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CITY OF LOS ANGELES,
CALIFORNIA



GRANADA HILLS NORTH
NEIGHBORHOOD COUNCIL

Agenda

Wednesday, February 28, 2018, 6:30 P.M.

11139 Woodley Avenue

Granada Hills, California 91344

(Agenda is posted for public review at the GHNNC Office)

Any Agenda Item May Lead to a Motion

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PLANNING AND LAND USE MANAGEMENT COMMITTEE

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Notice: *Out of an abundance of caution due to the possible attendance and participation of Board members that are not members of the Committee, this agenda is noticed as a Joint Meeting of the Committee and the Board in adherence to the State's Brown Act.*

1. **Call to Order & Roll Call.**
2. **Public Comment on Non-Agenda Items.**
3. **Continuing Business:**
 - a. Review and move to approve the draft report for the Granada Hills General Plan Community Forum that took place on January 18, 2018. (Attached).
 - b. PlanCheck update and volunteer to attend the PlanCheck March Meeting.
4. **New Business:**
 - a. Discuss the Notice of Preparation for the environmental review of Power Plant 1 & 2 Transmission Line Conversion Project for the LADWP. (Attached).
5. **Committee Member Comments on Non-Agenda Items.**
6. **Adjournment.**

Please be advised that the Bylaws of Granada Hills North Neighborhood Council provide a process for reconsideration of actions as well as a grievance procedure. The Bylaws are available on our website: www.ghnnc.org. In compliance with Government Code section 54957.5, non-exempt writings that are distributed to a majority or all of the board in advance of a meeting may be viewed at www.ghnnc.org or at the scheduled meeting. In addition, if you would like a copy of any record related to an item on the agenda, please contact us at (818) 923-5592. In compliance with Government Code section 54957.5, non-exempt writings that are distributed to a majority or all members of the Board in advance of a meeting, may be viewed at the Neighborhood Council meeting or on the Neighborhood Council website at www.GHNNC.org. Si requiere servicios de traduccion, favor de notificar al concejo vecinal 3 días de trabajo (72 horas) antes del evento. Si necesita asistencia con esta notificacion, por favor contacte a GHNNC a 818 923-5592. RECONSIDERATION AND GRIEVANCE. For information on the Process for Reconsideration, stakeholder grievance policy, or any other procedural matter related to this Council, please consult the GHNNC Bylaws by visiting www.GHNNC.org or calling 818 923-5592. Stakeholders may subscribe to the City of Los Angeles Early Notification System (ENS) through the City's website at www.lacity.org to receive notices for GHNNC meetings. For more information, you may also contact GHNNC at 818 923-5592. *This meeting is being convened as a JOINT MEETING of the Emergency Preparedness Subcommittee of the Public Safety Committee and GHNNC Board. However, this is not a GHNNC Board meeting, and any decisions or recommendations will be forwarded through the Committee to the full Board for discussion at a future agenda public meeting.

AS A COVERED ENTITY UNDER TITLE II OF THE AMERICANS WITH DISABILITIES ACT, THE CITY OF LOS ANGELES DOES NOT DISCRIMINATE ON THE BASIS OF DISABILITY AND UPON REQUEST WILL PROVIDE REASONABLE ACCOMMODATION TO ENSURE EQUAL ACCESS TO ITS PROGRAMS, SERVICES, AND ACTIVITIES. SIGN LANGUAGE INTERPRETERS, ASSISTED LISTENING DEVICES, OR OTHER AUXILIARY AIDS AND/OR SERVICES MAY BE PROVIDED UPON REQUEST. TO ENSURE AVAILABILITY OF SERVICES, PLEASE MAKE YOUR REQUEST AT LEAST 3 BUSINESS DAYS (72-HOURS) PRIOR TO THE MEETING BY CONTACTING THE NEIGHBORHOOD COUNCIL PROJECT ADVOCATE AT (213) 978-1551.

Attachment 1



GRANADA HILLS GENERAL PLAN REPORT

GRANADA HILLS NORTH AND SOUTH NEIGHBORHOOD COUNCIL
REPORT ON THE CITY OF LOS ANGELES GENERAL PLAN UPDATE

FROM THE JANUARY 18, 2018, GRANADA HILLS GENERAL PLAN COMMUNITY FORUM

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INTRODUCTION

Introduction

THE LOS ANGELES GENERAL PLAN

The first modern Los Angeles planning ordinances were adopted in the 1920s and was originally comprised of a street plan, municipal zones, and building regulations. While certain elements of the General Plan have been updated as recently as 2016,ⁱ other elements have not seen an update since as far back as the 1960s and 1970s.

