



EXISTING GENERAL PLAN GOALS, POLICIES, & PROGRAMS

**Prepared for the
La Cañada Flintridge General Plan Advisory Committee**

LAND USE ELEMENT (1993)

EXISTING GOALS AND POLICIES

The Land Use Element's goals and policies direct future growth in La Cañada Flintridge, while minimizing existing and potential land use conflicts. The goals and policies are designed to encourage:

- Balanced Development
- Compatible and Complementary Development
- Environmentally Sensitive and Safe Development

These goals and policies are designed to address issues affecting the entire City of La Cañada Flintridge. Specific goals and policies have also been developed to provide policy direction for the land use study areas evaluated in the 1993 Update of the Land Use Element.

BALANCED DEVELOPMENT

A well-balanced community provides housing, education, recreation and employment opportunities for its residents. By encouraging a mix of land uses, the City can address the housing needs of existing and future residents, can assist the school districts in assessing the long term adequacy of school facilities with respect to land use, can enjoy a stable employment and tax base, and can provide residents with suitable recreational opportunities.

GOAL 1A: Maintain and enhance the City's character as a low density, wooded, predominately single-family residential and hillside community.

GOAL 1B: Encourage the development of an attractive and balanced commercial base for the community, recognizing the constraints of the existing circulation network, the interrelationship between commercial uses, and the residential character of the City.

Policy 1.1: Preserve existing low-density, single-family neighborhoods in La Cañada Flintridge.

Policy 1.2: Continue to allow Accessory Living Quarters (second units) where such units are deemed consistent with neighborhood character, both as accessory uses to residential uses and as a response to regional housing needs.

Policy 1.3: Allow for multi-family infill in designated areas to satisfy regional housing needs.

Policy 1.4: Encourage mixed use development on Foothill Boulevard by providing density incentives.

Policy 1.5: Create employment opportunities for City residents that are compatible with the community's character.

Policy 1.6: Recognize the diversity of public/semi-public facilities in the City. (Refer to Goal 9.)

Policy 1.7: Provide opportunities for high quality educational facilities in the community.

Policy 1.8: Undertake a comprehensive study of the long-term service needs for the aging population within the City as they relate to land use and balanced development. This study should be completed by the end of FY 94-95 (Refer to Goal 10.)

COMPATIBLE AND COMPLEMENTARY DEVELOPMENT

A variety of land uses enable a community to provide housing, education, employment, and recreation opportunities. However, some land uses may present compatibility problems, such as residential and heavy commercial development, due to the differences in traffic and noise levels, physical scale, and hours of operation. The following goal and policies establish standards for the relationship of land uses to ensure their compatibility.

GOAL 2: Ensure that new development is compatible with the residential character of the City, the project's surrounding land uses, the circulation network, availability of public facilities, and existing development constraints.

Policy 2.1: Design all new commercial and public and semi-public development to minimize impacts on adjoining residential neighborhoods.

Policy 2.2: Ensure the character of existing neighborhoods is not detrimentally altered as a result of land divisions and/or new development.

Policy 2.3: Ensure the character of existing residential neighborhoods is not detrimentally altered as a result of home occupations, keeping of horses or other domestic animals, or by other related non-residential uses.

Policy 2.4: Encourage non-conforming uses and buildings to be brought into compliance with City codes.

Policy 2.5: Consider amending existing zoning regulations to utilize Conditional Use Permits and Planned Development Permits for commercial development where the use, location, or adjacent uses indicate the appropriateness thereof.

Policy 2.6: Review land use studies and decisions proposed to be made in adjoining jurisdictions that may affect the City of La Cañada Flintridge.

ENVIRONMENTALLY SENSITIVE AND SAFE DEVELOPMENT

The backdrop of the Angeles National Forest, significant hillside topography, and large expanses of open space lands all contribute to the semi-rural character of the City. These natural areas are valuable resources because of their natural beauty as well as the many plants and animals that live within these areas. Despite these positive attributes, these resources can create a number of hazards within the City. Flooding, geologic hazards, and wildland and urban fires have the potential to seriously affect the life and property of La Cañada Flintridge residents. Many of these issues are addressed through public services and facilities that offer fire protection, flood and drainage control,

etc. The following goals and policies strive to ensure that environmentally sensitive and safe development continues to occur in the City.

GOAL 3A: Preserve and enhance, to the maximum extent possible, the natural and manmade scenic beauty of the community.

GOAL 3B: Continue to protect the public's safety by evaluating land and environmental constraints prior to development.

GOAL 3C: Coordinate public utilities and services with new development.

Policy 3.1: Ensure that future hillside development does not detrimentally impact environmental and recreational resources, is coordinated with available and potential circulation capacities, and is planned, designed, and implemented with regard for natural environmental hazards and constraints.

Policy 3.2: Conduct appropriate environmental reviews for all projects affecting land use.

Policy 3.3: Encourage within economic capabilities a wide range of accessible public facilities and community services, including fire and police protection, flood control and drainage, educational, cultural, and recreational opportunities and other governmental and municipal services.

Policy 3.4: Continue to make incremental improvements to the flood control and drainage system.

Policy 3.5: Define needs and deficiencies that are within the City and introduce priority projects into the City's budgetary process.

Policy 3.6: Develop plans for and begin construction of public residential sewers for all residential areas in order to enhance the quality of life in the City.

Policy 3.7: Construct a sewer line along Foothill Boulevard with the capacity to serve commercial properties as well as future residential sewer lines.

HILLSIDE AREAS

La Cañada Flintridge is characterized by acres of unspoiled hillside land, a unique attribute among Los Angeles County jurisdictions. As the City approaches build-out, population increases and the desirability of hillside homes continue to pressure the development of additional dwelling units in the hillside areas. The City has instituted a number of regulations, including the A/B Line and the Hillside Development Ordinance, to preserve the existing urban edge and protect the community's hillsides.

GOAL 4: Maintain hillside areas for the purpose of preserving the visual quality of the City, protecting the public from safety hazards, and conserving natural resources.

Policy 4.1: Map the A/B Line on the parcel-specific Land Use Policy Map to clearly define density standards.

Policy 4.2: Modify permitted residential densities on the "B" side of the development line to allow 1 dwelling unit per 10 acres.

Policy 4.3: Identify key transition areas between existing development and larger undeveloped hillside areas. Densities permitted in these transition areas shall be strictly adjusted according to the slope of the property to enhance the compatibility of any future development with the City's adopted policies for hillside development.

Policy 4.4: Ensure long-term preservation of deed-restricted private open space areas.

Policy 4.5: Ensure that land divisions or new development in hillside areas do not alter the character of existing neighborhoods.

Policy 4.6: Encourage development to integrate La Cañada Flintridge's natural environment setting and viewsheds, with building height and siting regulated to avoid obtrusive breaks in the natural skyline.

Policy 4.7: In areas of hillside development, preserve ridgelines, natural slopes, and bluffs as open space, minimize erosion, and complement natural landforms through sensitive grading techniques.

Policy 4.8: Continue to implement the City's Hillside Development Ordinance that establishes standards to minimize landform alteration, preserves significant environmental features, and controls development densities.

Policy 4.9: Adopt specific building code regulations for high fire areas so as to minimize fire hazards.

Policy 4.10: Review policies for approval of private septic systems in hillside areas prior to the availability of public sewers to assure the continued safe and healthful management of wastewater as steeper properties are developed.

FOOTHILL BOULEVARD

The Master Plan establishes the following "vision" for Foothill Boulevard:

Foothill Boulevard will be an inviting place for people to shop, stroll, live, play, work, and move within the City. It will present a setting for uses, buildings, open spaces, and roadways that respect people as pedestrians rather than passengers. The setting will have a village character, including small districts of distinct identity, buildings scaled to fit the district, a community/civic center, a variety of architectural forms and convenient parking on the street and within each site. Landscaping will bring a more comfortable look to the street, softening the hard edges of pavement and providing a cooler, greener place for people to mingle and shop. The focus of commercial and civic activities will be local in nature, with some regionally oriented activities in support of the community's needs. A park-like environment will characterize residential development. The look of Foothill Boulevard will be enhanced by placing utilities underground, and the installation of sewers will improve and revitalize properties fronting the Boulevard.

GOAL 5: Enhance the visual image and economic vitality of Foothill Boulevard through the implementation of the 1991 Foothill Boulevard Master Plan.

Policy 5.1: Enhance the appearance and use of Foothill Boulevard through a series of distinctive districts that offer a variety of interesting places and are linked by a village character emphasizing pedestrian and human scale.

Policy 5.1-1: Support retail commercial activities in the *West Gateway District*. Encourage future development to consolidate lots, locate buildings closer to the street, soften and reduce Boulevard views, and introduce a pedestrian-friendly environment.

