

i. Each Permittee shall, no later than 1 year after Order adoption and annually thereafter before June 30, train all of their employees in targeted positions (whose interactions, jobs, and activities affect storm water quality) on the requirements of the overall storm water management program, or shall ensure contractors performing privatized/contracted municipal services are appropriately trained to:

- (1) Promote a clear understanding of the potential for activities to pollute storm water.
- (2) Identify opportunities to require, implement, and maintain appropriate BMPs in their line of work.

Outside contractors can self-certify, providing they certify they have received all applicable training required in the Permit and have documentation to that effect.

ii. Each Permittee shall, no later than 1 year after Order adoption and annually thereafter before June 30, train all of their employees and contractors who use or have the potential to use pesticides or fertilizers (whether or not they normally apply these as part of their work). Training programs shall address:

- (1) The potential for pesticide-related surface water toxicity.
- (2) Proper use, handling, and disposal of pesticides.
- (3) Least toxic methods of pest prevention and control, including IPM.
- (4) Reduction of pesticide use.

iii. Outside contractors can self-certify, providing they certify they have received all applicable training required in the Permit and have documentation to that effect.

10. Illicit Connections and Illicit Discharges Elimination Program

a. General

- i. Each Permittee shall continue to implement an Illicit Connection and Illicit Discharge Elimination (IC/ID) Program to detect, investigate, and eliminate IC/IDs to the MS4. The IC/ID Program must be implemented in accordance with the requirements and performance measures specified in this Order.
- ii. As stated in Part VI.A.2 of this Order, each Permittee must have adequate legal authority to prohibit IC/IDs to the MS4 and enable enforcement capabilities to eliminate the source of IC/IDs.
- iii. Each Permittee's IC/ID Program shall consist of at least the following major program components:
 - (1) Procedures for conducting source investigations for IC/IDs
 - (2) Procedures for eliminating the source of IC/IDs
 - (3) Procedures for public reporting of illicit discharges
 - (4) Spill response plan
 - (5) IC/IDs education and training for Permittee staff

b. Illicit Discharge Source Investigation and Elimination

- i. Each Permittee shall develop written procedures for conducting investigations to identify the source of all suspected illicit discharges, including procedures to eliminate the discharge once the source is located.
- ii. At a minimum, each Permittee shall initiate an investigation(s) to identify and locate the source within 72 hours of becoming aware of the illicit discharge.
- iii. When conducting investigations, each Permittee shall comply with the following:
 - (1) Illicit discharges suspected of being sanitary sewage and/or significantly contaminated shall be investigated first.
 - (2) Each Permittee shall track all investigations to document at a minimum the date(s) the illicit discharge was observed; the results of the investigation; any follow-up of the investigation; and the date the investigation was closed.
 - (3) Each Permittee shall investigate the source of all observed illicit discharges.
- iv. When taking corrective action to eliminate illicit discharges, each Permittee shall comply with the following:
 - (1) If the source of the illicit discharge has been determined to originate within the Permittee's jurisdiction, the Permittee shall immediately notify the responsible party/parties of the problem, and require the responsible party to initiate all necessary corrective actions to eliminate the illicit discharge.

Upon being notified that the discharge has been eliminated, the Permittee shall conduct a follow-up investigation to verify that the discharge has been eliminated and cleaned-up to the satisfaction of the Permittee(s). Each Permittee shall document its follow-up investigation. Each Permittee may seek recovery and remediation costs from responsible parties or require compensation for the cost of all inspection, investigation, cleanup and oversight activities. Resulting enforcement actions shall follow the program's Progressive Enforcement Policy, per Part VI.D.2.

- (2) If the source of the illicit discharge has been determined to originate within an upstream jurisdiction, the Permittee shall notify the upstream jurisdiction and the Regional Water Board within 30 days of such determination and provide all of the information collected regarding efforts to identify its source. Each Permittee may seek recovery and remediation costs from responsible parties or require compensation for the cost of all inspection, investigation, cleanup and oversight activities. Resulting enforcement actions shall follow the program's Progressive Enforcement Policy, per Part VI.D.2.
- (3) If the source of the illicit discharge cannot be traced to a suspected responsible party, affected Permittees shall implement its spill response plan and then initiate a permanent solution as described in section 10.b.v below.
- v. In the event the Permittee is unable to eliminate an ongoing illicit discharge following full execution of its legal authority and in accordance with its Progressive Enforcement Policy, or other circumstances prevent the full elimination of an ongoing illicit discharge, including the inability to find the responsible party/parties, the Permittee shall provide for diversion of the entire flow to the sanitary sewer or provide treatment. In either instance, the Permittee shall notify the Regional Water Board in writing within 30 days of such determination and shall provide a written plan for review and comment that describes the efforts that have been undertaken to eliminate the illicit discharge, a description of the actions to be undertaken, anticipated costs, and a schedule for completion.

c. Identification and Response to Illicit Connections

i. Investigation

Each Permittee, upon discovery or upon receiving a report of a suspected illicit connection, shall initiate an investigation within 21 days, to determine the following: (1) source of the connection, (2) nature and volume of discharge through the connection, and (3) responsible party for the connection.

ii. Elimination

Each Permittee, upon confirmation of an illicit MS4 connection, shall ensure that the connection is:

- (1) Permitted or documented, provided the connection will only discharge storm water and non-storm water allowed under this Order or other individual or general NPDES Permits/WDRs, or
- (2) Eliminated within 180 days of completion of the investigation, using its formal enforcement authority, if necessary, to eliminate the illicit connection.

iii. Documentation

Formal records must be maintained for all illicit connection investigations and the formal enforcement taken to eliminate illicit connections.

d. Public Reporting of Non-Storm Water Discharges and Spills

- i. Each Permittee shall promote, publicize, and facilitate public reporting of illicit discharges or water quality impacts associated with discharges into or from MS4s through a central contact point, including phone numbers and an internet site for complaints and spill reporting. Each Permittee shall also provide the reporting hotline to Permittee staff to leverage the field staff that has direct contact with the MS4 in detecting and eliminating illicit discharges.
- ii. Each Permittee shall implement the central point of contact and reporting hotline requirements listed in this part in one or more of the following methods:
 - (1) By participating in a County-wide sponsored hotline
 - (2) By participating in one or more Watershed Group sponsored hotlines
 - (3) Or individually within its own jurisdiction
 - (4) The LACFCD shall, in collaboration with the County, continue to maintain the 888-CLEAN-LA hotline and internet site to promote, publicize, and facilitate public reporting of illicit discharges or water quality impacts associated with discharges into or from MS4s.
- iii. Each Permittee shall ensure that signage adjacent to open channels, as required in Part F.8.h.vi, include information regarding dumping prohibitions and public reporting of illicit discharges.
- iv. Each Permittee shall develop and maintain written procedures that document how complaint calls are received, documented, and tracked to ensure that all complaints are adequately addressed. The procedures shall be evaluated to determine whether changes or updates are needed to ensure that the procedures accurately document the methods employed by the Permittee. Any identified changes shall be made to the procedures subsequent to the evaluation.
- v. Each Permittee shall maintain documentation of the complaint calls and record the location of the reported spill or IC/ ID and the actions undertaken in response to all IC/ID complaints, including referrals to other agencies.

e. Spill Response Plan

- i. Each Permittee shall implement a spill response plan for all sewage and other spills that may discharge into its MS4. The spill response plan shall clearly identify agencies responsible for spill response and cleanup, telephone numbers and e-mail address for contacts, and shall contain at a minimum the following requirements:
 - (1) Coordination with spill response teams throughout all appropriate departments, programs and agencies so that maximum water quality protection is provided.
 - (2) Initiate investigation of all public and employee spill complaints within one business day of receiving the complaint to assess validity.
 - (3) Response to spills for containment within 4 hours of becoming aware of the spill, except where such spills occur on private property, in which case the response should be within 2 hours of gaining legal access to the property.
 - (4) Spills that may endanger health or the environment shall be reported to appropriate public health agencies and the Office of Emergency Services (OES).

f. Illicit Connection and Illicit Discharge Education and Training

- i. Each Permittee must continue to implement a training program regarding the identification of IC/IDs for all municipal field staff, who, as part of their normal job responsibilities (e.g., street sweeping, storm drain maintenance, collection system maintenance, road maintenance), may come into contact with or otherwise observe an illicit discharge or illicit connection to the MS4. Contact information, including the procedure for reporting an illicit discharge, must be readily available to field staff. Training program documents must be available for review by the permitting authority.
 - ii. Each Permittee shall ensure contractors performing privatized/contracted municipal services such as, but not limited to, storm and/or sanitary sewer system inspection and repair, street sweeping, trash pick-up and disposal, and street and right-of-way construction and repair are trained regarding IC/ID identification and reporting. Permittees may provide training or include contractual requirements for IC/ID identification and reporting training. Outside contractors can self-certify, providing they certify they have received all applicable training required in the Permit and have documentation to that effect.
- iii. Each Permittee's training program should address, at a minimum, the following:
 - (1) IC/ID identification, including definitions and examples,
 - (2) investigation,
 - (3) elimination,
 - (4) cleanup,

- (5) reporting, and
- (6) documentation.
- iv. Each Permittee must create a list of applicable positions and contractors which require IC/ID training and ensure that training is provided at least twice during the term of the Order. Each Permittee must maintain documentation of the training activities.
- v. New Permittee staff members must be provided with IC/ID training within 180 days of starting employment.

E. Total Maximum Daily Load Provisions

1. The provisions of this Part VI.E. implement and are consistent with the assumptions and requirements of all waste load allocations (WLAs) established in TMDLs for which some or all of the Permittees in this Order are responsible.
 - a. Part VI.E of this Order includes provisions that are designed to assure that Permittees achieve WLAs and meet other requirements of TMDLs covering receiving waters impacted by the Permittees' MS4 discharges. TMDL provisions are grouped by WMA (WMA) in Attachments L through R.
 - b. The Permittees subject to each TMDL are identified in Attachment K.
 - c. The Permittees shall comply with the applicable water quality-based effluent limitations and/or receiving water limitations contained in Attachments L through R, consistent with the assumptions and requirements of the WLAs established in the TMDLs, including implementation plans and schedules, where provided for in the State adoption and approval of the TMDL (40 CFR §122.44(d)(1)(vii)(B); Cal. Wat. Code §13263(a)).
 - d. A Permittee may comply with water quality-based effluent limitations and receiving water limitations in Attachments L through R using any lawful means.

2. Compliance Determination

a. General

- i. A Permittee shall demonstrate compliance at compliance monitoring points established in each TMDL or, if not specified in the TMDL, at locations identified in an approved TMDL monitoring plan or in accordance with an approved integrated monitoring program per Attachment E, Part VI.C.5 (Integrated Watershed Monitoring and Assessment).
- ii. Compliance with water quality-based effluent limitations shall be determined as described in Parts VI.E.2.d and VI.E.2.e, or for trash water quality-based effluent limitations as described in Part VI.E.5.b, or as otherwise set forth in TMDL specific provisions in Attachments L through R.

- iii. Pursuant to Part VI.C, a Permittee may, individually or as part of a watershed-based group, develop and submit for approval by the Regional Water Board Executive Officer a Watershed Management Program that addresses all water quality-based effluent limitations and receiving water limitations to which the Permittee is subject pursuant to established TMDLs.

b. Commingled Discharges

- i. A number of the TMDLs establish WLAs that are assigned jointly to a group of Permittees whose storm water and/or non-storm water discharges are or may be commingled in the MS4 prior to discharge to the receiving water subject to the TMDL.
- ii. In these cases, pursuant to 40 CFR section 122.26(a)(3)(vi), each Permittee is only responsible for discharges from the MS4 for which they are owners and/or operators.
- iii. Where Permittees have commingled discharges to the receiving water, compliance at the outfall to the receiving water or in the receiving water shall be determined for the group of Permittees as a whole unless an individual Permittee demonstrates that its discharge did not cause or contribute to the exceedance, pursuant to subpart v. below.
- iv. For purposes of compliance determination, each Permittee is responsible for demonstrating that its discharge did not cause or contribute to an exceedance of an applicable water quality-based effluent limitation(s) at the outfall or receiving water limitation(s) in the target receiving water.
- v. A Permittee may demonstrate that its discharge did not cause or contribute to an exceedance of an applicable water quality-based effluent limitation or receiving water limitation in any of the following ways:
 - (1) Demonstrate that there is no discharge from the Permittee's MS4 into the applicable receiving water during the time period subject to the water quality-based effluent limitation and/or receiving water limitation; or
 - (2) Demonstrate that the discharge from the Permittee's MS4 is controlled to a level that does not exceed the applicable water quality-based effluent limitation; or
 - (3) For exceedances of bacteria receiving water limitations or water quality-based effluent limitations, demonstrate through a source investigation pursuant to protocols established under California Water Code section 13178 or for exceedances of other receiving water limitations or water quality-based effluent limitations, demonstrate using other accepted source identification protocols, that pollutant sources within the jurisdiction of the Permittee or the Permittee's MS4 have not caused or contributed to the exceedance of the Receiving Water Limitation(s).

c. Receiving Water Limitations Addressed by a TMDL

- i. For receiving water limitations in Part V.A. associated with water body-pollutant combinations addressed in a TMDL, Permittees shall achieve compliance with the receiving water limitations in Part V.A. as outlined in this Part VI.E. and Attachments L through R of this Order.
- ii. A Permittee's full compliance with the applicable TMDL requirement(s), including compliance schedules, of this Part VI.E. and Attachments L through R constitutes compliance with Part V.A. of this Order for the specific pollutant addressed in the TMDL.
- iii. As long as a Permittee is in compliance with the applicable TMDL requirements in a time schedule order (TSO) issued by the Regional Water Board pursuant to California Water Code sections 13300 and 13385(j)(3), it is not the Regional Water Board's intention to take an enforcement action for violations of Part V.A. of this Order for the specific pollutant(s) addressed in the TSO.

d. Interim Water Quality-Based Effluent Limitations and Receiving Water Limitations

- i. A Permittee shall be considered in compliance with an applicable interim water quality-based effluent limitation and interim receiving water limitation for a pollutant associated with a specific TMDL if any of the following is demonstrated:
 - (1) There are no violations of the interim water quality-based effluent limitation for the pollutant associated with a specific TMDL at the Permittee's applicable MS4 outfall(s),³⁸ including an outfall to the receiving water that collects discharges from multiple Permittees' jurisdictions;
 - (2) There are no exceedances of the applicable receiving water limitation for the pollutant associated with a specific TMDL in the receiving water(s) at, or downstream of, the Permittee's outfall(s);
 - (3) There is no direct or indirect discharge from the Permittee's MS4 to the receiving water during the time period subject to the water quality-based effluent limitation and/or receiving water limitation for the pollutant associated with a specific TMDL; or
 - (4) The Permittee has submitted and is fully implementing an approved Watershed Management Program or EWMP pursuant to Part VI.C.
 - (a) To be considered fully implementing an approved Watershed Management Program or EWMP, a Permittee must be implementing

³⁸ An outfall may include a manhole or other point of access to the MS4 at the Permittee's jurisdictional boundary.

all actions consistent with the approved program and applicable compliance schedules, including structural BMPs.

- (b) Structural storm water BMPs or systems of BMPs should be designed and maintained to treat storm water runoff from the 85th percentile, 24-hour storm, where feasible and necessary to achieve applicable WQBELs and receiving water limitations, and maintenance records must be up-to-date and available for inspection by the Regional Water Board.
- (c) A Permittee that does not implement the Watershed Management Program in accordance with the milestones and compliance schedules shall demonstrate compliance with its interim water quality-based effluent limitations and/or receiving water limitations pursuant to Part VI.E.2.d.i.(1)-(3), above.
- (d) Upon notification of a Permittee's intent to develop a WMP or EWMP and prior to approval of its WMP or EWMP, a Permittee's full compliance with all of the following requirements shall constitute a Permittee's compliance with provisions pertaining to interim WQBELs with compliance deadlines occurring prior to approval of a WMP or EWMP. This subdivision (d) shall not apply to interim trash WQBELs.
 - (1) Provides timely notice of its intent to develop a WMP or EWMP,
 - (2) Meets all interim and final deadlines for development of a WMP or EWMP,
 - (3) For the area to be covered by the WMP or EWMP, targets implementation of watershed control measures in its existing storm water management program, including watershed control measures to eliminate non-storm water discharges of pollutants through the MS4 to receiving waters, to address known contributions of pollutants from MS4 discharges that cause or contribute to the impairment(s) addressed by the TMDL(s), and
 - (4) Receives final approval of its WMP or EWMP within 28 or 40 months, respectively.

e. Final Water Quality-based Effluent Limitations and/or Receiving Water Limitations

- i. A Permittee shall be deemed in compliance with an applicable final water quality-based effluent limitation and final receiving water limitation for the pollutant(s) associated with a specific TMDL if any of the following is demonstrated:

- (1) There are no violations of the final water quality-based effluent limitation for the specific pollutant at the Permittee's applicable MS4 outfall(s)³⁹;
- (2) There are no exceedances of applicable receiving water limitation for the specific pollutant in the receiving water(s) at, or downstream of, the Permittee's outfall(s);
- (3) There is no direct or indirect discharge from the Permittee's MS4 to the receiving water during the time period subject to the water quality-based effluent limitation and/or receiving water limitation for the pollutant(s) associated with a specific TMDL; or
- (4) In drainage areas where Permittees are implementing an EWMP, (i) all non-storm water and (ii) all storm water runoff up to and including the volume equivalent to the 85th percentile, 24-hour event is retained for the drainage area tributary to the applicable receiving water. This provision (4) shall not apply to final trash WQBELs.

3. USEPA Established TMDLs

TMDLs established by the USEPA, to which Permittees are subject, do not contain an implementation plan adopted pursuant to California Water Code section 13242. However, USEPA has included implementation recommendations as part of these TMDLs. In lieu of inclusion of numeric water quality based effluent limitations at this time, this Order requires Permittees subject to WLAs in USEPA established TMDLs to propose and implement best management practices (BMPs) that will be effective in achieving compliance with USEPA established numeric WLAs. The Regional Water Board may, at its discretion, revisit this decision within the term of this Order or in a future permit, as more information is developed to support the inclusion of numeric water quality based effluent limitations.

- a. Each Permittee shall propose BMPs to achieve the WLAs contained in the applicable USEPA established TMDL(s), and a schedule for implementing the BMPs that is as short as possible, in a Watershed Management Program or EWMP.
- b. Each Permittee may either individually submit a Watershed Management Program, or may jointly submit a WMP or EWMP with other Permittees subject to the WLAs contained in the USEPA established TMDL.
- c. At a minimum, each Permittee shall include the following information in its Watershed Management Program or EWMP, relevant to each applicable USEPA established TMDL:
 - i. Available data demonstrating the current quality of the Permittee's MS4 discharge(s) in terms of concentration and/or load of the target pollutant(s) to the receiving waters subject to the TMDL;

³⁹ Ibid.

- ii. A detailed description of BMPs that have been implemented, and/or are currently being implemented by the Permittee to achieve the WLA(s), if any;
 - iii. A detailed time schedule of specific actions the Permittee will take in order to achieve compliance with the applicable WLA(s);
 - iv. A demonstration that the time schedule requested is as short as possible, taking into account the time since USEPA establishment of the TMDL, and technological, operation, and economic factors that affect the design, development, and implementation of the control measures that are necessary to comply with the WLA(s);
 - (1) For the Malibu Creek Nutrient TMDL established by USEPA in 2003, in no case shall the time schedule to achieve the final numeric WLAs exceed five years from the effective date of this Order; and
 - v. If the requested time schedule exceeds one year, the proposed schedule shall include interim requirements and numeric milestones and the date(s) for their achievement.
- d. Each Permittee subject to a WLA in a TMDL established by USEPA shall submit a draft of a Watershed Management Program or EWMP to the Regional Water Board Executive Officer for approval per the schedule Part VI.C.4.
 - e. If a Permittee does not submit a Watershed Management Program, or the plan is determined to be inadequate by the Regional Water Board Executive Officer and the Permittee does not make the necessary revisions within 90 days of written notification that plan is inadequate, the Permittee shall be required to demonstrate compliance with the numeric WLAs immediately based on monitoring data collected under the MRP (Attachment E) for this Order.

4. State Adopted TMDLs where Final Compliance Deadlines have Passed

- a. Permittees shall comply immediately with water quality-based effluent limitations and/or receiving water limitations to implement WLAs in state-adopted TMDLs for which final compliance deadlines have passed pursuant to the TMDL implementation schedule.
- b. Where a Permittee believes that additional time to comply with the final water quality-based effluent limitations and/or receiving water limitations is necessary, a Permittee may within 45 days of Order adoption request a time schedule order pursuant to California Water Code section 13300 for the Regional Water Board's consideration.
- c. Permittees may either individually request a TSO, or may jointly request a TSO with all Permittees subject to the water quality-based effluent limitations and/or receiving water limitations, to implement the WLAs in the state-adopted TMDL.

- d. At a minimum, a request for a time schedule order shall include the following:
- i. Data demonstrating the current quality of the MS4 discharge(s) in terms of concentration and/or load of the target pollutant(s) to the receiving waters subject to the TMDL;
 - ii. A detailed description and chronology of structural controls and source control efforts, since the effective date of the TMDL, to reduce the pollutant load in the MS4 discharges to the receiving waters subject to the TMDL;
 - iii. Justification of the need for additional time to achieve the water quality-based effluent limitations and/or receiving water limitations;
 - iv. A detailed time schedule of specific actions the Permittee will take in order to achieve the water quality-based effluent limitations and/or receiving water limitations;
 - v. A demonstration that the time schedule requested is as short as possible, taking into account the technological, operation, and economic factors that affect the design, development, and implementation of the control measures that are necessary to comply with the effluent limitation(s); and
 - vi. If the requested time schedule exceeds one year, the proposed schedule shall include interim requirements and the date(s) for their achievement. The interim requirements shall include both of the following:
 - (1) Effluent limitation(s) for the pollutant(s) of concern; and
 - (2) Actions and milestones leading to compliance with the effluent limitation(s).

5. Water Quality-Based Effluent Limitations for Trash

Permittees assigned a Waste Load Allocation in a trash TMDL shall comply as set forth below.

- a. **Effluent Limitations:** Permittees shall comply with the interim and final water quality-based effluent limitations for trash set forth in Attachments L through R for the following Trash TMDLs:
- i. Lake Elizabeth Trash TMDL (Attachment L)
 - ii. Santa Monica Bay Nearshore and Offshore Debris TMDL (Attachment M)
 - iii. Malibu Creek Watershed Trash TMDL (Attachment M)
 - iv. Ballona Creek Trash TMDL (Attachment M)
 - v. Machado Lake Trash TMDL (Attachment N)
 - vi. Los Angeles River Trash TMDL (Attachment O)

- vii. Peck Road Park Lake Trash TMDL (Attachment O)
- viii. Echo Park Lake Trash TMDL (Attachment O)
- ix. Legg Lake Trash TMDL (Attachment O)

b. Compliance

- i. Pursuant to California Water Code section 13360(a), Permittees may comply with the trash effluent limitations using any lawful means. Such compliance options are broadly classified as *full capture*, *partial capture*, *institutional controls*, or *minimum frequency of assessment and collection*, as described below, and any combination of these may be employed to achieve compliance:

(1) Full Capture Systems:

- (a) The Basin Plan authorizes the Regional Water Board Executive Officer to certify *full capture systems*, which are systems that meet the operating and performance requirements as described in this Order, and the procedures identified in "Procedures and Requirements for Certification of a Best Management Practice for Trash Control as a Full Capture System."⁴⁰
- (b) Permittees are authorized to comply with their effluent limitations through certified *full capture systems* provided the requirements of paragraph (c), immediately below, and any conditions in the certification, continue to be met.
- (c) Permittees may comply with their effluent limitations through progressive installation of *full capture systems* throughout their jurisdictional areas until all areas draining to Lake Elizabeth, Santa Monica Bay, Malibu Creek, Ballona Creek, Machado Lake, the Los Angeles River system, Legg Lake, Peck Road Park Lake, and/or Echo Park Lake are addressed. For purposes of this Order, attainment of the effluent limitations shall be conclusively presumed for any drainage area to Lake Elizabeth, Santa Monica Bay, Malibu Creek (and its tributaries), Ballona Creek (and its tributaries), Machado Lake, the Los Angeles River (and its tributaries), Legg Lake, Peck Road Park Lake, and/or Echo Park Lake where certified *full capture systems* treat all drainage from the area, provided that the *full capture systems* are adequately sized and maintained, and that maintenance records are up-to-date and available for inspection by the Regional Water Board.

⁴⁰ The Regional Water Board currently recognizes eight *full capture systems*. These are: Vortex Separation Systems (VSS) and seven other Executive Officer certified *full capture systems*, including specific types or designs of trash nets; two gross solids removal devices (GSRDs); catch basin brush inserts and mesh screens; vertical and horizontal trash capture screen inserts; and a connector pipe screen device. See August 3, 2004 Los Angeles Regional Water Quality Control Board Memorandum titled "Procedures and Requirements for Certification of a Best Management Practice for Trash Control as a Full Capture System."

- (i) A Permittee shall be deemed in compliance with its final effluent limitation if it demonstrates that all drainage areas under its jurisdiction and/or authority are serviced by appropriate certified *full capture systems* as described in paragraph (1)(c).
 - (ii) A Permittee shall be deemed in compliance with its interim effluent limitations, where applicable:
 - 1. By demonstrating that *full capture systems* treat the percentage of drainage areas in the watershed that corresponds to the required trash abatement.
 - 2. Alternatively, a Permittee may propose a schedule for installation of *full capture systems* in areas under its jurisdiction and/or authority within a given watershed, targeting first the areas of greatest trash generation, for the Executive Officer's approval. The Executive Officer shall not approve any such schedule that does not result in timely compliance with the final effluent limitations, consistent with the established TMDL implementation schedule and applicable State policies. A Permittee shall be deemed in compliance with its interim effluent limitations provided it is fully in compliance with any such approved schedule.
- (2) Partial Capture Devices and Institutional Controls: Permittees may comply with their interim and final effluent limitations through the installation of *partial capture devices* and the application of *institutional controls*.⁴¹
- (a) Trash discharges from areas serviced solely by *partial capture devices* may be estimated based on demonstrated performance of the device(s) in the implementing area.⁴² That is, trash reduction is equivalent to the *partial capture devices*' trash removal efficiency multiplied by the percentage of drainage area serviced by the devices.
 - (b) Except as provided in subdivision (c), immediately below, trash discharges from areas addressed by *institutional controls* and/or *partial capture devices* (where site-specific performance data is not available) shall be calculated using a mass balance approach, based on the daily generation rate (DGR) for a representative area.⁴³ The DGR shall be determined from direct measurement of trash deposited in the drainage area during any thirty-day period between June 22nd and September 22nd exclusive of rain events⁴⁴, and shall be re-calculated every year thereafter unless a less frequent period for recalculation is approved by the Regional Water Board Executive Officer. The DGR

⁴¹ While interim effluent limitations may be complied with using *partial capture devices*, compliance with final effluent limitations cannot be achieved with the exclusive use of *partial capture devices*.

⁴² Performance shall be demonstrated under different conditions (e.g. low to high trash loading).

⁴³ The area(s) should be representative of the land uses and activities within the Permittees' authority and shall be approved by the Executive Officer prior to the 30-day collection period.

⁴⁴ Provided no special events are scheduled that may affect the representative nature of that collection period.

shall be calculated as the total amount of trash collected during this period divided by the length of the collection period.

