

# 4.9

## LAND USE AND PLANNING

### 4.9.1 Introduction

This section describes the existing land use and planning conditions, applicable regulations, potential impacts that may result from implementing the General Plan Update, and mitigation measures that would reduce the significance of these impacts. Cumulative land use and planning impacts are also discussed in this section.

### 4.9.2 Existing Conditions

The City of La Cañada Flintridge is best characterized as a predominantly single-family residential community with a central commercial core along its primary roadway, Foothill Boulevard. Residential development ranges from 0.25-acre lots to larger estate and hillside residential lots of upwards to 10 acres. In general, residential neighborhoods are well maintained and accommodating to equestrian activities, as the City allows residents to have horses and other animals by permit. Approximately 7,133 housing units are constructed within the city with an average of 3.01 persons per household (Census 2008).

Commercial development along Foothill Boulevard offers a mix of larger retail and neighborhood commercial opportunities. The city does not have manufacturing or industrial land uses; however, NASA's Jet Propulsion Laboratory is one of the city's largest single land uses. About 20% of the city is open space, which remains undeveloped largely due to the challenging topography that has restricted development and infrastructure improvements.

## Land Use and Zoning Summary

The existing General Plan land use designations indicate general categories of permissible uses and development intensities allowed in each category. The City has 15 existing General Plan land use designations, as shown on Table 4.9-1.

Zoning is the primary regulatory instrument for implementing a jurisdiction's General Plan. Zoning divides a community into districts or "zones" which specify the permitted, special, and prohibited uses within those zones. Land uses in each zone can be regulated according to type, density, height, lot size, placement, building bulk, and other development standards. Table 4.9-2 lists the City's zones and provides estimated acreage for each.

**Table 4.9-1. Existing General Plan Land Use Designations**

<b>General Plan Designation</b>	<b>Acreage</b>	<b>% Total Land Use</b>
Commercial/Office (max of 0.5 FAR)	28.13	0.6
Downtown Village Specific Plan	102.06	2.1
Hillside Residential (max 1 du/ac)	579.11	11.7
Estate Residential (max 1 du/ac)	636.29	12.8
Very Low Density Residential (max 2 du/ac)	888.75	17.9
Low Density Residential (max 4 du/ac)	1,106.76	22.3
Medium Density Residential (max 8.7 du/ac)	242.97	4.9
Medium High Density Residential (max 15 du/ac)	6.24	0.1
High Density Residential (max 30 du/ac)	11.29	0.2
Institutional	46.32	0.9
Public Facilities	171.59	3.5
Public Schools	229.68	4.6
Recreational	50.16	1.0
Open Space, Public	685.15	14.0
Open Space, Private	169.22	3.4
<b>Total</b>	<b>4,953.72</b>	<b>100.0</b>

FAR = floor area ratio  
du = dwelling unit  
ac = acre

**Table 4.9-2. Existing Zones**

<b>Zone</b>	<b>Acres (rounded)</b>
R-1 10 ac	566
R-1 10,000 sf	488
R-1 15,000 sf	612
R-1 20,000 sf	878
R-1 30,000 sf	6
R-1 40,000 sf	625
R-1 7,500 sf	202
R-1 5,000 sf	63
R-3 (up to 30 units/ac)	12
RPD (up to 15 units per ac)	9
RPD 40,000	36
CPD (Community Planned Development)	30
P-S (Public-Semi Public)	624
O-S (Open Space)	532
Downtown Village Specific Plan:	
Mixed Use 1	23
Mixed Use 2	31
Residential	2
Park	2
Institutional	43
<b>Total</b>	<b>4,784</b>
ac = acres	
du = sf = square feet	

## Residential

The City of La Cañada Flintridge maintains a small-town atmosphere due to its predominantly low-density, single-family residential land uses. The City has 7 residential land use designations:

- Estate Residential (up to 1 du/ac)
- Hillside Residential (up to 1 du/10 ac)
- Very Low Density Residential (up to 2 du/ac)

- Low Density Residential (up to 4 du/ac)
- Medium Density Residential (up to 8.7 du/ac)
- Medium High Density Residential (up to 15 du/ac)
- High Density Residential (up to 30 du/ac)

Residentially designated land use makes up approximately 69.9% of the City's total designated acreage (excludes land devoted to streets and highways). Land use designated for single-family residential development makes up approximately 64.7% of the City's total designated land area.

