



**CITY OF CARSON**  
**PLANNING COMMISSION STAFF REPORT**

NEW BUSINESS DISCUSSION:      October 22, 2013  
SUBJECT:                                Workshop Los Angeles County General Plan Update  
APPLICANT:                            City of Carson  
REQUEST:                              Discuss and consider issues related to land uses and densities proposed by Los Angeles County immediately west of Carson  
PROPERTIES INVOLVED:            Carson Street and Interstate 110

**COMMISSION ACTION**

\_\_\_ Concurred with staff  
\_\_\_ Did not concur with staff  
\_\_\_ Other

**COMMISSIONERS' VOTE**

<u>AYE</u>	<u>NO</u>		<u>AYE</u>	<u>NO</u>	
		Chairman Faletogo			Gordon
		Vice-Chair Verrett			Piñon
		Brimmer			Saenz
		Diaz			Schaefer
		Goolsby			

**I. Introduction**

County of Los Angeles is in the process of updating their General Plan. The County recently released the 2013 General Plan which is available online at <http://planning.lacounty.gov/generalplan/draft2013>. The County anticipates releasing the Draft EIR for 60-day review in January 2014. The public hearing process is expected to commence in February 2014.

***Item No. 12B***

## II. Background

The County is proposing to designate the "West Carson" area generally located along Carson Street west of I-110 as a Transit Oriented District (TOD), refer to Exhibit 1, West Carson TOD Land Use Plan. TODs are areas that are within a 1/2 mile radius from a major transit stop, in this case the Carson Street Bus Station with a connection to the Metro Silver Line. The ½ mile radius from the Carson Street Bus Station extends east to Main Street, North to the Carson Town Center, and south to 223<sup>rd</sup> Street. The County General Plan is proposing 11 TODs, refer to Exhibit 2, Location of 11 TODs, and Exhibit 3, General Plan TODs. The other TOD within close proximity to Carson is around the Del Amo Blue Line Station.

## III. Analysis

The West Carson TOD proposes a mix of land uses. One of the proposed land use designations is the Mixed Use Designation. The Mixed Use Designation within the West Carson TOD is approximately 45 acres. This designation allows the following:

- Residential Only: Up to 150 dwelling unit per acre (DU/AC) which is up to 6,500 units.
- Non-Residential Only: Up to 3.0 FAR which is up to 5.8 million square feet of commercial.
- Mixed Use: Up to 3.0 FAR

It should be noted that these are maximum densities and intensities that are permitted but future development of this area may not necessarily realize these densities and intensities, refer to Exhibit 4, Land Use Designation Categories.

Nonetheless, this proposal will significantly alter the existing land uses within the County jurisdiction and will create a land use imbalance on the east and west side of the I-110 since the densities and intensities on the Carson side are significantly less than the proposed County portion. The proposed land uses in the County will impact Carson in several ways. The County is proposing to develop the TOD areas through further approval of Specific Plans for each TOD, refer to Exhibit 5, Implementation of TODs through Specific Plans. The EIR for the General Plan would have to address impacts on the infrastructure.

The County General Plan includes the following:

- Goals and policies related to TODs, refer to Exhibit 6
- TOD implementation Programs, refer to Exhibit 7

### **Infrastructure and Services**

The significant number of potential units and significant permitted square feet of commercial development will have a great impact on infrastructure:

- Transportation
  - Freeways and on and off ramps
  - Streets and Intersections
  - Mass Transit



- Pedestrian and Bike Trails
- Schools
- Libraries
- Fire and Police Services
- Dry and Wet Utilities
- Parks and Open Space

These impacts would have to be addressed in the EIR for the County General Plan. Additional goals and policies will have

### **Land Uses**

The proposed land uses within the County jurisdiction poses two basic questions. First, are the proposed high density land uses appropriate for the area and should the City of support these land uses. Second, if the City supports the proposed land uses proposed for the County, should the City consider similar land uses within the City to create a more balanced land use pattern on both sides of I-110. These two questions have significant ramifications for Carson and require further analysis and input from the community since these types of densities are a significant departure from our current norms.

### **Long Term Big Picture**

The general Plan process is when the community steps back and looks at the long term big picture. Where are we today and where do we want to go? The County is going through this process currently. Attachment 8 provides the County's General Plan Guiding Principles. Even though written for the County General Plan, these principles are somewhat universal and they could also help the City to look the "long term big picture". After taking into account this "big picture", the City can make decisions that are appropriate for the City.

### **Carson General Plan**

The City adopted the General Plan approximately 10 years ago. The General Plan provides the blue print for the long term development of the City. The goals and policies included in the General Plan guide the City towards the future. A portion of the Goals and Policies of the General Plan related to this project have been included in Attachment 9.

## **IV. Conclusion**

The proposed County General Plan is paradigm shift in land use. This shift has great impacts on the City. Staff would like to obtain input from the Planning Commission on the issues discussed in the staff report. A summary report of the Planning Commission's comments and recommendations will be forwarded to the City Council.