DGR = (Amount of trash collected during a 30-day collection period⁴⁵ / (30 days)

The DGR for the applicable area under the Permittees' jurisdiction and/or authority shall be extrapolated from that of the representative drainage area(s). A mass balance equation shall be used to estimate the amount of trash discharged during a storm event.⁴⁶ The *Storm Event Trash Discharge* for a given rain event in the Permittee's drainage area shall be calculated by multiplying the number of days since the last street sweeping by the DGR and subtracting the amount of any trash recovered in the catch basins.⁴⁷ For each day of a storm event that generates precipitation greater than 0.25 inch, the Permittee shall calculate a *Storm Event Trash Discharge*.

Storm Event Trash Discharge = [(Days since last street sweeping*DGR)] – [Amount of trash recovered from catch basins]⁴⁸

The sum of the *Storm Event Trash Discharges* for the storm year shall be the Permittee's calculated annual trash discharge.

Total Storm Year Trash Discharge = ∑Storm Event Trash Discharges from Drainage Area

- (c) The Executive Officer may approve alternative compliance monitoring approaches for calculating total storm year trash discharge, upon finding that the program will provide a scientifically-based estimate of the amount of trash discharged from the Permittee's MS4.

(3) Combined Compliance Approaches:

Permittees may comply with their interim and final effluent limitations through a combination of *full capture systems*, *partial capture devices*, and *institutional controls*. Where a Permittee relies on a combination of approaches, it shall demonstrate compliance with the interim and final effluent limitations as specified in (1)(c) in areas where *full capture systems* are installed and as specified in (2)(a) or (2)(b), as appropriate, in areas where *partial capture devices* and *institutional controls* are applied.

(4) Minimum Frequency of Assessment and Collection Approach:

If allowed in a trash TMDL and approved by the Executive Officer, a Permittee may alternatively comply with its final effluent limitations by

⁴⁵ Between June 22nd and September 22nd

⁴⁶ Amount of trash shall refer to the uncompressed volume (in gallons) or drip-dry weight (in pounds) of trash collected.

⁴⁷ Any negative values shall be considered to represent a zero discharge.

⁴⁸ When more than one storm event occurs prior to the next street sweeping the discharge shall be calculated from the date of the last assessment.

implementing a program for *minimum frequency of assessment and collection* (MFAC) in conjunction with BMPs. To the satisfaction of the Executive Officer, the MFAC/BMP program must meet the following criteria:

- (a) The MFAC/BMP Program includes an initial minimum frequency of trash assessment and collection and suite of structural and/or nonstructural BMPs. The MFAC/BMP program shall include collection and disposal of all trash found in the receiving water and shoreline. Permittees shall implement an initial suite of BMPs based on current trash management practices in land areas that are found to be sources of trash to the water body. The initial minimum frequency of trash assessment and collection shall be set as specified in the following TMDLs:
 - (i) Malibu Creek Watershed Trash TMDL
 - (ii) Machado Lake Trash TMDL
 - (iii) Legg Lake Trash TMDL
- (b) The MFAC/BMP Program includes reasonable assurances that it will be implemented by the responsible Permittees.
- (c) MFAC protocols may be based on SWAMP protocols for rapid trash assessment, or alternative protocols proposed by Permittees and approved by the Regional Water Board Executive Officer.
- (d) Implementation of the MFAC/BMP program should include a Health and Safety Program to protect personnel. The MFAC/BMP program shall not require Permittees to access and collect trash from areas where personnel are prohibited.
- (e) The Regional Water Board Executive Officer may approve or require a revised assessment and collection frequency and definition of the critical conditions under the MFAC:
 - (i) To prevent trash from accumulating in deleterious amounts that cause nuisance or adversely affect beneficial uses between collections;
 - (ii) To reflect the results of trash assessment and collection;
 - (iii) If the amount of trash collected does not show a decreasing trend, where necessary, such that a shorter interval between collections is warranted; or
 - (iv) If the amount of trash collected is decreasing such that a longer interval between collections is warranted.
- (f) At the end of the implementation period, a revised MFAC/BMP program may be required if the Regional Water Board Executive Officer determines that the amount of trash accumulating between

collections is causing nuisance or otherwise adversely affecting beneficial uses.

(g) With regard to (4)(e)(i), (4)(e)(ii), or (4)(e)(iii), above, the Regional Water Board Executive Officer is authorized to allow responsible Permittees to implement additional structural or non-structural BMPs in lieu of modifying the monitoring frequency.

ii. If a Permittee is not in compliance with its applicable interim and/or final effluent limitation as identified in Attachments L through R, then it shall be in violation of this Order.

(1) A Permittee relying on *partial capture devices* and/or *institutional controls* that has violated its interim and/or final effluent limitation(s) shall be presumed to have violated the applicable limitation for each day of each storm event that generated precipitation greater than 0.25 inch during the applicable storm year, except those storm days on which it establishes that its cumulative Storm Event Trash Discharges has not exceeded the applicable effluent limitation.

(2) If a Permittee relying on *full capture systems* has failed to demonstrate that the *full capture systems* for any drainage area are adequately sized and maintained, and that maintenance records are up-to-date and available for inspection by the Regional Water Board, and that it is in compliance with any conditions of its certification, shall be presumed to have discharged trash in an amount that corresponds to the percentage of the baseline waste load allocation represented by the drainage area in question.

(a) A Permittee may overcome this presumption by demonstrating (using any of the methods authorized in Part VI.E.5.b) that the actual or calculated discharge for that drainage area is in compliance with the applicable interim or final effluent limitation.

iii. Each Permittee shall be held liable for violations of the effluent limitations assigned to their area. If a Permittee's compliance strategy includes *full* or *partial capture devices* and it chooses to install a full or partial capture device in the MS4 physical infrastructure of another public entity, it is responsible for obtaining all necessary permits to do so. If a Permittee believes it is unable to obtain the permits needed to install a full capture or partial capture device within another Permittee's MS4 physical infrastructure, either Permittee may request the Executive Officer to hold a conference with the Permittees. Nothing in this Order shall affect the right of that public entity or a Permittee to seek indemnity or other recourse from the other as they deem appropriate. Nothing in this subsection shall be construed as relieving a Permittee of any liability that the Permittee would otherwise have under this Order.

c. Monitoring and Reporting Requirements (pursuant to California Water Code section 13383)

- i. Each Permittee shall submit a TMDL Compliance Report as part of its Annual Report detailing compliance with the applicable interim and/or final effluent limitations. Reporting shall include the information specified below. The report shall be submitted on the reporting form specified by the Regional Water Board Executive Officer. The report shall be signed under penalty of perjury by the Permittee's principal executive officer or ranking elected official or duly authorized representative of the officer, consistent with Part V.B of Attachment D (Standard Provisions), who is responsible for ensuring compliance with this Order. Each Permittee shall be charged with and shall demonstrate compliance with its applicable effluent limitations beginning with its December 15, 2013, TMDL Compliance Report.
 - (1) Reporting Compliance based on Full Capture Systems: Permittees shall provide information on the number and location of full capture installations, the sizing of each full capture installation, the drainage areas addressed by these installations, and compliance with the applicable interim or final effluent limitation, in its TMDL Compliance Report. The Los Angeles Water Board will periodically audit sizing, performance, and other data to validate that a system satisfies the criteria established for a *full capture system* and any conditions established by the Regional Water Board Executive Officer in the certification.
 - (2) Reporting Compliance based on Partial Capture Systems and/or Institutional Controls:
 - (a) Using Performance Data Specific to the Permittee's Area: In its TMDL Compliance Report, a Permittee shall provide: (i) site-specific performance data for the applicable device(s); (ii) information on the number and location of such installations, and the drainage areas addressed by these installations; and (iii) calculated compliance with the applicable effluent limitations.
 - (b) Using Direct Measurement of Trash Discharge: Permittees shall provide an accounting of DGR and trash removal via street sweeping, catch basin clean outs, etc., in a database to facilitate the calculation of discharge for each rain event. The database shall be maintained and provided to the Regional Water Board for inspection upon request. In its TMDL Compliance Report, a Permittee shall provide information on its annual DGR, calculated storm year discharge, and compliance with the applicable effluent limitation.
 - (3) Reporting Compliance based on Combined Compliance Approaches: Permittees shall provide the information specified in Part VI.E.5.c.i(1) for areas where *full capture systems* are installed and that are specified in Part VI.E.5.c.i(2)(a) or (b), as appropriate, for areas where *partial capture devices* and *institutional controls* are applied. In its TMDL Compliance Report, a Permittee shall also provide information on compliance with the applicable effluent limitation based on the combined compliance approaches.

(4) Reporting Compliance based on an MFAC/BMP Approach:

The MFAC/BMP Program includes a Trash Monitoring and Reporting Plan, and a requirement that the responsible Permittees will self-report any non-compliance with its provisions. The results and report of the Trash Monitoring and Reporting Plan must be submitted to Regional Water Board with the Permittee's Annual Report.

- ii. Violation of the reporting requirements of this Part shall be punishable pursuant to, inter alia, California Water Code section 13385, subdivisions (a)(3) and (h)(1), and/or section 13385.1.

Appendix L

Findings of Facts and Statement of Overriding Considerations

SYLMAR COMMUNITY PLAN UPDATE

Final Environmental Impact Report CEQA Findings of Facts and Statement of Overriding Considerations

SCH No. 2008021089

LA CITY EIR No. ENV-2006-5624-EIR

CPC No. CPC-2006-5569-CPU

APPENDIX L - CEQA Findings of Fact and Statement of Overriding Consideration

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SECTION 1 – INTRODUCTION

California Environmental Quality Act (CEQA) – HAVING RECEIVED, REVIEWED, AND CONSIDERED THE FOLLOWING INFORMATION AS WELL AS THE OTHER INFORMATION IN THE RECORD OF PROCEEDINGS ON THIS MATTER, THE CITY PLANNING COMMISSION HEREBY FINDS AND RECOMMENDS THAT THE CITY COUNCIL OF THE CITY OF LOS ANGELES FIND, DETERMINE, AND DECLARE AS FOLLOWS:

CERTIFICATION OF THE FINAL EIR

The Environmental Impact Report (EIR), consisting of the Draft EIR published in October 11, 2012 and the Final EIR published in May 2015 for the Sylmar Recommended Plan (“Project”), identified significant environmental impacts that will result from the adoption of the Recommended Plan. The Los Angeles City Council (City) finds that the implementation of certain mitigation measures as a requirement of project approval will reduce most, but not all, of the potential significant effects to less-than-significant levels. Those impacts that are not reduced to a less-than-significant level are identified and overridden due to specific economic, legal, social, technological, or other feasibility considerations.

As required by the California Environmental Quality Act (CEQA), the City, in adopting these Findings of Fact and Statement of Overriding Considerations, also adopts the Mitigation Monitoring Program (MMP) for the Recommended Plan included in the Final EIR. The City finds that the MMP meets the requirements of California Public Resources Code (PRC) Section 21081.6 by providing for the implementation and monitoring of measures intended to mitigate the potentially significant effects of the Recommended Plan.

In accordance with CEQA and the CEQA Guidelines, the City adopts these Findings as part of the certification of the EIR for the proposed project. Pursuant to PRC Section 21082.1(c)(3) and CEQA Guidelines Section 15090(a) (3), the City also finds that the EIR reflects the City’s independent judgment as the lead agency for the proposed project.

PROJECT DESCRIPTION

CEQA requires that the description of the project include “the whole of an action” and must contain specific information about the Plan to allow the public and reviewing agencies to evaluate and review its environmental impacts, and that this description must include all integral components of the Plan. A proper project description is important to ensure that “environmental considerations do not become submerged by chopping a large project into many little ones – each with minimal impact on the environment – which cumulatively may have disastrous consequences.” (Bozung v. Local Agency Formation Commission (1975) 13 Cal.3d 263, 283-284.)

APPENDIX L - CEQA Findings of Fact and Statement of Overriding Consideration

The Recommended Plan “the Project” is described in the City Planning Commission Staff Report, the DEIR, and the FEIR and includes all of the actions described therein. Corrections or minor modifications (as described in the Staff Report and Determination Letter) to the project description have been analyzed in the DEIR and FEIR and have been recorded in the EIR Text Changes (FEIR Section 10.2). These include modifications made as a result of comments received on the DEIR and the public hearing process. The changes do not constitute significant new information. The whole of the action includes the updated Community Plan Text and Land Use diagram, Zone and Height District Changes, revised Equinekeeping District, Community Plan Implementation Overlay, street redesignations and corresponding updates to related General Plan Elements (see Determination Letter for full list of Actions).

Project goals and objectives were summarized and restated in the FEIR (Chapter 10) to assist reviewers of the EIR; these goals and objectives can be found and are more fully discussed in the Community Plan Text (Chapters 1-5) and the City Planning Recommendation Report (Proposed Plan Summary). An overview of the Project is provided below.

SUMMARY OF PROJECT

The Sylmar Community Plan update directs future anticipated growth to already developed areas, redirecting growth away from undeveloped foothills and thereby preserving open space and natural resources. By lowering density in residential neighborhoods nearest these sensitive resources and redirecting growth toward areas with existing services and transportation infrastructure the Project fosters sustainable planning principles such as those included in the General Plan Framework and the SCAG Sustainable Communities Strategy (including development adjacent to transit that facilitates a mix of uses that encourages reductions in trip and trip lengths). The Project accommodates anticipated growth described by SCAG in its regional growth projections (SCS/RTP 2008, 2012).

Allowable development regulations (Floor Area Ratios) along selected corridors (adjacent to transit and in proximity to other complementary uses) have been increased adjacent to the Metrolink station and along commercial corridors, consist with goals and policies of the Framework and Concept Los Angeles long range plans of the City (and to respond to SCAG Sustainable Communities Strategy). This limited increase in allowable development incorporates design and scale restrictions to address compatibility and transitions between zones; where increases have been allowed the Community Plan Implementation Overlay (CPIO) has added new regulations to address development scale, design, massing and transitions.

The Sylmar Community Plan EIR programmatically addresses total reasonably anticipated development in the Community Plan area and analyses community-wide impacts anticipated to result from this total anticipated increase in development. Analysis of site-specific impacts as a result of increases in allowable density on any given site is not feasible, as it would be too speculative to identify potential site-specific changes as a result of the Recommended Plan. Rather these impacts

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are generally addressed in the EIR. Site-specific impacts are addressed at the project level. The City's threshold for discretionary review of individual projects (if some other discretionary action is not requested) is the addition of 50 residential units or 50,000 square feet of commercial or industrial space. This threshold is not altered by the Recommended Plan. All projects over this size require a site-specific CEQA review process at the project level and the incorporation of all feasible mitigation measures to reduce any significant and potentially significant impacts is required. In addition, any project triggering any other discretionary action will require site-specific CEQA review, including all future subdivisions, variance applications, and projects within specific plans and other implementation overlays.

SHORT TERM VERSUS LONG TERM IMPACTS

The Recommended Plan updates the Existing 1997 Plan, last updated in 1997, which anticipated a mix of suburban and rural uses since its inception. That Existing 1997 Plan anticipated and accommodated a reasonable expected population of 99,770 persons during its plan horizon. The Recommended Plan is intended to resolve existing land use conflicts as well as provide additional land use capacity in areas adjacent to transit while decreasing overall development potential in the Plan Area. The Plan allows for better preservation of single-family residential neighborhoods (through changes to land use designations and zoning) and equinekeeping neighborhoods (through a revised and expanded Equinekeeping "K" District), and more effectively preserves open space, hillside and foothill areas. By redirecting anticipated growth from less developed portions of the community, open space areas particularly in the foothills, would be preserved thereby preserving open space in perpetuity (a long term benefit). The Project does not cause new development to occur, as development in the area is currently allowed under the Existing 1997 Plan, rather it accommodates new development in a more sustainable manner shifting growth to areas where it complements existing development patterns and protecting sensitive areas from impacts of new development.

GROWTH INDUCING IMPACTS OF THE RECOMMENDED PLAN

Section 15126.2(d) of the CEQA Guidelines requires a Final EIR to discuss the ways the Recommended Plan could foster economic or population growth or the construction of additional housing, directly or indirectly, in the surrounding environment. Growth inducing impacts include the removal of obstacles to population growth (e.g., the expansion of a wastewater treatment plant allowing more development in a service area) and the development and construction of new service facilities that could significantly affect the environment individually or cumulatively. In addition, growth must not be assumed as beneficial, detrimental, or of little significance to the environment.

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The Recommended Plan as analyzed in the EIR allows for reasonable expected development to accommodate an estimated 89,378 persons during the plan horizon (2030). For comparison, the Existing 1997 Plan allows for a reasonable expected development level of 99,770 persons. So while the adoption and implementation of the Recommended Plan would be an increase in the level of reasonable expected development compared to the existing conditions, the Recommended Plan represents a more conservative land use plan for Sylmar than the Existing 1997 Plan Plan, in that it reduces the amount of overall acreage that is planned/zoned to accommodate residential dwelling units and/or non-residential floor area, as compared to the Existing 1997 Plan Plan.

For CEQA purposes, the Recommended Plan must be evaluated as compared to Existing Conditions. As such, the Recommended Plan accommodates 17,584 or 10,516 more persons depending on the year population is measured from, 2005 population of 71,794 persons or 2010 census population of 78,862 respectively. The DEIR analyzes the potential impacts associated with the 2005 Existing Conditions leading to a more conservative analysis of those impacts.

The Recommended Plan reasonable expected level of development of 89,378 persons is slightly higher than the Southern California Association of Governments (SCAG) projection of 85,993 persons by 2030. This SCAG 2030 forecast represents 14,199 more persons over the previously projected 2005 population level, and a growth of 7,131 persons over the 2010 census population level.

The Recommended Plan is designed to satisfy the projected population growth forecast by SCAG and further address new policies included in SCAG's recently adopted Sustainable Communities Strategy, prepared to address regional land use and transportation obligations needed to meet SB 375 and AB 32. Since SCAG, which is the regional agency responsible for projecting growth, anticipates growth in the area, land use capacity changes and adjustments to accommodate anticipated growth would not be considered growth inducing; rather they are generally considered growth accommodating. While the Recommended Plan could allow slightly more population growth than identified by SCAG, such incremental additional growth would be consistent with state and regional policies (including those in the SCS, and more recently SB 743) directing growth to areas adjacent to transit. The Recommended Plan would accommodate slightly greater population growth than forecast by SCAG, but the difference is approximately 3 percent. The Recommended Plan largely redirects anticipated growth to existing developed commercial areas and preserves residential neighborhoods, equinekeeping properties, as well as open space and foothill areas; therefore, it would not continue to place pressure on undeveloped areas to accommodate new development.

The Recommended Plan would not cause the city to extend infrastructure beyond that required to meet the anticipated needs of future development in Sylmar. As mentioned previously, the Existing 1997 Plan anticipated higher levels of development than the Recommended Plan; The Recommended Plan represents continued growth at a slower pace than previously anticipated and planned for under the Existing 1997 Plan. Therefore, upgrades and maintenance of existing

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infrastructure within the area are not anticipated to stimulate additional population growth than already expected and thus would not result in growth inducing effects.

SIGNIFICANT IRREVERSIBLE IMPACTS

CEQA Guidelines Section 15126.2(c) states that: “[u]ses of nonrenewable resources during the initial and continued phases of the Project may be irreversible since a large commitment of such resources makes removal or nonuse thereafter unlikely. Primary impacts and, particularly, secondary impacts (such as highway improvement which provides access to a previously inaccessible area) generally commit future generations to similar uses. Also, irreversible damage can result from environmental accidents associated with the Project. Irreversible commitments of resources should be evaluated to assure that such current consumption is justified.”

Development of the anticipated level and type within the Sylmar Community Plan Area would cause the irreversible commitment of limited resources including energy and water for project development and operation. The construction phases and subsequent occupancy of new development would require the use of non-renewable resources (notably sand and gravel) for construction as well as a commitment of energy resources for building materials, fuel, operation, and the transportation of goods and people to and from the project sites. Commitment of resources during construction of future projects within the Community Plan Area would include: construction labor, materials used in construction, and fossil fuels consumed by project generated traffic and construction equipment. Commitment of resources following construction of projects would be similar to existing conditions, including electricity and gas to operate the projects and fossil fuels used by project-related traffic.

The assumed level of development within the Community Plan Area would incrementally reduce existing supplies of fuels including fuel oil, natural gas, and gasoline, since fossil fuels are currently the principal energy source. These changes are not considered significant when compared to existing energy consumption; however, this still represents a long-term commitment of non-renewable resources. Increasing commitment to renewable technologies will help offset demand. The construction of future projects within the Plan Area would also require the commitment or destruction of other non-renewable and slowly renewable resources. These resources include lumber and other forest products, sand and gravel, asphalt, petrochemical construction materials, steel, copper, lead and other metals, and water.

Commitment to the scale and type of future development allowed under the Recommended Plan would restrict future generations from other uses of development properties and supplies of resources for the life of the projects, approximately 50-100 years or more.

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The commitment of resources required for the type and level of Recommended development would limit the availability of these resources for future generations for other uses during the life of the Plan. However, this resource consumption would be consistent with growth and anticipated change in the City of Los Angeles, the County of Los Angeles, and the Southern California region as a whole. Further, use of such resources would be of a relatively small scale in relation to the Recommended Plan's fulfillment of regional and local urban design and development goals for the area. These goals are intended to promote smart growth that would reduce resource consumption by reducing vehicle trips and incorporating sustainable design features, utilizing renewable resources and reducing energy and water consumption. Therefore, the use of such resources for future projects in the Plan Area would be reduced as compared to development in other locations that would not fulfill such goals as fully.

ALTERNATIVES

The significant environmental impacts of the Project and the alternatives were identified and evaluated in the Draft EIR (Chapter 6) and further described in Chapter 10 of the Final EIR. The concept of "feasibility" encompasses the question of whether a particular alternative promotes the underlying goals and objectives of a Project. "Feasibility" under CEQA encompasses "desirability" to the extent that desirability is based on a reasonable balancing of the relevant economic, environmental, social, and technological factors.

RESPONSES TO COMMENTS

The Planning Department evaluated comments on the environmental issues received from persons who reviewed the Draft EIR. In accordance with CEQA, the Planning Department prepared written responses describing the disposition of significant environmental issues raised. The Final EIR provides adequate, good faith and reasoned responses to the comments. The Planning Department reviewed the comments received and the responses thereto and has determined that neither the comments received nor the responses to such comments add significant new information regarding environmental impacts to the Draft EIR. The Lead Agency has based its actions on a full evaluation of all viewpoints, including all comments received up to the date of adoption of these findings, concerning the environmental impacts identified and analyzed in the Final EIR.

During the comment period, comments regarding the use of 2005 data were made. The Planning Department included an evaluation of potential impacts utilizing 2010 Census data. This Census data became available after publication of the Draft EIR and it was not feasible to update the entire analysis. However, available 2010 Census data was included in the Final EIR to fully inform decisionmakers, and shows the conclusions of the Draft EIR remain consistent and have not changed.

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MITIGATION MONITORING PROGRAM

CEQA requires the Lead Agency approving a Project to adopt a Mitigation Monitoring Program (MMP) for the changes to the Project which it has adopted or made a condition of Project approval in order to ensure compliance with the mitigation measures during Project implementation. The mitigation measures included in the Final EIR as certified by the City Council and included in the MMP as adopted by the City Council serves that function. The MMP includes all of the mitigation measures and project design features that reduce potential impacts which were identified in the Final EIR.

City Council in connection with the approval of the Project and has been designed to ensure compliance with such measures during implementation of the Project. In accordance with CEQA, the MMP provides the means to ensure that the mitigation measures are fully enforceable. The final mitigation measures are described in the MMP. Each of the mitigation measures identified in the MMP, and contained in the Final EIR, is incorporated into the Project. In accordance with the requirements of Public Resources Code § 21081.6, the City Council hereby adopts the MMP described in the FIER (Chapter 11) and incorporated by reference into these findings. The City Council finds that the impacts of the Project have been mitigated to the extent feasible by the mitigation measures identified in the MMP, and contained in the Final EIR. In accordance with the requirements of Public Resources Code § 21081.6, the City Council hereby adopts each of the mitigation measures expressly set forth herein as conditions of approval for the Project.

OTHER AGENCY ACTIONS

The City Council is approving and adopting findings for the entirety of the actions described in these Findings and in the Final EIR as comprising the Project. It is contemplated that there may be a variety of actions undertaken by other State and local agencies (who might be referred to as “responsible agencies” under CEQA). Because the City is the Lead Agency for the Project, the Final EIR is intended to be the basis for compliance with CEQA for each of the possible discretionary actions by other State and local agencies to carry out the Project.

SUBSTANTIAL EVIDENCE

The City Council finds and declares that substantial evidence for each and every finding made herein is contained in the Draft EIR and Final EIR, and other related materials, each of which are incorporated herein by this reference, or is in the record of proceedings in the matter. Moreover, the City Council finds that where more than one reason exists for any finding, the City Council finds that each reason independently supports such finding, and that any reason in support of a given finding individually constitutes a sufficient basis for that finding.

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The City Council finds that the Final EIR provides objective information to assist the decision-makers and the public at large in their consideration of the environmental consequences of the Project. The public review period provided all interested jurisdictions, agencies, private organizations, and individuals the opportunity to submit comments regarding the Draft EIR. The Final EIR was prepared after the review period and responds to comments made during the public review period.

RECORD OF PROCEEDINGS

For Purposes of CEQA and these findings the Record of proceedings for the Sylmar Community Plan consists of the following documents, which includes, but is not limited to the following:

- (1) The Notice of Preparation for the Project (the “NOP”), and all other public notices issued by the City in connection with the Project;
- (2) The Final EIR, its corrections, and all technical appendices, dated X, 2015;
- (3) The Draft EIR, and all technical appendices, dated October 11, 2012;
- (4) All written comments submitted by agencies or members of the public during any public review comment period on the Draft EIR;
- (5) All written and verbal public testimony presented during noticed public hearings for the Project (consistent with City Council policy) at which such testimony was taken, including without limitation, the Report to City Planning Commission, Report to Council, including all attachment, any all presentations by City staff, the City’s consultants, the public, and any other interested party; and
- (6) The Mitigation Monitoring Program for the Project (the “MMP”);
- (7) The reports, studies and technical memoranda included and/or referenced in the DEIR and the FEIR and or their appendices;
- (8) All documents, studies, EIRs, or other materials incorporated by reference in the DEIR and the FEIR;
- (9) The Department of City Planning Recommendation Report and Determination Letter to City Council;
- (10) All Ordinances and Resolutions presented to and/or adopted by the City in connection with the Project; and all documents incorporated by reference therein, specifically including, but not limited to, this resolution and all of its exhibits, the plan amendment resolution, and the zone change ordinances;

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(11) Matters of common knowledge to the City, including but not limited, to federal, state, and local laws and regulations, adopted City plans, policies (including but not limited to the City of Los Angeles General Plan, General Plan Framework and Sylmar Community Plan, and the professional qualifications of its staff members and consultants;

(12) Any documents expressly cited in this Resolution and its exhibits, the Report to City Planning Commission, Report to Council, the Final EIR or the Draft EIR; and

(13) Any other relevant materials required to be in the record of proceedings under Section 21167.6(e) of the Public Resources Code.

CUSTODIAN OF DOCUMENTS

The custodian of the documents or other material which constitutes the record of proceedings upon which the City Planning Commission and City Council's decision is based is the City of Los Angeles, City Clerk, City Hall located at 200 North Spring Street, Los Angeles, California 90012; all other record of proceedings shall be kept with the Department of City Planning, and the Director of Planning shall be the custodian of the documents.