A unique characteristic for a city located in an urbanized area is the ability of residents to own and keep horses, donkeys, mules, other equine, cattle, sheep, and goats on their residentially zoned property, as long as the lot is a minimum of 15,000 square feet and has a single-family structure located in it. The Code defines the conditions under which such livestock may be kept or maintained for personal use.

In addition to the City's development standards, La Cañada Flintridge has adopted various zoning regulations and guidelines over the years to ensure the compatibility of new or remodeled residential structures. They are summarized below:

- Floor Area Review: required for projects exceeding 4,500 square feet of total floor area on lots with frontage of 80 feet or less.
- Second Floor Review: depending on the size/percent of new construction or additions, this review can involve a Director's review or Planning Commission review. In addition to a variety of requirements, an applicant must complete a Justification Statement, indicating that the following four-part finding can be met. The two-story design:
  - includes adequate setbacks, screening, and modulation;
  - preserves the existing scale and character of the surrounding neighborhood;
  - protects public views, aesthetics, privacy, and property values of neighbors; and
  - is consistent with the residential design guidelines as adopted by resolution of the City Council.

In addition, story poles (temporary frame structures) are required to portray the outline of the proposed permanent structure. This gives neighbors the opportunity to visualize what the second story addition will look like if it is constructed as proposed.

- **Single-Family Residential Design Guidelines:** the City adopted design guidelines to “provide guidance to exterior design of new houses and additions located within the City’s residential neighborhoods,” and “to provide a visual concept and understanding of the City’s unique residential characteristics, and to promote architectural design that will enhance the City’s established neighborhoods” (Single-Family Design Guidelines).
- **Hillside Development Ordinance:** applies to all parcels that are residentially zoned and in residential use and have an average slope of 15% or more; and to previously graded hillside lots that had a slope of 15% or more prior to grading, but for which no building permit is currently in effect. Its purpose is to protect existing open space and to ensure that any hillside development is orderly and consistent with desirable existing surrounding development patterns, is carried out in a manner that promotes and enhances public safety and general welfare, and is not disruptive of the predominant hillside character of the community (Chapter 11.35 Hillside Development).

The Code also allows for “accessory living quarters,” which are attached or detached residential dwelling units that provide complete independent living facilities, including provision for living, sleeping, cooking, and sanitation, on the same parcel as the single family dwelling. Although not specifically a residential land use designation, the Downtown Village Specific Plan also allows for residential development within three of its zones, as follows:

- **Residential:**
  - Single-Family Residential
  - Senior-Citizen Multi-Family Residential (up to 15 du/ac)
- Mixed Use 1 (up to 15 du/ac)
- Mixed Use 2 (up to 15 du/ac)

There are several home owners associations in the city of La Cañada Flintridge, including: Angeles Crest Estates Home Owners Association (HOA), Arroyo Summit HOA, Cañada Crest HOA, Inc., Chateau Blanc HOA, Greenridge HOA, Normandy Flintridge Estates HOA, Paradise Valley HOA Assn., and Sunset Ridge HOA.

The City’s existing residential neighborhoods are nearly built out, with the exception of a few vacant lots interspersed within the neighborhoods. However, approximately 340 acres of vacant residentially zoned land exists in the northern foothills of the City, north of the A/B Development Line. Much of this property, which is zoned Hillside Residential, has slopes in excess of 30%. The Hillside Residential zone allows a maximum of 1 dwelling unit per 10 acres, and development is subject to the Hillside Development Ordinance.

## **Foothill Boulevard**

### **Foothill Boulevard Master Plan**

Foothill Boulevard is the major east/west transportation thoroughfare within La Cañada Flintridge. Several major entry points into the City are accessed from Foothill Boulevard: I-210 crosses it at two points; the northbound terminus of the Glendale Freeway is at Foothill Boulevard; and people traveling east from the City of Glendale enter La Cañada Flintridge from the Boulevard.