## **V. Recommendation**

That the Planning Commission:


- CONSIDER, DISCUSS, and PROVIDE input on the information provided for in this workshop; and



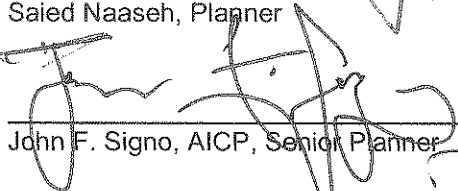
**VI. Exhibits**

1. Los Angeles County General Plan, West Carson TOD Land Use Plan
2. Los Angeles County General Plan, Location of 11 TODs
3. Los Angeles County General Plan TODs
4. Los Angeles County General Plan Land Use Designation Categories
5. Los Angeles County General Plan, Implementation of TODs through Specific Plans
6. Los Angeles County General Plan, Goals and policies related to TODs
7. Los Angeles County General Plan, TOD implementation Programs
8. Los Angeles County General Plan, Guiding Principles
9. City of Carson General Plan, Goals and Policies


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**Approved by:**

  
Sheri Repp Loadsman, Planning Officer



**Exhibit 1**  
**Los Angeles County General Plan, West Carson TOD Land Use Plan**



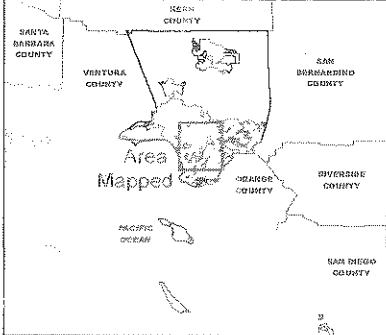
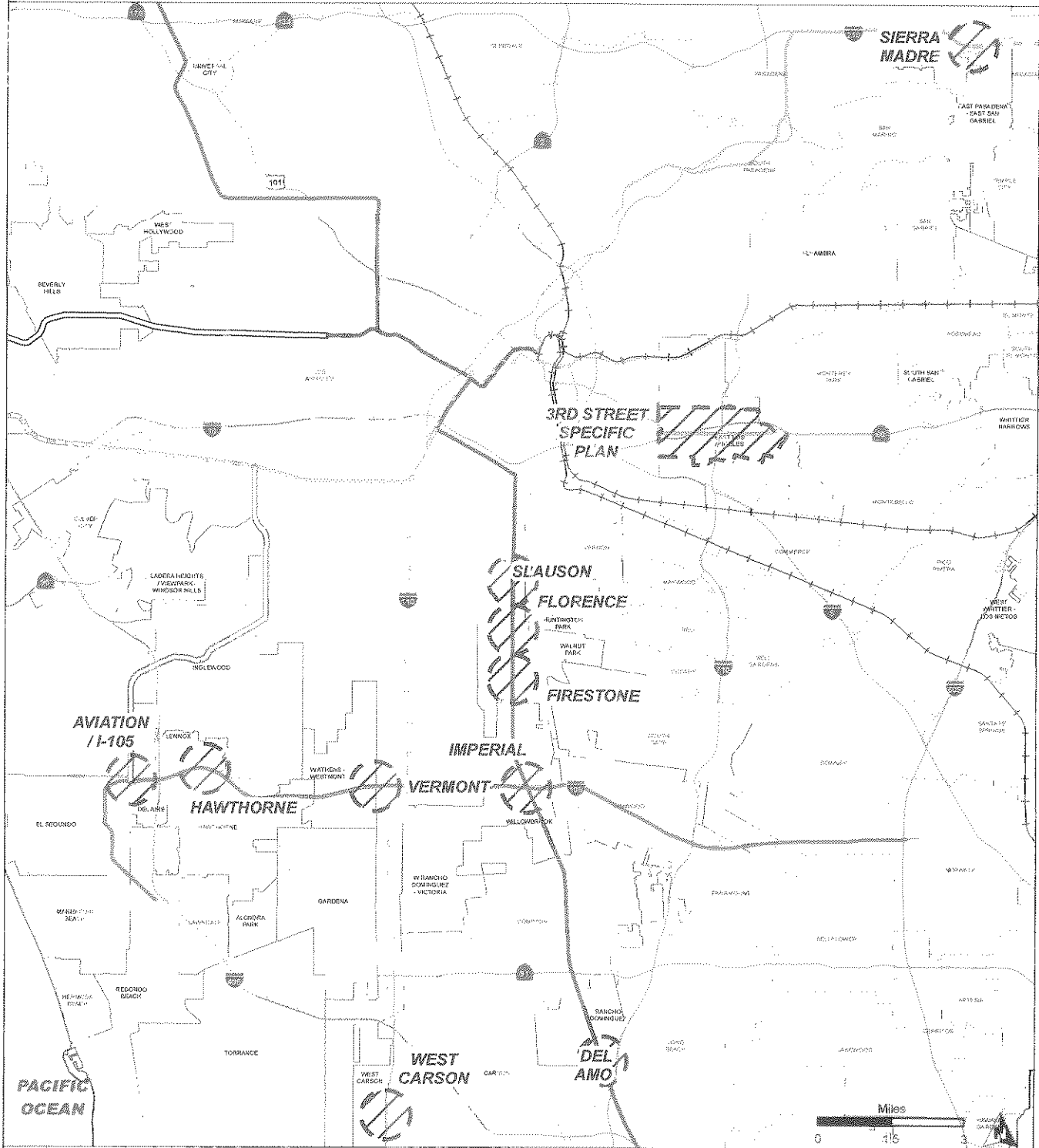


**EXHIBIT 2**  
**Los Angeles County General Plan, Location of 11 TODs**



# Transit Oriented Districts Policy Map

## Figure 6.3



- |                           |                              |                        |
|---------------------------|------------------------------|------------------------|
| Transit Oriented District | Purple Line                  | Orange Line Transitway |
| Blue Line                 | Purple Line (Planned)        | Silver Line Transitway |
| Gold Line                 | Red / Purple Line            | Unincorporated Areas   |
| Gold Line (Construction)  | Exposition                   | Cities                 |
| Gold Line (Planned)       | Crenshaw / LAX (Planned)     |                        |
| Green Line                | Exposition (In Construction) |                        |
| Red Line                  | Metrolink                    |                        |

Source: Department of Regional Planning, May 2013. Additional Sources: Metro, Thomas Bros.