INDEPENDENT JUDGMENT

CEQA requires that the lead agency exercise its independent judgment in reviewing the adequacy of a Final EIR and that the decision of a lead agency in certifying a Final EIR and approving a Project not be predetermined. The City Council finds that the Final EIR was prepared in compliance with CEQA and the CEQA Guidelines. The City has conducted its own review and considered the Draft EIR, Final EIR, Appendices and all other related materials reflect the independent judgment and analysis of the Lead Agency and is exercising its independent judgment when acting as herein provided.

RELATIONSHIP OF FINDINGS TO EIR

These Findings are based on the most current information available. Accordingly, to the extent there are any apparent conflicts or inconsistencies between the Draft EIR and the Final EIR, on the one hand, and these Findings, on the other, these Findings shall control and the Draft EIR and Final EIR or both, as the case may be, are hereby amended as set forth in these Findings.

FINDINGS OF FACTS REGARDING ENVIRONMENTAL IMPACTS

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The Los Angeles Department of City Planning, acting as the lead agency, makes the following findings in response to the potentially significant effects on the environment identified and analyzed in the Final EIR for the Recommended Project.

Section 21081 of the California Public Resources Code and Section 15091 of the State CEQA Guidelines (the “Guidelines”) require a public agency, prior to approving a proposed project, to identify significant impacts of the proposed project and make one or more of the three possible findings for each of the significant impacts.

1. Changes or alterations have been required in, or incorporated into, the Project which avoid or substantially lessen then significant environmental effect as identified in the final EIR. (Guidelines Section 15091 (a)(1)); and
2. Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency. (Guidelines Section 15091 (a)(2)); and
3. Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible, the mitigation measures or project alternatives identified in the final EIR. (Guidelines Section 15091 (a)(3)).

These Findings herein incorporate the facts and discussions of the significant environmental impacts that may occur as a result of the Project, and in accordance with the provisions of CEQA and CEQA Guidelines, the City of Los Angeles hereby adopts these Findings. For each of the significant environmental effects identified in Section 2, as set forth in greater detail in these Findings herein, the City of Los Angeles makes the finding under Public Resources Code Section 21081(a)(3). For each of the significant environmental effects identified in Section 3, as set forth in greater detail in these Findings herein, the City of Los Angeles makes the finding under Public Resources Code Section 21081(a)(1). Although CEQA Guidelines Section 15091 does not require findings to address environmental impacts that an EIR identifies as merely “potentially significant,” these findings will fully account for all such effects identified in the EIR.

Section 15091 of the State CEQA Guidelines does not require specific findings to address environmental effects that an EIR identifies as having “no impact” or a “less than significant” impact. Nevertheless, Section 4 in the Findings fully account for all resources areas, including those identified in the EIR as less than significant.

In accordance with the provisions of CEQA and The CEQA Guidelines, the City Council of the City of Los Angeles has independently reviewed the Record of Proceedings (see list of contents in this Section) and based on the evidence in the Record of Proceedings adopts these Findings of Fact.

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SECTION 2 – POTENTIALLY SIGNIFICANT AND UNAVOIDABLE ADVERSE IMPACTS

The Final EIR indicates that potentially significant and unavoidable impacts attributable to the Recommended Plan are limited to Aesthetics, Air Quality, Greenhouse Gas Emissions, Noise, Transportation, and Utilities/Service Systems (Water Resources). As described below in the findings for these impacts, there are either no feasible mitigation measures or the feasible mitigation measure(s) would only partially mitigate this significant impact and the residual effect would remain significant. It is hereby determined that these impacts are acceptable for the reasons specified in the Statement of Overriding Considerations.

The Final EIR includes mitigation measures that will either avoid or provide substantial mitigation of the identified potentially significant environmental effects, including potentially significant cumulative effects, under the Recommended Plan. Many of the significant effects were avoided altogether because the Recommended Plan contains project features that prevent the occurrence of significant effects. However, certain environmental effects cannot be feasibly mitigated to a less than significant level.

The Recommended Plan will have significant impacts that cannot be avoided even with the adoption of feasible mitigation measures or feasible alternatives; these effects are outweighed by overriding considerations. The majority of impacts result from construction related activities, which often cannot be mitigated to less than significant levels despite being temporary in character. Consequently, in accordance with CEQA Guideline 15093, a Statement of Overriding Considerations has been prepared to substantiate the City's decision to accept these unavoidable significant effects when balanced against the significant benefits afforded by the Recommended Plan. Based on the analysis contained in the Draft EIR and as revised in the Final EIR, significant and unavoidable adverse impacts would occur for the following environmental categories.

A. AESTHETICS

Impact 4.1-1 Implementation of the Recommended Plan could have a substantial adverse effect on a scenic vista.

Impact 4.1-2 Implementation of the Recommended Plan could damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.

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Impact 4.1-3 Implementation of the Recommended Plan could substantially degrade the existing visual character or quality of the site and its surroundings.

Impact 4.1-4 Implementation of the Recommended Plan could create a new source of substantial light or glare that could adversely affect day- or nighttime views in the area.

Impact 4.1-5 Implementation of the Recommended Plan could result in development of structures that would shade shadow-sensitive uses for more than three hours between the hours of 9:00 AM and 3:00 PM Pacific Standard Time (between late October and early April), or for more than four hours between the hours of 9:00 AM and 5:00 PM Pacific Daylight Time (between early April and late October).

Findings: These impacts are significant and unavoidable. The cumulative impacts are also significant and unavoidable.

Explanation

As discussed in the DEIR (Chapter 4.1), the Recommended Plan incorporates project features that are intended to minimize, to the extent possible, adverse impacts to aesthetics. For example, residential development in the CPA would be limited (i.e., down planned and/or down zoned), particularly in the areas along the foothills near the San Gabriel Mountains and the Pacoima Wash, while other areas near transit and services, such as the area surrounding the Metrolink station and along major commercial corridors, would accommodate new housing and commercial opportunities (i.e., up zoned). In addition to land use and zone changes, the Recommended Plan would include height district changes limiting building heights in order to ensure new development is consistent with the general surrounding character. Overall, impacts to aesthetics would be primarily limited to these targeted growth areas. While project features and mitigation measure MM4.1-1 would reduce this impact in many cases to less than significant, since specific development projects are unknown at this time, the adoption and implementation of the Recommended Plan could impact aesthetics. Due to the uncertainty regarding the specific details of future development, the EIR noted that the Recommended Plan could have a significant and unavoidable impact on aesthetics. The uncertainty of future projects also leads to the conclusion that surrounding scenic resources, scenic vistas, and visual character could be impacted; therefore, the Recommended Plan's cumulative impact would also be significant and unavoidable.

Mitigation Measures:

MM4.1-1 As a condition of approval for any discretionary project or project located within the Sylmar Community Plan Implementation Overlay District, the City shall address aesthetics concerns as appropriate to minimize site-specific aesthetic impacts, including impacts to views, scenic resources, lighting, and shading.

Findings on Significance Impact: The City adopts CEQA Findings 1 and 3.

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Facts in Support of Findings:

(a) Scenic Vistas

The major scenic features in the vicinity of the Sylmar CPA are the Santa Susana Mountains to the northwest and west, the San Gabriel Mountains to the north and northeast, and the San Fernando Valley and Santa Monica Mountains to the south. Generally, the land use, zone, and height district changes under the Recommended Plan would not disrupt views of the San Gabriel and Santa Susana Mountains. Since the changes focus on directing growth away from existing residential neighborhoods and the foothills towards areas with transit and services, potential adverse impacts on scenic vistas and views from development under the Recommended Plan would be limited to those targeted change areas as well as publicly accessible open spaces where views across these changes could be affected. However, new development within targeted growth areas would be subject to the Community Plan Implementation Overlay District (CPIO) where projects would have to address aesthetic concerns through development standards that address building massing, building orientation, site layout, and building articulation. Additionally, the CPIO has height and floor area restrictions to ensure that new development complements the existing scale of neighborhood properties. Adoption of the Recommended Plan will not, by itself, result in significant impacts to scenic vistas. Although the Plan's goals and policies and existing city regulations encourage the preservation of scenic vistas, it may not be feasible in a given instance to implement sufficient preservation to reduce the impacts to scenic vistas to below a level of significance. While it is anticipated that scenic vistas would be preserved, the potential exists that scenic vistas could be impacted. It would be speculative to determine whether the implementation of MM4.1-1 would reduce impacts to a level of less than significant. Therefore, the impact to scenic vistas is considered significant and unavoidable.

There are no additional identified mitigation measures or project features that are not already a part of the Recommended Plan (such as Plan policies, CPIO regulations, and other federal, state and local regulations) that could mitigate this impact to a less than significant level. Project alternatives would allow more widely dispersed growth in designated hillside and open space areas, which are areas that are likely to have scenic vistas, and would therefore, likely worsen the significant impact.

(b) Scenic Resources

The major scenic resources in the CPA are the Pacoima Wash, the Los Angeles Aqueduct, and the San Fernando Mission Wells and Settling Basin. Both the Los Angeles Aqueduct and the San Fernando Mission Wells are identified as historic-cultural monuments and therefore protected, and the Pacoima Wash would remain as designated open space. Changes under the Recommended Plan would not change the overall land use pattern of the CPA. The Recommended Plan would further protect and preserve the area's scenic resources by limiting development near these areas (i.e., down plan/zone and height district changes). Mitigation measure MM4.1-1 would also help to reduce potential impacts in most instances. Adoption of the Recommended Plan will not, by itself, result in

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significant impacts to scenic resources. Although the Plan's goals and policies and existing city regulations for historic monuments encourage the preservation of scenic resources, it may not be feasible in a given instance to implement sufficient preservation to reduce the impacts to below a level of significance. While it is anticipated that scenic resources would be preserved, the potential still exists that they could be impacted. It would be speculative to determine whether the implementation of MM4.1-1 would reduce impacts to a level of less than significant. Therefore, impacts to scenic resources are considered significant and unavoidable.

There are no additional identified mitigation measures or project features that are not already a part of the Recommended Plan (such as Plan policies, CPIO regulations, and other federal, state and local regulations), that could mitigate this impact to a less than significant level. Project alternatives would allow more widely dispersed growth in designated hillside and open space areas, which are likely to have scenic resources, and would therefore, likely worsen the significant impact.

(c) Visual Character of Site and Surroundings

Elements contributing to the visual character of the CPA include low-scale buildings, rustic and ranch style development, as well as scenic vistas of the surrounding mountain ranges and of the expansive San Fernando Valley. The majority of the changes would limit development along the foothills, preserve single-family residential and equine keeping neighborhoods, as well as retain open space areas such as the Pacoima Wash (i.e., down plan/zone and expand the existing Equine Keeping District). Growth is being directed toward the Metrolink station area and along commercial corridors such as Foothill Boulevard. Areas targeted for growth would be required through the implementation of the CPIO to address issues of aesthetic when designing a project. In addition, mitigation measure MM4.1-1, would further protect the existing visual character of the area by requiring not only projects within the CPIO but other discretionary projects to address aesthetic concerns. Adoption of the Recommended Plan will not, by itself, result in significant impacts to the surrounding visual character. Although the Plan's goals and policies and existing city regulations (i.e. building height and site layout requirements of the Zoning Code) encourage the preservation of scenic resources, it may not be feasible in a given instance to implement sufficient preservation to reduce the impacts to below a level of significance. While it is anticipated that scenic resources would be preserved, the potential still exists that they could be impacted. It would be speculative to determine whether the implementation of MM4.1-1 would reduce impacts to a level of less than significant. Therefore, impacts to scenic resources are considered significant and unavoidable.

There are no additional identified mitigation measures or project features that are not already a part of the Recommended Plan (such as Plan policies, CPIO regulations, and other federal, state and local regulations), that could mitigate this impact to a less than significant level. Project alternatives would allow more widely dispersed growth that would likely worsen the significant impact.

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(d) Light and Glare

As discussed above, impacts to aesthetics would be primarily limited to areas targeted for growth. New lighting sources associated with additional dwelling units, businesses, street lighting and vehicle headlights would be anticipated in these areas. Projects subject to the CPIO would be required to minimize light and glare (i.e., outdoor lighting shall be shielded and directed onto the pathway). Furthermore, all new development would be required to be consistent with the LAMC, which would ensure that light-sensitive areas adjacent to or within new development would be protected from spillover or excessive lighting. Conformance to LAMC regulations and the CPIO, as well as implementation of mitigation measure MM4.1-1 would help reduce this impact. Adoption of the Recommended Plan will not, by itself, result in significant new sources of light and glare. Although the Plan's goals and policies and existing city regulations (i.e. Zoning and Building Code regulations) limit the amount of light and glare that could adversely affect day- or nighttime views, it may not be feasible in a given instance to implement sufficient measures to reduce the impacts to below a level of significance. While it is anticipated that light and glare from new development projects would be limited, the potential still exists that they could be significant. It would be speculative to determine whether the implementation of MM4.1-1 would reduce impacts to a level of less than significant. Therefore, impacts to new sources of light and glare are considered significant and unavoidable.

There are no additional identified mitigation measures or project features that are not already a part of the Recommended Plan (such Plan policies, CPIO regulations, and other federal, state and local regulations), that could mitigate this impact to a less than significant level. Project alternatives would allow more widely dispersed growth that would likely worsen the significant impact.

(e) Shade Shadow - Sensitive Uses

Generally, the Recommended Plan would not change the overall land use patterns within the CPA. Existing residential neighborhoods, particularly equestrian-oriented neighborhoods, and open space areas would be protected. Zone changes are recommended along major commercial corridors, such as Foothill Boulevard, and around the Metrolink station in order to accommodate growth. Shade shadow impacts on sensitive uses would be primarily limited to areas targeted for growth. Sensitive uses are generally routinely useable outdoor spaces associated with residential, recreational or institutional land, as well outdoor eating areas for restaurants. For the most part, new residential development would be relatively low to low-medium density development and buildings generally two to three stories tall. Areas targeted for growth could be developed with buildings that are four to five stories tall (up to 60 feet near the Metrolink station). However, development within targeted areas would be subject to the CPIO which requires projects to address shade shadow impacts. Adoption of the Recommended Plan will not, by itself, result in significant shade/shadow of sensitive uses. However, it may not be feasible in a given instance to implement sufficient measures to reduce the impacts to below a level of significance. While it is anticipated that light and glare from

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new development projects would be limited, the potential still exists that they could be significant. It would be speculative to determine whether the implementation of MM4.1-1 would reduce impacts to a level of less than significant. Therefore, shade and shadow impacts to sensitive uses are considered significant and unavoidable.

There are no additional identified mitigation measures or project features that are not already a part of the Recommended Plan (such Plan policies, CPIO regulations, and other federal, state and local regulations), that could mitigate this impact to a less than significant level. Project alternatives would allow more widely dispersed growth that would likely worsen the significant impact.

B. AIR QUALITY

Impact 4.2-3 Implementation of the Recommended Plan could violate air quality standards or contribute substantially to an existing or projected air quality violation.

Findings: This impact is significant and unavoidable. The cumulative impact is also significant and unavoidable.

Explanation

As discussed in the DEIR (Chapter 4.2), during construction and demolition activities, emissions from dust could adversely affect sensitive receptors in and around the CPA. Construction equipment is frequently diesel-fueled, which generates more pollutants than gas-powered construction equipment. Construction activities associated with the Recommended Plan would occur throughout the life of the Plan, and would be intermittent as market conditions allow for development opportunities. Emissions would be anticipated to be lower during years where, economically, the area is experiencing a slowdown, and higher during years where the economy is at peak. Implementation of mitigation measures MM4.2-1 through MM4.2-4 would reduce this impact, but not necessarily to a less than significant level. Due to the unknown level of construction activity that would occur on any given day throughout the life of Plan (i.e., construction schedule and specific location), construction emissions for individual projects allowed under the Recommended Plan cannot be quantified. Therefore, the daily average emission during the life of the Plan could exceed the South Coast Air Quality Management District's (SCAQMD) recommended thresholds for construction emissions and impacts could be significant and unavoidable. The Recommended Plan would also contribute a cumulatively considerable increase in emissions as a result of construction activities under the Plan.

With regards to operational emissions, these are generated by both stationary and mobile sources which result from normal day-to-day activities within the CPA. For example, stationary area source emissions would be generated by the consumption of natural gas for space and water heating devices, and the operation of landscape maintenance equipment. Mobile emissions would be

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generated by the motor vehicles traveling to, within, and from the CPA. Development under the Recommended Plan would result in vehicle and area emissions that would exceed SCAQMD's daily thresholds for ROG, PM₁₀ and PM_{2.5} before mitigation, therefore, this impact would be significant and unavoidable. Implementation of mitigation measures MM4.2-1 through MM4.2-4 would reduce this impact; however, PM₁₀ emissions would still exceed regulatory thresholds. Sylmar is located in the South Coast Air Basin, which has been designated as a nonattainment area for PM₁₀ and PM_{2.5} emissions and for ozone. Because emissions under the Recommended Plan would exceed the thresholds for PM₁₀ and PM_{2.5}, and since the South Coast Air Basin is already impacted, new development under the Recommended Plan would have a significant cumulative impact on regional air quality.

Mitigation Measures:

MM4.2-1 As a condition of approval for any discretionary project or project located within the Sylmar Community Plan Implementation Overlay District, the City shall require all contractors to include the following best management practices in contract specifications and print on plans:

- Use properly tuned and maintained equipment.
- Construction contractors shall enforce the idling limit of five minutes as set forth in the California Code of Regulations.
- Use diesel-fueled construction equipment to be retrofitted with after treatment products (e.g. engine catalysts) to the extent they are readily available and feasible.
- Use heavy duty diesel-fueled equipment that uses low NOX diesel fuel to the extent it is readily available and feasible.
- Use construction equipment that uses low polluting fuels (i.e. compressed natural gas, liquid petroleum gas, and unleaded gasoline) to the extent available and feasible.
- Maintain construction equipment in good operating condition to minimize air pollutants.
- Construction contractors shall utilize materials that do not require painting, as feasible.
- Construction contractors shall use pre-painted construction materials, as feasible.

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- Construction contractors shall provide temporary traffic controls such as a flag person, during all phases of construction to maintain smooth traffic flow.
- Construction contractors shall provide dedicated turn lanes for movement of construction trucks and equipment on- and off-site, as feasible.
- Construction contractors shall reroute construction trucks away from congested streets or sensitive receptor areas, as feasible.
- Construction contractors shall appoint a construction relations officer to act as a community liaison concerning on-site construction activity including resolution of issues related to PM10 generation.

MM4.2-2 As a condition of approval for any discretionary project or project located within the Sylmar Community Plan Implementation Overlay District, the City shall require projects that cover areas greater than 5 acres to provide appropriate analysis and modeling for CO, NOX, PM10, and PM2.5.

MM4.2-3 In order to comply with the California Air Resources Board (CARB) Air Quality and Land Use Handbook (June 2005) and achieve an acceptable interior air quality level for sensitive receptors, appropriate measures shall be incorporated into project building design. The appropriate measures shall include one of the following methods:

- The project applicant shall retain a qualified air quality consultant to prepare a health risk assessment (HRA) in accordance with the California Air Resource Board and the Office of Environmental Health and Hazard Assessment requirements to determine the exposure of project residents/occupants/users to stationary air quality pollutants prior to issuance of a demolition, grading, or building permit. The HRA shall be submitted to the Lead Agency for review and approval. The applicant or implementation agency shall implement the approved HRA recommendations, if any. If the HRA concludes that the air quality risks from nearby sources are at or below acceptable levels, then additional measures are not required.
- The applicant shall implement the following features that have been found to reduce air quality risk to sensitive receptors and shall be included in the project construction plans. These shall be submitted to the Planning and Zoning Division and the Building Service Division for review and approval prior to the issuance of a demolition, grading, or building permit.

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- Do not locate sensitive receptors near distribution center's entry and exit points.
- Do not locate sensitive receptors in the same building as a perchloroethylene dry cleaning facility.
- Maintain a 50' buffer from a typical gas dispensing facility (under 3.6 million gallons of gas per year).
- Install, operate, and maintain in good working order a central heating and ventilation (HV) system or other air take system in the building, or in each individual residential unit, that meets the efficiency standard of the MERV 13. The HV system shall include the following features: installation of a high efficiency filter and/or carbon filter-to-filter particulates and other chemical matter from entering the building. Either HEPA filters or ASHARE 85% supply filters shall be used.
- Retain a qualified HV consultant or HERS rater during the design phase of the project to locate the HV system based on exposure modeling from the mobile and/or stationary pollutant sources.
- Maintain positive pressure within the building.
- Achieve a performance standard of at least 4 air exchanges per hour of recirculation.
- Achieve performance standard of .25 air exchanges per hour of an unfiltered infiltration if the building is not positively pressurized.
- Project applicant shall maintain, repair, and/or replace HV system or prepare an Operation and Maintenance Manual for the HV system and the filter. The manual shall include the operating instructions and maintenance and replacement schedule. This manual shall be included in the CC&R's for residential projects and distributed to the building maintenance staff. In addition, the applicant shall prepare a separate Homeowners Manual. The manual shall contain the operating instructions and maintenance and replacement schedule for the HV system and the filters. It shall also include a disclosure to the buyers of the air quality analysis findings.

MM4.2-4 As a condition of approval for any discretionary project or project located within the Sylmar Community Plan Implementation Overlay District, the City shall require

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projects to implement applicable Greenhouse Gas reduction measures in the design of projects, including:

- Install energy efficient lighting (e.g., light emitting diodes), heating and cooling systems, appliances, equipment, and control systems).
- Install light colored “cool” roofs and cool pavements.
- Create water efficient landscapes.
- Install water efficient fixtures and appliances.

Finding on Significance Impact: The City adopts CEQA Findings 1, 2, and 3.

Facts in Support of Findings:

All development within the City is required to implement “best management practices” specified by the SQAMD rules (i.e., Rules 403, 431.1, 431.2, 1109, and 1113). For instance, site watering, soil stabilization, covering truck and storage piles, as well as the use of low sulfur fuel for stationary construction equipment, are all practices required by existing regulations. Mitigation measures MM4.2-1 through MM4.2-4, as revised per the recommendation of SCAQMD, were included to minimize potential environmental effects with regards to construction and operational emissions. As discussed in the DEIR (Chapter 4.2), the City finds that the above measures are appropriate and feasible, and would substantially lessen the potential adverse environmental effects of the Recommended Plan by requiring the implementation of mitigation measures to reduce emissions. Even with the standard SCAQMD regulations and identified mitigations, construction activities would still generate emissions that exceed the SCAQMD’s thresholds. Because of the non-attainment status of the air basin and uncertainties regarding future attainment of ozone precursors, this impact would remain significant and unavoidable. No additional feasible measures are available to reduce this impact below a level of significance (Public Resource Code, 21002; CEQA Guidelines 15091, 15126.4, subd. (a)(2)). To the extent that this adverse impact will not be substantially lessened or eliminated, the City finds that specific economic, social and other considerations identified in the Statement of Overriding Considerations support the approval of the Recommended Plan.

There are no additional identified mitigation measures or project features that are not already a part of the Recommended Plan (CPIO regulations, and California Air Resource Board regulations) that could mitigate this impact to a less than significant level. In addition, the project alternatives would still violate air quality standards. Alternatives 1 and 2 would lead to widespread growth throughout the CPA, including development of vacant lots in the foothills and open space areas rather than targeting new development in areas served by transit. Since the South Coast Air Basin is already a nonattainment area, construction impacts that result in PM10 and PM2.5 emissions under the project alternatives would still be significant.

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Impact 4.2-4 Implementation of the Recommended Plan could result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors).

Findings: This impact is significant and unavoidable. The cumulative impact is also significant and unavoidable.

Explanation

This basin is designated as a nonattainment area for PM₁₀ and PM_{2.5} emissions and for ozone. Long term air quality within the CPA, as well as within the basin, would be adversely affected by both mobile sources and area source emissions. Mobile sources include criteria air pollutant emissions, primarily from the addition of new mobile sources to the area, such as automobiles. Stationary area source emissions, which are associated with the operation of residential units, would be generated by the consumption of natural gas for space and water heating devices, while mobile emissions would be generated by motor vehicles traveling within the CPA, for example.

The Recommended Plan includes numerous project features that help minimize potential effects from criteria pollutants. These include, but are not limited to:

- Accommodating the majority of the population growth by directing new development near the Metrolink station and other services to promote the use of transit;
- Minimizing development along the foothills and within the fringes of the CPA; and
- Requiring new development within targeted growth areas to design their projects to encourage pedestrian and biking activities.

In addition to the project features, the implementation of measures MM4.2-1 through MM4.2-3 would help to reduce construction-related and operational emissions. Implementation of measures would reduce emissions from operational activities, except for PM₁₀ emissions which would exceed SCAQMD's threshold. Since emissions under the Recommended Plan would be significant, and the CPA is within a nonattainment area, this is considered to be a potentially significant cumulative impact.

Mitigation Measures:

MM4.2-1 through MM4.2-3, see above.

Finding on Significance Impact: The City adopts CEQA Findings 1, 2, and 3.

Facts in Support of Findings:

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As discussed in the DEIR (Chapter 4.2), the City finds that the potential cumulative impact of net increase of any criteria pollutant is expected to be significant because PM10 would exceed the SCAQMD thresholds and the CPA is in nonattainment for this emission. The City further finds that the above measures are appropriate and feasible, and would substantially lessen, but not avoid the potential adverse environmental effects of approving and implementation of the Recommended Plan. Because of the nonattainment status of the air basin and uncertainties regarding future attainment, this impact would remain significant and unavoidable. No additional feasible mitigation measures are available to reduce this impact below a level of significance. To the extent that this adverse impact will not be substantially lessened or eliminated, the City finds that the specific economic, social and other considerations identified in the Statement of Overriding Considerations support the approval of the Recommended Plan.

There are no additional identified mitigation measures or project features that are not already a part of the Recommended Plan (CPIO regulations, and California Air Resource Board regulations) that could mitigate this impact to a less than significant level. In addition, the project alternatives would still violate air quality standards. Alternatives 1 and 2 would lead to widespread growth throughout the CPA, including development of vacant lots in the foothills and open space areas rather than targeting new development in areas served by transit. Since the South Coast Air Basin is already a nonattainment area, construction impacts that result in PM10 and PM2.5 emissions under the project alternatives would still be significant.

Impact 4.2-5 Implementation of the Recommended Plan could expose sensitive receptors to substantial pollutant concentrations.

Findings: The level for exceedance of the localized significance thresholds (LST) during construction is significant and unavoidable. The cumulative impact is also significant and unavoidable for LST.

Explanation

The air quality section addresses the impacts of the Recommended Plan on the exposure of people to hazardous pollutant concentrations. The pollutants of concern include criteria air pollutants and toxic air contaminants (TAC). Criteria pollutants are identified as carbon monoxide (CO) and suspended particulate matter, such as PM10, and toxic air contaminants, which are identified as particulate matter from diesel-fueled engines, asbestos, metals, and other contaminants.

Mitigation Measures:

MM4.2-1 through MM4.2-3, see above.

Finding on Significance Impact: The City adopts CEQA Findings 1, 2, and 3.

Facts in Support of Findings:

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As discussed in the DEIR (Chapter 4.2), a hotspot analysis for CO was conducted; the results of the level of service for the intersections studied concluded that no intersection would exceed national or state standards for 1-hour or 8-hour CO concentrations; therefore, the impact for CO concentration would be less than significant.