While there is a small amount of commercial development on Verdugo Boulevard, Foothill Boulevard is the City's major commercial corridor. Much of the corridor developed prior to the City's incorporation. Land uses along the Boulevard are varied, and include a variety of small- to medium-sized commercial centers, single-family and multi-family development, and public and semi-public uses (such as churches, fire stations, the Crescenta-Cañada YMCA, City Hall, Memorial Park, and public and private schools).

In 1991, the City completed the Foothill Boulevard Master Plan (FBMP) to guide the future development of the Boulevard and to provide recommendations for identified issues that were considered potential impediments to revitalization. The vision described in the FBMP was to preserve and enhance a small-scale pedestrian-oriented atmosphere with a village character.

When the City updated the Land Use Element of the General Plan in 1993, it incorporated policy direction and recommendations to implement the FBMP. Recommendations included: design principles and guidelines to achieve a village character; lot consolidation of individual parcels; mutual access and shared parking agreements to increase the availability of parking and improve vehicle circulation; encouragement of mixed-use development to create additional pedestrian-oriented activity and provide a variety of housing opportunities, including housing for senior citizens; and promotion of lower density multi-family residential development (up to 15 du/ac) to bring pedestrians to the Boulevard.

To address the mix of uses and unique combinations of land use characteristics along the corridor, the five districts that were recognized and created in the FBMP were incorporated into the Land Use Element to provide policy direction for future development and redevelopment within those districts. The Downtown Village Specific Plan (DVSP) noted that the Land Use Element should be amended to reflect the Specific Plan. This will be accomplished during the current General Plan update.

The Foothill Boulevard Master Plan districts are summarized below:

- West Gateway (from Briggs Avenue to Leata Lane): a sub-regional and local serving commercial gateway;
- The Link (from Leata Lane to Alta Canyon Road): a residentially oriented area, with a major recreation facility and professional offices (including conversion of single-family dwellings fronting Foothill Boulevard);
- Old Town (from Alta Canyon Road to La Cañada Boulevard): a local serving commercial area of smaller shops and offices;
- Downtown (from La Cañada Boulevard to the 210 Freeway overpass at Crown Avenue): a mixed-use area serving local and sub-regional commercial needs, as well as office, educational, residential, and public/semi-public uses (note: since the update of the Land Use Element in 1993, the City adopted the Downtown Village Specific Plan to implement policies and recommendations for this district; see discussion below);
- Michigan Hill (from the I-210 overpass to Oak Grove Drive): a less urbanized, residentially oriented gateway, with educational and semi-public uses.

### **Downtown Village Specific Plan**

Since the FBMP was prepared, many properties along Foothill Boulevard have been improved per the guidelines in the Plan. In addition, streetscape improvements are being implemented. In 2000, the City adopted the Downtown Village Specific Plan (DVSP) to implement the recommendations in the FBMP for the Downtown District. According to DVSP, the vision for La Cañada Flintridge's "downtown" is characterized by traditional, small town, "main street" development, rather than typical suburban development. Since Foothill Boulevard is too long to become a pedestrian corridor along its entire length, the Downtown district was viewed as being the most appropriate area to become the city's "Village Center." Key vision statements for the DVSP area were developed through a series of public workshops. They include: a village atmosphere; a pedestrian-friendly area; the "heart of the community"; a sense of arrival into the City; housing options for the future; and citizen ownership.

To implement the vision for the area, the DVSP established five land use districts, and also provided development standards, design guidelines, and recommended circulation improvements. The districts are intended to provide a smooth transition from single-family detached residential and Foothill Boulevard-fronting commercial uses to a true mixed-use environment. The five land use districts include:

- Mixed Use 1, which is focused in the Village Center and allows retail uses outright on the ground level, with office or residential allowed with a Conditional Use Permit on the second level;
- Mixed Use 2, which allows retail uses outright, with office or residential uses on either the ground level or the second level with a Conditional Use Permit;

- Residential, which allows either single-family detached residential development, or senior multiple family residential development with a Conditional Use Permit;
- Parks, which provides for two new parks in the Village Center; and
- Institutional, which includes the existing schools, churches, library, and other public uses.