**EXHIBIT 3**  
**Los Angeles County General Plan TODs**



### **Scenic Resource Areas**

The County recognizes that the coastline, mountain vistas, and other scenic features of the region are significant resources for the County. One type of scenic resource is the Hillside Management Areas (HMAs), which are mountainous or foothill terrain with a natural slope of 25 percent or greater. The purpose of the Hillside Management Ordinance in Title 22 of the Los Angeles County Code is to regulate development within Hillside Management Areas to 1) protect the public from natural hazards associated with steep hillsides, and 2) to mitigate the effects of development and grading on the County's scenic resources. In addition to HMAs, the General Plan protects ridgelines, scenic viewsheds, and areas along scenic highways. Scenic Resource Areas are described in greater detail in the Conservation and Natural Resources Element.

### **Seismic and Geotechnical Hazard Zones**

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

### **Significant Ecological Areas**

A Significant Ecological Area (SEA) designation is given to land in the County that contains irreplaceable biological resources. Cumulatively, the 27 SEAs and two Coastal Resource Areas represent the wide-ranging biodiversity of the County, and contain its most important biological resources. Individual SEAs include undisturbed or lightly disturbed habitat supporting valuable and threatened species, linkages and corridors to promote species movement, and are sized to support sustainable populations of its component species. The SEA Program is described in greater detail in the Conservation and Natural Resources Element.

### **Very High Fire Hazard Severity Zones**

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

## **III. Issues**

### **1. Creating Opportunities for Infill Development**

Infill development contributes to a compact form of development that is less consumptive of land and resources. It also reduces the costs of providing public infrastructure and services. It is important to recognize the opportunities and challenges of facilitating infill development in the unincorporated areas.

#### **Transit Oriented Development**

Areas with access to major transit and commercial corridors have the most potential for infill development. Transit-oriented development is well-suited for higher density housing and mixed uses, and nodes of commercial and civic activities. Transit-oriented development provides



opportunities to promote regional connectivity between neighborhoods, and community and employment centers through a broad network of pedestrian, bicycle, transit, and roadway facilities.

***Transit Oriented Districts (TODs)***

TODs are areas that are within a 1/2 mile radius from a major transit stop, with development and design standards, and incentives to facilitate transit-oriented development. Figure 6.3 shows the location of the following 11 TODs established by the General Plan:

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

As stated in Program LU-2 Transit Oriented District Program, all TODs will be implemented by a TOD specific plan, with standards, regulations, and infrastructure plans that tailor to the unique characteristics and needs of each community, and address issues such as access and connectivity, pedestrian improvements, and safety.

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

**Figure 6.3: Transit Oriented Districts Policy Map**

**Vacant and Underutilized Parcels**

Infill potential in urbanized areas is measured by the amount of vacant and underutilized parcels within an area. Many vacant or underutilized parcels in infill areas suffer from site constraints that make it difficult to meet current zoning regulations and development standards. For example, many infill parcels along major commercial corridors are shallow or narrow, and new parking, landscaping



**EXHIBIT 4**  
**Los Angeles County General Plan Land Use Designation Categories**



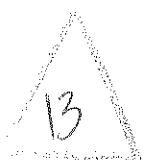
**Floor Area Ratio (FAR) Calculation**

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

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

**Table 6.2: Land Use Designations**

Land Use	Code	Permitted Density or FAR	Purpose
<b>RURAL</b>			
Rural Land	RL1	Residential: Maximum 1 du/1 gross ac  Non-Residential: Maximum FAR 0.5	Purpose: Single family residences; equestrian and limited animal uses; and limited agricultural and related activities.
	RL2	Residential: Maximum 1 du/2 gross ac  Non-Residential: Maximum FAR 0.5	
	RL5	Residential: Maximum 1 du/5 gross ac  Non-Residential: Maximum FAR 0.5	
	RL10	Residential: Maximum 1 du/10 gross ac  Non-Residential: Maximum FAR 0.5	Purpose: Single family residences; equestrian and animal uses; and agricultural and related activities.
	RL20	Residential: Maximum 1 du/20 gross ac  Non-Residential: Maximum FAR 0.5	



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	RL40	Residential: Maximum 1 du/40 gross ac  Non-Residential: Maximum FAR 0.5	
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**Land Use Code Permitted Density or FAR Purpose**

RESIDENTIAL			
Residential 2	H2	Residential: 0-2 du/net ac	Purpose: Single family residences.
Residential 5	H5	Residential: 0-5 du/net ac	
Residential 9	H9	Residential: 0-9 du/net ac	
Residential 18	H18	Residential: 0-18 du/net ac	Purpose: Single family residences, two family residences.
Residential 30	H30	Residential: 0-30 du/net ac	Purpose: Single family residences, two family residences, multifamily residences.
Residential 50	H50	Residential: 0-50 du/net ac	
Residential 100	H100	Residential: 50-100 du/net ac	Purpose: Multifamily residences.
Residential 150	H150	Residential: 100-150 du/net ac	



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

COMMERCIAL			
Rural Commercial	CR	Non-Residential: Maximum FAR 0.5	Purpose: Limited commercial uses that are compatible with rural, agricultural, and low-intensity visitor-serving recreational activities, including retail, restaurants, and personal and professional services.
General Commercial	CG	Residential: 0-50 du/net ac  Non-Residential: Maximum FAR 1.0  Mixed Use: 0-50 du/net ac and FAR 1.0	Purpose: Local-serving commercial uses, including retail, restaurants, and personal and professional services; single family and multifamily residences; and residential and commercial mixed uses.
Major Commercial	CM	Residential: 30-150 du/net ac  Non-Residential: Maximum FAR 3.0  Mixed Use: 30-150 du/net ac and FAR 3.0	Purpose: Large and intense commercial uses, such as regional and destination shopping centers, tourist and recreation related commercial services; multifamily residences; and residential and commercial mixed uses.