A TAC analysis was also conducted. This study focused on the level of diesel particulate matter (PM10 and PM2.5) emitted mostly from diesel-powered equipment during construction activities, chemicals from industrial uses, and exhaust from vehicles. Estimation of the cancer risk from diesel particulate matter assumes long-term exposure of the pollutant. Construction related exposure would be short-term in nature, therefore the health risk from air pollutants generated during construction is anticipated to be less than significant. However, operational activities may include the implementation of industrial processes that would emit TACs, or may locate sensitive receptors in the vicinity of existing TAC emitters, such as freeways. Future residents could be exposed to diesel exhaust from trucks that travel on the I-210 freeway. Diesel trucks could also be used to make deliveries to retail and commercial land uses within the CPA. Diesel particulate matter from mobile sources has been identified as a toxic air contaminant by the California Air Resources Board (CARB). Consequently, future residents in the CPA could be exposed to TACs from diesel sources that could exceed the health risk thresholds. In order to mitigate potential impacts, the CPIO, a project feature of the Recommended Plan, would prohibit the construction of new residential uses within 500 feet of the freeway for most of the existing vacant land that is adjacent to the I-210 freeway. Furthermore, discretionary projects or projects that are within the CPIO would be required to comply with measures MM4.2-1 through MM4.2-3, making this impact less than significant.

A Localized Significant Thresholds (LST) analysis, which calculates PM10 and PM2.5 emissions, was not conducted because construction emissions are dependent on the number of construction and delivery vehicles operating, the length of time in operation, and the amount of soil that is disturbed on a daily basis. Without a known schedule or an anticipated annual or daily level of construction, emissions cannot be accurately estimated. As a condition of approval for any discretionary project or project located within the CPIO's active change areas, the City would require projects that cover areas greater than 5 acres to provide appropriate analysis and modeling for CO, NOx, PM10, and PM2.5. However, since a LST analysis was not conducted, implementation of the Recommended Plan could exceed LST thresholds during construction. Therefore, this impact would be significant and unavoidable for construction activities. The Recommended Plan would also have a cumulative significant and unavoidable impact for LST.

There are no additional identified mitigation measures or project features that are not already a part of the Recommended Plan (CPIO regulations, and applicable California Air Resource Board regulations) that could mitigate this impact to a less than significant level. In addition, new development under the project alternatives, which would lead to dispersed development pattern throughout the CPA, could also exceed the localized significant thresholds during construction.

C. GREENHOUSE GAS (GHG) EMISSIONS

Impact 4.6-1 Implementation of the Recommended Plan would result in development that could contribute to substantial emissions of greenhouse gases.

Impact 4.6-2 Project emissions of greenhouse gases would have the potential to conflict with the implementation of Assembly Bill (AB) 32.

Findings: These impacts are significant and unavoidable. The cumulative impacts are also significant and unavoidable.

Explanation

Implementation of the Recommended Plan would generate greenhouse gases through the construction of new residential, commercial and industrial uses. Greenhouse gas emissions from development under the Recommended Plan would specifically arise from project construction and from sources associated with project operation, including direct sources such as motor vehicles, natural gas consumption, and solid waste handling/treatment, and indirect sources such as electricity generation. Emissions of greenhouse gases for construction activities cannot be determined because the extent of equipment use and duration of individual construction projects are unknown. Estimated future emissions from area sources, electricity consumption, and landfills would increase during the life of the Plan. The Recommended Plan includes project features, such as directing growth to areas served by transit and near services and limiting development within residential neighborhoods, in order to minimize potential impacts. There are also state mandated regulations, such as Title 24, and measure MM4.6-1 that would help to reduce potential impacts from greenhouse gas emissions but not to a less than significant level.

Implementation of the Recommended Plan would comply with the goals and policies established by AB 32, such as requiring energy efficiency in buildings and appliances. New development would be directed to target areas near transit and services and such projects would be required to implement applicable greenhouse gas reduction measures in the design of projects. However, because greenhouse gas emissions must include emissions generated during construction, the total impact on climate change cannot be determined. Mitigation measure MM4.6-1, along with state mandated regulations, would help reduce operational impacts, but not to a less than significant level. This impact is significant and unavoidable. Both impacts would also be cumulatively significant and unavoidable.

Mitigation Measures:

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MM4.6-1 As a condition of approval for any discretionary project or project located within the Sylmar Community Plan Implementation Overlay District, the City shall require projects to implement applicable Greenhouse Gas reduction measures in the design of projects, including:

- Install energy efficient lighting (e.g., light emitting diodes), heating and cooling systems, appliances, equipment, and control systems.
- Install light colored “cool” roofs and cool pavements.
- Create water-efficient landscapes.
- Install water-efficient fixtures and appliances.

Findings: The City adopts CEQA Findings 1, 2, and 3.

Facts in Support of Findings:

(a) Emissions of Greenhouse Gases

As discussed in the DEIR (Chapter 4.6), greenhouse gas emissions would arise from project construction and from sources associated with project operation. The Recommended Plan incorporates project features that would help to minimize associated impacts. For example, a majority of the recommended changes aim to preserve and limit residential development throughout the CPA. Limited zone changes are recommended; new housing and commercial development would be directed towards commercial corridors on San Fernando Road and Foothill Boulevard and near the Metrolink Station. Impacts from greenhouse gas emissions associated with the Recommended Plan would likely occur within these designated targeted growth areas. As noted, the Recommended Plan would provide for infill development in already established areas. This, along with the implementation of state mandated regulations (as required by the California Air Resource Board) would result in the reduction of greenhouse gas emissions. Projects within targeted growth areas would be subject to the CPIO and would be required to comply with applicable environmental standards, such as requirements for the installation of energy efficient lighting, heating and cooling systems, appliances, equipment, and control systems; light colored “cool” roofs and cool pavements; water-efficient landscapes; and water-efficient fixtures and appliances. These, coupled with mitigation measures identified would help reduce potential impacts from operational emissions. However, because the extent of equipment use and duration of individual construction projects are unknown, greenhouse gas emissions from construction activities cannot be determined and therefore, this impact would be considered significant and unavoidable.

There are no additional identified mitigation measures or project features that are not already a part of the Recommended Plan, such as the CPIO’s Environmental Standards, that could mitigate this

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impact to a less than significant level. In addition, new development under the project alternatives would result in higher emissions of greenhouse gases because unlike the Recommended Plan, which aims to reduce greenhouse gas emissions by directing growth to areas that are served by transit, the project alternatives would lead to dispersed development pattern throughout the CPA that would increase operational and construction greenhouse gas emissions.

(b) AB 32

AB 32 required the California Air Resource Board (CARB) to develop a scoping plan that described the approach California would take to reduce greenhouse gases to achieve the goal of reducing emissions. Many of the greenhouse gas reduction measures (i.e., low carbon fuel standard, advanced clean car standards, and cap-and-trade) are beyond the scope of this project. Applicable reduction measures include making land use changes to encourage transit-oriented and infill development that reduce vehicle miles traveled (growth targeted in areas served by transit), and improving energy efficiency in buildings and appliances (CPIO's Environmental Standards). The Recommended Plan would comply with applicable goals and policies established under AB 32.

In addition to AB 32, Senate Bill 375 now requires MPOs, which in this case is SCAG, to include sustainable community strategies for the purpose of reducing greenhouse gas emissions. Since the Recommended Plan is consistent with SCAG's 2004 Regional Transportation Plan, it is also consistent with AB 32. However, because the greenhouse gas emissions must include emissions generated during construction, the total impact on climate change from implementation of the Recommended Plan cannot be determined. Therefore, this impact is deemed significant and unavoidable.

As discussed in the DEIR (Chapter 4.6), there are no additional identified mitigation measures or project features that are not already a part of the Recommended Plan (CPIO Environmental Standards) that could mitigate this impact to a less than significant level. In addition, new development under the project alternatives would result in higher emissions of greenhouse gases because unlike the Recommended Plan, which aims to reduce greenhouse gas emissions by directing growth to areas that are served by transit, the project alternatives would lead to dispersed development pattern throughout the CPA increasing VMT and vehicle emissions along with increased operational and construction greenhouse gas emissions.

D. NOISE

Impact 4.10-5 Construction of development pursuant to the Recommended Plan could result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.

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- Impact 4.10-6** Development of new residential uses adjacent to the Sylmar/San Fernando Metrolink Station under the Sylmar Community Plan could result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.
- Impact 4.10-7** Construction of development pursuant to the Recommended Plan could generate or expose persons or structures to excessive groundborne vibration.
- Impact 4.10-8** Construction of development pursuant to the Recommended Plan could result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project due to construction activities.
- Findings:** These impacts are significant and unavoidable. The cumulative impacts are also significant and unavoidable.

Explanation

Implementation of the Recommended Plan would result in construction activities associated with new development projects. While specific development plans are unknown at this time, it is likely that construction activities associated with projects pursuant to the Recommended Plan would be located near existing or future noise-sensitive uses (i.e., residences and schools). For instance, groundborne noise and vibration generated during construction activities could impact existing sensitive uses or result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity. However, construction related impacts would be primarily limited to areas targeted for growth, such as the area surrounding the Metrolink station and along commercial corridors such as Foothill Boulevard. It is important to note that construction noise would be anticipated to be lower during years when the area is experiencing an economic downturn, and higher during years of economic growth. Implementation of mitigation measures MM4.10-1, MM4.10-2, and MM4.10-3 would reduce this impact, but not necessarily to a less than significant level. New projects would also be required to comply with the LAMC with regards to construction noise levels and hours of operation, performance standards for powered tools, and other regulations. However, due to the unknown level of construction activity that would occur on any given day throughout the life of the Recommended Plan (i.e., construction schedule and specific location), construction noise for individual projects allowed under the Recommended Plan cannot be quantified.

Since implementation of the Recommended Plan would focus growth near the Metrolink station, new residential uses could potentially be located within 1,000 feet of the existing Union Pacific (UP) rail line. New sensitive uses, both interior and exterior, could be located within these areas that may experience excessive noise levels due to train horns and movement. Generally, projects located within this area would be subject to the Sylmar CPIO, which would require the submittal of a site-

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specific vibration assessment as required by the Environmental Standards. Projects would also have to comply with applicable LAMC standards, including the provision of a sound wall for any residential uses adjacent to an existing rail line, which would help to reduce interior noise levels. Mitigation measure MM4.10-1 would help to reduce this impact. However, exterior noise levels specifically related to the use of train horns could still exceed LAMC standards; therefore, the impact would be significant and unavoidable.

Mitigation Measures:

MM4.10-1 As a condition of approval for any discretionary project or project located within the Sylmar Community Plan Implementation Overlay District, the City shall require that prior to the submittal of a building permit application for residential development within 150 feet of the Union Pacific (UN) right-of-way, project applicants shall obtain a qualified vibration consultant to complete a site-specific vibration assessment subject to approval by the Department of Building and Safety. The vibration assessment shall measure the vibration levels at the project site's property line within 150 feet of the UP right-of-way. If vibration levels exceed the FTA 80 VdB criteria for "infrequent" vibration events impacting a residential use (i.e., fewer than 30 vibration events from the same source per day, which is typical of most commuter rail vibration sources), the vibration assessment shall recommend measures to reduce vibration levels to 72 VdB or less. Examples of such measures that have been very successfully used, separately or in combination, to avoid vibration impacts to other residential projects located near rail transit vibration sources include:

- Building Foundation Mats – the use of increased mass in the foundation of the building to increase the effective vibration reduction that occurs at the boundary between the soil and the building foundation structure.
- Vibration Isolation – after provision of a break or gap in the structure between the first floor concrete slab and the top of the basement walls/columns, isolation would be achieved by placing rubber pads between the top of the basement walls/columns and the first floor structure.

Recommend vibration reduction measures provided by the site-specific assessment shall be incorporated into the design and construction of the proposed infill development project and their effectiveness shall be verified by vibration monitoring measurements after construction. The applicant shall provide the Department of Building and Safety documentation demonstrating compliance with this measure for

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review and approval once construction has been completed, but prior to occupancy of the building(s).

MM4.10-2 As a condition of approval for any discretionary project or project located within the Sylmar Community Plan Implementation Overlay District, the City shall require all contractors to include the following best management practices in contract specifications and print on plans:

- Construction haul truck and materials delivery traffic shall avoid residential areas whenever feasible. If no alternatives are available, truck traffic shall be routed on streets with the fewest residences.
- The construction contractor shall locate construction staging areas away from sensitive uses.
- When construction activities are located in close proximity to noise-sensitive land uses, noise barriers (e.g., temporary walls or piles of excavated material) shall be constructed between activities and noise sensitive uses.
- Impact pile drivers shall be avoided where possible in noise-sensitive areas. Drilled piles or the use of a sonic vibratory pile driver are quieter alternatives that shall be utilized where geological conditions permit their use. Noise shrouds shall be used when necessary to reduce noise of pile drilling/driving.
- Construction equipment shall be equipped with mufflers that comply with manufacturers' requirements.
- The construction contractor shall consider potential vibration impacts to older (historic) buildings.

MM4.10-3 As a condition of approval for any discretionary project or project located within the Sylmar Community Plan Implementation Overlay District, the City shall require proposed industrial projects located within 1,000 feet of a residential land use to complete a noise study using the significance thresholds established in the City of Los Angeles CEQA Thresholds Guide. Identified impacts shall be mitigated per the City's Noise Ordinance.

Findings: The City adopts CEQA Findings 1 and 3.

Facts in Support of Findings:

(a) Construction Noise

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As discussed in the DEIR (Chapter 4.10), the Recommended Plan could result in significantly increased noise levels during construction activities. Construction-related groundborne noise and vibration is generated mainly from the use of construction equipment such as pile drivers, bulldozers, trucks, and/or jackhammers. The groundborne noise and vibration generated during construction activities would primarily impact existing sensitive uses (e.g., residences, schools, and hospitals) that are located adjacent to, or within, the vicinity of specific projects. It may be possible that construction activities could occur as close as 25 feet from sensitive receptors that would result in these sensitive receptors experiencing groundborne noise and vibration impacts above the threshold of 85 Vdb. The maximum allowable noise level for most construction equipment within 500 feet of any residential zone is 75 dBA measures at 50 feet from the noise source. This restriction holds unless compliance is not technically feasible even with the use of noise “mufflers, shields, sound barriers, and/or other noise reduction devices or techniques.” Construction activities may still be required in proximity to nearby sensitive receptors and construction-related noise levels which could exceed the 75 dBA threshold. The Recommended Plan directs new housing and commercial development along commercial corridors on San Fernando Road and Foothill Boulevard and near the Metrolink Station, which is located within the Sylmar CPIO, and is where construction-related noise will likely occur. The CPIO includes Environmental Standards that address construction noise next to sensitive land uses, including construction of temporary walls or piles of excavated material, and regulations on construction equipment, which will help mitigate the construction-related noise impacts.

In general, construction activities associated with implementation of projects pursuant to the Recommended Plan would likely last for a period of several weeks and would generate noise levels at noise-sensitive uses ranging from 86 dBA Leq to as high as 107 dBA Leq. These noise levels would occur during various stages of individual project construction and could exceed the limits established by the City’s CEQA Threshold Guidelines. Construction of development could result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project due to construction activities. These impacts would be considered significant and unavoidable. It is anticipated that project-specific environmental analyses of larger discretionary projects, will address this issue in more detail, potentially identifying further mitigation. However, due to the uncertainty regarding the specific details of future development and a set construction schedule, this impact would be considered to be significant and unavoidable even with the incorporated mitigation measures.

The project’s contributions to cumulative noise impacts are temporary in nature as they occur during construction activities. Typically construction noise is a localized effect, but when multiple construction projects are underway in the same general area, cumulative construction impacts could occur.

There are no additional identified mitigation measures or project features that are not already a part of the Recommended Plan (CPIO Environmental Standards) that could mitigate this impact to a less

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than significant level. The project alternatives would still have a significant impact due to construction noise. Alternatives 1 and 2 would not limit construction noise, it would just lead to widespread growth throughout the CPA, including development of vacant lots in the foothills and open space areas rather than targeting new development in areas served by transit. Therefore, the impact under the project alternatives would also be significant.

(b) New Residential Adjacent to the Sylmar/San Fernando Metrolink Station

As discussed in the DEIR (Chapter 4.10), the Recommended Plan may allow new residential developments, which are considered sensitive uses, adjacent to the Metrolink station. While no specific development is proposed under the Recommended Plan, based on Plan policies, it is expected that sensitive uses, such as housing, could be located on the opposite side of the development from the Metrolink station and train tracks, thereby mitigating some of the noise generated by those transportation facilities. Under new construction practices, noise levels inside structures, such as residential buildings, can be expected to be 30 dBA less than exterior noise levels. New developments will likely include communal open spaces, such as pocket parks or pedestrian walkways, which could also place sensitive receptors close to noise from the rail. The instantaneous interior noise levels attributable to residential units located within 150 feet of the train tracks would be reduced to approximately 80 dBA when a train horn blows. However, this noise level would remain in excess of City noise standards as established in LAMC Section 111.03 by approximately 30 dBA for instantaneous exterior noise. These noise levels would equate to Community Noise Equivalent Levels (CNEL) of greater than 65 dBA, which would also exceed the exterior residential noise standards of the General Plan. Project design could also help mitigate train noise – for example, when mixed-use developments are located adjacent to the railroad tracks, noise-tolerant project components such as parking garages could be built on the back side of the development facing the tracks in an effort to reduce the noise levels experienced at the residential uses. The garages could act as a buffer and help attenuate the noise generated by the trains. Additionally, sound walls could be developed adjacent to the railroad tracks to mitigate train noise. However, due to the uncertainty on the specific details of future development, the potential exists that noise levels at future residential uses could exceed exterior and interior levels established in the LAMC.

Adoption of the Recommended Plan will not, by itself, result in significant noise and vibration impacts for residential units adjacent to the Metrolink Station. Although the mitigation measures require regulations (i.e. building foundation mats, vibration isolation from rubber pads, and vibration monitoring measurements) to help reduce the impact of rail noise and vibration on residential occupants, it may not be feasible in a given instance to implement sufficient measures reduce the impacts to below a level of significance. It would be speculative to determine whether the implementation of MM4.10-1 would reduce impacts to a level of less than significant. Therefore,

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impacts are considered to be significant and unavoidable. In addition, the project alternatives would still have a significant impact since Alternatives 1 and 2 would not prohibit residential units adjacent to the Metrolink station; therefore, the impact under the project alternatives would still be significant.

E. TRANSPORTATION/TRAFFIC

Impact 4.13-2 Implementation of the Recommended Plan could result in inadequate emergency access during construction unless mitigated.

Impact 4.13-3 The volume-weighted average V/C ratio under the Recommended Plan would exceed that of existing traffic conditions and the percentage of roadway segments projected to operate at unsatisfactory levels of service would substantially exceed that of existing traffic conditions.

Findings: These impacts are significant and unavoidable. The cumulative impacts are also significant and unavoidable.

Explanation

Implementation of the Recommended Plan would direct projected growth along commercial corridors such as Foothill Boulevard and San Fernando Road, and in the transit-oriented district near the Metrolink station. This targeted growth strategy allows for the preservation of large residential lots and open space in the hillside areas of Sylmar. This strategy will preserve residential neighborhoods and natural resources, and will also provide new housing, commercial, and industrial opportunities in areas that have the infrastructure and amenities to support growth. Impacts related to emergency access and traffic conditions on roadway segments would be concentrated in these commercial corridor areas where growth is directed. Mitigation measure 4.13-1 would help minimize the impact on emergency access but not to a less than significant level.

The Recommended Plan analyzed roadway segment Level of Service (LOS) to determine service capacity and projected deficiencies of various roadway networks in Sylmar. LOS is a qualitative measure used to describe the conditions of traffic, ranging from excellent conditions at LOS A to overloaded conditions at LOS F. The Department of Transportation (LADOT) has established LOS D as a minimum satisfactory level of service. LOS is related to the ratio of traffic demand volume to capacity (V/C) for each street segment. Based on the analysis, it was determined that the weighted average V/C would exceed the existing baseline conditions, and would increase the number of roadway segments operating at LOS E or F.

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Mitigation Measures:

MM4.13-1: As a condition of approval for any discretionary project or project located within the Sylmar Community Plan Implementation Overlay District, development review procedures shall be conducted to ensure that the applicable Mobility policies of the Sylmar Community Plan are applied and implemented when such projects are considered for approval.

Findings: The City adopts CEQA Findings 1 and 3.

Facts in Support of Findings:

(a) Emergency Access

As discussed in the DEIR (Chapter 4.13), one of the project features of the Recommended Plan is to direct growth to commercial corridors and the transit-oriented district and to preserve hillside and open space areas. Emergency access is an ongoing issue for hillside properties, particularly in Very High Fire Hazardous Severity Zones in the hilly northern and eastern portions of Sylmar. The Recommended Plan includes policies and land use changes to preserve the existing character of Sylmar's hillside and open space areas, so the Recommended Plan will not exacerbate existing emergency access in these areas. New development will likely occur along commercial corridors and near the Metrolink station. The City requires development plans to be submitted to the City for review and approval to ensure that all new development has adequate emergency access, including turning radius in compliance with existing City regulations. Projects would be subject to the City's permitting process, in which the Police and Fire Departments would review the project to ensure that temporary construction barricades or other obstructions do not impede emergency access. However, because the details about specific development projects are unknown at this time, the adoption and the Recommended Plan and implementing ordinances could impact emergency access. Additionally, there could be a potentially significant cumulative impact if construction occurs concurrently in a given area, which would mean that there would be a concurrent emergency access obstruction due to a number of construction projects.

There are no additional identified mitigation measures or project features that are not already a part of the Recommended Plan (such as CPIO regulations, development review procedures), that could mitigate this impact to a less than significant level. Additionally, the project alternatives could still lead to adverse impacts to emergency access during temporary construction conditions. Alternatives 1 and 2 would still permit development projects, and in turn construction that could temporarily impact emergency access; it would lead to widespread growth throughout the CPA, rather than targeting new development in areas served by transit. Therefore, the impact under the project alternatives would still be significant.

(b) Volume-Weighted Average (V/C Ratio)

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The volume-weighted average V/C ratio under the Recommended Plan would substantially exceed that of existing traffic conditions, and the number of roadway segments projected to operate at unsatisfactory levels of service would substantially exceed that of existing traffic conditions. As the Final EIR concluded, the implementation of the Recommended Plan would result in an unavoidable significant adverse transportation impact based on the City's adopted thresholds of significance. In 2030, under the Recommended Plan, the volume-weighted vehicle to capacity (V/C) ratio and the percentage of roadway links projected to operate at level of service (LOS) E or F would both substantially exceed that of 2005 baseline conditions. Total vehicle miles of travel (VMT) and vehicle hours of travel (VHT) also would be significantly increased. The traffic study for the EIR identified several intersections that would be significantly adversely impacted by increased traffic generated by the Recommended Plan. While these impacts may be improved through the identified mitigation measures, there is considerable uncertainty as to whether conditions at the time of implementation would make these measures feasible.

While these impacts could be reduced to a level of less than significant through effective implementation of the mitigation measure identified above, in some instances, these measures will not likely be feasible due to physical and operational constraints. Traffic congestion at impacted intersections would represent a significant and unavoidable cumulative impact.

The Transportation Improvement and Mitigation Program (TIMP) includes f recommendations for mitigating the projected increase in traffic volume and shift in traffic patterns associated with land use changes. The major emphasis of the TIMP is to encourage alternative modes of transportation – transit use, bicycling, walking, or ridesharing, to reduce vehicle trips generated in Sylmar, as well as on roadway improvements. The Recommended Plan provides opportunities for use of alternate modes of transportation (non-motorized trips and transit) by concentrating development in mixed-use areas within walking distance of transit services. Additionally, the Recommended Plan concentrates development near the existing Sylmar/San Fernando Metrolink Station and along major corridors near commercial areas. An emphasis of the Recommended Plan is to create areas within Sylmar where the mix of housing and jobs are in proximity to one another. This makes it possible for more people to live and work in the same area of Sylmar and to potentially make more non-motorized trips as well.

The Recommended Plan improved VMT and VHT slightly, but traffic operations are projected to worsen due to the increased amount of capacity accommodated. The CPA is situated in the northeast portion of the San Fernando Valley, adjacent to the San Gabriel Mountains and Angeles National Forest, with significant volumes of regional trips made through the CPA to/from the Golden State Freeway (I-5) and Foothill Freeway (I-210). The lack of proximity to any major regional center contributes to the less congested nature of the area and non-contiguous streets within the CPA make it difficult for regional commuter traffic to cut through local streets. However, the transportation analysis shows volumes of non-Sylmar generated traffic passing through the CPA

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will result in marginal increases to traffic volumes due to freeway through-trips generated outside of the CPA.

Policies included in the Recommended Plan, would reduce traffic impacts in the area, but not to a less-than-significant level. There would still be a significant adverse transportation impact as a result of the Recommended Plan as compared to 2005 conditions. The percentage of roadway segments projected to operate at LOS E or F and the weighted V/C ratio are anticipated to increase while the number of vehicle miles traveled and vehicle hours of travel decrease. While the Recommended Plan is anticipated to result in impacts on V/C ratio and roadway segments, it will be consistent with SB 375 and the Sustainable Communities Strategy. It is expected that as a result of focused development in targeted areas, this will correspondingly relieve development pressure in other areas further from transit. Thus, although traffic and greenhouse gas emissions may increase in the Commercial Corridor and Transit-Oriented District of the CPIO, it is anticipated that regionally vehicle miles travelled and greenhouse gas emissions will be less. Development under the Recommended Plan would contribute a portion of the cumulative traffic anticipated on local roadways, with the other portion attributed to other developments in the City as well as developments in neighboring jurisdictions.

There are no additional identified mitigation measures or project features that are not already a part of the Recommended Plan (such as Plan Mobility policies, CPIO regulations, development review procedures), that could mitigate this impact to a less than significant level. Additionally, the project alternatives could still lead to adverse impacts to V/C ratios of road intersection from traffic conditions. Alternatives 1 and 2 (the “No Project Alternative”) would still permit new development projects, which in turn could lead to an increase in traffic. The project alternatives may have a greater adverse impact on traffic than the Recommended Plan because the project alternatives would lead to widespread growth throughout the CPA rather than targeting new development in areas served by transit. Therefore, the impact under the project alternatives would still be significant.

F. UTILITIES/SERVICE SYSTEMS: WATER RESOURCES

Impact 4.14-2 The Recommended Plan could impact the water supplies that serve the CPA. While water supply is expected to be adequate, LADWP is looking at a number of strategies to serve citywide growth, including additional conservation measures, use restrictions, recycling programs, and regulatory changes that may occur over the life of the plan. The City of Los Angeles is faced with the challenge of providing a sufficient supply of safe, reliable, and affordable water to a growing population and business sector, while, at the same time, dealing with the realities of water resources availability.

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Findings: The impact on water supply is significant and unavoidable. The cumulative impacts are less than significant.

Explanation

Water supply continues to be one of the major challenges facing the City. The issues of water demand and supply are citywide concerns that transcend the boundaries of individual community plan areas that comprise the City (and the region). Each community plan area contributes to the City's need to provide an adequate supply of water to meet demand. As Los Angeles grows towards a more sustainable future, some areas of the City, which are mainly areas that are served by transit infrastructure, will be encouraged to grow more densely than in the past. The Recommended Plan includes land use and zone changes to direct growth along commercial corridors and the transit-oriented district, while preserving large residential lots in the hillsides and open space areas. More dense development is generally more efficient in its per capita consumption of resources such as water and energy. Water demand is influenced by a number of variables, including demographics, weather, and the economy. Increasing regulation, environmental mitigation and groundwater contamination as well as other factors result in a changing water supply horizon. Any substantial increase in water demand in the City has the potential to significantly impact water supplies. Implementation of the Recommended Plan would direct growth along commercial corridors on Foothill Boulevard and San Fernando Road, and in the transit-oriented district adjacent to the Metrolink station. Population growth and new development would likely occur in these designated areas; therefore, these areas will likely account for the increase in water demand. Since the Recommended Plan would contribute to increased water consumption in the City and since any substantial increase in water demand in the City has the potential to significantly impact water supplies, the potential increase in water demand anticipated as a result of the Recommended Plan is considered potentially significant and unavoidable.