In February 2017 the Los Angeles City Council voted to fully update the General Plan of the City of Los Angeles, and to update each of the City's 35 community plans on a five (5) year basis. The move largely came in response to Measure S, the Neighborhood Integrity Initiative, which was a ballot initiative that threatened to throttle back large developments within the City unless and until the City finished updating its General Plan.

The General Plan update is expected to be completed in 2020, and is intended to guide the growth and development of the City until 2040, at which point the City will have created a new 20-year general plan.

THE KNOLLWOOD COMMUNITY PLAN

As part of the General Plan, the Granada Hills neighborhood primarily falls under the Granada Hills-Knollwood Community Plan, which is bounded by the Santa Susana Mountains to the North, the Interstate 5 and 405 to the East, the Aliso Canyon Wash to the West, and Devonshire and Lassen Streets to the South. The Community Plan generally provides that the Granada Hills-Knollwood area should be focused on targeted growth opportunities while largely maintaining its character as a suburban residential community.ⁱⁱ

THE GRANADA HILLS SPECIFIC PLAN

In addition to the Granada Hills-Knollwood Community Plan, the Granada Hills neighborhood also has what is known as a Specific Plan, which sets out more specific building and land use requirements than either the General Plan or the Community Plan. The Specific Plan also designates [portions of Chatsworth Street as a pedestrian-oriented strip, and requires the approval of a design review board to ensure that any buildings constructed in the boundaries of the Specific Plan maintain a Spanish Colonia Revival style of architecture and aesthetic.ⁱⁱⁱ

INTRODUCTION

THE GRANADA HILLS GENERAL PLAN COMMUNITY FORUM

Given the short timeline for the development of the General Plan, the limited resources of the City's Planning Department to perform outreach to a city of over 4 million people, and the vital interest that the community of Granada Hills has in the development of the General Plan, members of both Granada Hills North Neighborhood Council and Granada Hills South Neighborhood Council Planning and Land Use Committees resolved to perform the necessary outreach in their community to both assist the City and ensure that the members of the Granada Hills community had their voices heard. Thus, on January 18, 2018, members of the Granada Hills community gathered at the St. Euphrasia School auditorium to hear the comments of the community. This report is based on that feedback, as well as the considerations of both the Granada Hills North and Granada Hills South Neighborhood Councils and their respective Planning and Land Use Management Committees. It is the express desire of both the Granada Hills North and Granada Hills South Neighborhood Councils that the City take time to review, consider, and integrate the comments of the Granada Hills community into the General Plan update currently underway.

Kyle M. Ellis

Chair, Planning and Land Use Management Committee

Secretary, Granada Hills North Neighborhood Council

January 24, 2018

Executive Summary

The takeaway from this report is that the community of Granada Hills is particularly concerned with quality of life concerns throughout the City of Los Angeles. Specifically, the community voiced significant concerns about how the changes to the City are increasing noise, making traffic significantly worse, reducing easy access to parks, and straining the resources of the City. Additionally, if we break down the community's comments by each of the currently proposed elements of the General Plan, the general feedback for each element is:

1. **Long-Term Growth:** Set up a system through which Communities are designated 'slow,' 'normal,' or 'fast' growth; and designate Granada Hills as a slow-growth area.
2. **Air Quality:** Move quickly towards adopting 'clean energy' and electric cars, and use zoning to protect residents from environmental hazards and from industry.
3. **Conservation:** Increase the parks within the City and revitalize the streams and creeks running into the Los Angeles River to provide spaces for natural species to survive.
4. **Housing:** Move immediately to mitigate the homeless crisis, and zone for additional growth along heavily used transportation corridors.
5. **Mobility:** Increase regional rail options for commuters, increase local light rail options for residents, and provide sufficient parking until public transit is actually built.
6. **Noise:** Work with State and Federal authorities to try to reduce the sources of noise on Los Angeles, and develop programs where the City can help citizens reduce the effect of noise.
7. **Open Space and Recreation:** Increase the number of even tiny local parks, use new developments and disasters to create new open space, and reduces billboard and wire 'clutter' from people's views.
8. **Public Services:** Systematically review the provision of services, coordinate improvement and repair efforts so that all work is done together, and plan for independent water & power.

EXECUTIVE SUMMARY

9. **Safety:** Invest more in police and fire, in community involvement for safety and disaster preparedness, and in safety features for overused surface streets.
10. **Community Suggestions:** Add a Fiscal Responsibility Element to the General Plan, and use data to regularly re-analyze and reassess the assumptions made in the General Plan.