Policy 5.1-2: Maintain single-family residential uses in *The Link District*. Coordinate public/semi-public uses and professional offices with these residential uses, and reinforce the District's residential identity through improvements to the public right-of-way.

Policy 5.1-3: Preserve the *Old Town District's* historic character and identity as a local serving commercial area of smaller shops and offices. Provide for increased parking facilities and encourage pedestrian oriented design.

Policy 5.1-4: Support the mixed use "village" character of the *Downtown District*. Promote the development of street front retail buildings, attractive architecture and signage, and additional outdoor amenities. To support the development of the downtown character, a northern road is recommended, as described in the Master Plan.

Policy 5.1-5: Preserve the low density single-family character of the *Michigan Hill District* and ensure that all public/semi-public uses and public improvements retain the area's semi-rural character.

Policy 5.2: Design buildings and signs to complement the identity of the districts and employ the elements of a village setting. Create spaces using furnishings, plantings, and public improvements, which define and enhance the districts.

Policy 5.3: Encourage private efforts to consolidate smaller properties into larger sites, where recommended in the master Plan, through density and other zoning incentives, economic development strategies, mediation, and improvement bonding.

Policy 5.4: Designate "Development Opportunity Overlay" areas on the Land Use Policy Map in those areas where the Master Plan calls for lot consolidation, mixed use, and/or multi-family development.

Policy 5.5: Encourage the integration of mixed use retail/office and multi-family residential/retail projects in locations identified in the Master Plan.

Policy 5.6: Encourage high quality multi-family residential development on Foothill Boulevard, where recommended in the Master Plan, as a means of promoting pedestrian activity and improving the physical appearance of the Boulevard.

Policy 5.7: Establish a Floor Area Ratio (FAR) standard of 0.5:1 for areas designated Commercial/Office and Foothill Community District.

Policy 5.8: Provide for up to a 35% increase in FAR for Development Opportunity Overlay Areas in exchange for implementation of the land use policies established in the Master Plan.

Policy 5.9: Make parking reductions available for projects within a Development Opportunity Overlay Area when the proposed project contributes to improvements that include common public parking, as identified in the Foothill Boulevard Master Plan.

Policy 5.10: Establish a program to review the impacts of combined FAR Bonus and Parking Reductions as they relate to the objectives of each Development Opportunity Overlay Area. Such program shall be completed prior to implementation of any zoning standards that would permit the combined use of these incentives for a project.

Policy 5.11: Allow for density increases in areas outside the Development Opportunity Overlay in exchange for the provision of public improvements called for in the Master Plan.

Policy 5.12: Create an environment which supports local serving retail and service enterprises, which provide adequate parking, and a dynamic residential environment for families and senior citizens.

Policy 5.13: Support the installation of sewer lines to serve Foothill Boulevard and replace onsite septic systems.

RESIDENTIAL MANSIONIZATION

The introduction of new or remodeling of existing houses to a scale that is much larger or out of scale with its site or neighborhood has been referred to as "mansionization." Neighborhoods in the City of La Cañada Flintridge are beginning to recycle into larger residential units, partially due to the scarcity of vacant land. The following goal and policies will address the issue of mansionization in La Cañada Flintridge.

GOAL 6: Protect the City's character as a low-density, predominantly single-family residential and hillside community.

Policy 6.1: Amend the development standards of the R-1 Zone in order to better relate development to the size and shape of a lot and the scale of the surrounding neighborhood.

Policy 6.2: Establish criteria for neighborhood compatibility review of single-family development.

Policy 6.3: Ensure that the size and design of new development is compatible with existing residential uses.

Policy 6.4: Encourage new development to utilize architectural features that are compatible with the surrounding neighborhood.

Policy 6.5: Establish design standards to discourage a "mansionized" look.

RESIDENTIAL LOT SPLITS

The lot split process divides land into smaller parcels for future development. La Cañada Flintridge has experienced many problems with the design and density of lot splits conducted prior to the City's incorporation. The following goal and policies will address past and future lot splits.

GOAL 7.0: Establish land division practices that preserve the City's predominantly single-family character.

Policy 7.1: Encourage the merger of substandard sized parcels to maintain current development patterns.

Policy 7.2: Adopt a program to identify and merge lots that are undersized, but held in common ownership. Target lot consolidation efforts toward the western portion of the Rancho Subdivision.

Policy 7.3: Prohibit flag lots on parcel maps and non-hillside tract maps to preserve the quality and character of existing residential neighborhoods and to ensure adequate emergency vehicle access. (Policy 7.3 was amended by City Council resolution in 2002.)

Policy 7.4: Permit flag lots within hillside tract maps (subject to Planning Commission approval) as a means of minimizing hillside grading and preserving hillside viewsheds.

VERDUGO BOULEVARD - DESCANSO GATEWAY DISTRICT

The Verdugo Boulevard Corridor serves as an important entry to the City and access to Descanso Gardens. The Descanso Gateway District's land use goals and policies can be further supported by circulation and community design considerations to enhance the gateway impression of this area. Single-family residences can be blended with ongoing public and private improvements to frame this area and underscore its gateway characteristics.

GOAL 8: Establish Verdugo Boulevard as a visually pleasing residential corridor that serves as the Descanso Gateway District.

Policy 8.1: Preserve the existing single-family neighborhood.

Policy 8.2: Recognize Verdugo Boulevard as a significant entry point into the City by establishing it as the Descanso Gateway District.

Policy 8.3: Encourage extensive landscaping and high quality architecture along Verdugo Boulevard.

Policy 8.4: Address circulation, street and public improvements in the Circulation Element that can enhance both the gateway and single-family character of this corridor.

Policy 8.5: Develop a design program for the district that supports the unique land use, circulation, and gateway characteristics of this corridor. This design program should include entry signage and public improvements, such as street furniture, sidewalks, and bikeways.

Policy 8.6: Using the 1991 Foothill Advisory Committee citizen participation format as a model, involve the community in FY 94-95 in formulating a District Plan that incorporates all of the above policies into recommendations for a comprehensive long term implementation program for the City.

PUBLIC/SEMI-PUBLIC

Public/semi-public lands refer to a variety of land uses, including parks, educational facilities, public buildings, and community facilities.

GOAL 9: Provide clarification in the General Plan as to which properties are considered public/semi-public.

Policy 9.1: Create the following land use designations for public/semi-public lands:

- Open Space, Public
- Open Space, Private
- Public Facilities
- Public Schools
- Institutional
- Recreational

Policy 9.2: Provide information to local school districts when considering any land use policy decisions which could effect local school populations, thereby allowing those school districts to prepare and provide an assessment of whether adequate school facilities exist in order to facilitate the City's making of decisions.

Policy 9.3: Establish a requirement for a Conditional Use Permit for any new public/semi-public use in any zone.

Policy 9.4: Adopt zoning categories and development standards for public and semi-public uses which recognize the diversity of these facilities within the City, and which require a Conditional Use Permit for any change or intensification of use of these facilities, except public school uses on sites designated in "Public Schools" in the General Plan.

Policy 9.5: Ensure development standards for public, public school, and semi-public uses and identify appropriate buffers and protections for adjacent single-family residential neighborhoods to assure compliance with the City's goals and policies for compatible and complementary development. (Refer to Goal 2.)

LONG-TERM NEEDS OF SENIORS

The aging of the La Cañada Flintridge population has the potential to substantially impact the long term policies of the community. The increasing proportion of older residents warrants additional study to outline future land use policies related to the needs of seniors.

GOAL 10: Study the long term needs of seniors within the City as they relate to land use policies and the stated goals for balanced and compatible development within this low density, predominantly single-family community.

Policy 10.1: Study the long term needs of seniors for specialized services and accommodations to determine which needs may impact the City's future land use policy.

Policy 10.2: Determine the types of land uses that could appropriately serve the needs of the community's senior population, and the extent to which such facilities can or should serve other segments of the population.

Policy 10.3: To the greatest extent possible, identify the extent to which the long term needs of seniors are not adequately met by existing and proposed services and facilities in surrounding communities.

Policy 10.4: Identify design characteristics for senior-serving facilities which ensure their compatibility with surrounding development and with the overall low density character of the community.

Policy 10.5: Outline the land use characteristics of appropriate long term locations for senior serving facilities. Indicate policies or incentives that can be used to encourage their development of appropriate facilities where suitable to the community.