Mitigation Measures:

MM4.14-1: As a condition of approval for any discretionary project or project located within the Sylmar Community Plan Implementation Overlay District, the City shall work with Los Angeles Department of Water and Power (LADWP) to ensure appropriate expansion, upgrade, and/or improvement of the local water distribution system within the Sylmar CPA as may be necessary to accommodate anticipated growth.

Findings: The City adopts CEQA Findings 1 and 3.

Facts in Support of Findings:

As discussed in the DEIR (Chapter 4.14), the Recommended Plan directs planned growth along commercial corridors and adjacent to the Metrolink station; therefore, new water demand will likely occur in these targeted areas. In general, implementation of the Recommended Plan would contribute to increased water consumption in the City, which is projected to increase from 634,209

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acre-feet per year in 2010 to 710,760 acre-feet per year in 2035 (based on the 2010 LADWP Urban Water Management Plan). Future projects that yield more than 500 dwelling units, which would require a separate environmental review, would also be required to prepare their own “water supply assessment” in order to quantify the water demand and assess whether the current water supply could support such a development. This would be a verification process to determine sufficient water supply prior to project approval. Projects under the Recommended Plan would be required to meet the City’s Water Supply Action Plan, the Emergency Water Conservation Plan Ordinance, the Urban Water Management Plan and the City’s standard mitigation measures intended to reduce water usage, which would reduce impacts to the extent feasible, but impacts remain potentially significant and unavoidable due to the uncertainty associated with the water demand of specific development projects.

There are no additional identified mitigation measures or project features that are not already a part of the Recommended Plan (such as Plan policies and local water conservation regulations), that could mitigate this impact to a less than significant level. Additionally, the project alternatives could still have a significant impact on water supplies. Alternatives 1 and 2 would represent more dispersed growth throughout the CPA, including development of vacant lots in the foothills and open space areas rather than targeting new development in areas served by transit. Therefore, the impact under the project alternatives would still be significant.

SECTION 3 - POTENTIALLY SIGNIFICANT IMPACTS REDUCED TO LESS-THAN-SIGNIFICANT BY MITIGATION MEASURES INCORPORATED INTO THE PROJECT

The Final EIR identifies significant impacts which are reduced to a “less-than-significant” level by the inclusion of mitigation measures identified in the Final EIR. It is hereby determined that the significant environmental impacts that these mitigations address will be avoided or substantially lessened by their inclusion in the project.

A. NOISE

Impact 4.10-2 Development under the Recommended Plan could result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels.

Findings: Less than Significant with Mitigation

Mitigation Measures:

MM4.10-1 Prior to the submittal of a building permit application for discretionary residential development within 150 feet of the Union Pacific right-of-way, project applicants shall obtain a qualified vibration consultant to complete a site-specific vibration assessment subject to approval by the Department of Building and Safety. The vibration assessment shall measure the vibration levels at the project site’s property line within 150 feet of the Union Pacific right-of-way. If vibration levels exceed the FTA 80 VdB criteria for “infrequent” vibration events impacting a residential use (i.e., fewer than 30 vibration events from the same source per day, which is typical of most commuter rail vibration sources), the vibration assessment shall recommend measures to reduce vibration levels to 72 VdB or less. Examples of such measures that have been successfully used, separately or in combination, to avoid vibration impacts to other residential projects located near rail transit vibration sources include:

- **Building Foundation Mats**—The use of increased mass in the foundation of the building to increase the effective vibration reduction that occurs at the boundary between the soil and the building foundation structure.
- **Vibration Isolation**—After provision of a break or gap in the structure between the first floor concrete slab and the top of the basement walls/columns, isolation would be achieved by placing rubber pads between the top of the basement walls/columns and the first floor structure.

Recommended vibration reduction measures provided by the site-specific assessment shall be incorporated into the design and construction of the proposed

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infill development project and its effectiveness shall be verified by vibration monitoring measurements after construction. The applicant shall provide the Department of Building and Safety documentation demonstrating compliance with this measure for review and approval once construction has been completed, but prior to occupancy of the building(s).

Facts in Support of Findings:

(a) Groundborne Vibration from Operational Activities

As discussed in the DEIR (Chapter 4.10), Compliance with City regulations and the mitigation measures will reduce the impact of vibration and noise on new residential units adjacent to the Union Pacific Railroad right-of-way. Noise generated by implementation of development under the Recommended Plan would directly arise from stationary sources such as HVAC systems, which would most likely be mounted on the rooftops of future limited industrial, commercial and multi-family buildings. The Los Angeles Municipal Code (LAMC) regulates the noise generated from such units, and the City's Building Code regulates the location of exterior living spaces so that they do not contribute to raising noise levels that would exceed the City's noise standards. Groundborne vibration resulting from operational activities would primarily be generated by trucks making periodic deliveries to the uses in Sylmar. These deliveries would be consistent with existing conditions, and no increase in operational vibration is anticipated as a result of implementation of the Recommended Plan. However, it is anticipated that new residential uses could be located within 100 feet of the existing rail line along San Fernando Road; these residential uses would potentially experience significant impacts. Therefore, development under the Proposed Plan could result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels. Project level environmental review and implementation of mitigation measure MM4.10-1 for discretionary projects would reduce this impact to less-than-significant. With the implementation of this mitigation measure, operation of development pursuant to the Recommended Plan would not expose sensitive receptors on or off site to excessive groundborne vibration or groundborne noise levels. With the implementation of this measure, which will be enforced by the City as described in the Mitigation Monitoring Program (MMP), the City finds that impacts related to groundborne vibration and noise levels would be mitigated to a less-than-significant level.

B. PUBLIC SERVICES AND RECREATION: PUBLIC SCHOOLS AND PARKS

Impact 4.12-3 Implementation of the Recommended Plan could result in substantial adverse physical impacts associated with the need for new or physically altered school facilities, the construction of which could cause significant environmental

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impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for schools.

Findings: Less than Significant with Mitigation

Mitigation Measures:

MM4.12-1 Project applicants shall pay to the Los Angeles Unified School District (LAUSD) the prevailing State Department of Education Development Fee to the extent allowed by State Law. School fees exacted from residential and commercial uses would help fund necessary school service and facilities improvement within the LAUSD service.

Facts in Support of Findings:

(a) Public Schools

As discussed in the DEIR (Chapter 4.12), the above mitigation measure will reduce the likelihood of impacts from construction from new schools required by implementation of the Recommended Plan. The Recommended Plan is projected to result in an increased student population in 2030. Impacts were evaluated using enrollment data provided by LAUSD. The total student enrollment capacity as stated in the Draft EIR is 27,595, with a total planned capacity of 32,742. Based on the 2005 baseline, the additional 6,498 dwelling units would generate approximately 2,616 students, a total of up to 27,085 students under the Proposed Plan. With the planned student enrollment capacity at 32,742, public school service would accommodate the projected population. Nevertheless, it is possible that new residential development along commercial corridors or near the Metrolink station could cause one single school to be overcrowded and require a school expansion or new construction. Therefore, implementation of the Proposed Plan could result in substantial adverse physical impacts associated with the need for new or expanded school facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives for schools. However, the Proposed Plan incorporates policies that help reduce impacts related to community-specific school service issues. In addition, the City of Los Angeles provides standard City mitigation measures that are applied on a project-by-project basis, where applicable. These standard City mitigation measures are part of the conditions of approval for projects that are subject to approval and permitting by the City. In addition to these programs and policies, Mitigation Measure MM4.12-1 would further reduce the impacts to less than significant.

C. UTILITIES/SERVICES SYSTEMS: WASTEWATER FLOW AND ENERGY SUPPLY FACILITIES

Impact 4.14-4 Implementation of the Recommended Plan could result in an inability to accommodate the CPA's projected wastewater flow, and require or result in the

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construction of new wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.

Impact 4.14-7 Implementation of the Recommended Plan would increase solid waste generation but would not result in the need for additional solid waste collection routes, recycling, or disposal facilities to adequately handle projected solid waste generation and disposal needs. Development will have to be in compliance with applicable regulations.

Impact 4.14-8 Implementation of the Recommended Plan would not require new energy-supply facilities and distribution infrastructure or capacity-enhancing alterations to existing facilities to accommodate projected energy demand, the construction of which could cause a significant environmental impact.

Findings: Less than Significant with Mitigation

Mitigation Measures:

MM4.14-2 As a condition of approval of any discretionary project or project located within the Sylmar Community Plan Implementation Overlay District, the City shall require that projects incorporate into the building design the City's water conservation measures, such as ultra-low-flush installation, to the maximum extent feasible.

MM4.14-3 As a condition of approval of any discretionary project or project located within the Sylmar Community Plan Implementation Overlay District, the City shall require that projects incorporate the City's Water Conservation Ordinance, as appropriate to address water concerns and minimize site-specific water impacts.

MM4.14-4 As a condition of approval of any discretionary project or project located within the Sylmar Community Plan Implementation Overlay District, the City shall require that projects incorporate the Solid Waste Integrated Resources Plan to maximize source reduction and materials recovery and minimize the amount of solid waste requiring disposal with the goal of leading the City to achieve zero waste by 2025.

MM4.14-5 As a condition of approval of any discretionary project or project located within the Sylmar Community Plan Implementation Overlay District, the City shall require that projects incorporate into the building design features that will promote energy conservation and efficiency to the maximum extent feasible.

MM4.14-6 As a condition of approval of any discretionary project or project located within the Sylmar Community Plan Implementation Overlay District, the City shall

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require that projects incorporate into the building design the responsible use of natural resources in accordance to the City's environmental policies to the maximum extent feasible.

Facts in Support of Findings:

(a) Wastewater

As discussed in the DEIR (Chapter 4.14), Plan policies, compliance with existing City regulations, and the required mitigation measures will reduce the likelihood for construction of new or expanded wastewater treatment facilities or energy distribution infrastructure/capacity alterations. Since the Recommended Plan directs population growth to the Metrolink Station area, and the commercial corridors along San Fernando Road and Foothill Boulevard, these are areas that will most likely account for the increased wastewater generation within the CPA. The City currently has water conservation measures, which in turn reduces the amount of wastewater that is generated. Additionally, the wastewater treatment plants that serve the City of Los Angeles have been sized to accommodate growth within build-out of the General Plan, including that of the Sylmar CPA. Since there is remaining capacity to accommodate additional wastewater flow, which would not require additional treatment facilities, this impact is less than significant.

(b) Solid Waste

Since the Recommended Plan directs population growth to the Metrolink station area, and the commercial corridors along San Fernando Road and Foothill Boulevard, these are areas that will most likely account for the increased solid waste generation rates in Sylmar. All solid waste-generating activities within the City are subject to the requirements set forth in AB 939 and other local ordinances. Implementation of the Recommended Plan would be consistent with all waste reduction goals. In addition, all projects in the City undergo development review, which includes an analysis of project compliance with these programs. Therefore, adoption of the Recommended Plan would not result in adverse effects related to solid waste.

(c) Energy

The implementation of the Recommended Plan and the resulting increase in development would result in increased demand for electricity and natural gas during the planning period up to 2035. However, increasing energy conservation as well as the incorporation of alternative renewable energy sources (solar) into the project design, and price-sensitive user demand are anticipated to substantially reduce demand for electricity in the future. Additionally, sufficient natural gas resources will be available for the projected consumption resulting from the anticipated development due to the implementation of the proposed plan. As the EIR concluded, implementation of the Proposed Plan is not anticipated to have an adverse impact on the supply of natural gas.

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SECTION 4 - ENVIRONMENTAL IMPACTS FOUND TO BE LESS-THAN-SIGNIFICANT

The EIR found the following environmental impacts to be less than significant. In making each of the findings below, the Los Angeles Department of City Planning (the City) has considered the project features, programs, and policies discussed in the Final EIR. The project features discussed in the Final EIR are part of the Recommended Plan. During the 30-day public review period for the Notice of Preparation (NOP), the Planning Department received comments from public agencies and individuals on the scope and content of the Draft EIR analyses. This process helped identify issues related to the project description, as well as helped identify feasible alternatives or mitigation measures to avoid potentially significant environmental effects. The following environmental impacts of the Recommended Plan will be less-than-significant. No mitigations are required.

A. AIR QUALITY

Impact 4.2-1 Implementation of the Recommended Plan would not conflict with or obstruct implementation of the applicable air quality plan.

Impact 4.2-2 Implementation of the Recommended Plan would not result in objectionable odors affecting a substantial number of people.

Findings: Less-than-Significant

Facts in Support of Findings:

Consistency with regional policy documents reduce the likelihood that the Recommended Plan will conflict or obstruct implementation of the applicable air quality management plan, and existing City regulations would reduce the likelihood of impacts from odors.

(a) Consistency with Air Quality Management Plan (AQMP)

As discussed in the DEIR (Chapter 4.2), the South Coast Air Quality Management District (SCAQMD) is primarily responsible for developing the AQMP for the South Coast Air Basin. The AQMP, which primarily focuses on long-term sources of emissions, is based on technical information and planning assumptions, such as growth assumptions provided by the Southern California Association of Governments (SCAG). Since the Recommended Plan incorporates information provided by SCAG and is consistent with the regional growth assumptions, implementation of the Recommended Plan would not conflict with or obstruct implementation of the applicable air quality plan. Projects that are consistent with and accommodate the regional projections of employment, population, and Vehicle Miles Traveled (VMT) forecasts are considered

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to be consistent with the AQMP. VMT estimates under the Recommended Plan are expected to be less than the AQMP projections. Furthermore, compliance with the United States Environmental Protection Agency (USEPA) exhaust standards and the California Air Resources Board (CARB) emission reduction strategies would ensure that construction of future development permitted under the Recommended Plan would not interfere with implementation of the AQMP.

(b) Odors

Although almost any land use has the potential to emit odors, some land uses are more likely to produce odors due to the nature of their operations. The Draft EIR disclosed that development projects within the Community Plan Area (CPA) may have the potential to emit odors; however siting requirements will be applied at the project level to ensure that odors are not objectionable or significant. The Los Angeles Municipal Code (LAMC) currently has regulations related to trash enclosures that include a prohibition of open storage in commercial and multi-family residential zoned properties and regulations for the location of trash enclosures on site. For example, recycling buyback centers and other uses that typically generate odors are required to obtain a separate discretionary approval (i.e., Conditional Use Permit), which would require a separate environmental review and mitigation.

B. BIOLOGICAL RESOURCES

Impact 4.3-1 Implementation of the Recommended Plan would not have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service, and would not interfere with habitat such that normal species behaviors are disturbed to a degree that may diminish the chances for long-term survival of a sensitive species.

Impact 4.3-2 Implementation of the Recommended Plan would not interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites.

Findings: Less-than-Significant

Facts in Support of Findings:

Plan policies and existing City regulations limit the impact on biological resources.

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(a) Candidate, Sensitive or Special Status Species

As discussed in the DEIR (Chapter 4.3), since the majority of Sylmar is developed with a variety of land uses, future development occurring under the Recommended Plan would consist of infill of undeveloped or vacant properties, or the redevelopment of properties that do not likely contain habitat that supports candidate, sensitive, or special-status plant and animal species. Habitats that may have the potential to support sensitive plant and animal species, or special-status plants, are located primarily within the open space areas in the San Gabriel Mountains and the Pacoima Wash, and in general, along the foothills of the CPA. The land use and zone changes recommended would limit development within these areas, further protecting and preserving open space areas. Properties planned for new growth potential are already urbanized and are located in areas near the Metrolink station and commercial corridors, such as Foothill Boulevard and San Fernando Road, which are already developed with commercial and residential uses. Furthermore, any future development will have to comply with applicable regulations that would protect unknown or previously identified biological resources.

(b) Migratory Patterns or Corridors

Most wildlife movement is expected to occur within the open space areas of the San Gabriel Mountains and within the northern and eastern portions of Sylmar, near the foothills and the Pacoima Wash. These portions would remain as designated open space. Recommended land use and zone changes within these areas would limit development, further protecting and preserving open space areas. It is unlikely that there would be impacts to migratory patterns or corridors, but if they did occur, they would be primarily limited to the area surrounding the Metrolink station and along commercial corridors, such as San Fernando Road and Foothill Boulevard, where growth is being focused. However, such development would be considered infill in an existing developed area, and therefore unlikely to impact wildlife movement.

C. CULTURAL RESOURCES

- Impact 4.4-1** Implementation of the Recommended Plan would not disturb human remains, including those interred outside of formal cemeteries. Development will have to be in compliance with applicable regulations.
- Impact 4.4-2** Implementation of the Recommended Plan would not cause a substantial adverse change in the significance of an archaeological resource. Development will have to be in compliance with applicable regulations.
- Impact 4.4-3** Implementation of the Recommended Plan would not directly or indirectly destroy a unique paleontological resource or site or unique geologic feature. Development will have to be in compliance with applicable regulations.

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Impact 4.4-4 Implementation of the Recommended Plan would not cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines Section 15064.5. Development will have to be in compliance with applicable regulations.

Findings: Less-than-Significant

Facts in Support of Findings:

As discussed in the DEIR (Chapter 4.4), a records search was conducted by an archeologist at the South Central Coast Information Center (SCCIC) to identify any prehistoric or historic resources recorded in Sylmar. The search also included a review of California Points of Historical Interest, California Historical Landmarks, and other sources as noted in the Draft EIR. The SCCIC records search identified numerous archaeological resources within the CPA. These resources are predominately prehistoric-age archaeological sites of varying sizes. Impacts to these resources would be primarily limited to the area surrounding the Metrolink station and along commercial corridors, such as San Fernando Road and Foothill Boulevard, where growth is being focused. However, such development would be considered infill and therefore unlikely to impact human remains, archeological or paleontological resources. New development would primarily occur on previously developed urban land, and future projects will have to comply with applicable regulations that would protect unknown and previously unidentified resources. The Native American Heritage Commission (NAHC) was also contacted to determine if there were any known sacred sites within the CPA. The NAHC submitted a comment letter that summarized the responsibilities of the NAHC and requested that the appropriate Native American tribes be consulted on future development projects. The letter is part of the Final EIR Response to Comments section. There are three identified historic resources in Sylmar, which means that future development projects that would impact these resources would be required to be reviewed by the Planning Department's Office of Historic Resources (OHR) to determine if it is in compliance with the Secretary of the Interior's Standards and if the building alteration, demolition, or removal could result in the loss of or serious damage to a significant historical or cultural asset. Additionally, implementation of the Recommended Plan would not change existing cemeteries in Sylmar.

D. GEOLOGY/SOILS AND MINERAL RESOURCES

Impact 4.5-1 Implementation of the Recommended Plan would not cause or accelerate geological hazards that would result in substantial damage to structures or infrastructure, or expose people to substantial risk of injury by exposing people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving rupture of a known earthquake fault. Development will have to be in compliance with applicable regulations.

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- Impact 4.5-2** Implementation of the Recommended Plan would not cause or accelerate geological hazards which would result in substantial damage to structures or infrastructure, or expose people to substantial risk of injury from strong seismic groundshaking. Development will have to be in compliance with applicable regulations.
- Impact 4.5-3** Implementation of the Recommended Plan would not cause or accelerate geologic hazards that would result in substantial damage to structures or infrastructure, or expose people to substantial risk of injury involving seismic-related ground failure, including liquefaction and/or landslides. Development will have to be in compliance with applicable regulations.
- Impact 4.5-4** Implementation of the Recommended Plan would not create substantial risks to life or property as a result of expansive soils. Development will have to be in compliance with applicable regulations.
- Impact 4.5-5** Implementation of the Recommended Plan could result in development in areas subject to potential geologic hazards or unstable soils and potentially result in on- or off-site landslide, lateral spreading, subsidence, or collapse. However, development will have to be in compliance with existing building code regulations.
- Impact 4.5-6** Implementation of the Recommended Plan would not cause or accelerate instability from erosion so as to result in a geologic hazard to other properties, or accelerate natural processes of wind and water erosion and sedimentation, resulting in sediment runoff or deposition that would not be contained or controlled on site. Development will have to be in compliance with applicable regulations.
- Impact 4.5-7** Implementation of the Recommended Plan would not destroy, permanently cover or materially and adversely modify one or more distinct and prominent geologic or topographic features such as hilltops, ridges, hill slopes, canyons, ravines, rock outcrops, water bodies, streambeds and wetlands. Development will have to be in compliance with applicable regulations.
- Impact 4.5-8** Implementation of the Recommended Plan would not result in the loss of, or loss of access to, a mineral resource located in an MRZ-2 zone or other known potential mineral resource area, or result in the permanent loss of, or loss of access to, a mineral resource of regional or statewide significance. Development will have to be in compliance with applicable regulations.
- Findings:** Less-than-Significant

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Facts in Support of Findings:

As discussed in the DEIR (Chapter 4.5), Plan policies and existing City regulations limit the impact of geology, soils, and mineral resources on development under the Recommended Plan.

(a) Earthquake Faults, Seismic Groundshaking and Seismic-related Ground Failure

There are two earthquake fault lines (the Santa Susana and the San Fernando fault zones) in the Sylmar CPA. The Santa Susana Fault Zone runs along the northern portion of Sylmar, which includes hillside and open space areas, and the San Fernando Fault Zone runs along the southern portion of Sylmar. The Alquist-Priolo Fault Zones generally follow the surface traces of these two active fault zones. The Recommended Plan directs growth away from hillside areas and targets future growth along commercial corridors, such as San Fernando Road and Foothill Boulevard, and in the transit-oriented district adjacent to the Metrolink station, which are areas where future development will likely occur. Although likely new development may be near an identified fault line and/or within an Alquist-Priolo Fault Zone, all future projects will have to comply with the California Building Code (CBC) as well as the Los Angeles Building Code (LABC), which would ensure that all new development built under the Recommended Plan would have a less than significant impact related to earthquake faults, seismic groundshaking and seismic-related ground failure.

(b) Soil

The Recommended Plan directs growth away from hillsides, minimizing impacts to hazardous soil conditions and topographic features. In addition, future projects will have to comply with regulations such as the CBC and the LABC, which would ensure that new development built under the Recommended Plan would not lead to adverse impacts related to expansive soils, unstable soils, or landslides.

(c) Prominent Geological or Topographic Features and Mineral Resources

The Draft EIR established 2005 as the baseline for existing conditions, and identified geological conditions as well as mineral resources located within the CPA. There are identified mineral resources along the eastern and southeastern borders of Sylmar, and the distinct geologic or topographic features (hilltops, ridges, slopes, etc.) are located in the northern portion of Sylmar, which is mostly designated as hillside and open space areas. The Recommended Plan directs growth away from hillsides and open space areas near the foothills, minimizing impacts to hazardous soil conditions, topographic features, or mineral resources. In addition, new development would primarily occur on previously developed urban land, and future project would have to comply with regulations, such as the CBC and LABC, which would not disturb geological areas and mineral

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resources. As such, adoption of the Recommended Plan would not result in adverse effects related to geology and soils, therefore these impacts are less-than-significant.

E. SAFETY/RISK OF UPSET

- Impact 4.7-1** Implementation of the Recommended Plan would not create a hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. Development will have to be in compliance with existing local, state, and federal regulations.
- Impact 4.7-2** Implementation of the Recommended Plan would not create a hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. Development will have to be in compliance with applicable regulations.
- Impact 4.7-3** Implementation of the Recommended Plan would not create a hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment related to Chlorine Gas or Methane Gas. Development will have to be in compliance with applicable regulations.
- Impact 4.7-4** Development under the Recommended Plan would not be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. Development will have to be in compliance with applicable regulations.
- Impact 4.7-5** Implementation of the Recommended Plan could result in the handling of acutely hazardous materials, substances, or waste within 0.25 mile of a proposed school, but would not create a risk to human health from such activities. Development will have to be in compliance with applicable regulations.
- Impact 4.7-6** Implementation of the Recommended Plan would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.
- Impact 4.7-7** Implementation of the Recommended Plan would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands. Development will have to be in compliance with applicable regulations.

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Impact 4.7-8 Construction of future development under the Recommended Plan could occur adjacent to existing or proposed school sites, but would not result in increased hazards for schools.

Findings: Less-than-Significant

Facts in Support of Findings:

As discussed in the DEIR (Chapter 4.7), Plan policies and existing City regulations limit safety/risk of upset impacts.

(a) Transport, Use, and Disposal of Hazardous Materials

Exposure of the public or the environment to hazardous material could occur within the Sylmar CPA, but the severity of potential effects varies with the activity conducted, the concentration of and type of hazardous material or waste present, and the proximity to sensitive receptors. To ensure that workers and others at individual sites are not exposed to unacceptable levels of risk associated with the use and handling of hazardous materials, employers and businesses would be required to implement existing hazardous materials regulations, with compliance monitored by the state. Businesses would also be required to comply with health and safety laws and regulations, and environmental protection laws and regulations, which would require businesses handling or storing certain amounts of hazardous materials to prepare a hazardous materials business plan.

The transportation of hazardous materials could result in accidental spills, toxic releases, fire, or explosion. Implementation of the Recommended Plan could increase the amount of hazardous materials and/or waste brought to, or generated by, the CPA. However, impacts to safety/risk of upset would be primarily limited to the commercial districts along Hubbard Street, Foothill Boulevard, San Fernando Road, and the transit-oriented district near the Metrolink station, which are areas that include potential increases in population density. Construction activities associated with new development could involve the transport or release of hazardous materials (i.e. lead or asbestos), and certain land uses may involve the use of hazardous materials (i.e. refrigerants or cleaners). All new development would be required to comply with applicable regulations, such as the CBC, that would ensure that new structures and activities do not expose people to injury as a result of hazardous materials or conditions. Therefore, adoption of the Recommended Plan would not result in adverse effects related to the transport, use and disposal of hazardous materials.

(b) Upset and Accident Conditions

When construction occurs, there is the potential that demolition of existing buildings and construction of new buildings to release hazardous materials into the environment. With this type of activity, construction workers and nearby workers and/or future residents could potentially be exposed to airborne lead-based paint, dust, asbestos, mold, and other building contaminants. In addition, there is also a possibility that future development may uncover previously undiscovered

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soil contamination. Impacts would be primarily limited to the area surrounding the Metrolink station and major commercial corridors, such as Foothill Boulevard and San Fernando Road, where growth is being focused, but any new construction will be required to comply with all local, state, and federal regulations, including regulations to govern the renovation and demolition of structures where materials containing lead and asbestos are present. Therefore, adoption of the Recommended Plan would not result in adverse effects related to upset and accident conditions.

(c) Chlorine or Methane Gas

Impacts would be primarily limited to the commercial corridors, such as San Fernando Road and Foothill Boulevard, and around the Metrolink station, where growth is being focused. In the event of an accidental release an evacuation would be necessary. The Recommended Plan does not interfere with the adopted emergency response and evacuation plans for Chlorine or Methane Gas accidental releases. Therefore, the potential impacts associated with release of methane and/or the accidental release of chlorine gas would be less than significant.

(d) List of Hazardous Materials Site

A significant hazard to the public would occur if a contaminated site were to be developed without proper treatment. However, as required by current regulation, development of these identified contaminated sites, which are listed on federal and state regulatory databases, would be required to undergo thorough site remediation and cleanup before construction activities could begin, which would ensure that this impact would be less than significant.