In sum the community of Granada Hills wants the City to be a well-run, inviting city that has good services that meet our current and future needs, and that provide a pleasant and safe environment to live.

METHODOLOGY

At the January 18, 2018, community forum, each of the elements was preceded by a brief presentation by the hosts, which detailed some of the prevailing assumptions underlying each element, as well as giving a brief overview of what each element is intended to cover in the General Plan. The factual assumptions and overview of the intended coverage of each element is described more fully in each separate section.

It should also be noted that the community was encouraged to challenge any assumptions that they considered to be incorrect, challenge the ‘elemental’ structure of the General Plan, and to feel free to suggest structural changes to the General Plan. Those comments are also reflected in the separate sections, to the extent that they speak to each element of the General Plan, or else are reflected in the “Community Suggestions” section.

Additionally, each of the respective Neighborhood Councils that formulated this report undertook to review the comments received, add additional comments solicited from the community and the Boards, and ultimately unify all of the comments in this document.

Long-Term Growth

DESCRIPTION FOR GROWTH^{iv}

- **Long-Term Growth** in the City of Los Angeles is predicted to slowly but steadily increase in the coming decades, and then level-off and begin to decrease as the low birth rate and low immigration rate begin to catch-up with the current pressures towards growth.
- **This Aspect of the General Plan** is intended to frame how the City is going to approach the current models for continued, slow, growth; and how the City is going to address the ultimate results of a City that has a declining youth population and an increasing retirement-aged population.

SUGGESTIONS FOR THE LONG-TERM GROWTH OF THE CITY

- Designate neighborhoods as ‘historic’ (i.e. almost no growth), ‘slow growth’, ‘normal growth’, and ‘rapid growth’ – based on the population estimates for the total growth of the City needed to hit the population growth estimates. ‘normal growth’ reflecting the goal of developing at the *expected* growth rate, ‘historic’ and ‘slow’ growth being below that margin at an appreciable level, and ‘rapid growth’ making up the difference between the drag of historic and slow growth areas to arrive at a City-wide total growth that matches (or beats) growth expectations.
- Update estimates and assumptions for the growth of each community when the City updates each Community Plan every 6 years.
- Recognize Granada Hills as a slow growth neighborhood under this type of system, making the amount of growth predictable.

TAKEAWAYS

The Community of Granada Hills wants the City to recognize that Granada Hills is a suburban, residential community that should not incorporate the type of density that other areas of the City and the Valley can maintain, and that an important part of its character as a community depends on maintaining the slow-paced, residential character by allowing for less growth in the area than may be warranted by the population growth throughout the City.

Air Quality

DESCRIPTION FOR AIR QUALITY

- **Air Quality** in the City of Los Angeles can be attributed to a variety of local, regional, and even international pressures, including car emissions, natural disasters like fires, and local perturbants like industrial or waste management sites.
- **The Goal of the Air Quality Element in the General Plan** is to figure out how to improve the overall air quality for the residents of the City, while taking into account the City's ultimate inability to control most of the causes of such air pollution. In essence the role of the City is to mitigate the damages caused by sources mostly outside of its control.

SUGGESTIONS FOR THE IMPROVEMENT OF AIR QUALITY

- Recognize the important role that the urban tree-canopy has on mitigating the harmful effects of air pollution in the City, and either maintain the canopy at its current level or else increase it by (1) requiring that any developments that remove trees be offset by the creation of parkland with 2-3 miles of the development that contains the same number or more trees, and/or (2) funding street & sidewalk improvements that specifically add trees in an amount that offsets any loss with 2-3 miles of the development.
- The City should transition the vehicles under its own control from gas-powered to electric vehicles and ensure that the infrastructure is available to the public for them to do the same.
- Provide incentives or create mandated requirements on new developments to include solar panels on any new development projects.
- Prohibit the construction of new housing or schools within close proximity of significant sources of pollution like (1) landfills, (2) industrial sites, and (3) freeways.
- Create additional incentives to carpool and/or use public transportation, by making those services easier to use on a day-to-day basis.

TAKEAWAYS

The City should strive to adopt environmentally-friendly initiatives to reduce the air pollution in the City from traditional sources (i.e. cars), as well as adopt strategies that further remove hazardous uses of land from areas near population centers.

Conservation

DESCRIPTION FOR CONSERVATION

- **While Not Defined** in the City’s current Element, the best way to understand the conservation element of the General Plan is to envision it as a means to keep track of the City’s natural resources, including flora, fauna, and cultural resources, and trying to ensure that those species are able to thrive as the City continues to grow by protecting them from natural and man-made hazards.
- **Granada Hills Has Been Fortunate** to have an abundance of resources available to the community, both natural and cultural, that the community is eager to both preserve, and even increase – such as the Santa Susanna Mountains, the equestrian trails, the vibrant small-town community, and the abundance of arboreal resources in the community.