HOUSING ELEMENT (1993)

EXISTING GOALS AND POLICIES

The Housing Element's goals and policies establish the City's commitment to maintaining its residential character, while insuring that a variety of housing alternatives are provided where possible. The following four major issue areas are addressed by the goals and policies of the Housing Element:

- New Housing Opportunities Within Existing Constraints
- Maintenance and Preservation of Existing Housing
- Compatibility of New Housing with the Environment and Neighborhoods
- Equal Housing Opportunity

Each issue area and its supporting goals and policies are identified and discussed in the following section.

NEW HOUSING OPPORTUNITIES

The City encourages the preservation of the community's low-density, single-family character, but also supports housing opportunities for various income groups which are compatible with that character. The high development costs, topography, market pressures and lack of sewers and water service, noted in Section II of this Element, impose constraints on many forms of affordable housing.

Therefore, the City expects that future affordable housing needs will be found in mixed use residences and Accessory Living Quarters (second units). Specific actions have been taken in recent years to facilitate the development of Accessory Living Quarters. In 1994 the City will be updating its Zoning Code to address standards to enable mixed use residential development in its commercial and transitional areas. In so doing, the City will introduce greater balance into its housing stock, in a manner consistent with the community.

In FY 94/95 the City will also review the long term needs of seniors with respect to housing. This study will address the following questions:

- Is there a long term need in La Cañada Flintridge for senior housing? To what extent can such need be suitably served within the City?
- What are the characteristics of an appropriate location in the City for such alternatives? Is there a need for an overlay to encourage private development to create such alternatives within the community?

GOAL 1: Provide a variety of types and adequate supply of housing to meet the existing and future needs of City residents.

Policy 1.1: Provide a range of residential development types in the City, including low density single-family homes, Accessory Living Quarters (second units), moderate density apartments and condominiums and mixed use residential development, in accordance with the Regional Housing Needs Assessment (RHNA).

Policy 1.2: Encourage the private sector to produce housing with particular emphasis on underserved segments of the community.

Policy 1.3: Facilitate the development of low and moderate income housing by allowing developers a density bonus, as established by state law.

Policy 1.4: Assist residential developers in identifying land suitable for new housing development.

Policy 1.5: Support the dispersion of Accessory Living Quarters throughout the City's lower density single family neighborhoods.

Policy 1.6: Encourage the development of residential units which are accessible to handicapped persons or are adaptable for conversion to residential use by handicapped persons.

Policy 1.7: Locate higher density residential development in close proximity to public transportation, other public and private services and recreation.

Policy 1.8: Continue to support the development of childcare facilities to provide improved housing conditions benefiting single parent and two-income households.

Policy 1.9: Examine the needs of seniors for specialized services and accommodations to determine which needs may impact the City's future housing policy.

Policy 1.10: To the greatest extent possible, identify the degree to which long term needs of seniors are not adequately met by existing and proposed services and facilities in surrounding communities.

Policy 1.11: Monitor all regulations, ordinances, departmental processing procedures and fees related to the rehabilitation and/or construction dwelling units to assess their impacts on housing costs.

MAINTENANCE, PRESERVATION AND ENHANCEMENT

The goal of housing maintenance, preservation and enhancement is to protect the existing housing stock and to avoid physical decline that could adversely affect the character of the community. Maintenance and preservation efforts also avoid larger rehabilitation efforts in the future, including adversarial code enforcement efforts by the City.

Included in this effort is an awareness that the development of very large homes on smaller lots ("mansionization") may adversely effect the quality of the neighborhood, as well as the long term affordability of homes. The introduction of new or remodeling of existing houses to a scale that is much larger or out of scale with its site or neighborhood has been referred to as "mansionization." Neighborhoods in the City of La Cañada Flintridge are beginning to recycle into larger, more costly residential units, partially due to the scarcity of vacant land.

GOAL 2: Maintain and enhance the quality of existing residential neighborhoods in the City.

Policy 2.1: Promote increased awareness among property owners and residents of the importance of property maintenance to long-term neighborhood quality and housing values.

Policy 2.2: Amend the development standards of the R-1 zone in order to better relate development to the size and shape of the lot and scale of the surrounding neighborhood in order to discourage mansionization, consistent with the goals and policies of the Land Use Element.

Policy 2.3: Continue to use the City's code enforcement program to bring substandard units into compliance with the City's Property Maintenance Ordinance and other codes, and to ensure the maintenance of the overall condition of the City's residential neighborhoods.

Policy 2.4: Encourage property owners to consider the benefits of home repair and remodeling using design and materials consistent with the existing or historic character of the residence.

ENVIRONMENTAL SENSITIVITY

As a built-out community, the City can accommodate increased densities only within existing development. It is an on-going concern of the City to ensure that residential growth is sensitive to the existing lower density setting. Development will only be accepted when coordinated with available community resources and infrastructure, and when designed to minimize impacts on the built and natural environment.

GOAL 3.0: Ensure that new housing is sensitive to the existing natural and built environment.

Policy 3.1: Ensure that Accessory Living Quarters (second units) are compatible in design with single family residential areas, and are consistent with the existing neighborhood character.

Policy 3.2: Protect residential neighborhoods from excessive noise, through traffic, and incompatible land uses.

Policy 3.3: Require that new residential development is coordinated with the provision of infrastructure and public services.

Policy 3.4: Improve standards for adequate off-street parking space for vehicles (including garages for single-family dwellings), with safe access to streets and highways.

Policy 3.5: Encourage the use of energy conservation devices and passive design concepts which make use of the natural climate to increase energy efficiency and reduce housing costs.

Policy 3.6: Regularly examine new residential construction methods and materials, and upgrade the City's residential building and design standards as appropriate to ensure energy efficiency.

FAIR HOUSING

In order to make adequate provisions for the housing needs of all economic and social segments of the community, the City must ensure equal and fair housing opportunities are available to all

residents. The City of La Cañada Flintridge is served by the San Fernando Valley Fair Housing Council, 8134 Van Nuys Blvd., Suite 110, Panorama City, CA. 91402, (818) 373-1185.

GOAL 4.0: Promote equal opportunity for all residents to reside in the housing of their choice.

Policy 4.1: Cooperate with local fair housing agencies, including the San Fernando Valley Fair Housing Council, to enforce fair housing laws.

Policy 4.2: Inform the San Fernando Fair Valley Housing Council of any known violations of applicable federal and state laws.

Policy 4.3: Refer individuals concerned with possible violations of applicable fair housing laws to the San Fernando Valley Fair Housing Council to ensure timely and effective response to such concerns. Publish information on these services at least annually.

CIRCULATION ELEMENT (1995)

EXISTING GOALS AND POLICIES

Circulation Element goals and policies define the City's vision for a balanced, efficient circulation system which incorporates many modes of travel and which allows for the safe movement of people and goods in and around La Cañada Flintridge. These goals recognize the constraints posed by the existing built environment, but also capitalize upon the opportunities created by established transportation routes. Through these goal statements, the City also lends its support to regional, long-range efforts to manage congestion and reduce pollutant emissions within the South Coast Air Basin.

BALANCED, FUNCTIONAL AND EFFICIENT STREET SYSTEM

A transportation network must be well planned, functional, and properly maintained to allow street traffic to move efficiently over time. In addition to congestion relief, a well-designed system offers other benefits such as cleaner air, time savings, and reduced motorist anxiety.

GOAL 1: Maintain a safe, efficient, economical, and aesthetically pleasing transportation system providing for the movement of people, goods, and services to serve the existing and future needs of the City of La Cañada Flintridge.

Policy 1.1: Respond to transportation problem areas with efforts to implement both interim and long term solutions.

Policy 1.2: Participate in transportation planning efforts that involve other governmental agencies, mandated programs, and regulations in order to minimize environmental impacts related to transportation.

Policy 1.3: Encourage developments which contribute to balanced land uses and which serve to reduce overall trip lengths (e.g. jobs/housing balance, locating retail in closer proximity to residents/patrons).

Policy 1.4: Require new developments to conform to the standards and criteria of the City of La Cañada Flintridge and other mandated programs. This includes mitigation of traffic impacts to the surrounding street system.

Policy 1.5: Encourage the development of aesthetic streetscapes that are consistent with the low density, residential character of the community to promote a positive City image and provide visual relief.

Policy 1.6: To the extent constitutionally permitted, pursue right-of-way acquisition to meet the City's adopted standards. Dedication of right-of-way is anticipated to be the primary means to upgrade right-of-way widths. In non-residential areas, density bonuses may be considered in conjunction with right-of-way dedication. Right-of-way upgrades will serve to benefit not only vehicles, but also all forms of transportation.

Policy 1.7: The City may require that when Proposition A funds are traded, congestion management credit commensurate with the level of funds traded will be given to the City. This policy shall be revisited when this element is next updated on a comprehensive basis, or within five years of experience with the Los Angeles County Congestion Management Deficiency Plan, whichever is sooner.