(e) Hazardous Materials and Construction near Schools

The Draft EIR identified 19 schools within the Sylmar CPA that are operated by the Los Angeles Unified School District (LAUSD). It is possible that new development would occur in the vicinity of one or more of these schools. Potential impacts would be primarily limited to the area surrounding the Metrolink station area and commercial corridors, such as Foothill Boulevard and San Fernando Road, where growth is being focused. However, individual projects as part of the Recommended Plan will be required to comply with federal, state, and local hazardous materials regulations. Compliance with existing regulations would minimize the risks associated with the exposure of sensitive receptors, including schools, to hazardous materials.

(f) Emergency Response Plan and Evacuation Plans

The Recommended Plan would not impair implementation of or physically interfere with the City Emergency Operations Emergency Response Plan, as the Recommended Plan would not change the overall land use pattern in Sylmar. Although the Recommended Plan would accommodate an increase in population, which could delay police or emergency response times, compliance with policies in the Safety Element would help minimize potential interference with the applicable emergency response plan. New development projects would be reviewed by the Police and Fire

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Departments through the City's permitting process. The departments would review projects to ensure that emergency access is maintained at all times during construction and operation activities. Therefore, adoption of the Recommended Plan would not result in adverse effects related to emergency response/evacuation plans.

(g) Wildland Fires

The northern and eastern portions of Sylmar are along the foothills of the San Gabriel Mountains, which include areas designated as Very High Fire Hazard Severity Zones. Much of this area is developed with single-family housing. In addition, the Olive View-UCLA Medical Center as well as the Pacoima Wash and several other parklands are located within this area. The Recommended Plan does not include land use changes or up zones that would encourage increased density or intensity within these areas. In fact, the Recommended Plan limits growth in these areas by changing the land use and/or zone where necessary. New construction in these zones would be required to comply with a variety of requirements, including provisions for emergency vehicle access, the use of approved building materials, building design requirements, and brush clearance requirements. Implementation of local regulations would help minimize wildland fire hazards. Therefore, adoption of the Recommended Plan would not result in adverse effects related to wildland fire.

F. HYDROLOGY/WATER QUALITY

- Impact 4.8-1** Implementation of the Recommended Plan would minimally change stormwater flows and volumes but would not contribute to off-site flooding potential or changes in the amount of surface water or surface water flow direction or current.
- Impact 4.8-2** Implementation of the Recommended Plan could change stormwater flows and volumes but would not have the potential to harm people or damage property from flooding during a 50-year storm event or create or contribute runoff water that would exceed the capacity of the existing or planned stormwater drainage system.
- Impact 4.8-3** Implementation of the Recommended Plan would not expose people or structures to a 100-year flood hazard or place structures in locations that could impede or redirect flood flows.
- Impact 4.8-5** Implementation of the Recommended Plan could expose people or structures to flood inundation from dam failure. However, compliance with existing hazard mitigation programs that address emergency notification and evacuation would ensure this impact remains less than significant.

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Impact 4.8-6 Implementation of the Recommended Plan could expose people or structures to risk from mudflow/mudslides. However, compliance with existing hazard mitigation programs that address emergency notification and response would ensure this impact remains less than significant.

Impact 4.8-7 Implementation of the Recommended Plan would minimally contribute additional stormwater runoff containing urban pollutants to local water bodies, but would not result in violation of regulatory standards.

Impact 4.8-8 Implementation of the Recommended Plan would cause negligible changes in surface drainage patterns and surface water bodies in a manner that could cause erosion or siltation.

Findings: Less-than-Significant

Facts in Support of Findings:

As discussed in the DEIR (Chapter 4.8), Plan policies and existing City regulations will limit hydrology/water quality impacts.

(a) Surface Water and Surface Water Flow

Although the implementation of the Recommended Plan would minimally change stormwater flows and volumes, it would not contribute to off-site flooding potential, or changes in the amount of surface water or surface water flow direction or current due to existing regulations. The Recommended Plan seeks to preserve open space and hillsides areas, which are areas that help with stormwater retention and infiltration, and redirects development to commercial corridors and the transit-oriented district near the Metrolink station. Potential impacts would be limited to these targeted areas. Projects would be required to comply with the City's Low Impact Development (LID) Ordinance, which will ensure that new development under the Recommended Plan would not cause a substantial increase in the peak flow rates or volumes of storm water runoff that would cause on-site or off-site flooding. Therefore, adoption of the Recommended Plan would not result in adverse effects related to surface water quality.

(b) Flooding During a 50-Year Storm Event

The Recommended Plan does not substantially change land use patterns in Sylmar. Since development will mostly likely be infill, it is not likely that there would be new large expanses of impermeable surfaces that would generate large amounts of stormwater runoff or peak flows. Implementation of the Recommended Plan would preserve existing hillside and open space areas, which are areas that naturally convey stormwater flows. In addition, the City's network of natural and constructed channels that convey stormwater flows, debris basins, pump plants, etc., are designed to handle an excess of water during localized street flooding or heavy rainfall. With the

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implementation of existing City of Los Angeles standards, such as the Low Impact Development (LID) Ordinance, the Recommended Plan would not lead to increased flooding by altering existing drainage patterns or cause flooding during a projected 50-year storm event that would have the potential to harm people, damage property or sensitive biological resources. Therefore, adoption of the Recommended Plan would not result in adverse effects related to a 50-year storm event.

(c) 100-Year Flood Hazard

Within the Sylmar CPA, the 100-year special flood hazard zone is located along the Pacoima Wash and the Wilson Canyon Channel. There is also a small area of flood hazard zone in the vicinity of San Fernando Road and Hubbard Street. However, prior to any building activity in these areas, the City will review FEMA flood maps to determine if the project site is located within a 100-year flood hazard zone. If the analysis shows that the proposed development area is within the 100-year flood plain or floodway, appropriate flood plain management measures will be required to be incorporated into the design of all new buildings. Implementation of the existing regulatory requirements would ensure the housing or structures placed within a flood hazard zone or in an area that would impede or redirect flood flows would incorporate proper mitigation measures. Therefore, adoption of the Recommended Plan would not result in adverse effects related to flooding and inundation in a 100-year event.

(d) Inundation from Dam Failure, Mudflow/Mudslides, or Seiche

The Sylmar CPA is within the inundation area for the Pacoima Dam, and is also in the foothills of the San Gabriel Mountains. Historically, mudflows and mudslides originating from hilly terrain have affected this community and would be expected to pose a hazard in the future. The Recommended Plan does not propose any activities that would alter the reservoir capacity or dam function, and it also limits development near the foothills. Nevertheless, there could be additional structures and people in the southeast corner of the CPA (an area subject to inundation from the Pacoima Dam) that could be exposed to potential flood hazards from dam failure. The potential for risk of loss, injury, or death, however, would be minimized through existing regulations and adopted emergency warning and response programs. Therefore, adoption of the Recommended Plan would not result in adverse effects related to inundation from dam failure.

(e) Surface Water Quality

The rate and volume of stormwater runoff as an indirect result of the Recommended Plan would not contribute a substantial addition in stormwater flows to the City's system, which discharges to the Los Angeles River. In addition, Sylmar's existing character would be relatively unchanged, limiting potential changes in the types of pollutants in stormwater runoff compared to existing conditions. The City also has a variety of prevailing requirements for new developments to ensure that violations of water quality standards do not occur. Compliance with these regulations is required and the project proponent must demonstrate that the applicable regulations have been incorporated

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into a project's design before permits for construction would be issued. Therefore, the adoption of the Recommended Plan would not result in adverse effects related to surface water quality.

(f) Groundwater

All new development will be required to comply with the City's Standard Urban Stormwater Mitigation Plan (SUSMP) requirements, applicable Los Angeles Municipal Code (LAMC) water quality standards, and the General Plan Framework, which would prevent significant groundwater quality impacts. Implementation of the Recommended Plan would cause negligible changes in surface drainage patterns and surface water bodies in a manner that could cause erosion or siltation. Therefore, adoption of the Recommended Plan would not result in adverse effects related to groundwater.

G. LAND USE/PLANNING

Impact 4.9-1 Implementation of the Recommended Plan would not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect.

Impact 4.9-2 Implementation of the Recommended Plan would not result in a substantial increased potential for land use conflicts and nuisance relationships between existing and future land uses.

Findings: Less-than-Significant

Facts in Support of Findings:

As discussed in the DEIR (Chapter 4.9), consistency with existing regional planning documents will limit adverse impacts from inconsistent land use planning.

(a) Land Use Consistency

The majority of the recommended changes in the Recommended Plan include land use and zone changes that will maintain neighborhood character, retain existing uses, improve business, employment, and housing opportunities, and preserve existing retail and neighborhood services, all consistent with the Framework Element. The Recommended Plan would direct most of the projected growth to areas near transit and services, consistent with adopted land use policies, regionally and locally adopted land use plans and policies, including the Southern California Association of Governments' Regional Transportation Plan (SCAG's RTP). Therefore, adoption of the Recommended Plan would not result in adverse effects related to land use consistency.

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(b) Land Use Compatibility

The Recommended Plan does not propose any land use changes that would substantially change land use patterns in Sylmar. Development that would occur under the Recommended Plan would be mostly along major corridors near transit and commercial amenities, such as San Fernando Road and Foothill Boulevard. Land uses that could be incompatible include development within the mixed-use corridor and transit-oriented development district and the edge between these areas and adjacent single-family residential uses. The mixed-use corridors and transit-oriented development district would allow larger scale development, including buildings up to 45 feet and 60 feet. In order to ensure that development projects do not intrude visually into the adjacent residential neighborhoods, the Recommended Plan requires that buildings located within this area comply with the design standards set forth in the Community Plan Implementation Overlay District (CPIO). These standards would ensure that new developments are buffered, so that noise, light and other potential nuisances would not impact nearby residents. Other changes that would be implemented throughout the Sylmar CPA include land use and zone changes to retain existing single-family and equine-keeping residential neighborhoods, and refine existing commercial land uses. These changes would help maintain the existing semi-rural character of these land uses in Sylmar. Overall, policies in the Recommended Plan would restrict incompatible uses, implement development standards, and maintain neighborhood character. None of the recommended changes would result in the construction of large blocks of development that would divide or isolate land uses in the CPA. Therefore, adoption of the Recommended Plan would not result in adverse effects related to land use compatibility.

H. NOISE

Impact 4.10-1 Operation of development under the Recommended Plan could result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies. However, development will have to be in compliance with Los Angeles Municipal Code regulations.

Impact 4.10-3 Implementation of the Recommended Plan would not result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project.

Impact 4.10-4 Implementation of the Recommended Plan would not result in substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project.

Findings: Less-than-Significant

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Facts in Support of Findings:

As discussed in the DEIR (Chapter 4.10), compliance with existing City regulations will limit adverse impacts from noise.

(a) Noise Levels

Development under the Recommended Plan could result in exposure of persons or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies. Sources of noise generated by implementation of development under the Recommended Plan would include new stationary sources such as HVAC systems. New activity and noise would be primarily introduced to the targeted areas such as the area surrounding the Metrolink station and near commercial centers. Compliance with the Los Angeles Municipal Code (LAMC) Section 112.02 would ensure that noise levels attributed to new HVAC systems would not increase noise levels above City standards. In addition, implementation of CBC and LABC regulations would ensure that exterior living spaces, such as porches and patios, are constructed in a manner that noise levels do not exceed City noise standards. Therefore, adoption of the Recommended Plan would not result in adverse effects related to noise levels.

(b) Ambient Noise Levels

Although implementation of the Recommended Plan would lead to permanent increases in ambient noise, primarily as a result of increased traffic on local roadways due to the new mix of uses under the Plan, exterior noise levels would not increase to a level that is considered significant on the Community Noise Equivalent Level (CNEL). Implementation of the Recommended Plan could also include special events or temporary activities that would cause an increase in ambient noise levels. Noise creating events such as parades and street festivals would not be located within residential areas and will be required to obtain permits and comply with the requirements of the LAMC regarding amplified sound, including the City's Noise Ordinance. There would be no temporary or periodic noise impacts to on- or off-site receptors due to operation activities related to development of the Recommended Plan. Therefore, adoption of the Recommended Plan would not result in adverse effects related to ambient noise.

I. POPULATION, HOUSING, AND EMPLOYMENT

Impact 4.11-1 Implementation of the Recommended Plan would not induce substantial population growth directly (i.e., new housing or employment generators) or indirectly (i.e., accelerate development in an undeveloped area that exceeds projected planned levels) that would result in an adverse physical change in the environment, and would accommodate the potential growth in population and/or employment that has been forecasted to occur by 2030.

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Impact 4.11-2 Implementation of the Recommended Plan would not result in inconsistencies with adopted City and regional housing policies.

Findings: Less-than-Significant

Facts in Support of Findings:

As discussed in the DEIR (Chapter 4.11), Plan policies and consistency with regional policy documents and the City's Housing Element will limit the likelihood that the Recommended Plan conflict with adopted City and regional housing policies.

(a) Population

The Recommended Plan is designed to accommodate projected population, housing, and employment growth in the CPA. All future development would be considered infill development, as the CPA is already developed with a wide range of uses. The Recommended Plan does not propose any land use changes that would substantially change land use patterns in Sylmar. The Recommended Plan directs growth away from hillsides and open space areas near the foothills, and focuses much of the growth near the Metrolink station and along commercial corridors such as Foothill Boulevard and San Fernando Road. Therefore, adoption of the Recommended Plan would not result in adverse effects related to population growth, and this impact is less than significant.

(b) City and Regional Housing Policies

The Recommended Plan focuses future potential growth in commercial centers close to transportation and services, such as the Metrolink station and along the commercial corridors of San Fernando Road and Foothill Boulevard. The majority of land use changes recommended are for the purpose of creating consistency with actual land uses in the CPA and to encourage job-creating and housing development opportunities at major intersection nodes. This strategy is consistent with the policies provided in the Framework and Housing Elements of the City's General Plan, as well as SCAG's Regional Transportation Plan (RTP) and other applicable regional plans. Therefore, adoption of the Recommended Plan would not result in adverse effects related to housing.

J. PUBLIC SERVICES AND RECREATION

Impact 4.12-1 Implementation of the Recommended Plan would not foreseeably require the addition of a new fire station or the expansion, consolidation, or relocation of an existing facility to maintain service, the construction of which could cause

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significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for fire protection and emergency response. Development will have to be in compliance with applicable regulations.

Impact 4.12-2 Implementation of the Recommended Plan would not foreseeably require the addition of a new police station or the expansion, consolidation or relocation of an existing facility to maintain service, nor cause the construction of which would cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for police services. Development will have to be in compliance with applicable regulations.

Impact 4.12-4 Implementation of the Recommended Plan would not result in substantial adverse physical impacts associated with the provision of new or physically altered library facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for libraries.

Impact 4.12-5 Implementation of the Recommended Plan would not result in substantial adverse physical impacts associated with the provision of new or physically altered park facilities, the construction of which could cause significant environmental impacts.

Findings: Less-than-Significant

Facts in Support of Findings:

As discussed in the DEIR (Chapter 4.12), Plan policies and consistency with existing City regulations will limit the impact from construction of new fire stations, police stations, libraries, or parks.

(a) Fire Protection and Emergency Response

The Recommended Plan's land use and zone changes would accommodate projected growth if it occurs. However, an increase in population and/or changes to land uses by itself would not increase demand for a new fire station. It is anticipated that a greater demand for fire protection and emergency services will occur as a result of a greater number of residents, employees, and commercial activities in Sylmar, creating an increased demand for Los Angeles Fire Department (LAFD) services. The provision of a new fire station varies more as a function of not only the geographic distribution of physical structures but access to trucks, ambulances, and other equipment as well as the location of the CPA. In addition, areas within the Very High Fire Hazard Severity or Fire Buffer Zones are designated as open space or minimal residential development, and areas targeted for growth are served by existing fire stations. These land use designations and policies of

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the Recommended Plan would not increase the demand for fire services. Furthermore, new individual projects would be required to submit development plans to the LAFD to ensure there would be adequate fire flow and proper hydrant siting, and that the overall site plan layout complies with the Fire Code. Therefore, adoption of the Recommended Plan would not result in adverse effects related to construction of a new fire station.

(b) Police Protection

The increase in people, dwelling units, commercial and retail uses created through development allowed under the Recommended Plan could potentially increase the demand for police protection services. As discussed in the EIR, the provision of a new police station varies more as a function of the crime rate and response time than population increases. In addition, due to the mobile nature of police services, it is unlikely that the need for additional officers created by the increase in demand for police services would result in the need for the construction of new or expanded police protection facilities. Instead, the number of officers on the street is more directly related to the realized response time. The Recommended Plan concentrates development along established commercial corridors such as Foothill Boulevard and San Fernando Road, particularly adjacent to the Metrolink Station. The proposed plan would concentrate future development as infill in the central and southern portions of the CPA, which is closer to the existing Mission Station which serves the CPA and other adjacent communities. Adoption of the Recommended Plan does not change the regulatory context of LAPD project level review prior to the issuance of building permits. Therefore, adoption of the Recommended Plan would not result in adverse effects related to construction of a new police station.

(c) Libraries

Although the library space for the 2030 Recommended Plan is lower than the State library standards, other library services such as on-line services (on-line catalog, information databases, multimedia software) as well as free internet searching for the public would lessen the adverse impacts resulting from a mismatch between available physical library space and resources and the community's needs for library facilities. There are also nearby libraries, such as the San Fernando County of Los Angeles Public Library and the Los Angeles Mission College Library which provide additional services for the CPA. Adoption of the Recommended Plan would not result in adverse effects related to construction of a new library.

(d) Parks

Implementation of the Recommended Plan would not have a significant adverse impact on parks and recreation services. Development under the Recommended Plan could allow for a population increase with no proposal for future park facilities in the CPA. Impacts were evaluated based on a standard of 4 acres per 1,000 residents for combined neighborhood and community parks. Even with increased population, the parkland ratio under the Recommended Plan would be 6.4 acres per

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1,000 residents, which is still above the standard of 4 acres per 1,000 residents that is required by the Public Recreation Plan. Substantial adverse physical impacts would not occur, and new park construction would not be required. Furthermore, projects that are subject to approval and permitting within the City will have to be in compliance with applicable regulations, such as Quimby fees, which are in-lieu fees that are a condition of approval for certain types of residential development projects.

K. TRANSPORTATION/TRAFFIC

Impact 4.13-1 Implementation of the Recommended Plan would not conflict with an applicable congestion management program, including but not limited to, level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways.

Findings: Less-than-Significant

Facts in Support of Findings:

(a) Consistency with Congestion Management Plans (CMP)

As discussed in the DEIR (Chapter 4.13), according to the 2010 CMP for Los Angeles County, there are no CMP arterial roadway intersections in Sylmar. Therefore, adoption of the Recommended Plan would not result in adverse effects related to CMP standards.

L. UTILITIES/SERVICES SYSTEMS

Impact 4.14-1 The Recommended Plan could impact the water delivery and distribution infrastructure that serves the CPA. However, compliance with existing regulations would ensure this impact remains less than significant.

Impact 4.14-3 Implementation of the Recommended Plan would not exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board.

Impact 4.14-5 Implementation of the Recommended Plan would not result in a determination by the wastewater treatment provider that serves or may serve the project that it

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has inadequate capacity to serve the proposed plans' projected demand in addition to the provider's existing commitments

Impact 4.14-6 Development under the Recommended Plan would comply with federal, state, and local statutes and regulations related to solid waste.

Findings: Less-than-Significant

Facts in Support of Findings:

As discussed in the DEIR (Chapter 4.14), Plan policies and consistency with LADWP's Urban Water Management Plan and existing City regulations will limit the likelihood that the Recommended Plan would impact water delivery and distribution infrastructure, wastewater treatment requirements and solid waste.

(a) Water Delivery and Distribution Infrastructure

LADWP projects that citywide water demand, which is based on normal weather conditions, would be 710,760 af by 2035 with passive conservation measures. LADWP further projects water demand in 2035 with aggressive and passive conservation measures combined would be 641,622 af. The Sylmar CPA is located in a suburban area of the City that is predominantly developed with residential uses. The Recommended Plan could result in the redevelopment of existing land uses or the development of undeveloped/vacant land within the CPA. However, the Recommended Plan would result in a relatively small growth in the CPA through 2030, with growth being directed to the commercial corridors on Foothill Boulevard and San Fernando Road and adjacent to the Metrolink station. This additional development would increase the demand for water in the CPA, which would be due to the projected increase in population from 2005 to 2030 associated with the increase in dwelling units. The Los Angeles Aqueduct Filtration Plant (LAAFP) has capacity to provide the CPA with its projected water needs. While the majority of existing major water supply facilities in the CPA are considered to be adequately-sized for the anticipated growth, the upgrading and/or expansion of existing local distribution systems may be needed at certain locations within the CPA. New development under the Recommended Plan that would have to provide LAFD (Fire Department) or LADWP-required upgrades to the water distribution systems if they are required through the permit process. Therefore, adoption of the Recommended Plan would not result in adverse effects related to water delivery and distribution.

(b) Wastewater Treatment

Existing regulations address wastewater issues by monitoring generation and flow quantities, treating wastewater to the standards set by law and regulatory agencies and expanding the system's capacity to accommodate growth and development. These policies would apply to existing and future development in the Community Plan Area. Future development under the Recommended Plan will be required to adhere to federal, state, regional, and local regulations, and the proposed goals and

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policies. Furthermore, any development resulting from the Recommended Plan will be required to provide LADBS-required upgrades to the wastewater distribution systems serving the CPA. In addition, implementation of the Proposed Plan would not exceed the capacity of the wastewater treatment system and there are no current plans to expand the facility because of insufficient capacity. Therefore, adoption of the Recommended Plan would not result in adverse effects related to wastewater treatment.

SECTION 5 - NO ENVIRONMENTAL IMPACT

CEQA seeks to disclose environmental impacts associated with a proposed project.¹ The CEQA process is primarily designed to identify and disclose to decision makers and the public the significant environmental impacts of a proposed project prior to its consideration and approval. This is accomplished by the preparation of initial studies, negative declarations, and/or environmental impact reports. An initial study was conducted and determined that the following would have no significant environmental effects.

A. AGRICULTURAL RESOURCES

The Lead Agency, the Los Angeles Department of City Planning (the City), has determined through the preparation of an initial study that the Proposed Project would not result in a potentially significant impact related to agricultural resources. Section 15128 of the State CEQA Guidelines states:

An EIR shall contain a statement briefly indicating the reasons that various possible significant effects of a project were determined not to be significant and were therefore not discussed in detail in the EIR.

The Initial Study, dated March 2008, determined that the Proposed Project would not have the potential to cause significant impacts on Agricultural Resources. Since the Project area is located within “urban and built-up land,” meaning it is located outside any unique farmland, prime farmland, farmland of statewide or local importance, or grazing land, the Proposed Project would not convert farmland or grazing land to non-agricultural uses.² Therefore, the Recommended Plan would have no impact on agricultural resources. No further environmental review of this environmental issue area is required.

¹ <http://www.calrecycle.ca.gov/SWFacilities/Permitting/CEQA/Overview/Purpose.htm#Objectives>

² California Department of Conservation, <http://www.conservation.ca.gov/dlrp/fmmp/Pages/Index.aspx>.

SECTION 6 - ALTERNATIVES TO THE PROJECT

The Project Objectives of the Sylmar Community Plan, as discussed in the DEIR (Chapter 3) and further clarified in the Final EIR (Chapter 10), are:

Primary Goals:

- Accommodate projected population, housing, and employment growth
- Preserve single-family residential neighborhoods
- Retain and preserve Equinekeeping neighborhoods
- Preserve open space, hillsides, and the foothills areas

Secondary Goals:

- Improve the function and design of neighborhoods throughout Sylmar
- Encourage and promote a variety of mobility options
- Protect historic and cultural resources
- Retain industrial areas for future employment opportunities
- Clean-up Land Use and Zoning

GENERAL FINDINGS

Based on the above findings in each issue area, the Final EIR, and the whole of the administrative record, the City finds that the Final EIR analyzes a reasonable range of Plan alternatives that would feasibly attain some of the basic objectives of the Plan (see Chapter 6 DEIR and Chapter 10 FEIR). The Final EIR (Chapter 10) also discusses other alternatives that were considered and eliminated from further evaluation due to not meeting of the primary project goals. Project alternatives would not allow the flexibility to direct growth to transit-adjacent areas as allowed by the Recommended Plan. Nor would they address existing land use incompatibilities to the extent addressed by the Recommended Plan (The Project). The City finds that the Final EIR adequately evaluates the comparative merits of each alternative. Specifically, the Final EIR considered the following alternatives: Existing 1997 Plan Reasonable Expected Development (No Project) and SCAG 2030 Projection. Having weighed and balanced the pros and cons of each of the alternatives analyzed in the Final EIR, each of these alternatives is hereby found to be infeasible based on the Final EIR's analyses, the Plan Objectives, these CEQA findings, and economic, legal, environmental, social, technological and other considerations. The project's objectives limited the range of alternatives. The primary objectives of this project are to accommodate projected population growth while preserving single-family residential neighborhoods, retaining and preserving equinekeeping areas, as

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well as conserving the foothills and open space areas. The Project reduces the overall development potential of the entire CPA compared to the 1997 plan Alternative. Compared to the SCAG Alternative, the Project allows for anticipated growth by focusing new development near the Metrolink station and redirects growth that the SCAG Alternative anticipates away from the foothills and sensitive habitat areas. There are limited alternatives that would be able to accomplish the Project objectives.

ALTERNATIVE – Existing 1997 Plan Reasonable Expected Development (No Project). This alternative is required by CEQA. Under the No Project Alternative, there would be no revision of the existing community plan. Development would be allowed to occur under the existing community plan that was adopted in 1997.

Impact Summary. The following significant and unavoidable impacts would occur under the No Project Alternative: Aesthetics, Air Quality (construction and greenhouse gas emission impacts), Noise (construction and operational impacts), Transportation, and Utilities (water supply), which are the same significant and unavoidable impacts that would occur under the Recommended Plan. Since population size and the number of dwelling units is greater under this alternative, there could also be an increase in certain impacts since development would be spread-out throughout the CPA rather than directed to established commercial and transit corridors. In general, impacts associated with construction noise and vibration under this alternative would be greater under this alternative because construction activities could be more widely distributed throughout the CPA and affect a greater number of sensitive receptors compared to the Proposed Project. This alternative would also likely result in greater Vehicle Miles Traveled (VMT) than the Proposed Project, the significant and unavoidable impacts that are related to VMT, such as air quality, greenhouse gas emissions, noise, and traffic, would likely be greater than under the Proposed Project.

Finding. With this alternative, some of the environmental impacts projected to occur from development allowed under the Recommended Plan would be incrementally increased as a result of higher levels of anticipated residential development, and none of the significant and unavoidable impacts would be avoided. Therefore, this alternative would not be an environmentally superior alternative to the Recommended Plan. Additionally the No Project Alternative does not fully meet the Project's objectives. It is found pursuant to Public Resources Code Section 21081(a)(3), that specific economic, legal, environmental, social, and technological or other considerations of importance to the City, identified in these Findings (Statement of Overriding Considerations), make infeasible the No Project Alternative described in the Final EIR. Additionally, it is anticipated that targeting development along commercial corridors and adjacent to transit (as in the Recommended Plan) will allow the preservation of existing residential equinekeeping neighborhoods, open spaces and habitat area, and hillside areas, consistent with SB 375 and the Sustainable Communities Strategy adopted by SCAG in April 2012.