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

MIXED USE			
Mixed Use	MU	Residential: 0-150 du/net ac  Non-Residential: Maximum FAR 3.0  Mixed Use: 0-150 du/net ac and FAR 3.0	Purpose: Pedestrian-friendly and community-serving commercial uses that encourage walking, bicycling, and transit use; residential and commercial mixed uses; and multifamily residences.
Mixed Use – Rural	MU-R	Residential: 0-5 du/net ac  Non-Residential: Maximum FAR 0.5  Mixed Use: 0-5 du/net ac and FAR 0.5	Purpose: Limited commercial uses that are compatible with rural, agricultural, and low-intensity visitor-serving recreational activities, including retail, restaurants, and personal and professional services; residential and commercial mixed uses.





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

INDUSTRIAL			
Light Industrial	IL	Non-Residential: Maximum FAR 1.0	Purpose: Light industrial uses, including light manufacturing, assembly, warehousing and distribution.
Heavy Industrial	IH	Non-Residential: Maximum FAR 1.0	Purpose: Heavy industrial uses, including heavy manufacturing, refineries, and other labor and capital intensive industrial activities.
Industrial Office	IO	Non-Residential: Maximum FAR 2.0	Purpose: Employment centers with major office and business uses, such as technology and research centers, corporate headquarters, clean tech, and clean industry hubs.



Land Use	Code	Permitted Density or FAR	Purpose
<b>PUBLIC AND SEMI PUBLIC</b>			
Public and Semi Public	P	Non-Residential: Maximum FAR 3.0	<p>Purpose: Public and semi public facilities and community-serving uses, including public buildings and campuses, schools, hospitals, cemeteries, and fairgrounds; airports and other major transportation facilities; other major public facilities including landfills, solid and liquid waste disposal sites, multiple use stormwater treatment facilities, and major utilities.</p> <p>In the event that the public use of mapped facilities is terminated, alternative uses that are compatible with the surrounding development, in keeping with community character, are permitted.</p>
<b>NATURAL RESOURCES</b>			
Conservation	OS-C	N/A	Purpose: The preservation of open space areas and scenic resource preservation in perpetuity. Applies to land that is legally dedicated for open space and conservation efforts.
Parks and Recreation	OS-PR	N/A	Purpose: Open space recreational uses, such as regional and local parks, trails, athletic fields, community gardens, and golf courses.
National Forest	OS-NF	N/A	Purpose: Areas within the national forest and managed by the National Forest Service.
Bureau of Land Management	OS-BLM	N/A	Purpose: Areas that are managed by the Federal Bureau of Land Management.
Water	OS-W	N/A	Purpose: Bodies of water, such as lakes, reservoirs, natural waterways, and man-made infrastructure, such as drainage channels, floodways, and spillways. Includes active trail networks within or along drainage channels.
Mineral Resources	MR	N/A	Purpose: Areas appropriate for mineral extraction and processing.
Military Land	ML	N/A	Purpose: Military installations and land controlled by U.S. Department of Defense.



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

OVERLAYS			
Transit Oriented District	TOD	Determined by the station area plan for each TOD	Purpose: Pedestrian-friendly and community-serving uses near transit stops that encourage walking, bicycling, and transit use.
Special Management Areas	SMA	N/A	<p>Purpose: Special Management Areas require additional development regulations due to the presence of natural resources, scenic resources, or identified hazards. Development regulations are necessary to prevent loss of life and property, and to protect the natural environment.</p> <p>Special Management Areas include: Significant Ecological Areas, National Forests, Coastal Zones, Agricultural Resource Areas, Mineral Resource Zones, Hillside Management Areas, Scenic Resource Areas, Cultural Resource Areas, Seismic Hazard Zones, Flood Hazard Zones, Very High Fire Hazard Severity Zones, and Airport Influence Areas.</p>
Specific Plan	SP	N/A	<p>Purpose: Specific plans contain precise guidance for land development, infrastructure, amenities and resource conservation. Specific plans must be consistent with the General Plan. Detailed policy and/or regulatory requirements are contained within each specific plan document.</p>
Employment Protection District	EPD	N/A	<p>Purpose: Economically viable industrial and employment-rich lands with policies to protect these areas from conversion to non-industrial uses.</p>



**EXHIBIT 5**  
**Los Angeles County General Plan, Implementation of TODs through  
Specific Plans**



Zoning Map, are General Plan implementation tools that provide details on specific allowable uses, design and development standards, and procedures. Zoning and subdivision regulations set the standards that govern the division, design and use of individual parcels of land, including minimum lot size, lot configuration, access, height restrictions, and front and rear yard setback standards for structures. The Zoning Map is required to be consistent with the General Plan Land Use Policy Map.