SUGGESTIONS FOR THE IMPROVEMENT OF CONSERVATION

- While the community has an abundance of natural resources in it already, the increased density of the community is placing a strain on the availability of those resources for the members of the community – therefore the City should implement a plan to *increase* the number of parks that service the community of Granada Hills (and the City in general), and strive to ensure the ability of all Angelinos to have accessible parks within walking distances from their homes.
- In line with the City’s efforts to rehabilitate the Los Angeles River, the City needs to similarly identify and rehabilitate the various creeks and tributaries to the River. Particular to Granada Hills is Bull Creek, which runs through a large number of communities in the San Fernando Valley, and could serve thousands of residents as a ‘green strip’ rather than merely as drainage.

TAKEAWAYS

Recognizing that the only way that the City will be able to conserve its natural resources is by providing them the ability to live without unnecessary encroachment by people, the City needs to further increase the areas where native species can thrive – like in creeks and in public parks – so that we do not lose our native plants and animals to further encroachment.

Housing

DESCRIPTION FOR HOUSING

- **The Housing Element of the General Plan Envisions** a broad array of housing options available to meet the evolving needs of the City for all Angelinos, no matter the shape or size of the Household. It is focused on developing housing options in conjunction with transit, so that the increased density of the City will have a reduced impact on the City's impacted freeway system while still delivering people to the areas of the City then need to go for work or for leisure.
- **The Ultimate Goal** of the Housing Element is to meet the needs of the City by planning for enough housing with enough pricing options that everyone who wants to live in the City will be able to find housing in the City. Given that the City is currently unable to house tens of thousands of its homeless population, and unknown thousands more have to live outside the City limits in order to afford housing, this element currently proves to be the most pressing and challenging element to satisfy.

SUGGESTIONS FOR THE IMPROVEMENT OF HOUSING

- Place controls on the density within neighborhoods and suburban communities. Where density exists and is planned, that density should be along busy streets and encourage mixed-used developments.
- The City should investigate and control the ability of developers to place non-residential land uses immediately adjacent to single family residences (i.e. group housing, sober living, etc.).
- The availability of density bonuses for 'affordable' or 'low-income' units should be based on needs of the community and the needs of the people community to the community (and want to live there) rather than on formula that cut evenly across the entire City.
- Whether by providing housing in the form of a refugee-style camp, or through a more permanent means, the City needs to address homelessness throughout the City and work on providing housing, bathrooms, showers, healthcare, food, and water to our homeless citizens.
- Provide the resources to the City Attorney or other organizations to hold developers accountable for providing the housing units and amenities they promise in the planning stages, and enforce agreements and promises that developers make to the neighborhoods.

HOUSING

- Maintain the ability for communities primarily comprised of single family dwellings to maintain their character as such, and encourage development in the areas of the City that have already embraced high density developments.

TAKEAWAYS

The City needs to take immediate action to provide places where homeless citizens can live, and focus efforts on increasing density transportation corridors that are already busy and capable of handling the additional population.

Mobility

DESCRIPTION FOR MOBILITY

- **The Primary Goal of the Mobility Element** is to plan for the transformation of the City from primarily car-oriented to one that embraces multiple means of transportation and tries to make different transportation alternatives (*i.e.* walking, bicycling, buses, trains, and cars) both possible and valuable on their own terms.
- **Together With Its Primary Goal** the mobility element is focused on the intersection of land use with transportation in achieving the results desired, namely, reducing the amount of time it takes for people to go to and from work, and access all the services that they need.

SUGGESTIONS FOR THE IMPROVEMENT OF MOBILITY

- There needs to be better options for connecting individuals living throughout the City to usable public transit options. The community suggests an approach to get people to any from regional hubs as quickly as possible, and then connect a larger number of regional hubs directly to each other. To do this, the City should reconsider how bus lines are currently used, the addition of street cars/light rail options to connect different regional transit option. Focus should be (1) locality to regional hub, then (2) regional hub connectivity to each other and to state-wide systems.
- The City should make a priority of determining where most commuters are traveling, and prioritizing public transit to and from those locations. As an example, there are a significant number of people commuting from the North County to Downtown Los Angeles and the Westside – there should therefore be a focus on connecting those areas to each other through regional transit systems.
- The community recognizes a significant issue related to regional connectivity where commuters are utilizing surface streets as alternative options to freeways. This creates issues of safety and access for local residents and the commuters, and the City should strive to limit commuter access to local streets in addition to increasing public transit options. Examples of these problems can be seen in the Granada Hills community on Balboa Boulevard, San Fernando Mission Boulevard, and Senson Boulevard (which additionally lacks a through connection to the community of Porter Ranch).
- In addition to regional public transit options, there needs to be more local rail and light rail public transportation options for residents to travel in their own communities and ‘local regions.’ For

MOBILITY

example, there should be rail and light rail options throughout the Valley, connecting each neighborhood to each other, regional hubs, to the rest of the City, and to the wider County.