Policy 1.8: The City shall establish Level of Service (LOS) standards by which to evaluate the new developments and substantial redevelopments for their potential impacts on and contribution to the City's congestion management concerns. These standards shall identify when it is appropriate to require developers to contribute to the mitigation of such impacts on the City's circulation system.

Policy 1.9: Installation of street lights in previously unlit areas due to the interest of homeowners shall be initiated by a petition to the City, with approvals to be determined by staff based on criteria to be established in advance by the City Council, and with proper public notice to directly affected properties as well as those properties nearby which may be indirectly affected. Appeals of staff determinations shall be referred to the appropriate Commission for consideration. The City's determination shall provide for the mitigation of lighting impacts, and shall be appealable at a public hearing.

ALTERNATIVE MODES OF TRANSPORTATION

As growth throughout Southern California adds vehicles to the overburdened freeways and roadways, people will rely more heavily on alternative modes of transportation, such as bus service, bicycles, and ridesharing. The following goal and policies intend to reduce vehicular travel by promoting alternative methods of transportation.

GOAL 2: Facilitate other modes of transportation, or alternatives to automobiles, including public transportation, bicycling, ridesharing, and walking, which support the land use plans and related transportation needs.

Policy 2.1: Encourage developments and improvements that incorporate innovative methods of accommodating transportation demands, and which facilitate pedestrian and other non-motorized travel.

Policy 2.2: Ensure that effective Transportation Demand Management (TDM) measures and programs are being implemented within the City.

Policy 2.3: In conjunction with air quality policies, evaluate the establishment of a high quality public transit system or other means of achieving trip reductions that minimize dependency on the automobile and work in conjunction with pedestrian travel.

Policy 2.4: Respond to increases in demand for additional bus service through contact with MTA and other available resources.

PUBLIC FACILITIES AND UTILITIES

Public facilities and utilities are an essential component of the infrastructure needed to support both existing and future development in La Cañada Flintridge. These services are provided by several

special service districts and private utility companies, and require coordination through the City to ensure a high level of service is maintained for residents and businesses.

GOAL 3: Coordinate with public facility and utility service providers to ensure the provision of services that are economical and adequately meet the needs of the community.

Policy 3.1: Work closely with local water and sewer districts in determining and meeting community needs for water and sewer service.

Policy 3.2: Coordinate with the County Sanitation District to ensure timely implementation of sewer line construction along Foothill Boulevard.

Policy 3.3: Develop plans for and begin construction of public residential sewers, as determined feasible.

Policy 3.4: Work closely with solid waste disposal companies in providing trash pick-up services, and reduce the per capita production of solid waste as defined in the City's Source Reduction and Recycling Element.

Policy 3.5: Work closely with the Los Angeles County Flood Control District in determining and meeting community needs for flood control facilities and maintenance.

Policy 3.6: Improve the existing storm drainage system by correcting identified deficiencies, where feasible and appropriate. Require new developments to upgrade storm drains to handle the increased runoffs generated from a development site.

Policy 3.7: Work closely with local providers of energy in determining and meeting community needs for energy services.

Policy 3.8: Develop and implement a public education program which identifies the health hazards and penalties for improper disposal of graywater to assure the City's compliance with the requirements of the Health Code, the Clean Water Act, and the National Pollution Discharge Elimination System (NPDES) statutes.

SAFE PUBLIC STREETS, FACILITIES AND SERVICES

Public safety is a key element of quality of life in the community. La Cañada Flintridge must effectively provide safe access for emergency vehicles, drainage and flood control on public streets, safe access to schools and other key destinations for pedestrians, and public streets that function efficiently while not encouraging excessive speeds.

GOAL 4: Maintain and enhance public systems and services to provide safe access through the community for a wide range of needs, including motorized vehicle access, pedestrian and bicycle travel and flood/drainage control.

Policy 4.1: Take advantage of opportunities to control vehicle speeds through sound engineering practices, based on the particular conditions of a given area. Seek to keep apprised of new technologies, which then can be considered for implementation.

Policy 4.2: Pursue the development of sidewalks in the vicinity of schools to provide adequate pedestrian access. The location of the sidewalks will include consideration of the Suggested Routes to School Plans and connection to present or future bus or shuttle service in the area.

Policy 4.3: Determine on a street-by-street basis where sidewalk access from residential to commercial areas is appropriate to achieving the objectives of the Foothill Boulevard Master Plan and increasing the safety and attractiveness of such areas for pedestrians. Establish priorities for installation and identify funding and developer improvement opportunities to assure implementation of these sidewalk access plans.

Policy 4.4: Recommend sidewalk development in new development areas where public safety objectives would be served, at the discretion of the Planning Commission. Similar recommendations for public safety within existing developments should continue to be reviewed by the Public Works Commission.

Policy 4.5: Initiate a program in conjunction with the Fire Department to review private streets within the City limits and publicly notify property owners of potential emergency access problems. This program will also notify the homeowners of their responsibility to maintain adequate access and to provide disclosure of the responsibilities to any potential buyers prior to sale of the property.

Policy 4.6: Provide information to homeowners regarding methods to upgrade their private streets, such as establishment of assessment districts, to accommodate emergency vehicle access.

Policy 4.7: Require curbs and gutters of new development, including all land divisions and substantial redevelopment of properties other than single family residences. The Planning Commission may exclude residential land divisions from this policy where it is determined safe from an engineering perspective and when such improvements are substantially inconsistent with the neighborhood's character. Where feasible, pursue the installation of curbs and gutters at existing developments based on recommendations from the City Engineer and approval through a public hearing process.

FOOTHILL BOULEVARD

The Master Plan establishes the following "vision" for Foothill Boulevard:

"Foothill Boulevard will be an inviting place for people to shop, stroll, live, play, work and move within the City. It will present a setting for uses, buildings, open spaces, and roadways that respect people as pedestrians rather than passengers. The setting will have a village character, including small districts of distinct identity, buildings scaled to fit the district, a community/civic center, a variety of architectural forms and convenient parking on the street and within each site. Landscaping will bring a more comfortable look to the street, softening the hard edges of pavement and providing a cooler, greener place for people to mingle and shop. The focus of commercial and civic activities will be local in nature, with some regionally oriented activities in support of the community's needs. A park-like environment will characterize residential development. The look of Foothill Boulevard will be enhanced by placing utilities underground, and the installation of sewers will improve and revitalize properties fronting the Boulevard."

GOAL 5: Enhance the visual image, economic vitality and circulation efficiency of Foothill Boulevard through implementation of the 1991 Foothill Boulevard Master Plan.

Policy 5.1: Enhance the appearance and use of Foothill Boulevard through a series of distinctive districts that incorporate public improvements to support the land use policies for each district and the overall vision for Foothill Boulevard.

Policy 5.1-1: *West Gateway:* Recognize the Ocean View/Foothill Boulevard intersection as a major entry for the City, and plan for the development of a significant entry statement here. Such entry statement should include landscaping and parkway enhancements, and may require the acquisition of additional public right-of-way at this intersection. Pursue the implementation of landscaping and parkway enhancements for Foothill Boulevard and the unsightly drainage facilities in West Gateway, as identified in the 1991 Foothill Boulevard Master Plan.

Policy 5.1-2: *The Link:* Implement a greenbelt program to screen the visual appearance of this district in the area of the substantial retaining walls, and include non-auto-oriented uses such as a Class I bikeway, runner's par course, or other recreation- and open space-related improvements. Take advantage of the opportunity of restricting the roadway physically and visually in this area to encourage lower traffic speeds. Extend landscaping and parkway improvements through the eastern portion of the district and continue to work toward implementation of a substantial City Entry statement at the Foothill Boulevard/2 Freeway ramp interchange.

Policy 5.1-3: *Old Town:* Continue to pursue options for additional parking, both on- and off street in this district, including but not limited to public/private cooperation to develop a parking facility at the Edison easement on the south side of Foothill Boulevard. When feasible and not in conflict with other public utilities improvements scheduled for this area, implement parkway landscaping improvements which maintain adequate emergency vehicle access while encouraging pedestrian uses and reduced traffic speeds.

Policy 5.1-4: *Downtown - The North Road:* Recognize the North Road as a circulation component for the Island area and this District. Develop a Specific Plan for the Island area that incorporates community involvement in the detailed analysis of the location of the North Road and promotes the long-term circulation and land use objectives for this area. Work with CalTrans to incorporate excess right-of-way from the I-210 into this project.

Policy 5.1-5: *Downtown - Angeles Crest/Chevy Chase, North Road and I-210/S.R. 2 Interchange:* Review opportunities and study the long-term resolution of the circulation and congestion management issues related to this interchange, recognizing that traffic operations at these intersections are inseparable from one another. Upon adoption of a locally appropriate solution for this interchange, follow up on federal, state, and local funding opportunities to implement the selected option within the long term circulation planning horizon.