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

### Specific Plans

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

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

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

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

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

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



**EXHIBIT 6**  
**Los Angeles County General Plan, Goals and policies related to TODs**



<b>(Continued) Goal LU 1: A General Plan that serves as the constitution for development, and a Land Use Policy Map that implements the General Plan's Goals, Policies and Guiding Principles.</b>	
<b>Topic</b>	<b>Policy</b>
Specific Plans	Policy LU 1.10: Require the intensity, density, and uses allowed in a new specific plan to be determined using the General Plan, including the Land Use Policy Map and Land Use Legend.
	Policy LU 1.11: Require a General Plan amendment for any deviation from the intensities, densities, and uses allowed by the General Plan (to apply the appropriate designation from the General Plan Land Use Legend), unless allowances for flexibility are specified in the specific plan.
	Policy LU 1.12: Require development regulations and zoning for new specific plans to be consistent with their corresponding General Plan land use designation.
	Policy LU 1.13: Allow specific plans to include implementation procedures for flexibility, such as development phasing, and redistribution of intensities and uses, as appropriate.
	Policy LU 1.14: Require a specific plan amendment for any deviation from the procedures and policies established by a specific plan.
	Policy LU 1.15: For existing specific plans, which are depicted with an "SP" land use designation, the General Plan Land Use Policy Map shall be amended as part of a comprehensive area planning effort, to identify existing specific plans using the Specific Plan Overlay.



<b>Goal LU 4: Infill development and redevelopment that strengthens and enhances communities.</b>	
<b>Topic</b>	<b>Policy</b>
Infill Development	Policy LU 4.1: Encourage infill development on vacant, underutilized, and/or brownfield sites.
	Policy LU 4.2: Encourage the adaptive reuse of underutilized structures and the revitalization of older, economically distressed neighborhoods.
	Policy LU 4.3: Encourage transit-oriented development with the appropriate residential density along transit corridors and within station areas.
	Policy LU 4.4: Encourage mixed use development along major commercial corridors.





<b>Goal LU 5: Vibrant, livable and healthy communities with a mix of land uses, services and amenities.</b>	
<b>Topic</b>	<b>Policy</b>
Residential Uses	Policy LU 5.1: Encourage a mix of residential land use designations and development regulations that accommodate various densities, building types and styles.
	Policy LU 5.2: Encourage compact development and increased residential density, where appropriate.
Community-Serving Uses	Policy LU 5.3: Encourage a diversity of commercial and retail services, and public facilities at various scales to meet regional and local needs.
	Policy LU 5.4: Support a mix of land uses that promote bicycling and walking, and reduce VMTs.
	Policy LU 5.5: Encourage community-serving uses, such as early care and education facilities, grocery stores, farmers' markets, restaurants, and banks to locate near employment centers.
	Policy LU 5.6: Ensure that all households in the County have access to a sufficient supply of quality early care and education and supervised school-age enrichment options for children from birth to age 13.
	Policy LU 5.7: Reduce regulatory and other barriers to early care and education facilities.
Employment Generating Uses	Policy LU 5.8: Preserve industrially designated land for intensive, employment-based uses.
	Policy LU 5.9: Encourage employment opportunities and housing to be developed in proximity to one another.



**Goals and Policies for Effective Service and Facilities Planning and Maintenance**

Goal PS/F 1: A coordinated, reliable, and equitable network of public facilities that preserves resources, ensures public health and safety, and keeps pace with planned development.	
Topic	Policy
Sufficient Infrastructure	Policy PS/F 1.1: Discourage development in areas without adequate public services and facilities.
	Policy PS/F 1.2: Ensure that adequate services and facilities are provided in conjunction with development through phasing or other mechanisms.
	Policy PS/F 1.3: Ensure coordinated service provision through collaboration between County departments and service providers.
	Policy PS/F: 1.4: Ensure the adequate maintenance of infrastructure.
	Policy PS/F 1.5: Focus infrastructure investment, maintenance and expansion efforts where the General Plan encourages growth, such as TODs.
	Policy PS/F 1.6: Support multi-faceted public facility expansion efforts, such as substations, mobile units, and satellite offices.



<b>Goal ED 2: Land use practices and regulations that foster economic development and growth.</b>	
<b>Topic</b>	<b>Policy</b>
Industrial Land	Policy ED 2.1: Protect industrial lands, especially within Employment Protection Districts, from conversion to non-industrial uses.
	Policy ED 2.2: Utilize adequate buffering and other land use practices to facilitate the compatibility between industrial and non-industrial uses.
Business and Environmental Justice	Policy ED 2.3: Ensure environmental justice in economic development activities.
	Policy ED 2.4: Ensure high standards of development and encourage environmentally sustainable practices in economic development activities.
	Policy ED 2.5: Encourage employment opportunities to be located in proximity to housing.
	Policy ED 2.6: Encourage community-serving uses, such as child care centers and personal services, to be located in proximity to employment centers.
	Policy ED 2.7: Incentivize economic development and growth along existing transportation corridors and in urbanized areas.
Streamlined Permit Processing	Policy ED 2.8: Streamline the permit review process and other entitlement processes for businesses and industries.
Agriculture	Policy ED 2.9 Explore zoning incentives for the operation of farms in Agricultural Resource Areas (ARAs).



<b>Goal ED 3: An expanded and improved infrastructure system to support economic growth and development.</b>	
<b>Topic</b>	<b>Policy</b>
Infrastructure Improvements	Policy ED 3.1: Utilize capital improvement plans to prioritize infrastructure investments.
	Policy ED 3.2: Support infrastructure that facilitates the efficient movement of goods, energy, information, and people.
	Policy ED 3.3: Support the expansion of business communication networks, such as telecommunications and wireless technologies.
	Policy ED 3.4: Support the use of public-private partnerships to develop, fund, and deliver critical infrastructure.
	Policy ED 3.5: Work with state agencies dedicated to financing important critical infrastructure and economic development projects.