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Rationale for Finding. The No Project Alternative, in general, is anticipated to result in incrementally greater growth potential as compared to the Recommended Plan; it would continue the Existing 1997 Sylmar Community Plan, which would accommodate greater growth in population than what is anticipated by the SCAG Forecast for 2030, which is approximately 13,775 residents above the projected population growth for Sylmar. As such, this alternative would meet an underlying purpose of the Recommended Plan to accommodate such growth. However, this alternative would not include components of the Recommended Plan designed to address the Project's objectives (see DEIR Chapter 3 and Chapter 6, and FEIR Chapter 10). For instance, preservation of existing single-family residential and equestrian-oriented neighborhoods would be difficult to achieve with the existing land use and zoning regulations. Properties located within these areas would be subject to future subdivision of land as it exists today leading to increased population density located farthest away from services and transit rich centers. In addition, secondary goals and objectives, such as improving the function and design of commercial areas, promoting a variety of mobility options, protecting historic and cultural resources, retaining industrial areas for future employment opportunities, and creating greater consistency between Land Use and Zoning classifications would not be met since the Sylmar Community Plan Implementation Ordinance (CPIO) and other zone changes would not be adopted. This alternative, although it meets one of the primary objectives, does not feasibly attain other key objectives of the Project.

ALTERNATIVE – SCAG 2030 Projection. Under this alternative, the number of residents and dwelling units the CPA would accommodate is limited to the projected population growth by SCAG. The method or approach in which this is accomplished is primarily by splitting the existing Low Residential Land Use Designation into three separate designations (Low I, II, and III) which limits the range of potential development within certain single-family residential neighborhoods by further limiting the zoning classifications for each land use designation. This would help protect single-family residential neighborhoods throughout the CPA. However, unlike the Recommended Plan, this alternative does not propose any land use and/or zone changes that preserve equinekeeping residential neighborhoods. Overall, this alternative retains the land use pattern that exists under the 1997 Sylmar Community Plan. Unlike the Recommended Plan, there is no concentration of uses around transit opportunities and no mixed-uses of land proposed on commercial corridors. This alternative would result in a more scattered growth pattern based on existing land uses and zoning, in contrast to the Recommended Plan, which would focus future development along transit and commercial corridors, and limit development within single-family and equinekeeping residential neighborhoods and the foothill areas near wildlife corridors.

Impact Summary. The following significant and unavoidable impacts would occur under the SCAG 2030 Projection: Aesthetics, Air Quality (construction and greenhouse gas emission impacts), Noise (construction and operational impacts), Transportation, and Utilities (water supply), which are the same significant and unavoidable impacts that would occur under the Recommended Plan. Since

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this alternative would result in a more scattered growth pattern, impacts associated with construction noise and vibration would be greater because construction activities could be more widely distributed throughout the CPA and affect a greater number of sensitive receptors compared to the Proposed Project. This alternative would also likely result in greater Vehicle Miles Traveled (VMT) than the Proposed Project, the significant and unavoidable impacts that are related to VMT, such as air quality, greenhouse gas emissions, noise, and traffic, would likely be greater than under the Proposed Project.

Finding. With SCAG 2030 Projection Alternative, as with the No Project Alternative, some of the environmental impacts projected to occur from development allowed under the Recommended Plan would be incrementally reduced. However, none of the significant and unavoidable impacts would be avoided. As with the No Project Alternative, the SCAG 2030 Forecast Alternative does not fully meet the Project's objectives. It is found pursuant to Public Resources Code Section 21081(a)(3), that specific economic, legal, environmental, social, and technological or other considerations of importance to the City, identified in Section VII of these Findings (Statement of Overriding Considerations), make infeasible the SCAG 2030 Forecast Alternative described in the Final EIR. Additionally, it is anticipated that targeting development along commercial corridors and in areas adjacent to transit (as in the Recommended Plan) will allow the preservation of existing residential equinekeeping neighborhoods, open spaces and habitat areas, and hillside areas, consistent with SB 375 and the Sustainable Communities Strategy adopted by SCAG in April 2012.

Rationale for Finding. The SCAG 2030 Projection Alternative is anticipated to result in incrementally lesser growth potential than the Recommended Plan, and also less than the No Project Alternative. It would not include the same policies and programs as those included in the Recommended Plan. Although the SCAG 2030 Forecast Alternative is expected to accommodate the growth in population anticipated by the SCAG Projection for 2030, and would therefore meet this underlying purpose of the Recommended Plan, this Alternative would not include components of the Recommended Plan that are designed to address other key objectives of the Project objectives (see DEIR Chapter 3 and Chapter 6, and FEIR Chapter 10) such as improving the function and design of commercial areas, promoting a variety of mobility options, protecting historic and cultural resources, retaining industrial areas for future employment opportunities, and creating greater consistency between Land Use and Zoning classifications. As with the No Project Alternative, some of the existing land use inconsistencies that would be addressed by the Recommended Plan would not be addressed by the SCAG 2030 Projection Alternative. The SCAG 2030 Projection Alternative also would not include changes to land use designations to reduce existing land use conflicts and promote land use compatibility. This alternative would provide comparatively lower levels of housing and employment capacity adjacent to transit infrastructure. This alternative would not include environmental standards and design guidelines in the Community Plan Implementation Ordinance (CPIO) to ensure that buildings and neighborhoods are well-designed, would not include a new Equinekeeping "K" District that would preserve large residential lots, and would not modify street standards to improve mobility options, which include equine trails.

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ENVIRONMENTALLY SUPERIOR ALTERNATIVE

The Final EIR concluded that the Recommended Plan is environmentally superior to the others as it constitutes the level of anticipated growth that must be accommodated and would incrementally reduce most impacts compared to alternatives. The SCAG Alternative would not address existing land use conflicts and promote land use compatibility to the same extent as the Recommended Plan. This alternative would not provide the same level of housing and employment capacity adjacent to transit infrastructure. The Existing 1997 Plan would not reduce impacts in any impact areas. Neither alternative would include environmental standards and design guidelines in the Sylmar CPIO to ensure that buildings and neighborhoods are well-designed, and would not include a new Equinekeeping “K” District that would preserve large residential lots, and would not modify street standards to improve mobility options, which include equine trails.

The Recommended Plan accommodates the growth in population forecasted for the year 2030, and allows for a slight increase in population and employment growth above the SCAG 2030 forecast to address goals of SB 375 and SCAG’s recently adopted Sustainable Communities Strategy through directing growth to areas adjacent to transit. It also meets the goals and objectives of preparing the community for the social and economic changes that are expected through the year 2030, with slightly more development capacity in the commercial and transit adjacent areas, and therefore is incrementally preferable in achieving economic and sustainability goals. In the view of the Los Angeles City Council, as recommended by the City Planning Commission, the Recommended Plan is the alternative that best meets the social, economic, and planning goals and objectives of the City.

SECTION 7 - STATEMENT OF OVERRIDING CONSIDERATIONS

The Final EIR for the Sylmar Community Plan Update identifies potentially unavoidable significant impacts that would result from implementation of the Recommended Plan (project). Section 21081 of the California Public Resources Code and Section 15093(b) of the CEQA Guidelines provide that when a public agency approves a project that will result in the occurrence of potentially significant impacts that are identified in the Final EIR but are not avoided or at least substantially lessened, the agency must state in writing the reasons to support its action based on the certified Final EIR and/or other information in the record. Section 21081 of the California Public Resources Code and Section 15093(b) of the CEQA Guidelines require that the decision maker adopt a Statement of Overriding Considerations at the time of approval of a project if it finds that potential significant adverse environmental effects have been identified in the Final EIR which cannot be avoided or substantially mitigated to an insignificant level. These findings and the Statement of Overriding Considerations are based on substantial evidence in the record, including but not limited to the Draft EIR, the Final EIR, and documents, testimony, and all other materials that constitute the record of proceedings.

The Final EIR concluded that, despite the adoption of feasible mitigation measures, the Recommended Plan would result in the following potential unavoidable significant adverse impacts that are not mitigated to a less-than-significant level: Aesthetics, Air Quality (Construction and Operational), Greenhouse Gas Emissions, Noise (Construction and New Development Near the Metrolink Station), Transportation/Traffic (Emergency Access and Level of Service), and Utilities/Services Systems (Water Resources).

Accordingly, the City Council adopts the following Statement of Overriding Considerations. The City recognizes that significant and unavoidable impacts would result from implementation of the Recommended Plan. Having (i) adopted all feasible mitigation measures, (ii) rejected alternatives to the Plan for the reasons discussed above, (iii) recognized all significant, unavoidable impacts, and (iv) balanced the benefits of the Plan, including region-wide or statewide environmental benefits, against the Plan's potential significant and unavoidable impacts, the City Council hereby finds that the benefits of the Recommended Plan outweigh and override the potential significant unavoidable impacts for the reasons stated below.

The following statements summarize the benefits, goals and objectives of the Recommended Plan, and provide, in addition to the adopted findings, the rationale for the City Council's determination that the benefits of the Recommended Plan outweigh its potential significant and unavoidable adverse impacts. These overriding considerations of the economic, social, aesthetic, and environmental benefits justify adoption of the Recommended Plan. Many of these overriding considerations individually would be sufficient to outweigh the potential adverse environmental impacts of the Recommended Plan and justify its approval. In particular, achieving the underlying purposes for the Recommended Plan would be sufficient to override the potential significant environmental impacts of the Recommended Plan.

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The City Council, having considered all of the foregoing, finds that the following specific overriding economic, legal, social, technological, or other benefits of the Recommended Plan outweigh the identified potential unavoidable significant adverse impacts on the environment. The City Council expressly finds that the following benefits would be sufficient to reach this conclusion:

1. The Recommended Plan promotes development that would accommodate anticipated population growth as projected by the Southern California Association of Governments (SCAG), the region's agency responsible for growth projections used by other cities and agencies in planning for growth and infrastructure. The Recommended Plan directs anticipated growth to specific commercial districts and guides physical development towards a desired image that is consistent with the social, economic and aesthetic values of the City. Where new growth is anticipated and planned, project features (CPIO design and environmental standards) have been incorporated to help minimize impacts of new development.
2. The Recommended Plan supports the policies and goals of the General Plan Framework Element by allowing the City to grow strategically and allows for the conservation of existing low-scale rural and suburban residential neighborhoods. The benefits conferred by orderly, well-designed development served by existing infrastructure and services and connected by transit, bicycle and equestrian networks outweigh the mostly short term construction-related impacts anticipated with development allowed by the Plan. These benefits are not only consistent with the long term vision of sustainable growth stipulated in the Framework, they help ensure the continued economic viability of the Plan Area's commercial and industrial districts.
3. The Recommended Plan would protect the quality of life for existing and future residents and confer citywide benefits through goals and policies designed to incorporate smart growth principles, including concentrating modest growth in areas of the community that have supporting transit infrastructure, thereby reducing new vehicle trip generation and emissions regionally, as well as vehicle miles traveled relating to new development, and promoting sustainable development in support of AB 32 and SB 375. The overall reduction in regional vehicle miles traveled and trip generation would contribute to lowered greenhouse emissions in the region.
4. The Recommended Plan is consistent with Senate Bill 375. While potentially increasing vehicle miles traveled and greenhouse gases in the immediate area where new development is focused, the Recommended Plan implements a condensed development pattern adjacent to the Sylmar/San Fernando Metrolink Station and other transit-served corridors, consistent with SB 375 and the Sustainable Communities Strategy, adopted by SCAG in April 2012, and therefore would be expected to contribute to decreasing regional vehicle miles traveled and greenhouse gas emissions in the region.
5. The Recommended Plan retains industrial and commercial land to support diverse land uses and offer opportunities for employment generation and business development and services. The Plan encourages investment and redevelopment of existing under-utilized corridors reinforcing citywide economic development goals. The Plan supports and benefits the region by protecting and

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preserving commercial, industrial, and equinekeeping, districts that sustain jobs in related industries, and that reinforce tourism as a source of revenue and employment and bolster the local and regional economy.

6. The Recommended Plan supports the policies and goals of the most recent Housing Element adopted by the City in 2013 - to provide housing production and preservation, safe, livable, and sustainable neighborhoods, and housing opportunities for all and all income levels - and allows the City to meet future housing needs for the growth in population projected for the year 2030 by the Southern California Association of Governments.
7. The Recommended Plan furthers the Open Space and Conservation goals of the General Plan and guides the preservation and protection of natural resources, habitat areas and wildlife corridors in the foothills of the San Gabriel Mountains. Implementation of the Recommended Plan would also continue to expand and maintain trail linkages which reinforce the viability of wildlife corridors and equine uses.
8. The Recommended Plan would maintain equestrian-oriented neighborhoods and neighborhoods of cultural and/or historic importance by focusing development pressures away from those and toward corridors in need of economic reinvestment. This would further the preservation of unique and distinct neighborhoods of the city, contributing toward a diverse, culturally rich image of the city and enhanced quality of life for residents.
9. The Recommended Plan, through its zone changes, Equinekeeping District, CPIO and EIR provides mitigations and/or project features that regulate development projects in order to reduce environmental impacts of future plans and projects. New development standards are added to properties within the revised equinekeeping district, in tandem with standards applied to commercial and residential properties within the CPIO ensuring more compatible new development that complements the scale and character of existing neighborhoods.
10. The Recommended Plan improves local mobility through development of a balanced, multi-modal transportation network, encouraging residential and workplace development near transit centers, focusing new development near to existing services and infrastructure. It emphasizes a multi-modal approach to mobility that recognizes the benefits (including healthful and traffic-alleviating benefits) of providing options that encourage walking, cycling and transit use, as well as horseback riding. All together these enhanced mobility options provide a better connected, user-friendly network representing a more diverse, sustainable transportation network.
11. The Recommended Plan furthers the goals and objectives of the City, while remaining consistent with regional and state policies, more so than any single Alternative, as discussed in Section 6 of these Findings.

For the above-mentioned reasons, the City of Los Angeles City Council hereby concludes that the benefits of the Project outweigh and override any adverse environmental impacts associated with the Project.

Appendix M

CalEEMod Data 2015

CalEEMod Modeling Outputs—Existing

Sylmar Existing Conditions 2005

Los Angeles-South Coast County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	3,231.05	1000sqft	1,978.00	3,231,050.00	0
Industrial Park	5,950.57	1000sqft	505.60	5,950,570.00	0
Apartments Low Rise	2,436.00	Dwelling Unit	476.90	2,436,000.00	11359
Single Family Housing	12,961.00	Dwelling Unit	3,891.10	23,329,800.00	60435

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	33
Climate Zone	11			Operational Year	2005
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MW hr)	1227.89	CH4 Intensity (lb/MW hr)	0.029	N2O Intensity (lb/MW hr)	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Modified Energy Intensity Factors. CO 1,238.52, N2O 0.011

Land Use - Acreages, Population, based on Project Description

Construction Phase - No construction for Existing conditions. Buildings already constructed.

Off-road Equipment - No construction

Vehicle Trips - average trip length listed in LA GPF

Woodstoves -

Energy Use - 2005 is the operational year. Historical Data appropriate.

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	10,000.00	0.00
tblLandUse	LotAcreage	74.17	1,978.00
tblLandUse	LotAcreage	136.61	505.60
tblLandUse	LotAcreage	152.25	476.90
tblLandUse	LotAcreage	4,208.12	3,891.10
tblLandUse	Population	6,967.00	11,359.00
tblLandUse	Population	37,068.00	60,435.00
tblProjectCharacteristics	OperationalYear	2014	2005
tblTripsAndVMT	VendorTripLength	6.90	7.40
tblTripsAndVMT	WorkerTripLength	14.70	12.70
tblVehicleTrips	CC_TL	8.40	7.00
tblVehicleTrips	CC_TL	8.40	7.00
tblVehicleTrips	CNW_TL	6.90	7.00
tblVehicleTrips	CNW_TL	6.90	7.00
tblVehicleTrips	CW_TL	16.60	7.00
tblVehicleTrips	CW_TL	16.60	7.00
tblVehicleTrips	HO_TL	8.70	7.00
tblVehicleTrips	HO_TL	8.70	7.00
tblVehicleTrips	HS_TL	5.90	7.00
tblVehicleTrips	HS_TL	5.90	7.00
tblVehicleTrips	HW_TL	14.70	10.00
tblVehicleTrips	HW_TL	14.70	10.00

2.0 Emissions Summary

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	4,970.1839	122.4075	9,213.5865	12.3798		1,182.3765	1,182.3765		1,182.1917	1,182.1917	144,222.4426	279,435.2692	423,657.7118	433.7713	9.7888	435,801.4366
Energy	17.5922	152.1737	77.4704	0.9596		12.1546	12.1546		12.1546	12.1546		191,914.4377	191,914.4377	3.6784	3.5184	193,082.3970
Mobile	2,201.4192	4,866.8488	23,164.7750	36.7768	1,071.8259	158.6203	1,230.4462	310.8888	158.6203	469.5091		1,911.6541976	1,911.6541976	180.8404		1,915,451.8458
Total	7,189.1952	5,141.4301	32,455.8319	50.1162	1,071.8259	1,353.1514	2,424.9773	310.8888	1,352.9666	1,663.8554	144,222.4426	2,383,003.9045	2,527,226.3471	618.2901	13.3072	2,544,335.6793

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	4,970.1839	122.4075	9,213.5865	12.3798		1,182.3765	1,182.3765		1,182.1917	1,182.1917	144,222.4426	279,435.2692	423,657.7118	433.7713	9.7888	435,801.4366
Energy	17.5922	152.1737	77.4704	0.9596		12.1546	12.1546		12.1546	12.1546		191,914.4377	191,914.4377	3.6784	3.5184	193,082.3970
Mobile	2,201.4192	4,866.8488	23,164.7750	36.7768	1,071.8259	158.6203	1,230.4462	310.8888	158.6203	469.5091		1,911.6541976	1,911.6541976	180.8404		1,915,451.8458
Total	7,189.1952	5,141.4301	32,455.8319	50.1162	1,071.8259	1,353.1514	2,424.9773	310.8888	1,352.9666	1,663.8554	144,222.4426	2,383,003.9045	2,527,226.3471	618.2901	13.3072	2,544,335.6793

[illegible]

3.0 Construction Detail

Not Applicable

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Unmitigated	2,201.4192	4,866.8488	23,164.7750	36.7768	1,071.8259	158.6203	1,230.4462	310.8888	158.6203	469.5091		1,911,654.1976	1,911,654.1976	180.8404		1,915,451.8458
Mitigated	2,201.4192	4,866.8488	23,164.7750	36.7768	1,071.8259	158.6203	1,230.4462	310.8888	158.6203	469.5091		1,911,654.1976	1,911,654.1976	180.8404		1,915,451.8458

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	16,053.24	17,441.76	14786.52	42,619,985	42,619,985
General Office Building	35,573.86	7,657.59	3166.43	56,188,719	56,188,719
Industrial Park	41,415.97	14,816.92	4343.92	68,992,998	68,992,998
Single Family Housing	124,036.77	130,646.88	113667.97	327,526,485	327,526,485
Total	217,079.84	170,563.15	135,964.84	495,328,187	495,328,187

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Low Rise	10.00	7.00	7.00	40.20	19.20	40.60	86	11	3
General Office Building	7.00	7.00	7.00	33.00	48.00	19.00	77	19	4
Industrial Park	7.00	7.00	7.00	59.00	28.00	13.00	79	19	2
Single Family Housing	10.00	7.00	7.00	40.20	19.20	40.60	86	11	3

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.522333	0.068956	0.227821	0.102314	0.020978	0.006497	0.016927	0.024074	0.001426	0.001960	0.004080	0.000756	0.001878

5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: Y

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	17.5922	152.1737	77.4704	0.9596		12.1546	12.1546		12.1546	12.1546		191,914.4377	191,914.4377	3.6784	3.5184	193,082.3970
NaturalGas Unmitigated	17.5922	152.1737	77.4704	0.9596		12.1546	12.1546		12.1546	12.1546		191,914.4377	191,914.4377	3.6784	3.5184	193,082.3970

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	95115.1	1.0258	8.7655	3.7300	0.0560		0.7087	0.7087		0.7087	0.7087		11,190.0065	11,190.0065	0.2145	0.2052	11,258.1070
General Office Building	110121	1.1876	10.7962	9.0688	0.0648		0.8205	0.8205		0.8205	0.8205		12,955.4430	12,955.4430	0.2483	0.2375	13,034.2877
Industrial Park	202808	2.1872	19.8832	16.7019	0.1193		1.5111	1.5111		1.5111	1.5111		23,859.8198	23,859.8198	0.4573	0.4374	24,005.0266
Single Family Housing	1.22323e+006	13.1917	112.7289	47.9697	0.7196		9.1143	9.1143		9.1143	9.1143		143,909.1684	143,909.1684	2.7583	2.6383	144,784.9756
Total		17.5922	152.1737	77.4704	0.9596		12.1546	12.1546		12.1546	12.1546		191,914.4377	191,914.4377	3.6784	3.5184	193,082.3969

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
General Office Building	110.121	1.1876	10.7962	9.0688	0.0648		0.8205	0.8205		0.8205	0.8205		12,955.4430	12,955.4430	0.2483	0.2375	13,034.2877
Industrial Park	202.808	2.1872	19.8832	16.7019	0.1193		1.5111	1.5111		1.5111	1.5111		23,859.8198	23,859.8198	0.4573	0.4374	24,005.0266
Apartments Low Rise	95.1151	1.0258	8.7655	3.7300	0.0560		0.7087	0.7087		0.7087	0.7087		11,190.0065	11,190.0065	0.2145	0.2052	11,258.1070
Single Family Housing	1223.23	13.1917	112.7289	47.9697	0.7196		9.1143	9.1143		9.1143	9.1143		143,909.1684	143,909.1684	2.7583	2.6383	144,784.9756
Total		17.5922	152.1737	77.4704	0.9596		12.1546	12.1546		12.1546	12.1546		191,914.4377	191,914.4377	3.6784	3.5184	193,082.3969

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Unmitigated	4,970.1839	122.4075	9,213.5865	12.3798		1,182.3765	1,182.3765		1,182.1917	1,182.1917	144,222.4426	279,435.2692	423,657.7118	433.7713	9.7888	435,801.4366
Mitigated	4,970.1839	122.4075	9,213.5865	12.3798		1,182.3765	1,182.3765		1,182.1917	1,182.1917	144,222.4426	279,435.2692	423,657.7118	433.7713	9.7888	435,801.4366

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	179.7664					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	691.9589					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	4,034.5683	102.3653	7,739.1764	12.3127		1,176.1510	1,176.1510		1,175.9662	1,175.9662	144,222.4426	277,146.0000	421,368.4426	430.0992	9.7888	433,435.0524
Landscaping	63.8903	20.0422	1,474.4101	0.0672		6.2255	6.2255		6.2255	6.2255		2,289.2692	2,289.2692	3.6721		2,366.3842
Total	4,970.1839	122.4076	9,213.5865	12.3798		1,182.3765	1,182.3765		1,182.1917	1,182.1917	144,222.4426	279,435.2692	423,657.7118	433.7713	9.7888	435,801.4366

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	179.7664					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	691.9589					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	4,034.5683	102.3653	7,739.1764	12.3127		1,176.1510	1,176.1510		1,175.9662	1,175.9662	144,222.4426	277,146.0000	421,368.4426	430.0992	9.7888	433,435.0524
Landscaping	63.8903	20.0422	1,474.4101	0.0672		6.2255	6.2255		6.2255	6.2255		2,289.2692	2,289.2692	3.6721		2,366.3842
Total	4,970.1839	122.4076	9,213.5865	12.3798		1,182.3765	1,182.3765		1,182.1917	1,182.1917	144,222.4426	279,435.2692	423,657.7118	433.7713	9.7888	435,801.4366

CalEEMod Modeling Outputs—Interim Year 2015

Sylmar Proposed Plan - Year 2015

Los Angeles-South Coast County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	4,632.17	1000sqft	1,360.65	4,632,170.00	0
Industrial Park	6,252.09	1000sqft	547.40	6,252,090.00	0
Apartments Low Rise	4,562.00	Dwelling Unit	246.61	4,562,000.00	17538
Single Family Housing	13,976.00	Dwelling Unit	3,462.84	25,156,800.00	53728

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	33
Climate Zone	11			Operational Year	2015
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MW hr)	1227.89	CH4 Intensity (lb/MW hr)	0.029	N2O Intensity (lb/MW hr)	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Default Intensity Factors used for interim-year analyses

Land Use - Units, acreage, and population based on project description

Construction Phase - No construction scenario available for CPA

Off-road Equipment - No construction estimated

Vehicle Trips - Based on LA GPF.