- However, while there is a substantial need for increased public transit and rail transit everywhere, the City should be careful in creating ‘Transit Oriented Development’ areas in communities where such lax zoning ordinances are not welcome, and should move to amend the effect of the current ordinance in order to allow the development of transit options without the additional requirement of up-zoned housing triggering automatically.
- Finally, the City should plan for, and recognize that, until public transit options are actually available to commuters and community members, there needs to be sufficient parking options available to those who are required by the lack of public transit options to use their cars to travel.

TAKEAWAYS

The City needs to plan for a future where all major and minor neighborhoods are interconnected through rail, and provide easy to use public transportation options immediately for the locations where the heaviest use of freeways is currently occurring. In line with this, the City needs to work to control cars currently using surface streets as ‘secondary freeways’ in ways that are unsafe and damaging to residents of those communities.

Noise

DESCRIPTION FOR NOISE

- **While the Noise Element of the General Plan** states that the City is unable to substantively alter the main sources of noise (i.e. freeways, airports, rail, etc.) due to its inability to regulate those sources, it recognizes that the City does have a role to play in mitigating those nuisances and reducing the impact they have on Angelinos.

SUGGESTIONS FOR THE IMPROVEMENT OF NOISE

- Reduce or lower the impact of air traffic noise over residential areas. While undoubtedly affecting other parts of the City, the Granada Hills neighborhood has noticed an unacceptable increase in airplane noise directly over residences and want the City to create a plan for coordinating with State and Federal authorities to mitigate such noise. The community suggests that the City could work to limit hours of operation, study the effect of how the FAA's GPS system has changed noise generation in neighborhoods, upgrade windows with triple pane glass for neighborhoods impacted by airplane noise, and possibly commission an environmental impact report.

TAKEAWAYS

Work with State and Federal institutions on ways to reduce the effect of the main sources of noise (i.e. freeways and airports), and implement procedures through which the City, on its own, can help residents mitigate the effects of unwarranted intrusion of noise.

Open Spaces & Recreation

DESCRIPTION FOR OPEN SPACE

- **The General Plan Embraces a Broad Definition of Open Space**, including both publicly and privately owned properties that are unimproved, and any property generally used for the preservation of natural resources or outdoor recreation.
- **The Current Characteristics of Los Angeles' Open Space Element** envision a City 'framed' by open spaces, but deficient in providing sufficient open space to citizens within its boundaries due to lack of funds to purchase large tracts of land, and unavailability of such spaces to begin with. The only opportunity currently envisioned by the City is the expansion of the Los Angeles River.

SUGGESTIONS FOR THE IMPROVEMENT OF OPEN SPACE & RECREATION

- The community of Granada Hills suggests that there will be less of a need for wide swaths of open space within each community if the City develops a series of 'harm reduction' measures that include such possibilities as (1) placing telephone and power lines underground, (2) limiting the use of billboards and other encroachments, and (3) encouraging new developments (i.e. apartments & commercial buildings) to create and maintain open spaces on rooftops.
- The City should consider designating or zoning certain areas as future 'open spaces' that are only created in the event of a natural disaster destroying a certain percentage of structures within the designated area – thereafter the City should use a specially created fund to purchase the real property from the disaster victims rather than permit them to rebuild in place.
- Require that any development that occurs on a lot directly adjacent to a current waterway (i.e. river, creek, storm channel, or similar) dedicate the land nearest to the waterway as a publically accessible walkway or park. And have the City begin a process of remediating the waterway when a certain threshold of nearby development has occurred.
- Finally, the City needs to create more parks where the average person can easily reach them, more dog parks, and generally improve the City's green spaces in order to keep children active outdoors.

OPEN SPACES & RECREATION

TAKEAWAYS

Leverage new construction and natural disasters to provide additional open spaces for our growing City. Increase the number and availability of even small parks within neighborhoods. And reduce the number of objects intruding on people's view of vistas and the sky to provide for a sense of open space even in circumstances where there are no parks available.