Policy 5.1-6: *Downtown - Foothill Boulevard Improvements:* Consider parkway improvements to provide visual enhancement to Foothill Boulevard as well as the Angeles Crest/Foothill Boulevard intersection. Pursue opportunities for improved access to off street parking in the western portion of the District by: working with property owners and developers to encourage reciprocal parking arrangements and removal of barriers to reciprocal access to such parking; revision of the Zoning Code to permit removal of such barriers to encourage access to off street parking; and investigate

opportunities for development of additional publicly owned or leased parking. Explore opportunities to create an entry statement with right-of-way landscaping improvements at the Gould/Foothill intersection, and introduction of entry signage on Foothill Boulevard for west-bound traffic, near the I-210 cross-over.

Policy 5.1-7: *Michigan Hill:* Establish a program for sidewalk, guardrail, trash receptacle and landscaping improvements for this district, and continue to pursue long term funding opportunities for the undergrounding of overhead utilities in this area. Continue to improve bus stop facilities in this area, installing bus shelters where feasible and appropriate.

Policy 5.2: Initiate a program to introduce an integrated signal synchronization program for Foothill Boulevard to reduce congestion and direct speeds to a preferred rate throughout the Boulevard's length.

Policy 5.3: Establish priorities for and begin implementation of additional signals at cross streets to Foothill Boulevard which can facilitate pedestrian access to the Boulevard and enhance the levels of service at these intersections. Such new signals shall be incorporated into the integrated signal synchronization program so as not to conflict with the objectives of congestion management and speed control.

Policy 5.4: Create an inventory of cross streets where opportunities exist for right-of-way enhancements, as outlined in the Foothill Boulevard Master Plan. Where existing right-of-way is insufficient to pursue such enhancements, require developer dedications of right-of-way or contributions to an improvement fund which are in scale with the level of development proposed. Pursue implementation of the cross street design enhancements as right-of-way and funding become available.

VERDUGO BOULEVARD - DESCANSO GATEWAY DISTRICT

The Verdugo Boulevard Corridor serves as an important entry into the City and provides access to Descanso Gardens. The Descanso Gateway District's circulation goals and policies are intended to support land use and community design considerations to enhance the gateway impression of this area. Safe, efficient access to the single family residential uses and adjacent commercial and institutional uses are blended into ongoing public improvements to underscore the gateway characteristics of this area.

GOAL 6: Establish Verdugo Boulevard as a visually pleasing travel corridor consistent with its Descanso Gateway District designation, which provides safe, easy access to the single family residences as well as adjacent public, institutional and commercial uses.

Policy 6.1: Continue to enhance the residential character of Verdugo Boulevard. Consider reducing noise, adding sidewalks, landscaping and bike lanes.

Policy 6.2: Encourage safer, more efficient access to the many single family residences while continuing to serve as a major arterial for the City.

Policy 6.3: The City will study and assist in planning and development of the Verdugo Boulevard roadway. The City shall provide assistance with public outreach activities, and with development of programs to make any interim improvements aesthetically pleasing.

Policy 6.4: Place entry signs in a prominent location to enhance the gateway designation for this district.

BIKEWAY SYSTEM, SAFETY AND SUPPORT PROGRAMS

Bicycling can be made more attractive and safe through specially designated routes, signage and support programs. A Bikeway Plan identifies streets, roads and paths which are specifically identified for bicycle use, and which connect users to primary designations such as major worksites, schools, commercial centers and recreational facilities. The City has developed a Bikeway Plan that addresses most such primary destinations in La Cañada Flintridge, as well as key connections to adjacent communities.

GOAL 7: Promote bicycling as an alternative to motorized transportation for commuters, students, and recreational users by adopting and maintaining a Bikeway Plan, encouraging bicycle support facilities, and assisting with currently available bicycle safety programs in the community.

Policy 7.1: Adopt a Bikeway Plan which shows access to primary destinations for commuting, schools and recreational activities. The Bikeway Plan as shown in Figure C-S shall form the basis for initiating bikeway developments, and shall be amended by separate resolution of the City Council as additional routes, trails and facilities are deemed appropriate.

Policy 7.2: Encourage developments and improvements which facilitate the implementation of high quality, desirable bicycle routes. Such improvements shall begin with implementation of the routes as Class 3 as soon as possible on the adopted Bikeway Plan, where these routes can safely be established without mitigation of traffic conflicts or road hazards.

Policy 7.3: Pursue funding opportunities to upgrade routes to Class I and II bicycle routes which meet or exceed established standards. First priority for upgrade or improvements shall be given to those routes that serve commuting and school access needs, to improve the opportunities for bicycling as a viable transportation alternative.

Policy 7.4: Encourage public and private developments to incorporate bicycle-related, support facilities to strengthen the City's policy to improve bicycling as a viable transportation alternative.

Policy 7.5: Assist in the development and delivery of specific bicycle safety programs which will serve to meet the goal of providing a safe, efficient transportation system. Such programs should include public education on safety and rules of the road, appropriate trails signage, and information regarding proper sharing of on multi-purpose trails by a variety of users.

TRAILS SYSTEM

Recreational Trails provide an important outlet and a safe alternative to use of public streets for many recreational pursuits. Their continued maintenance and on-going development is important to the quality of life in La Cañada Flintridge.

Goal 8: Preserve existing trails and promote coordinated and comprehensive trail systems for bicyclists, equestrians and hikers.

Policy 8.1: Cooperate with public agencies, public utilities, and private organizations and property owners to maintain and keep in good repair all recreational trails, and seek to prevent loss of use or access to existing trails by encroachment or interference from abutting property owners.

Policy 8.2: Continue to seek dedication of land and/or fees in lieu of such dedication for recreational trails as a requirement of new residential land divisions, where such dedications or fees have the opportunity to augment the existing trails system.

Policy 8.3: Cooperate with public agencies, public utilities and private organizations to promote the use and development of trails facilities on their land.

Policy 8.4: The La Cañada Flintridge Trails System map, shown as Figure C-6 in this Element, shall be maintained and updated as policies 8.2 and 8.3 above are implemented, and shall be made available for public reference and use. The Trail System shall be amended by separate resolution of the City Council as additional routes, trails and facilities are deemed appropriate.

Policy 8.5: Maintain efforts to work with regional organizations, such as the Santa Monica Mountains Conservancy, to secure funding for the on-going implementation of the La Cañada Flintridge Trails System.

Policy 8.6: Pursue alternative funding sources which support emerging recreational uses, such as bikeway monies, to provide a balanced recreational trail system to the community. Where appropriate, the trails will be identified as an adjunct of the Bikeway Plan.

Policy 8.7: Install and maintain trail signage that promotes safety and courtesy between all trail users, including equestrians, hikers and bicyclists.

**ENVIRONMENTAL RESOURCE MANAGEMENT ELEMENT
(1980)
EXISTING GOALS, POLICIES AND PROGRAMS**

GOALS

CONSERVATION

Goal 1.1. Require new development to be compatible with the natural and existing manmade environment.

Goal 1.2. Develop methods of preserving the remaining natural ridgelines, canyons, streams, springs, viewsapes and other natural resources and attributes which contribute to the aesthetic and scenic qualities of the community.

Goal 1.3. Preserve wildlife subject to the safety of residents and their property.

Goal 1.4. To the maximum extent feasible, support plans and programs to preserve and improve the quality of air and water in the community, and encourage conservation of consumable natural resources.

Goal 1.5. Designate and encourage the preservation of significant historical archaeological sites.

OPEN SPACE AND RECREATION

Goal 1.6. Protect the watershed in and near the City from destructive fires. The valuable watershed affects the maintenance of food control, the quantity and quality of water supply, the preservation of wildlife and the beauty of the Angeles National Forest viewscape.

Goal 1.7. Preserve and expand non-vehicular access to the Angeles National Forest trails and open lands remaining in the San Rafael Hills and San Gabriel Mountains. Encourage the dedication of additional lands to public open space.

Goal 1.8. Encourage continued cooperation between public and private recreational services to assure a wide variety of recreational, educational and cultural programs for all segments of the community.

Goal 1.9. Preserve existing trails and promote coordinated and comprehensive trail systems for bicyclists, equestrians and hikers.

SEISMIC SAFETY

Goal 1.10. Make information regarding seismic and geological hazards available to potential developers and the public.

Goal 1.11. Develop plans and programs to lesson the potential for injury, loss of life and property damage, and to provide a rapid response by public agencies to seismic and geologic disasters.