<b>Goal ED 4: Enhanced revitalization activities.</b>	
<b>Topic</b>	<b>Policy</b>
Economic Development Strategies	Policy ED 4.1: Develop a range of financial incentives and programs that encourage development and business growth.
	Policy ED 4.2: Facilitate relationships between financial institutions and local businesses to increase access to capital resources.
	Policy ED 4.3: Establish, renew, implement, manage, protect, and/or expand Enterprise Zones, and other programs that facilitate community development and rehabilitation.
	Policy ED 4.4: Support the development of community-level economic development strategies in line with Los Angeles County Strategic Plan for Economic Development.
	Policy ED 4.5: Support the development of small business assistance and entrepreneurial programs that are focused on management, financial planning, and technology application.
Infill Development	Policy ED 4.6: Incentivize infill development that revitalizes underutilized commercial and industrial areas.
	Policy ED 4.7: Direct resources to economically distressed areas to spur revitalization activities.
	Policy ED 4.8: Retrofit and reuse vacant and underutilized industrial and commercial sites for emerging and targeted industries.
	Policy ED 4.9: Support expedited permitting for green building retrofits.



**EXHIBIT 7**  
**Los Angeles County General Plan, TOD implementation Programs**



Los Angeles County General Plan  
 Public Review Draft  
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	<p>developed in partnership with the Department of Public Works (see Planning Area Capital Improvement Plans Program); and 5) an environmental review document that uses the General Plan Programmatic EIR as a starting point to assess the environmental impacts of the area plan.</p> <p>The creation of new community plans will be reserved for those communities in the unincorporated areas that are identified through the area plan process as having planning needs that go beyond the scope of the area plan. Community plans, as well as coastal land use plans, shall be incorporated as chapters of area plans.</p>		
LU-2	<p><b>Transit Oriented District Program</b></p> <p>Prepare a TOD specific plan for each TOD. The goals of the TOD specific plans are to: 1) increase walking, bicycling, and transit ridership and reduce vehicle miles traveled (VMTs); 2) facilitate compact, mixed use development; 3) increase economic activity; 4) facilitate the public investment of infrastructure improvements; and 6) streamline the environmental review process for future infill development projects.</p> <p>As part of the TOD specific planning process, planners should conduct the following:</p> <ul style="list-style-type: none"> <li>• Preliminary Research and Analysis: The TOD specific plans will be informed by the completion of preliminary research and analysis that will analyze existing conditions, parking supply and demand, and infrastructure supply and demand.</li> <li>• Stakeholder Outreach: In addition to the background research and analyses, the TOD specific plan will be informed by a comprehensive stakeholder outreach strategy. This strategy should consider input from residents and County staff and set priorities for transportation, housing, open space, and public safety. The TOD specific plan should also consider the local context and existing neighborhood character.</li> <li>• Informed by the preliminary research and stakeholder outreach, the TOD specific plan should, at a minimum, include the following:</li> <li>• General Plan Land Use Policy Map: Land uses within TODs should support active transportation, discourage automobile use, strategically focus compact development, and encourage a mix of housing types and commercial uses.</li> <li>• TOD Specific Plan, which will include:</li> <li>• Zoning Amendments: Prepare a zoning consistency analysis and consider both map</li> </ul>	<p>Land Use Element:          Goals LU 4, LU 5;          Policies 1.11, 1.12, 1.13, 1.14, 1.15.          Mobility Element: Goal M 5          Public Services and Facilities Element:          Policy 1.5          Economic Development Element: Policies: 2.5, 2.7, 3.1, 4.7</p>	<p>Lead: DRP          Partners: DPW, Metro, Arts Commission, CDC</p> <p>Years 1-2</p>



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	<p>and text amendments to ensure consistency with the land use policy map.</p> <ul style="list-style-type: none"> <li>• Design Guidelines: Incorporate guidelines applicable to the built environment that promote livability.</li> <li>• Mobility Strategy: Identify pedestrian, bicycle, and automobile routes and multimodal connections. Street infrastructure improvements should examine the street design considerations outlined in the Mobility Element. The strategy may also include new cross-sections to encourage active transportation and ensure the safety of all users. This strategy should also incorporate a strategy for parking management. Lastly, explore opportunities to better coordinate light rail, bus, and County shuttle transit services.</li> <li>• Economic Development Strategy: Develop a strategy to promote economic development and redevelopment. This should include working with the CDC to attract needed industries and services.</li> <li>• Capital Improvement Plan: Identify specific infrastructure improvements (i.e. sewer, transportation, waste management, stormwater, public water, and open space) and outline a financing plan.</li> <li>• California Environmental Quality Act (CEQA) Document: Complete the appropriate CEQA document that will substantially reduce the environmental review needed for subsequent projects, in particular future infill development and public infrastructure projects in the TOD.</li> </ul>		
LU-3	<p><b>Airport Land Use Compatibility Plans</b>          Develop the County's airport land use compatibility plans.</p>	<p>Land Use Element:          Policy LU 6.5</p>	<p>Lead: DRP          Partner: DPW          Years 1-2</p>
LU-4	<p><b>Economic Development Land Use Strategy</b></p> <ul style="list-style-type: none"> <li>• Ensure that the County is a competitive location for business establishment and expansion, by identifying and addressing regulatory barriers.</li> <li>• Make the planning and entitlement process for economic development activities timely, accountable, customer-driven, and predictable.</li> <li>• Identify opportunities to relocate current residential uses, where feasible, that are</li> </ul>	<p>Land Use Element:          Policy 5.8          Air Quality Element:          Policy 1.2          Economic Development          Element: Policy ED 1.5,          1.6, 2.1, 2.2, 2.3, 2.8</p>	<p>Lead: DRP          Partner: CDC,          CEO, LAEDC          Years 1-2</p>

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**EXHIBIT 8**  
**Los Angeles County General Plan, Guiding Principles**

## Chapter 3: Guiding Principles

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### I. General Plan Guiding Principles

Sustainability requires that planning practices meet the County's needs without compromising the ability of future generations to realize their economic, social, and environmental goals. The General Plan has been designed to utilize, promote and implement policies that foster healthy, livable, and sustainable communities.