Public Services

DESCRIPTION FOR PUBLIC SERVICES

- **The Public Services for the City of Los Angeles Consist of** nearly everything that the City does, including manage wastewater, storm water, potable water, solid waste, police services, fire services, libraries, parks, power, schools, telecommunications, street lighting, and the urban forest. However, for the purposes of this section, the focus will be on those services generally categorized as ‘infrastructure’ rather than open space or safety services.

SUGGESTIONS FOR THE IMPROVEMENT OF PUBLIC SERVICES

- There should be plans for regular, systematic, reviews of all City infrastructure, in order to ensure that there are no losses of services and that systems like road are kept in as good a shape as should be possible.
- Due to the pressures of the growing City, the environmental strain due to drought, and the need to reduce greenhouse gases throughout the state, the City need to accelerate improvement and repairs of infrastructure, especially water and power systems. To the extent possible, the City should plan to become energy and water independent, possibly by developing new methods of storing water and electricity when they are available and abundant (i.e. from renewable energy, and during storms).
- With the transition away from gas-power cars to electric cars, the City should develop a plan address any additional strain on the electric grid due to the increased use from electric vehicles.
- To the extent possible, the City should develop a mechanism where the construction and repair of streets is coordinated with other repair services so that the disruption to the users of the streets are minimized.
- City needs to ensure that waste will be handled in a manner that safeguards the health and safety of Angelinos, while ensuring that waste is adequately and quickly removed.

TAKEAWAYS

Continually and systematically review the ability of the City to service all of its current and future residents. Invest in creating new, independent, water and power infrastructure to service the needs of the City well into the future. Coordinate City services so that work that needs to be done in the same place is also done at the same time.

Safety

DESCRIPTION FOR SAFETY

- **While Included in the City’s Framework as a Component of Public Services**, the community addressed safety as a distinct aspect comprised of public safety services like police, fire, and ambulance service, and disaster preparedness for events like earthquakes, wildfires, high winds, and floods.
- **The General Plan** envisions Police, Fire, and other services as ensuring that the provision thereof is ‘adequate,’ at the lowest possible cost, and provided on a basis that meets the expected growth of the City.

SUGGESTIONS FOR THE IMPROVEMENT OF SAFETY

- Devote more resources, including paid positions, toward development of community safety services. This should include funding for full and part-time neighborhood watches, as well as funding and (possibly mandatory) education for disaster preparedness regarding earthquakes & wildfires.
- The community wants the mechanism through which Police and Fire services growth with population growth to be specifically laid out in the general plan. Moreover, those resources need to be increased overall in order to allow the City to enforce more of the ‘quality of life’ crimes like street racing rather than having our officers run from one crisis to the next.
- In order to prevent health dangers, the City need to reduce or limit the population density in areas where there are natural and manmade hazards (i.e. gas, landfill, etc.).
- Finally, the City needs to review and add additional traffic controls at intersections on the surface streets that have become ‘secondary freeways,’ in order to reduce the number of accidents occurring on those streets due to speeding.

TAKEAWAYS

Invest additional resources for emergency services and disaster preparedness with local communities in order to further engage community involvement with police, fire, and disaster services. Ensure that the provision of these services is more than merely ‘adequate’ by increasing these services such that the City is able to ensure the safety of its citizens. Mitigate the dangers posed by reckless drivers using surface streets as freeways through better traffic controls and other methods.

Community Suggestions

GOALS OF THIS SECTION

The primary goals of this section is to describe and explain the suggestions and comments that the community has brought to us, but that may not directly relate to any particular General Plan Element. Additionally, if the community thinks that there are changes that need to be made in how the City conceives of the General Plan – or what Elements are part thereof – then this section will explain what those changes are.

PROPOSED CHANGES TO THE GENERAL PLAN ELEMENTS

While the majority of the suggestions made at the community forum fell within the current framework of the General Plan Elements, there a suggested change that the community put forward regarding the Elements of the Community Plan:

- Add a **Fiscal Responsibility Element** to the General Plan with the goal towards promoting government efficiency. Specifically, this suggested element would require the City to conduct a long-term fiscal planning exercise that would include (1) estimated revenues, (2) estimated expenditures, and (3) planning for unanticipated events or disasters. Additionally, this element is suggested to be a tool in accounting for where the City is using funds inefficiently (*i.e.* using two different departments to do the same thing in parts, or using several different vendors to achieve the same result in disparate departments).