SCENIC HIGHWAYS

Goal 1.12. Preserve the scenic beauty of the viewscape as seen from designated streets and locations.

POLICIES

HILLSIDE DEVELOPMENT

4.1. Prominent landforms within the community including, but not limited to, ridges, knolls, valleys, creeks (either dry or active) or other unique topographic features or viewsapes should be maintained in their natural state to the maximum extent feasible. The most significant land forms are identified in the Environmental Resources Management Map, Figure 111-3 located in the Appendix.

4.2. Major hillside viewsapes visible from points within the City should not be detrimentally altered by the intrusion of highly visible cut or fill slopes, building lines and/or road surfaces.

4.3. The visual impact of grading should be minimized. Manmade slopes should be irrigated and landscaped to prevent erosion and to soften the visual appearance of the finished slope.

4.4. Development in hillside areas should be planned and designed in such a manner as to avoid flood, mudslide and subsidence hazard to residents and structures on or near hillside areas, as well as downhill of any project.

4.5. Approval of hillside development proposals should be granted only if proper soil reports, hydrology reports, bedrock foundation reports and other engineering or technical documents have been submitted and satisfactorily reviewed, in order to ensure safe development.

4.6. To ensure hydrologic drainage and bulked-flow runoff, natural stream gradients should not be reduced.

4.7. Developments adjoining areas of high fire risk should be required to implement measures to reduce the risk of property damage and hazard to people as well as loss to the valuable watershed. Proper fuel breaks between the fire risk area and habitable structures shall be maintained.

HISTORIC AND ARCHAEOLOGIC RESOURCES

4.8. The City shall encourage and work with the La Cañada Flintridge Historical Society in designating and preserving local historical resources and maintaining an inventory of buildings and other significant historical sites.

4.9. Public awareness of the significance of the area's historic features should be encouraged.

4.10. Landmarks should be identified by means of appropriate monuments, plaques, displays or other means to publicly designate historic sites and commemorate their significance.

4.11. Archaeological investigations should be required of large, undeveloped sites for which development is proposed as required for compliance with the California Environmental Quality Act.

WATER RESOURCES

4.12. Review should be required of all development projects which have a potential for causing a deterioration of ground water quality beyond standards imposed by the State Quality Control Board to assure compliance with state and federal standards. Methods should be developed by which activities detrimentally impacting ground water quality can be controlled.

4.13. The City should make every effort to see that new projects are designed so as to preserve and protect the watershed in and near the City from pollutants, excessive changes in natural drainage courses, wildfires and other natural or manmade detrimental effects upon the watershed system. Where practical and feasible, the City may undertake programs to accomplish these ends.

VEGETATION RESOURCES

4.14. The City may consider the adoption of a heritage tree ordinance for the purpose of identifying and preserving significant trees.

SOILS

4.15. Measures which establish minimum standards for grading, excavation, cut and clearing of vegetation, revegetation of cleared areas, drainage control and protection of exposed soil surfaces should be adopted to control erosion, production of sediment and mudslides and other earth movements.

OPEN SPACE

PRESERVATION OF UNIQUE RESOURCES

4.16. The rural, hillside character of the community should be maintained by regulation and development control, thus preserving the unique setting and significant resources in the San Gabriel Mountains and San Rafael Hills.

4.17. Publicly owned open space land shall be retained as such. Reasonable efforts should be made to acquire large portions of privately owned hillside properties which contain such significant community features and resources such as natural chaparral and wildlife habitat, areas of passive recreation, settings for riding and hiking trails and outdoor education, and other community-wide hillside amenities. Open space areas of particular value include Cherry Canyon, Weber Canyon, Gould Canyon, Winery Canyon, Hall Beckley Canyon, Snover Canyon, Hay Canyon and their surrounding hillsides.

RECREATION

4.18. When economically feasible and consistent with proper planning and land use objectives of the community, the City should acquire and/or develop playfields (softball, soccer, etc.), picnic grounds and other similar recreation facilities. The City should also seek dedication of land and/or fees in lieu of such dedication for recreational purposes as a requirement of new residential land divisions.

4.19. The City should cooperate with public agencies, public utilities and private organizations, including the Los Angeles County Flood Control District, the Los Angeles County Fire Department, the La Cañada Unified School District and the Southern California Edison Company to promote the use and development of public recreation areas on their land. Such facilities are important to the City's efforts in providing a balanced recreation program.

4.20. In an effort to protect residents from potential adverse environmental impacts, health and safety hazards and audible nuisances, the City should prohibit the use of off-road vehicles from operating within the City limits.

4.21. The City should continue to encourage privately owned recreation facilities which create minimal neighborhood disruption, provide ample parking and have adequate support facilities.

4.22. Privately owned recreational and open space areas designed as an integral part of a land use development should be designated as an "open space" land use. Subsequent changes to such designations and land uses should be effectuated only after a thorough review of the entire development (as originally designed) has been performed.

4.23. The Environmental Resource Management Map (Figure 111-3, located in the Appendix), should be adopted as a policy map which designates all existing hiking and equestrian trails and designates for dedication (acquisition) proposed trails to complete the La Cañada Flintridge hiking and riding trail network.

4.24. All publicly-owned lands committed to open space or utility right-of-way should be preserved as "open space."

SEISMIC SAFETY

4.25. The City's building and development regulations and emergency services plan should be designed to reduce potential hazards associated with seismic activity.

SCENIC ROUTES

4.26. The City should designate a system of Scenic Routes as designated on the Environmental Resources Management Map (Figure 111-3 in the Appendix).

4.27. The City may consider adoption of special scenic route design criteria for development and maintenance of properties adjoining scenic routes and may regulate architectural design, setbacks, building height, signing and landscaping along designated scenic routes.

PROGRAMS

5.1. The City shall prepare and keep current a Hillside Development Management Program which will ensure quality hillside developments by establishing standards for preservation of prominent landforms erosion and erosion control, landscaping and similar concerns.

5.2. The City shall adopt the prominent landforms as designated on the Environmental Recourses Management Map (Figure 111-3 in the Appendix). These features are examples of landforms proposed for preservation.

5.3. The effectiveness of the provisions of the Hillside Development Management Program shall be monitored by the Planning Commission and City Council on a regular basis and revised when found to be necessary.

5.4. The City shall adopt land use management and density control provision for all hillside properties which exceed an average 15 percent slope.

The City should consider adoption of more stringent density and development standards where existing or natural slopes exceed 40 percent, for existing lots as well as both major and minor subdivisions.

5.5. The City shall work with all appropriate agencies to develop a fire control program in the San Gabriel Mountain front country in an effort to protect the valuable watershed and prevent fires.

5.6. The City shall require proper environmental review documents, in compliance with CEQA, for all projects in hillside areas.

5.7. The City shall encourage the La Cañada Flintridge Historical Society in its efforts to preserve sites, literature and other items important to the community heritage.

5.8. The City shall consider adoption of a Heritage Tree Ordinance for the purpose of identifying and preserving significant trees.

5.9. The City shall study methods of improving sewage treatment for the purpose of minimizing ground and surface water contamination. All possible alternatives including sanitary sewers and sewage treatment facilities should be considered.

OPEN SPACE

5.10. The City shall seek open space acquisition assistance from the state and federal governments and other sources.

RECREATION

5.11. The City shall explore means of obtaining potential recreation acreage.

5.12. The City shall adopt, pursuant to the Quimby Act, an ordinance which requires dedication of land or in-lieu fees for acquisition and development of local park facilities. Such ordinance shall achieve 3.5 acres of usable park per 1,000 residents.

5.13. The City shall adopt land use provisions which allow private recreation facilities in proper locations throughout the community.

5.14. The City shall study potential bikeway routes and appropriate development standards for establishment of a bikeway system.

5.15. The City shall conduct a recreational facilities inventory and demand analysis to determine the need for and proper mix of recreational facilities serving the community.

SCENIC ROUTES

5.16. The City hereby adopts Scenic Routes as designated on the Environmental Resource Management Map (Figure 111-3 in the appendix).

5.17. The City shall consider adoption of special scenic route design criteria for development and maintenance of properties adjoining scenic routes and to regulate architectural design, setbacks, height limitations, signing and landscaping along such routes.

SEISMIC SAFETY

5.18. The City shall monitor the progress of the California Department of Mines and Geology in its study of the Sierra Madre Fault.

COMMUNITY DESIGN ELEMENT (1980)

EXISTING GOALS, POLICIES AND PROGRAMS

GOALS

- 1.1.** Encourage overall development of the community in a manner which is visually pleasing, which preserves and enhances the semi-rural character of the local environment, and which protects the scenic qualities of the community.
- 1.2.** Through cooperation between City government and the commercial sector, encourage a thriving, well designed, aesthetically pleasing commercial area, preserving a strong tax base, compatible with the residential nature of the surrounding community.
- 1.3.** Provide standards and guidance for the design and development of commercial facilities in the community which enhance the City's appearance, aesthetic qualities and business potential.