The following five guiding principles—Smart Growth; Sufficient Community Services and Infrastructure; Strong and Diversified Economy; Environmental Resource Management; and Healthy, Livable and Equitable Communities—are supported by community-identified goals and stakeholder input, and further the overall goal of sustainability throughout the General Plan. Please refer to Appendix B for a summary of community and stakeholder identified issues that informed the development of these principles.

#### 1. Smart Growth

Smart growth promotes compact, sustainable, healthy and walkable communities. The primary objectives of smart growth are to 1) shape new development to improve communities and align housing, jobs and services; and 2) protect and conserve the County's natural and cultural resources, and rural communities.

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

#### 2. Sufficient Community Services and Infrastructure

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



public and private partners to provide and maintain sufficient services and infrastructure that are commensurate with growth.

The General Plan establishes policies and programs to address existing deficiencies in community services and infrastructure, and to ensure the provision of sufficient community services and infrastructure for new developments.

### **3. Strong and Diversified Economy**

Southern California is one of the world's largest economic regions, and the County is the heart of this highly developed and diversified industrial and service-based economy. The County is home to an internationally recognized entertainment industry, one of the world's largest concentrations of high technology, the aerospace industry, and the sixth busiest seaport (Ports of Los Angeles and Long Beach combined) in the world. The economic base of Southern California consists of professional services, manufacturing activities, transportation and wholesale trade, tourism, and defense-related and resource-based industries. The creative economy, including arts and entertainment, also plays an important role in the region's economic vitality. In addition, the County has developed into a center of international business and finance. Furthermore, a significant portion of the County's economic growth in the last 15 years has been in the informal economy, as well as the growth of small and minority-owned businesses.

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

### **4. Environmental Resource Management**

Stewardship of the County's natural resources, such as air, water, wildlife habitats, mineral resources, agricultural land, forests, and open space, is essential to a successful sustainability strategy. The County as a whole is highly urbanized, and the majority of its natural resources are located in the unincorporated areas. The General Plan provides policy guidance to protect and conserve the County's natural resources and to improve the quality of its air, water and biological resources.

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

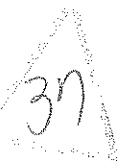
### **5. Healthy, Livable and Equitable Communities**

Land use and community design play a pivotal role in creating healthy environments that facilitate relationships between people and their environments. Places with multiple destinations within close proximity, where the streets and sidewalks balance all forms of transportation, provide communities with the basic framework for a walkable and bikeable community. Walkable and bikeable communities encourage residents to be more physically active, which in turn, reduces obesity rates and lowers the risk of heart disease and diabetes. These environments also improve health by reducing vehicle emissions, which are a major contributor to health ailments including asthma, respiratory illness, cardiovascular disease and impaired lung function.

Food systems are a critical component of planning for healthy, livable, and equitable communities. Ensuring that opportunities exist to grow, sell, and consume healthy foods promotes public health and supports efforts to reduce obesity rates. Land use patterns that encourage access to healthy food provide the foundation necessary to build healthier communities and address equitable access to healthy food. Also, artistic and cultural resources contribute to the overall quality of life of a community. Civic art contributes significantly to the vitality of a region by improving the quality of the environment and fostering a positive community identity. Equitable communities also mean increased attention to safety and environmental justice issues. Environmental conditions, such as poor air quality, polluted stormwater runoff, deteriorated housing conditions, and ground and surface contamination are all influenced by planning and have an effect on public health.

The General Plan protects the public health, safety and welfare through the promotion of pedestrian planning; environments that improve physical and mental health; sustainable development and agricultural practices, including the building of community gardens and the use of organic farming techniques; and the use of healthy materials and building practices and low impact development techniques in construction and development activities.

**EXHIBIT 9**  
**City of Carson General Plan, Goals and Policies**



## ISSUE:

### A BALANCE OF USES

*A land use plan which provides a balance of residential, commercial, industrial, educational, recreational and civic facilities which meet the needs of the citizens of Carson.*

#### Goal:

LU-6: A sustainable balance of residential and non-residential development and a balance of traffic circulation throughout the City.

#### Policies:

LU-6.2 Achieve a sustainable land use balance through provision of incentives for desired uses; coordination of land use and circulation patterns; and promotion of a variety of housing types and affordability.

LU-6.3 Consider establishing minimum land use density requirements in certain areas such as mixed use zones to provide more efficient, consistent, and compatible development patterns while also promoting greater potential for pedestrian and transit-oriented development.

LU-6.7 Implement and monitor the development intensities identified earlier in this Element. Periodically review these intensities and densities based on market demand and other conditions to confirm their appropriateness.