GENERAL PLAN SUGGESTIONS WITHOUT AN ELEMENT

Members of the community also put forward ideas that do not particularly coincide with any of the Elements of the General Plan, and do not constitute suggested changes to the Elements themselves. Rather, the following suggestions represent items that the community considers important enough that they should be included in the General Plan in some way, but may not fit into the current framework of the General Plan:

- First, accurate population/economics/land use studies done regarding where growth is occurring and where they *should* occur. Regular analysis of this information should be required, and should include information on demographics, businesses and growth.
- Next, make solar power mandatory for new construction, but limit ground mounted solar panels to locations like hillsides, and other non-intrusive areas.

COMMUNITY SUGGESTIONS

- Conduct additional outreach regarding planning and development issues that the City undertakes.
- Create a mechanism where some or all developments must go through a City Environmental Impact Study in cases where the State has either abrogated responsibility or does not address the concerns that the City has for particular communities. As part of this, the City should require that environmental studies that do occur use real numbers rather than relying on formulae.
- Include implementation strategies for each General Plan Element, and have those strategies include feedback mechanisms for Departments, Neighborhood Councils, and General Public to comment on the success or failure of the City in implementing the plan.

TAKEAWAYS

Outside of the four corners of the General Plan, the community was particularly interested in making sure that the City planned for its financial future in the same way that it planned for the rest of its future. The community also expressed significant interest in making sure that the City created feedback mechanisms and determined ways to measure their success or failures in implementing their plans. Finally, the community expressed a deep concern with ensuring that it was prepared for the future, and that any changes to the current Cityscape were well thought out.

CREDITS

Credits

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Bonnie Bursk	Dawn Lopez
Julie Carson	Deron Lopez
Jett Dunlap	Joel Lyle
Cindy Wu Freedman	Mark Morris
Don Graham	Brandon Schindleheim
Michael Kabo	Rene Trinidad

CREDITS

SPECIAL THANKS TO:

- St. Euphrasia School, for allowing us the use of their auditorium for the community forum.
- Brian Allen and Kyle Ellis, who took extensive notes during the community forum, and whose notes were relied on the preparation of this report.
- Barbara Malin, Esther Chung, Cindy Wu-Freedman, Bill Hopkins, and every other member of the community who helped spread the word about the community forum.
- The Planning and Land Use Committees from Granada Hills North and Granada Hills South Neighborhood Councils, who worked tirelessly on this event and report. The members of the committee are:
 - **Granada Hills North PLUM Committee:** Kyle Ellis (Chair), Brian Allen, Ray Pollok, Bill Hopkins, Jan Subar, and Wayde Hunter.
 - **Granada Hills South PLUM Committee:** Cindy Wu Freedman (Co-Chair), John Seletos (Co-Chair), Maria Fisk, Don Graham, Terri Weeks, and Larry Yoder.

Of course, the most important credit goes out to each member of the community who took the time to attend, give their feedback, and contribute their time and energy to this process.

ⁱ The Mobility Element as presented in the Mobility Plan 2035. Available at <http://planning.lacity.org/documents/policy/mobilityplnmemo.pdf>.

ⁱⁱ Granada Hills-Knollwood Community Plan, last updated on October 2015. Available at http://planning.lacity.org/eir/ghills_sylmar/feir/granadaHillsfeir/grandaHillsVolIV.pdf.

ⁱⁱⁱ Granada Hills Specific Plan, last updated on November 20, 2006. Available at <https://planning.lacity.org/complan/specplan/pdf/ghlsptxt.pdf>.

^{iv} Information gathered from the Pitkin-Myers 2012 Los Angeles Generational Projections. *See* Dowell Myers and John Pitkin. 2013. *The Generational Future of Los Angeles: Projections to 2030 and Comparisons to Recent Decades*. Produced by the Population Dynamics Research Group, Sol Price School of Public Policy, University of Southern California. Text and supporting materials are published at: <http://www.usc.edu/schools/price/research/popdynamics>

Attachment 2

NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT

Date: January 23, 2018

To: Affected Agencies, Organizations, and Interested Persons

Subject: Notice of Preparation of a Draft Environmental Impact Report for the Power Plant 1 and Power Plant 2 Transmission Line Conversion Project

This Notice of Preparation (NOP) has been prepared to notify agencies and interested parties that the Los Angeles Department of Water and Power (LADWP), as the Lead Agency, will prepare an Environmental Impact Report (EIR) pursuant to the California Environmental Quality Act (CEQA) for the proposed Power Plant 1 (PP1) and Power Plant 2 (PP2) Transmission Line Conversion Project (proposed project).