A key opportunity area identified in both the FBMP and the DVSP is the 12-acre La Cañada Properties site. This site is located north of Foothill Boulevard, south of I-210, east of Angeles Crest Highway, and west of Lillian Court. A proposal was approved for this property in 2007. The new development, which is under construction, is called La Cañada Flintridge Town Center. A total of 111,200 square feet of new development is planned, as well as a .75-acre park; two existing buildings, the 27,000 square foot Sport Chalet headquarters and a 5,585 square foot restaurant, will remain. Approximately 35,000 square feet of existing retail space and 21 single-family residential units were demolished to accommodate the new project.

Part of the implementation of the DVSP is the provision of parking. To address this issue, the City is in the process of contracting for the preparation of a comprehensive parking management plan consistent with the implementation strategies identified in the Implementation Section of the DVSP. The outcome will be a parking management plan for the DVSP area.

## Commercial

La Cañada Flintridge currently has a total of approximately 82 acres of land that is designated for commercial use. The City's commercially designated and developed land is located along Foothill Boulevard. Approximately 30 acres of commercially zoned land is located within the West Gateway, The Link, and Old Town districts identified in the Foothill Boulevard Master Plan (see the Foothill Boulevard section for more detail). The Community Planned Development zone implements commercial zoning in these districts. The remaining 54 acres of commercially zoned land are located within the Downtown Village Specific Plan, which includes the recently approved La Cañada Flintridge Town Center project. The DVSP implements the zoning for this area.

## Industrial

The City does not have any land that is designated or zoned for industrial use.

## Public and Semi-Public Uses

Many public and semi-public uses in the City are designated Public Facilities, Public Schools, and Institutional uses on the General Plan Land Use Map. These uses include public schools, private schools, fire stations, the library, and water storage facilities.

NASA's Jet Propulsion Laboratory (JPL), one of the largest providers of employment in the greater community, is designated on the General Plan land use map as a Public Facility and is zoned Public/Semi-Public. JPL is located on the easternmost point of La Cañada Flintridge and encompasses 147 acres, the largest acreage of any single land use within the City. The City considers it to be a prominent landmark. (A more detailed description of these uses is included in the Community Services and Utilities section.)

## Recreation and Open Space

### Recreation

Land within La Cañada Flintridge that is designated Recreational includes the City's four municipal parks: Glenola, Glenhaven, Mayors' Discovery, and La Cañada Memorial, as well as a new park, Olberz Park, which was recently approved in the Downtown Village Specific Plan area. In addition, the City has established joint use agreements with La Cañada Unified School District to allow school recreation facilities to be used by the general public for recreation, and with the Church of Latter Day Saints for use of its softball and soccer fields.

La Cañada Flintridge contains several private community/recreation facilities, including the Flint Canyon Tennis Club, the La Cañada Youth House, the Crescenta-Cañada YMCA, and the Flintridge Riding Club.

### Open Space

The existing General Plan distinguishes between public and private open space. The City has approximately 685 acres of land that is designated Public Open Space. These areas include Descanso Gardens, Cherry Canyon, County owned property on the northern hillsides, and the Southern California Edison right-of-way. Many of the open space areas are connected by trails. The City recently adopted a Trails Master Plan that lays the groundwork for improving existing trails and proposing new ones. The City currently has approximately 18 miles of developed trails. It should be noted that some of the trails cross private property. Approximately 169 acres of land in the City is designated Private Open Space. The largest property designated Private Open Space is the La Cañada Flintridge Country Club.

## **Vacant Land**

Approximately 340 acres of private vacant land remain in the City; however, the majority of it lies on residentially zoned land with slopes of at least 30%. Future development in the city will be limited to large lot hillside residential, residential infill, and remodeling and/or intensification of commercial uses along Foothill Boulevard.

The Recreation and Open Space chapter of this report includes detailed information regarding open space uses within and adjacent to the City.