POLICIES

- 4.1.** The City's development regulations should include specific provisions to ensure the preservation of significant landforms, as shown on Figure 111-3 in the Appendix, and to guarantee that future hillside residential development is consistent with the best examples of existing development. Significant landforms are any ridges, knolls, valleys, creeks, either dry or active or other unique topographic features or viewsapes, as depicted on the Environmental Resource Management Map (Figure 111-3) in the appendix.
- 4.2.** The City should encourage residences developed in hillside areas to be designed, landscaped and built of materials which blend with the existing environment.
- 4.3.** The City should review all plans for development within the commercial sector for compatibility with surrounding developments and guidelines.
- 4.4.** The City should provide guidance for architectural design, landscaping and signing criteria for all commercial development to achieve development of the highest quality.
- 4.5.** The appropriate use of landscaping should be encouraged in conjunction with architectural review of any structure and utilization of any setback.
- 4.6.** The City should require that land uses in commercial zones be landscaped, irrigated and properly maintained in required front setback areas as well as along the perimeter and interior of parking lots.
- 4.7.** The City should require a landscaped setback for commercial structures of ample depth relative to building height to assure the provisions and maintenance of substantial landscaping to achieve an architecturally integrated design and appearance from the street.
- 4.8.** The City should take steps to minimize potential negative impacts of commercial signs on the City's semi-rural image.

4.9. The City should seek state assistance in the development of a landscaped entrance to the community with appropriate markers at the terminus of the Glendale Freeway off-ramp at Foothill Boulevard and at the east and west City boundaries of the I-210 freeway.

PROGRAMS

5.1. The City has adopted and shall implement a Hillside Development Management Ordinance, into which are incorporated design criteria ensuring development of hillside properties in a manner and quality consistent with the existing community character.

5.2. The City shall require architectural review for projects which involve construction of a home(s) on natural or manmade slopes in excess of (40) percent.

5.3. The City shall consider adoption of a Heritage Tree Ordinance to assure preservation of significant native trees.

5.4. The City shall adopt architectural design, landscaping and signing standards; and establish an architectural review process for all commercial development.

5.5. The City shall set forth standards in the zoning ordinance for the development of landscaping of commercial uses which may require substantial building setback relative to building height from street frontage, as well as the provision for maintenance of landscaping in required front setback areas and in off-street parking areas.

5.6. The City shall consider adoption of an ordinance requiring that all roof mounted equipment on both existing and new structures in the commercial are be screened from public view, from adjacent public thoroughfares, and from the opposite side of the street.

5.7. The City shall consider adoption of a comprehensive sign ordinance regulating signing in the community. This ordinance shall provide for a reasonable amortization period for non-conforming signs.

5.8. The City shall conduct a study to determine the possibility of forming a City-wide community improvement district(s) for the purpose of improving the general appearance of the community as recommend in this and other elements of the General Plan, including, but not limited to: (1) The undergrounding of all overhead utility lines on Foothill Boulevard, Verdugo Boulevard and Angeles Crest Highway; (2) landscaping within the public rights-of-way; and (3) assisting the private sector in land acquisition and development of landscaped commercial parking areas.

5.9. The City shall take positive steps to improve the appearance of Foothill Boulevard, Verdugo Boulevard and Angeles Crest Highway by undergrounding public utility lines and equipment; and eliminating utility poles along these roads as economic resources permit.

5.10. The City shall seek state assistance in the development of a landscaped entrance to the community with appropriate markers at the terminus of the Glendale Freeway at Foothill Boulevard and at the east and west City boundaries of the I-210 Freeway.

5.11. The City shall require a minimum of 8 foot wide sidewalk in the public right-of-way fronting new commercial development.

NOISE ELEMENT (1980)

EXISTING GOALS, POLICIES AND PROGRAMS

GOALS

- 1.1. Provide for a residential environment free from unwarranted and offensive noise.
- 1.2. Minimize the generation and intrusion of noise from the commercial area, where it interferes with the comfort and health of residents, employees and customers.

POLICIES

- 4.1. The City should pursue all reasonable steps to ensure that noise attenuation facilities will be installed along freeways and freeway approaches in areas adjoining residences and other noise sensitive uses.
- 4.2. The City should strive to regulate and eventually prohibit through truck traffic on Foothill Boulevard east of Ocean View Boulevard.
- 4.3. The City should require all new nonresidential uses to be designed to have minimum noise impact upon neighboring properties or uses.
- 4.4. The City should, in its regulation of activities in residential zones, prevent noise levels in excess of those appropriate to residential living.

PROGRAMS

- 5.1. The City will insist that the state provide noise attenuation facilities on adjoining noise sensitive uses.
- 5.2. The City will adopt noise regulations to ensure that development is designed and maintained to minimize noise impacts on adjoining uses.
- 5.3. The City shall undertake a review of its noise control and abatement regulations with an intent to enact and enforce such ordinances as required to encourage development which will allow that all residents may realize the peaceful and quiet enjoyment of their property.
- 5.4. The City shall obtain noise contour information from the California State Department of Transportation identifying decibel levels along the freeway frontage through the community. Such information shall be mapped and included in this Noise Element to aid in identifying noise problem areas.
- 5.5. The City will adopt noise regulations to ensure that development is designed and maintained to reduce noise and to maintain a suitable interior noise environment.

SAFETY ELEMENT (1980)

GOALS, POLICIES AND PROGRAMS

GOALS

1.1. Develop plans and programs to reduce danger to life and property from natural and manmade hazards, with special attention to fire, flood and slides.

1.2. Develop plans and programs to provide for rapid and effective response to disasters and threats of danger to life and property.

POLICIES

4.1. NEW DEVELOPMENT

Proposals for new development should be required to incorporate designs which minimize problems of crime, flood, mudflow, slides, and fire.

4.2. ACCESS

Single entry access streets should not exceed 700 feet in length, and should be of sufficient width to provide emergency access.

4.3. VEGETATION

A combination of brush clearance, irrigated areas and fire-resistant planting should be provided adjacent to large areas of native vegetation to serve as a buffer between highly hazardous natural fuels and developed areas.

4.4. POLICE PROTECTION

An adequate level of police protection should be provided at a level sufficient to ensure reasonable security of persons and property throughout the community.

4.5. BURGLARY

The City should provide education and assistance to citizens for the purpose of preventing crimes against property.

4.6. JUVENILES

The City should encourage programs which increase the quality and quantity of communications between law enforcement officers and the community's youth, which improve recreational and leisure time opportunities, which improve youth employment opportunities, and which strengthen the family unit.

4.7. DISASTER

An emergency services plan should be maintained for the coordination of services in response to disasters.

4.8. EVACUATION

The City should establish priorities in clearance of emergency access routes, giving first priority to routes identified in the County-Wide Disaster Priority Plan, as updated; second, third and fourth priorities should be given to thoroughfares, collector streets and local streets respectively, as identified in the Circulation Element.

4.9. FLOOD

The City should coordinate flood control efforts with the Los Angeles County Flood Control District and other local and/or state agencies. The Los Angeles County Board of Supervisors and State of California must be continually informed that flood control in this hillside community is of vital concern to local residents.

PROGRAMS

5.1. VEGETATION

To the extent that such information is generally available from special agencies or organizations, information shall be provided to the public regarding fire safety practices, including brush clearance and fire-resistant planting.

5.2. HOUSE NUMBERING

The City shall encourage house numbers for all residences and places of business to be clearly visible from the street.

5.3. CRIMES AGAINST PROPERTIES

The City shall provide education and assistance to its citizens aimed at reducing crimes against property, consistent with available funds.

5.4. DISASTER

The City shall adopt an emergency services plan and work with other community organizations to educate families and encourage them to be prepared for disasters.

5.5. SUBDIVISION AND DEVELOPMENT DESIGN

The City shall maintain development management regulations to assure that new land use developments are designed and constructed with consideration to community safety.

5.6. FIRE

The City shall review and update, when necessary, the requirements for Fire Zone IV to assure proper safeguards to fire threat.

5.7. EVACUATION

The City shall prepare a local emergency evacuation plan which establishes emergency access routes, clearance procedures, safety areas, first aid stations and other essentials to proper emergency planning.

5.8. FRONT COUNTRY

The City shall work with all appropriate agencies to develop a fire control program in the San Gabriel Mountain front country in an effort to protect the valuable watershed and prevent fires.