### IMPLEMENTATION MEASURES:

LU-IM-6.3: Coordinate land use and circulation patterns to ensure proper circulation capacity and infrastructure. *(Implements LU-6.1, 6.2, and 6.8)*

RA/D: Planning, Public Works

FS: General Fund

TF: Ongoing

LU-IM-6.4: Promote a variety of housing types and affordability to meets the development goals of the Housing Element, and provide needed housing opportunities to support employment growth. *(Implements LU-6.1, 6.2, and 6.5)*

RA/D: Planning

FS: General Fund

TF: Ongoing

LU-IM-6.5: Periodically review the General Plan intensities and densities of development. This review should examine market demand and other conditions to confirm the appropriateness of these densities and intensities. When necessary, establish minimum land use density requirements. *(Implements LU-6.1, 6.3, and 6.6 through 6.8)*

RA/D: Planning, Economic Development

**FS:** General Fund

**TF:** Annually, or as necessary on a project-by project basis

**LU-IM-6.6:** Conduct systematic monitoring of the impact and intensity of development in Carson and areas around the City to ensure that affected public agencies can provide necessary facilities and services in support of that development. *(Implements LU-6.1, 6.4, 6.6, and 6.8)*

**RA/D:** Planning, Public Works

**FS:** General Fund, Development fees

**LU-IM-6.7:** Review carefully any zone change and/or General Plan Amendment to permit development or modify intensity. Factors to be considered include, but are not limited to: the maximum intensity allowed pursuant to the General Plan; circulation patterns; environmental constraints; and compatibility with surrounding land uses. *(Implements LU-6.7 and 6.8)*

**RA/D:** Planning

**FS:** General Fund

**TF:** Ongoing on a project-by-project basis

## **ISSUE:**

### **INCOMPATIBLE LAND USES**

*Incompatible land uses immediately adjacent to one another, such as residential and industrial uses, may significantly hinder the health of a community. Uses should be appropriately buffered or incompatibilities addressed through redesignation of uses in the area.*

#### **Goal:**

**LU-7:** Adjacent land uses that are compatible with one another.

#### **Policies:**

**LU-7.6** Coordinate with adjacent landowners, cities and the County in developing compatible land uses for areas adjacent to the City's boundaries.

## **ISSUE:**

### **MIXED USE DEVELOPMENTS**

*There is a need for mixed use developments which provide a variety of uses, including residential, retail, office, limited industrial, and recreational. Such projects should provide an integrated development theme, quality design, easy access to public transportation, and a safe environment.*

#### **Goal:**



**LU-8:** Promote mixed use development where appropriate. Policies: LU-8.1 Amend the Zoning Ordinance to provide for those Mixed Use areas identified on the General Plan Land Use Plan.

**LU-8.2** Continue to monitor the success of mixed use projects within the Carson Street mixed use corridor and promote mixed use projects at appropriate sites within this area.

**LU-8.3** Locate higher density residential uses in proximity to commercial centers in order to encourage pedestrian traffic and provide a consumer base for commercial uses.

## **ISSUE:**

### **LIVABLE COMMUNITIES**

*As part of a nationwide effort to address urban sprawl, neighborhood safety, pedestrian access and environmental protection, the South Bay Cities Council of Governments, which the City of Carson is a part, has developed a program which identifies planning concepts to be used creating Livable Communities.*

#### **Goal:**

**LU-15:** Promote development in Carson which reflects the “Livable Communities” concepts.

#### **Policies:**

**LU-15.1** Encourage the location of housing, jobs, shopping, services and other activities within easy walking distance of each other.

**LU-15.2** Maintain a diversity of housing types to enable citizens from a wide range of economic levels and age groups to live in Carson.

**LU-15.3** Ensure that community transportation facilities are connected to a larger transit network.

**LU-15.4** Develop a center focus within the community that combines commercial, civic, cultural and recreational uses.

**LU-15.5** Ensure that the design of public spaces encourages the attention and presence of people at all hours of the day and night.

**LU-15.6** Ensure development of pedestrian-oriented improvements which provide better connections between and within all developments while reducing dependence on vehicle travel.

#### **Implementation Measures:**

**LU-IM-15.1:** Locate as many activities as possible within easy walking distance of transit stops. *(Implements LU-15.1)*





**RA/D:** Planning, Public Works  
**FS:** General Fund  
**TF:** Ongoing

**LU-IM-15.2:** Promote a variety of housing types and affordability to meets the development goals of the Housing Element, and provide needed housing opportunities to support employment growth. *(Implements LU-15.2)*

**RA/D:** Planning  
**FS:** General Fund  
**TF:** Ongoing

**LU-IM-15.3:** Continue to work with the appropriate regional agencies to develop the regional transportation network, careful to retain the character of the City. *(Implements LU-15.3)*

**RA/D:** Planning  
**FS:** General Fund  
**TF:** Ongoing

## **ISSUE:**

### **SPECIAL STUDY AREAS**

*There are a number of areas in the City which offer special opportunities for development and redevelopment based on their size, location, access, or freeway visibility. These areas require more detailed study than that provided in the General Plan.*

#### **Goal:**

**LU-16:** Clear direction for development in each of the Special Study Areas.

#### **Policies:**

**LU-16.1** Evaluate the importance and value to the City of each of the Special Study Areas.

**LU-16.2** Based on City priorities, determine whether a specific plan, redevelopment plan, urban design plan, streetscape improvement program, or other plan or program is appropriate for the identified area. The City should then embark upon such a study.  
Implementation Measures:

**LU-IM-16.1:** Special Study Areas to be evaluated include, but are not limited to those described below:

- Carson Street (I-110 Freeway to Avalon Blvd.),
- Carson Street (north side of the street between the Alameda Corridor and Santa Fe Ave.),
- Eastern side of the Alameda Corridor between Dominguez Street and the southern boundary of the City,
- Cal Compact site (157-acre landfill),
- Scottsdale Townhomes,



- Main Street Industrial Corridor,
- Shell/Ashland site, and
- South Bay Pavilion area.

*(Implements LU-16.1)*

**RA/D:** Planning

**FS:** General Fund, Development

**TF:** Ongoing