LADWP is requesting input from interested individuals, organizations, and agencies regarding the scope and content of the environmental analysis to be included in the EIR for the proposed project. In accordance with CEQA, LADWP requests that agencies review the project description and provide comments on environmental issues related to the statutory responsibilities of the agency. A description of the project and preliminary determination of the environmental resource topics to be addressed in the EIR are included in the Initial Study for the proposed project.

PROJECT DESCRIPTION

The proposed project would involve replacing a 12-mile segment of an existing 115 kilovolt (kV) double circuit transmission line with a new 230 kV double circuit transmission line (hereafter referred to as the "115 kV line" and the "230 kV line," respectively). This process would involve demolishing the existing 115 kV line and constructing an approximately 12-mile segment of 230 kV lines and associated transmission structures generally adjacent to the existing 115 kV line. The 115 kV line and its associated transmission towers would be removed after the 115 kV line is terminated at Haskell Canyon Switching Station from the north. The existing line that would be replaced is located within an alignment that extends from Haskell Canyon Switching Station in the north to Olive Switching Station in the south (within the City of Los Angeles). The proposed new line would also originate at Haskell Canyon Switching Station but would instead terminate at Sylmar Switching Station. The project alignment is approximately 12 miles long and consists of LADWP-owned land and private properties within an LADWP right-of-way. The purpose of the proposed project is to increase the transmission capacity between Haskell Canyon Switching Station and Sylmar Switching Station so that additional renewable energy supplies can be transmitted to the Los Angeles basin.

Putting Our Customers First 

PROJECT LOCATION

The project alignment is located within an established transmission corridor that has been used for electricity transmission since the early 1900s. The corridor is an LADWP right-of-way, consisting of LADWP-owned land and private property that is 250 feet in width and contains three existing transmission lines: a 500 kV DC line, the 115 kV line that is proposed for replacement as part of this project, and a 4-circuit 230 kV line.

The project alignment extends from Haskell Canyon Switching Station in the north to Sylmar Switching Station in the south. The southern extent of the alignment is located within the Granada Hills–Knollwood Community Plan area within the City of Los Angeles, immediately west of Interstate 5 (I-5), near the interchange of I-5 and I-210. The alignment then angles north before exiting the City of Los Angeles and extending through an undeveloped mountainous area in the San Gabriel Mountains, north of Sylmar and within an unincorporated area of Los Angeles County. The portion of the alignment that crosses the San Gabriel Mountains extends between State Route 14 (SR 14) to the west and the Angeles National Forest boundary to the east. Next, the alignment descends into the Santa Clara River basin in the City of Santa Clarita. The alignment then extends in a north–south orientation across the City of Santa Clarita, terminating at the Haskell Canyon Switching Station, located just south of the Angeles National Forest.

POTENTIAL ENVIRONMENTAL EFFECTS

As determined by the analysis in the Initial Study, the potential environmental effects of the proposed project to be addressed in the Draft EIR will include, but may not be limited to the following:

- Aesthetics
- Air Quality
- Biological Resources
- Geology and Soils
- Greenhouse Gas Emissions
- Noise
- Transportation and Traffic
- Tribal Cultural Resources

PUBLIC SCOPING MEETING

LADWP will hold a scoping meeting to share information regarding the proposed project and environmental review process, and to receive written comments regarding the scope and content of the environmental analysis to be addressed in the EIR. LADWP encourages all interested individuals and organizations to attend this meeting. The date, time, and location of the public scoping meeting are provided below:

Wednesday, February 7, 2018
6:00 PM
City of Santa Clarita – The Centre – Sycamore Rooms A/B
20880 Centre Pointe Parkway
Santa Clarita, CA 91351

PUBLIC REVIEW AND COMMENTS

The public comment period for this NOP and review of the Initial Study will commence on January 24, 2018 and will conclude on March 9, 2018.

Please ensure that comments are postmarked or emailed on or before March 9, 2018.

The Initial Study is available for review at the locations below, or may be accessed electronically and/or downloaded at the following website: www.LADWP.com/envnotices.

LADWP Environmental Affairs
111 North Hope Street, Room 1044
Los Angeles, CA 90012

Old Town Newhall Library
24500 Main Street
Santa Clarita, CA 91321

Sylmar Branch Library
14561 Polk Street
Sylmar, CA 91342

Please mail or email your comments, and direct any questions to:

Mr. Eduardo Cuevas
Los Angeles Department of Water and Power
Environmental Planning and Assessment
111 North Hope Street, Room 1044
Los Angeles, CA 90012
Phone: (213) 367-6376
Email: eduardo.cuevas@ladwp.com

Signature: *Charles C. Holloway*
Charles C. Holloway, Manager of Environmental Planning and Assessment, LADWP