AIR QUALITY ELEMENT (1995)

EXISTING GOALS AND POLICIES

Air pollution is a regional problem affecting the entire South Coast Air Basin, which includes the City of La Cañada Flintridge. The Basin has been in violation of federal and state air quality standards for the past several years. To help attain air quality standards, the La Cañada Flintridge Air Quality Element specifies goals and policies to reduce the generation of air pollutants in the City. The Element contains a comprehensive range of planning measures to aid the Basin in reducing air pollution, and fulfill the City's air improvements responsibilities.

REGULATIONS ON LOCAL BUSINESSES

For purposes of air quality regulation, the largest employer in the City is the La Cañada Flintridge School District with an estimated 400 employees. Only one or two other businesses have more than 100 employees, while approximately 80 percent of businesses have eight or fewer employees. The City's policy is to minimize the potential adverse impact of air quality regulations on the local business climate and business development.

Goal 1: Reduce air pollution generated by local businesses through air quality policies that assist them in meeting regulations while cultivating a positive business climate.

Policy 1.1: Review all air quality regulations to determine whether such regulations have the potential to adversely affect the predominantly small local businesses.

Policy 1.2: Pursue opportunities for local businesses to associate with the existing Transportation Management Associations (TMA), such as the TMA of the City of Glendale, to promote reduction in employee trips.

Policy 1.3: Promote an employee work force for local employers which draws from local residents.

Policy 1.4: Continue to support the State of California energy efficiency and energy conservation requirements.

Policy 1.5: Refer to businesses to sources of assistance for compliance with air quality requirements, including utility companies and SCAQMD.

PUBLIC IMPROVEMENTS

La Cañada Flintridge places a strong emphasis on enhancing the appearance and function of Foothill Boulevard through public improvements efforts. Public improvements recommended in the City's Foothill Boulevard Master Plan also provide opportunities for resolving traffic and air quality related issues. A guiding concept of the Master Plan is to transform Foothill Boulevard into a pedestrian-oriented environment, thereby reducing traffic and associated mobile source emissions. The identified goals and policies address achieving such a pedestrian-oriented environment without driving customers and businesses away.

Goal 2. Reduce air pollution by proper planning for transportation infrastructure.

Policy 2.1. Continue to participate in the Arroyo-Verdugo Transportation Coalition to coordinate infrastructure policies and programs with adjacent and nearby cities in order to develop a needed area wide transportation infrastructure.

Policy 2.2. Promote implementation of public improvements which enhance circulation patterns and flow of traffic in the City.

Policy 2.3. Develop and implement a program to support bicycle use, particularly as an alternative to vehicular school transportation.

Policy 2.5 [stet]. Utilize Proposition A (1/2-cent sales tax) funds in concert with other cities to maximize air quality goals for developing local transportation programs that may include bicycle facilities, a school bus program, and/or shuttle service or community bus program.

Policy 2.6. Promote the use of low-emitting vegetation in landscaping, including public right-of-ways and public projects.

LAND USE CONTROLS

Land use regulations influence the distribution of housing, employment and commercial centers, parks and recreation facilities, and other land uses within a community. As a result, they also affect length and time of vehicular travel between different land uses, and the individual's choice of transportation mode. La Cañada Flintridge has recently updated the Land Use Element of its General Plan. Specific land use policies that provide an efficient land use plan and achieve trip reductions have been adopted into this Element.

Goal 3. Improve air quality through land use planning which provides for efficient distribution of land uses and for achieving reductions in vehicular trips.

Policy 3.1. Implement the City's Land Use Element to achieve reduced vehicular trips through:

- a. Encouragement toward intensification of land uses within “Development Opportunity Areas”;
- b. Attraction of commercial/residential mixed use along Foothill Boulevard; and
- c. Enhancement of opportunities for multi-family infill within walking distance of retail and commercial services.

TARGETED TRANSPORTATION SERVICES

As the school-related trips contribute a substantial portion of all trips generated within the City, the establishment of a school bus program represents a significant opportunity for reduction in student trips. A community shuttle could promote pedestrian usage of Foothill Boulevard and provide added market support for commercial uses.

Goal 4. Reduce the amount of vehicular emissions by planning for targeted transportation services.

Policy 4.1. Continue to cooperate with the La Cañada Unified School District to explore opportunities for establishing trip reduction programs and guidelines for schools. These programs may include evaluating the potential use of Prop-A Funds for establishing bus service and trip reduction programs for the School District or school-oriented trips, such as after school programs for youth; and/or establishing fixed-route bus routes to serve school sites and residential areas by the City, and/or the School District.

Policy 4.2. Pursue opportunities to establish a pilot program for an integrated shuttle system to serve school trips, after school trips, and other community needs with a system of vans or small buses.

Policy 4.3. Pursue implementation of transit recommendations identified in the Community Transportation Study for the City of La Cañada Flintridge by DAVE Transportation Services.

Policy 4.4. Promote programs which require special event centers, such as Descanso Gardens and Lanterman Auditorium, to provide transit inducements for trip reductions to their patrons.

Policy 4.5. Encourage the use of alternative transportation modes such as bicycles for school and employment-related trips.

Policy 4.6. Evaluate the potential for centralized ordering and home delivery services to reduce trips and related air emissions.

REGIONAL COORDINATION AND COOPERATION

Air pollution crosses jurisdictional boundaries and therefore, must be addressed on a regional level and require multi-jurisdictional cooperation and resources.

Goal 5. Improve air quality through regional coordination and cooperation.

Policy 5.1. Ensure that new and innovative air quality policies established by any jurisdiction are communicated to other jurisdictions through the Arroyo-Verdugo Transportation Coalition, West San Gabriel Valley (WSGV) Planning Council, and other area wide task forces.

Policy 5.2. Cooperate with other jurisdictions in the Arroyo-Verdugo Subregion and WSGV to further the strategies outlined in the WSGV Air Quality Plan.

Policy 5.3. Encourage the County of Los Angeles to establish programs which support the Arroyo-Verdugo Subregion and West San Gabriel Valley air quality policies and apply such policies to the unincorporated pockets within the Arroyo-Verdugo Subregion and the West San Gabriel Valley for consistency with local programs.

PUBLIC PARTICIPATION AND EDUCATION

Air quality is a complicated issue requiring an aggressive public outreach program to promote understanding and cooperation in meeting local and regional air quality goals.

Goal 6. Improve air quality by increasing public awareness of air quality issues through public participation and education.

Policy 6.1 Facilitate public compliance with regional air quality regulation through improved public education programs and curricula.

Policy 6.2. Encourage greater public participation in voluntary efforts to reduce air pollution through local public education programs, speaker’s bureaus, and other measures.

APPLICATION OF NEW EMISSION CONTROL POLICIES

As science and industry advance, more air pollution control technologies will become available for use by cities, corporations, and individuals. In order to reduce air pollution emissions as required by federal and state laws, it is important to use those new technologies.

Goal 7. Reduce air pollutant emissions through new emission control technologies.

Policy 7.1. Require that new municipal fleet vehicles purchased by the City utilize alternative fuel for energy systems, when such an alternative is reasonably available.

Policy 7.2. Encourage the use of alternative vehicle technologies and facilities to support such alternative technologies.

ENERGY CONSERVATION

Commercial and residential use of electrical energy and natural gas for space heating and cooling, refrigeration, water heating, food preparation, and lighting, results in significant emissions of pollutants, particularly NOx. Energy use can be reduced by extending or expanding programs promoting conservation and efficiency.

Goal 8. Reduce air pollutant emissions through energy conservation.

Policy 8.1. Identify opportunities for constructing energy demonstration projects in order to reduce consumption of natural gas and electricity.

Policy 8.2. Conduct energy audits at municipal facilities to identify areas where energy efficiency can be increased.

WASTE MANAGEMENT

Waste in landfills generates air pollutant emissions. In 1989 the state enacted the California Integrated Waste Management Act, which requires local governments to reduce solid wastes by 25% in 1995 and 50% in the year 2000, thereby extending the usable life of these landfills while reducing the volume of materials which generate emissions. Air quality regulations in this area dovetail with these goals. In December, 1991, the City of La Cañada Flintridge adopted its “Source Reduction and Recycling Element” to comply with the Act's requirements. Specific waste management policies that reduce air pollutant emissions have been adopted into this Element.

Goal 9. Reduce air pollutant emissions through waste reduction and recycling.

Policy 9.1. Continue to participate in enhancement and expansion of the existing area wide hazardous waste collection programs.

Policy 9.2. Maintain efforts to reduce municipal use of hazardous materials and ozone-depleting compounds.

Policy 9.3. Pursue on-going implementation of the waste reduction programs, recycling programs, waste management programs, and special waste programs outlined in the City's Source Reduction and Recycling Element.