Woodstoves - Default woodstove parameters. No new fireplaces

Table Name	Column Name	Default Value	New Value
tblFireplaces	NumberGas	3,877.70	2,070.60
tblFireplaces	NumberGas	11,879.60	11,016.85
tblFireplaces	NumberNoFireplace	456.20	2,369.60
tblFireplaces	NumberNoFireplace	1,397.60	2,310.90
tblFireplaces	NumberWood	228.10	121.80
tblFireplaces	NumberWood	698.80	648.05
tblLandUse	LotAcreage	106.34	1,360.65
tblLandUse	LotAcreage	143.53	547.40
tblLandUse	LotAcreage	285.13	246.61
tblLandUse	LotAcreage	4,537.66	3,462.84
tblLandUse	Population	13,047.00	17,538.00
tblLandUse	Population	39,971.00	53,728.00
tblProjectCharacteristics	OperationalYear	2014	2015
tblVehicleTrips	CC_TL	8.40	7.00
tblVehicleTrips	CC_TL	8.40	7.00
tblVehicleTrips	CNW_TL	6.90	7.00
tblVehicleTrips	CNW_TL	6.90	7.00
tblVehicleTrips	CW_TL	16.60	7.00
tblVehicleTrips	CW_TL	16.60	7.00
tblVehicleTrips	HO_TL	8.70	7.00
tblVehicleTrips	HO_TL	8.70	7.00
tblVehicleTrips	HS_TL	5.90	7.00
tblVehicleTrips	HS_TL	5.90	7.00
tblVehicleTrips	HW_TL	14.70	10.00
tblVehicleTrips	HW_TL	14.70	10.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Not Applicable

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	5,106.0336	133.2906	10,068.2777	14.9053		1,310.0872	1,310.0872		1,309.9024	1,309.9024	162,759.4888	279,902.2446	442,661.7334	519.6268	9.7888	456,608.4229
Energy	18.3683	158.8829	80.8537	1.0019		12.6908	12.6908		12.6908	12.6908		200,381.7145	200,381.7145	3.8407	3.6737	201,601.2043
Mobile	1,022.5974	2,519.5021	10,666.1232	21.4296	1,399.5717	37.0251	1,436.5968	374.1758	34.0066	408.1824		1,938,757.1074	1,938,757.1074	86.6162		1,940,576.0475
Total	6,146.9993	2,811.6756	20,815.2546	37.3368	1,399.5717	1,359.8032	2,759.3748	374.1758	1,356.5999	1,730.7756	162,759.4888	2,419,041.0665	2,581,800.5554	610.0836	13.4625	2,598,785.6747

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	5,103.6402	132.8744	10,030.2945	14.9025		1,309.8686	1,309.8686		1,309.6838	1,309.6838	162,759.4888	279,819.4508	442,578.9396	519.4872	9.7888	456,522.6970
Energy	18.3683	158.8829	80.8537	1.0019		12.6908	12.6908		12.6908	12.6908		200,381.7145	200,381.7145	3.8407	3.6737	201,601.2043
Mobile	1,022.5974	2,519.5021	10,666.1232	21.4296	1,399.5717	37.0251	1,436.5968	374.1758	34.0066	408.1824		1,938,757.1074	1,938,757.1074	86.6162		1,940,576.0475
Total	6,144.6060	2,811.2594	20,777.2714	37.3340	1,399.5717	1,359.5846	2,759.1562	374.1758	1,356.3813	1,730.5570	162,759.4888	2,418,958.2728	2,581,717.7616	609.9440	13.4625	2,598,699.9488

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.04	0.01	0.18	0.01	0.00	0.02	0.01	0.00	0.02	0.01	0.00	0.00	0.00	0.02	0.00	0.00

3.0 Construction Detail

Not Applicable

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1,022.5974	2,519.5021	10,666.1232	21.4296	1,399.5717	37.0251	1,436.5968	374.1758	34.0066	408.1824		1,938,757.1074	1,938,757.1074	86.6162		1,940,576.0475
Unmitigated	1,022.5974	2,519.5021	10,666.1232	21.4296	1,399.5717	37.0251	1,436.5968	374.1758	34.0066	408.1824		1,938,757.1074	1,938,757.1074	86.6162		1,940,576.0475

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	30,063.58	32,663.92	27691.34	79,816,244	79,816,244
General Office Building	51,000.19	10,978.24	4539.53	80,554,526	80,554,526
Industrial Park	43,514.55	15,567.70	4564.03	72,488,926	72,488,926
Single Family Housing	133,750.32	140,878.08	122569.52	353,175,692	353,175,692
Total	258,328.64	200,087.95	159,364.41	586,035,389	586,035,389

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Low Rise	10.00	7.00	7.00	40.20	19.20	40.60	86	11	3
General Office Building	7.00	7.00	7.00	33.00	48.00	19.00	77	19	4
Industrial Park	7.00	7.00	7.00	59.00	28.00	13.00	79	19	2
Single Family Housing	10.00	7.00	7.00	40.20	19.20	40.60	86	11	3

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.534619	0.058604	0.178185	0.126004	0.038986	0.006286	0.016079	0.029769	0.002429	0.003158	0.003693	0.000543	0.001646

5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	18.3683	158.8829	80.8537	1.0019		12.6908	12.6908		12.6908	12.6908		200,381.7145	200,381.7145	3.8407	3.6737	201,601.2043
NaturalGas Unmitigated	18.3683	158.8829	80.8537	1.0019		12.6908	12.6908		12.6908	12.6908		200,381.7145	200,381.7145	3.8407	3.6737	201,601.2043

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	167913	1.8108	15.4744	6.5848	0.0988		1.2511	1.2511		1.2511	1.2511		19,754.4967	19,754.4967	0.3786	0.3622	19,874.7192
General Office Building	138711	1.4959	13.5992	11.4233	0.0816		1.0335	1.0335		1.0335	1.0335		16,318.9744	16,318.9744	0.3128	0.2992	16,418.2890
Industrial Park	187220	2.0190	18.3549	15.4181	0.1101		1.3950	1.3950		1.3950	1.3950		22,025.8964	22,025.8964	0.4222	0.4038	22,159.9424
Single Family Housing	1.2094e+06	13.0426	111.4545	47.4275	0.7114		9.0112	9.0112		9.0112	9.0112		142,282.3470	142,282.3470	2.7271	2.6085	143,148.2537
Total		18.3683	158.8829	80.8537	1.0019		12.6909	12.6909		12.6909	12.6909		200,381.7145	200,381.7145	3.8407	3.6737	201,601.2043

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
General Office Building	138.711	1.4959	13.5992	11.4233	0.0816		1.0335	1.0335		1.0335	1.0335		16,318.9744	16,318.9744	0.3128	0.2992	16,418.2890
Industrial Park	187.22	2.0190	18.3549	15.4181	0.1101		1.3950	1.3950		1.3950	1.3950		22,025.8964	22,025.8964	0.4222	0.4038	22,159.9424
Single Family Housing	1209.4	13.0426	111.4545	47.4275	0.7114		9.0112	9.0112		9.0112	9.0112		142,282.3470	142,282.3470	2.7271	2.6085	143,148.2537
Apartments Low Rise	167.913	1.8108	15.4744	6.5848	0.0988		1.2511	1.2511		1.2511	1.2511		19,754.4967	19,754.4967	0.3786	0.3622	19,874.7192
Total		18.3683	158.8829	80.8537	1.0019		12.6909	12.6909		12.6909	12.6909		200,381.7145	200,381.7145	3.8407	3.6737	201,601.2043

6.0 Area Detail

6.1 Mitigation Measures Area

- Use Electric Lawnmower
- Use Electric Leafblower
- Use Electric Chainsaw
- Use Low VOC Paint - Residential Interior
- Use Low VOC Paint - Residential Exterior
- Use Low VOC Paint - Non-Residential Interior
- Use Low VOC Paint - Non-Residential Exterior
- Use Low VOC Cleaning Supplies

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	5,103.6402	132.8744	10,030.2945	14.9025		1,309.8686	1,309.8686		1,309.6838	1,309.6838	162,759.4888	279,819.4508	442,578.9396	519.4872	9.7888	456,522.6970
Unmitigated	5,106.0336	133.2906	10,068.2777	14.9053		1,310.0872	1,310.0872		1,309.9024	1,309.9024	162,759.4888	279,902.2446	442,661.7334	519.6268	9.7888	456,608.4229

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	132.7918					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	803.9406					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	4,119.3414	114.9243	8,509.0415	14.8245		1,301.7407	1,301.7407		1,301.5559	1,301.5559	162,759.4888	277,146.0000	439,905.4888	516.7561	9.7888	453,791.8940
Landscaping	49.9598	18.3663	1,559.2362	0.0808		8.3465	8.3465		8.3465	8.3465		2,756.2446	2,756.2446	2.8707		2,816.5288
Total	5,106.0336	133.2906	10,068.2777	14.9053		1,310.0872	1,310.0872		1,309.9024	1,309.9024	162,759.4888	279,902.2446	442,661.7334	519.6268	9.7888	456,608.4229

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	132.7918					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	803.9406					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	4,119.3414	114.9243	8,509.0415	14.8245		1,301.7407	1,301.7407		1,301.5559	1,301.5559	162,759.4888	277,146.0000	439,905.4888	516.7561	9.7888	453,791.8940
Landscaping	47.5664	17.9501	1,521.2530	0.0780		8.1279	8.1279		8.1279	8.1279		2,673.4508	2,673.4508	2.7311		2,730.8030
Total	5,103.6402	132.8744	10,030.2945	14.9025		1,309.8686	1,309.8686		1,309.6838	1,309.6838	162,759.4888	279,819.4508	442,578.9396	519.4872	9.7888	456,522.6970

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

CalEEMod Modeling Outputs—Interim Year 2023

Sylmar Proposed Plan - Year 2023

Los Angeles-South Coast County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	5,753.06	1000sqft	1,401.81	5,753,060.00	0
Industrial Park	6,493.30	1000sqft	550.04	6,493,300.00	0
Apartments Low Rise	6,262.80	Dwelling Unit	258.10	6,262,800.00	18356
Single Family Housing	14,787.64	Dwelling Unit	3,487.98	26,617,752.00	54118

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	33
Climate Zone	11			Operational Year	2023
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MW hr)	1227.89	CH4 Intensity (lb/MW hr)	0.029	N2O Intensity (lb/MW hr)	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Default Energy Intensities Used

Land Use - Units, acreage, and population based on project description

Construction Phase - No construction estimated

Off-road Equipment - No construction scenario available for CPA

Vehicle Trips - Based on LA GPF.

Woodstoves - Default woodstove parameters. No new fireplaces

Energy Use - Used defaults

Area Mitigation - Low VOC Paint, Electric Equipment

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	10,000.00	0.00
tblFireplaces	NumberGas	5,323.38	2,070.60
tblFireplaces	NumberGas	12,569.46	11,016.85
tblFireplaces	NumberNoFireplace	626.28	4,070.40
tblFireplaces	NumberNoFireplace	1,478.76	3,122.74
tblFireplaces	NumberWood	313.14	121.80
tblFireplaces	NumberWood	739.38	648.05
tblLandUse	LandUseSquareFeet	26,617,680.00	26,617,752.00
tblLandUse	LotAcreage	132.07	1,401.81
tblLandUse	LotAcreage	149.07	550.04
tblLandUse	LotAcreage	391.43	258.10
tblLandUse	LotAcreage	4,801.17	3,487.98
tblLandUse	Population	17,912.00	18,356.00
tblLandUse	Population	42,293.00	54,118.00
tblProjectCharacteristics	OperationalYear	2014	2023
tblVehicleTrips	CC_TL	8.40	7.00
tblVehicleTrips	CC_TL	8.40	7.00
tblVehicleTrips	CNW_TL	6.90	7.00
tblVehicleTrips	CNW_TL	6.90	7.00
tblVehicleTrips	CW_TL	16.60	7.00
tblVehicleTrips	CW_TL	16.60	7.00
tblVehicleTrips	HO_TL	8.70	7.00
tblVehicleTrips	HO_TL	8.70	7.00
tblVehicleTrips	HS_TL	5.90	7.00
tblVehicleTrips	HS_TL	5.90	7.00
tblVehicleTrips	HW_TL	14.70	10.00
tblVehicleTrips	HW_TL	14.70	10.00

2.0 Emissions Summary

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	5,281.3253	145.0049	10,863.1609	16.9254		1,411.8155	1,411.8155		1,411.6308	1,411.6308	177,586.7651	280,275.7714	457,862.5365	589.0847	9.7888	473,267.8424
Energy	20.2407	175.1235	89.4220	1.1040		13.9845	13.9845		13.9845	13.9845		220,808.0785	220,808.0785	4.2322	4.0482	222,151.8797
Mobile	721.2053	1,472.8933	7,181.3337	24.5044	1,578.7137	32.6180	1,611.3317	422.2884	30.0995	452.3878		1,839,292.1197	1,839,292.1197	60.7064		1,840,566.9543
Total	6,022.7714	1,793.0217	18,133.9166	42.5338	1,578.7137	1,458.4181	3,037.1318	422.2884	1,455.7147	1,878.0031	177,586.7651	2,340,375.9696	2,517,962.7347	654.0233	13.8370	2,535,986.6764

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	5,278.8607	144.5881	10,821.4177	16.9222		1,411.5701	1,411.5701		1,411.3854	1,411.3854	177,586.7651	280,181.7578	457,768.5229	588.9410	9.7888	473,170.8099
Energy	20.2407	175.1235	89.4220	1.1040		13.9845	13.9845		13.9845	13.9845		220,808.0785	220,808.0785	4.2322	4.0482	222,151.8797
Mobile	721.2053	1,472.8933	7,181.3337	24.5044	1,578.7137	32.6180	1,611.3317	422.2884	30.0995	452.3878		1,839,292.1197	1,839,292.1197	60.7064		1,840,566.9543
Total	6,020.3068	1,792.6049	18,092.1733	42.5306	1,578.7137	1,458.1727	3,036.8864	422.2884	1,455.4693	1,877.7577	177,586.7651	2,340,281.9560	2,517,868.7211	653.8795	13.8370	2,535,889.6438

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.04	0.02	0.23	0.01	0.00	0.02	0.01	0.00	0.02	0.01	0.00	0.00	0.00	0.02	0.00	0.00

3.0 Construction Detail

Not Applicable

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Unmitigated	721.2053	1,472.8933	7,181.3337	24.5044	1,578.7137	32.6180	1,611.3317	422.2884	30.0995	452.3878		1,839,292.1197	1,839,292.1197	60.7064		1,840,566.9543
Mitigated	721.2053	1,472.8933	7,181.3337	24.5044	1,578.7137	32.6180	1,611.3317	422.2884	30.0995	452.3878		1,839,292.1197	1,839,292.1197	60.7064		1,840,566.9543

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	41,271.85	44,841.65	38015.20	109,573,252	109,573,252
General Office Building	63,341.19	13,634.75	5638.00	100,047,067	100,047,067
Industrial Park	45,193.37	16,168.32	4740.11	75,285,600	75,285,600
Single Family Housing	141,517.71	149,059.41	129687.60	373,685,961	373,685,961
Total	291,324.13	223,704.13	178,080.91	658,591,880	658,591,880

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Low Rise	10.00	7.00	7.00	40.20	19.20	40.60	86	11	3
General Office Building	7.00	7.00	7.00	33.00	48.00	19.00	77	19	4
Industrial Park	7.00	7.00	7.00	59.00	28.00	13.00	79	19	2
Single Family Housing	10.00	7.00	7.00	40.20	19.20	40.60	86	11	3

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.522550	0.057918	0.180146	0.126595	0.040312	0.006532	0.017397	0.036650	0.002593	0.003201	0.003751	0.000525	0.001830

5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	20.2407	175.1235	89.4220	1.1040		13.9845	13.9845		13.9845	13.9845		220,808.0785	220,808.0785	4.2322	4.0482	222,151.8797
NaturalGas Unmitigated	20.2407	175.1235	89.4220	1.1040		13.9845	13.9845		13.9845	13.9845		220,808.0785	220,808.0785	4.2322	4.0482	222,151.8797

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	230514	2.4859	21.2435	9.0398	0.1356		1.7176	1.7176		1.7176	1.7176		27,119.3471	27,119.3471	0.5198	0.4972	27,284.3910
General Office Building	172277	1.8579	16.8899	14.1875	0.1013		1.2836	1.2836		1.2836	1.2836		20,267.8310	20,267.8310	0.3885	0.3716	20,391.1777
Industrial Park	194443	2.0969	19.0631	16.0130	0.1144		1.4488	1.4488		1.4488	1.4488		22,875.6709	22,875.6709	0.4385	0.4194	23,014.8884
Single Family Housing	1.27963e+006	13.8000	117.9271	50.1817	0.7527		9.5345	9.5345		9.5345	9.5345		150,545.2294	150,545.2294	2.8855	2.7600	151,461.4226
Total		20.2407	175.1235	89.4220	1.1041		13.9845	13.9845		13.9845	13.9845		220,808.0785	220,808.0785	4.2322	4.0482	222,151.8797

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
General Office Building	172.277	1.8579	16.8899	14.1875	0.1013		1.2836	1.2836		1.2836	1.2836		20,267.8310	20,267.8310	0.3885	0.3716	20,391.1777
Industrial Park	194.443	2.0969	19.0631	16.0130	0.1144		1.4488	1.4488		1.4488	1.4488		22,875.6709	22,875.6709	0.4385	0.4194	23,014.8884
Apartments Low Rise	230.514	2.4859	21.2435	9.0398	0.1356		1.7176	1.7176		1.7176	1.7176		27,119.3471	27,119.3471	0.5198	0.4972	27,284.3910
Single Family Housing	1279.63	13.8000	117.9271	50.1817	0.7527		9.5345	9.5345		9.5345	9.5345		150,545.2294	150,545.2294	2.8855	2.7600	151,461.4226
Total		20.2407	175.1235	89.4220	1.1041		13.9845	13.9845		13.9845	13.9845		220,808.0785	220,808.0785	4.2322	4.0482	222,151.8797

6.0 Area Detail

6.1 Mitigation Measures Area

- Use Electric Lawnmower
- Use Electric Leafblower
- Use Electric Chainsaw
- Use Low VOC Paint - Residential Interior
- Use Low VOC Paint - Residential Exterior
- Use Low VOC Paint - Non-Residential Interior
- Use Low VOC Paint - Non-Residential Exterior
- Use Low VOC Cleaning Supplies

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Unmitigated	5,281.3253	145.0049	10,863.1609	16.9254		1,411.8155	1,411.8155		1,411.6308	1,411.6308	177,586.7651	280,275.7714	457,862.5365	589.0847	9.7888	473,267.8424
Mitigated	5,278.8607	144.5881	10,821.4177	16.9222		1,411.5701	1,411.5701		1,411.3854	1,411.3854	177,586.7651	280,181.7578	457,768.5229	588.9410	9.7888	473,170.8099

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	148.2156					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	893.5129					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	4,187.1490	124.9699	9,124.8356	16.8336		1,402.1965	1,402.1965		1,402.0117	1,402.0117	177,586.7651	277,146.0000	454,732.7651	586.0706	9.7888	470,074.7749
Landscaping	52.4478	20.0350	1,738.3253	0.0918		9.6190	9.6190		9.6190	9.6190		3,129.7714	3,129.7714	3.0141		3,193.0675
Total	5,281.3253	145.0049	10,863.1609	16.9254		1,411.8155	1,411.8155		1,411.6308	1,411.6308	177,586.7651	280,275.7714	457,862.5365	589.0847	9.7888	473,267.8424

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	148.2156					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	893.5129					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	4,187.1490	124.9699	9,124.8356	16.8336		1,402.1965	1,402.1965		1,402.0117	1,402.0117	177,586.7651	277,146.0000	454,732.7651	586.0706	9.7888	470,074.7749
Landscaping	49.9832	19.6182	1,696.5821	0.0886		9.3736	9.3736		9.3736	9.3736		3,035.7578	3,035.7578	2.8703		3,096.0350
Total	5,278.8607	144.5881	10,821.4177	16.9222		1,411.5701	1,411.5701		1,411.3854	1,411.3854	177,586.7651	280,181.7578	457,768.5229	588.9410	9.7888	473,170.8099

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

CalEEMod Modeling Outputs—Build-Out Year 2030

Sylmar Proposed Plan

Los Angeles-South Coast County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	6,733.84	1000sqft	1,978.00	6,733,840.00	0
Industrial Park	6,704.36	1000sqft	587.00	6,704,360.00	0
Apartments Low Rise	7,751.00	Dwelling Unit	419.00	7,751,000.00	29798
Single Family Housing	15,498.00	Dwelling Unit	3,840.00	27,896,400.00	59580

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	33
Climate Zone	11			Operational Year	2030
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MW hr)	1104	CH4 Intensity (lb/MW hr)	0.029	N2O Intensity (lb/MW hr)	0.011

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Based on LADWP 2011 Power Integration Resource Plan dated December 22, 2011

Land Use - Units, acreage, and population based on project description

Construction Phase - No construction scenario available for CPA

Off-road Equipment - No construction estimated

Vehicle Trips - Based on LA GPF.

Woodstoves - Defaults Woodstoves. No new fireplaces.

Energy Use - Used defaults.

Table Name	Column Name	Default Value	New Value
tblFireplaces	NumberGas	6,588.35	2,070.60
tblFireplaces	NumberGas	13,173.30	11,016.85
tblFireplaces	NumberNoFireplace	775.10	5,558.60
tblFireplaces	NumberNoFireplace	1,549.80	3,833.10
tblFireplaces	NumberWood	387.55	121.80
tblFireplaces	NumberWood	774.90	648.05
tblLandUse	LotAcreage	154.59	1,978.00
tblLandUse	LotAcreage	153.91	587.00
tblLandUse	LotAcreage	484.44	419.00
tblLandUse	LotAcreage	5,031.82	3,840.00
tblLandUse	Population	22,168.00	29,798.00
tblLandUse	Population	44,324.00	59,580.00
tblProjectCharacteristics	CO2IntensityFactor	1227.89	1104
tblProjectCharacteristics	N2OIntensityFactor	0.006	0.011
tblProjectCharacteristics	OperationalYear	2014	2030
tblTripsAndVMT	VendorTripLength	6.90	7.40
tblTripsAndVMT	WorkerTripLength	14.70	12.70
tblVehicleTrips	CC_TL	8.40	7.00
tblVehicleTrips	CC_TL	8.40	7.00
tblVehicleTrips	CNW_TL	6.90	7.00
tblVehicleTrips	CNW_TL	6.90	7.00
tblVehicleTrips	CW_TL	16.60	7.00
tblVehicleTrips	CW_TL	16.60	7.00
tblVehicleTrips	HO_TL	8.70	7.00
tblVehicleTrips	HO_TL	8.70	7.00
tblVehicleTrips	HS_TL	5.90	7.00
tblVehicleTrips	HS_TL	5.90	7.00
tblVehicleTrips	HW_TL	14.70	10.00
tblVehicleTrips	HW_TL	14.70	10.00

2.0 Emissions Summary

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	5,437.4386	155.8264	11,578.0850	18.6932		1,500.7471	1,500.7471		1,500.5624	1,500.5624	190,562.1073	280,602.6334	471,164.7407	650.0258	9.7888	487,849.8090
Energy	21.8793	189.3354	96.9198	1.1934		15.1166	15.1166		15.1166	15.1166		238,682.9374	238,682.9374	4.5748	4.3759	240,135.5219
Mobile	663.6287	1,422.9297	6,641.5608	27.4968	1,735.7380	37.3914	1,773.1294	464.5001	34.5094	499.0095		1,981,234.8649	1,981,234.8649	56.4724		1,982,420.7854
Total	6,122.9466	1,768.0916	18,316.5657	47.3834	1,735.7380	1,553.2551	3,288.9931	464.5001	1,550.1883	2,014.6884	190,562.1073	2,500,520.4356	2,691,082.5430	711.0729	14.1647	2,710,406.1163

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	5,434.7454	155.3749	11,532.0829	18.6896		1,500.4767	1,500.4767		1,500.2920	1,500.2920	190,562.1073	280,498.8017	471,060.9090	649.8686	9.7888	487,742.6765
Energy	21.8793	189.3354	96.9198	1.1934		15.1166	15.1166		15.1166	15.1166		238,682.9374	238,682.9374	4.5748	4.3759	240,135.5219
Mobile	659.6835	1,399.7260	6,544.1407	26.9157	1,697.7630	36.6506	1,734.4136	454.3376	33.8261	488.1637		1,939,386.6762	1,939,386.6762	55.3361		1,940,548.7344
Total	6,116.3081	1,744.4363	18,173.1435	46.7987	1,697.7630	1,552.2440	3,250.0069	454.3376	1,549.2346	2,003.5722	190,562.1073	2,458,568.4152	2,649,130.5225	709.7795	14.1647	2,668,426.9328

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.11	1.34	0.78	1.23	2.19	0.07	1.19	2.19	0.06	0.55	0.00	1.68	1.56	0.18	0.00	1.55

3.0 Construction Detail

Not Applicable

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Improve Destination Accessibility

Improve Pedestrian Network

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Unmitigated	663.6287	1,422.9297	6,641.5608	27.4968	1,735.7380	37.3914	1,773.1294	464.5001	34.5094	499.0095		1,981,234.8649	1,981,234.8649	56.4724		1,982,420.7854
Mitigated	659.6835	1,399.7260	6,544.1407	26.9157	1,697.7630	36.6506	1,734.4136	454.3376	33.8261	488.1637		1,939,386.6762	1,939,386.6762	55.3361		1,940,548.7344

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	51,079.09	55,497.16	47048.57	135,610,633	132,643,699
General Office Building	74,139.58	15,959.20	6599.16	117,103,061	114,541,042
Industrial Park	46,662.35	16,693.86	4894.18	77,732,704	76,032,042
Single Family Housing	148,315.86	156,219.84	135917.46	391,636,869	383,068,507
Total	320,196.87	244,370.06	194,459.38	722,083,267	706,285,289

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Low Rise	10.00	7.00	7.00	40.20	19.20	40.60	86	11	3
General Office Building	7.00	7.00	7.00	33.00	48.00	19.00	77	19	4
Industrial Park	7.00	7.00	7.00	59.00	28.00	13.00	79	19	2
Single Family Housing	10.00	7.00	7.00	40.20	19.20	40.60	86	11	3

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.508453	0.058534	0.182003	0.128323	0.043028	0.007073	0.018375	0.041612	0.002788	0.003272	0.003888	0.000508	0.002143

5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	21.8793	189.3354	96.9198	1.1934		15.1166	15.1166		15.1166	15.1166		238,682.9374	238,682.9374	4.5748	4.3759	240,135.5219
NaturalGas Unmitigated	21.8793	189.3354	96.9198	1.1934		15.1166	15.1166		15.1166	15.1166		238,682.9374	238,682.9374	4.5748	4.3759	240,135.5219

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	285291	3.0767	26.2915	11.1879	0.1678		2.1257	2.1257		2.1257	2.1257		33,563.5913	33,563.5913	0.6433	0.6153	33,767.8537
General Office Building	201646	2.1746	19.7692	16.6062	0.1186		1.5025	1.5025		1.5025	1.5025		23,723.0850	23,723.0850	0.4547	0.4349	23,867.4597
Industrial Park	200763	2.1651	19.6827	16.5335	0.1181		1.4959	1.4959		1.4959	1.4959		23,619.2280	23,619.2280	0.4527	0.4330	23,762.9707
Single Family Housing	1.3411e+06	14.4629	123.5920	52.5923	0.7889		9.9926	9.9926		9.9926	9.9926		157,777.0331	157,777.0331	3.0241	2.8926	158,737.2378
Total		21.8793	189.3354	96.9198	1.1934		15.1166	15.1166		15.1166	15.1166		238,682.9374	238,682.9374	4.5748	4.3759	240,135.5219

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
General Office Building	201.646	2.1746	19.7692	16.6062	0.1186		1.5025	1.5025		1.5025	1.5025		23,723.0850	23,723.0850	0.4547	0.4349	23,867.4597
Industrial Park	200.763	2.1651	19.6827	16.5335	0.1181		1.4959	1.4959		1.4959	1.4959		23,619.2280	23,619.2280	0.4527	0.4330	23,762.9707
Apartments Low Rise	285.291	3.0767	26.2915	11.1879	0.1678		2.1257	2.1257		2.1257	2.1257		33,563.5913	33,563.5913	0.6433	0.6153	33,767.8537
Single Family Housing	1341.1	14.4629	123.5920	52.5923	0.7889		9.9926	9.9926		9.9926	9.9926		157,777.0331	157,777.0331	3.0241	2.8926	158,737.2378
Total		21.8793	189.3354	96.9198	1.1934		15.1166	15.1166		15.1166	15.1166		238,682.9374	238,682.9374	4.5748	4.3759	240,135.5219

6.0 Area Detail

6.1 Mitigation Measures Area

- Use Electric Lawnmower
- Use Electric Leafblower
- Use Electric Chainsaw
- Use Low VOC Paint - Residential Interior
- Use Low VOC Paint - Residential Exterior
- Use Low VOC Paint - Non-Residential Interior
- Use Low VOC Paint - Non-Residential Exterior
- Use Low VOC Cleaning Supplies

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Unmitigated	5,437.4386	155.8264	11,578.0850	18.6932		1,500.7471	1,500.7471		1,500.5624	1,500.5624	190,562.1073	280,602.6334	471,164.7407	650.0258	9.7888	487,849.8090
Mitigated	5,434.7454	155.3749	11,532.0829	18.6896		1,500.4767	1,500.4767		1,500.2920	1,500.2920	190,562.1073	280,498.8017	471,060.9090	649.8686	9.7888	487,742.6765

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	161.7120					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	971.8949					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	4,246.4875	133.7608	9,663.7167	18.5918		1,490.1053	1,490.1053		1,489.9206	1,489.9206	190,562.1073	277,146.0000	467,708.1073	646.7277	9.7888	484,323.9159
Landscaping	57.3443	22.0657	1,914.3683	0.1014		10.6418	10.6418		10.6418	10.6418		3,456.6334	3,456.6334	3.2981		3,525.8931
Total	5,437.4386	155.8264	11,578.0850	18.6932		1,500.7471	1,500.7471		1,500.5624	1,500.5624	190,562.1073	280,602.6334	471,164.7407	650.0258	9.7888	487,849.8090

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	161.7120					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	971.8949					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	4,246.4875	133.7608	9,663.7167	18.5918		1,490.1053	1,490.1053		1,489.9206	1,489.9206	190,562.1073	277,146.0000	467,708.1073	646.7277	9.7888	484,323.9159
Landscaping	54.6510	21.6142	1,868.3662	0.0978		10.3714	10.3714		10.3714	10.3714		3,352.8017	3,352.8017	3.1409		3,418.7605
Total	5,434.7454	155.3749	11,532.0829	18.6896		1,500.4767	1,500.4767		1,500.2920	1,500.2920	190,562.1073	280,498.8017	471,060.9090	649.8686	9.7888	487,742.6765

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services