## **Areas Where Parcels Cross Jurisdictional Boundaries**

There are several locations along the jurisdictional boundary of La Cañada Flintridge where parcels cross jurisdictional boundaries. (Please see Figures 1.3A and 1.3B, which show the parcels and the land use and zoning designations within the City.) In most cases these are individual residential parcels, although there is one commercial property whose building is split by the jurisdictional boundary line. This situation can result in confusion as to which zoning code applies, as well as how property taxes are allocated and collected. La Cañada Flintridge should work with the property owners and its neighboring jurisdictions to resolve these discrepancies.

### **4.9.3 Regulatory Setting**

#### **State**

#### **South Coast Air Quality Management Plan**

The SCAQMD adopted its latest AQMP in 2007. The 2007 AQMP mandates a variety of measures to reduce traffic congestion and improve air quality to be implemented at the federal, state, and regional level.

#### **Southern California Association of Governments**

SCAG has evolved as the largest of nearly 700 councils of government in the United States, functioning as the Metropolitan Planning Organization (MPO) for six counties: Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial. The region encompasses a population exceeding 18 million persons in an area of more than 38,000 square miles. As the designated MPO, SCAG is mandated by the federal government to research and draw up plans for

transportation, growth management, hazardous waste management, and air quality. Additional state level responsibilities include: coordination of a Regional Transportation Plan (RTP) and Regional Transportation Improvement Program (RTIP); demographic projection management; determination of clean air conformity of planned growth; waste treatment planning management; preparation of a Regional Housing Needs Assessment (RHNA); coordination with other southern California MPOs to prepare a Southern California Hazardous Waste Management Plan pursuant to the California Health and Safety Code; and generation and management of a regional growth vision, "Compass Blueprint."

SCAG 's Compass Blueprint, and corresponding "Compass Growth Visioning" are conceptual growth plans, supported by a regional consensus, concerning the land and transportation challenges facing southern California now and in the future. This growth vision is driven by four key principles: mobility, livability, prosperity, and sustainability. Similarly "Regional Growth Principles" are proposed to provide a framework for local and regional decision making that improves the quality of life for all SCAG residents. Local jurisdictions are encouraged to address housing, economics, transportation, environmental protection, and overall quality of life issues within this vision. The Compass Blueprint is a planning framework to encourage sustainable land use planning and implementation of smart growth practices that promote alternative transportation methods while minimizing environmental impacts.

## **California Senate Bill 375**

SB 375 was signed into law on September 30, 2008, by Governor Schwarzenegger as a method of achieving the goals and objectives outlined in AB 32, which requires the state to reduce its GHG emissions to 1990 levels by the year 2020. Effective September 2010, SB 375 will require the CARB to establish reduction targets for each MPO in the state (i.e., SCAG). Each MPO must then prepare a Sustainable Communities Strategy (SCS) as part of its RTP that details how the MPO plans to meet those reduction targets through land use strategies. The SCS will join two previously separate documents, the RHNA and the RTP. In this manner, SB 375 hopes to improve land use planning decisions and policies by encouraging jurisdictions to locate housing in proximity to jobs, schools, and public transportation and thereby reduce carbon and GHG emissions. For a complete summary of SB 375, refer to Section 4.2, "Air Quality."

## Local

### **City of La Cañada Flintridge General Plan**

The City's General Plan is the "blueprint" for development over a specified planning period. This Project would comprehensively update the existing General Plan.

### **City of La Cañada Flintridge Downtown Village Specific Plan**

The city to date has adopted one specific plan, the DVSP. The DVSP area covers approximately 102 acres and is bounded by the I-210 to the north, Foothill Boulevard to the south, La Cañada Boulevard to the northwest, and the Crown Avenue/freeway off-ramp intersection at Foothill Boulevard to the southeast. The DVSP, adopted in 2000, combines the goals of the General Plan and the 1991 FBMP to create the city's "village center." The DVSP includes two mixed-use land use districts that allow various combinations of retail, office, and multi-family residential and senior housing uses. It also allows stand-alone single- and multi-family residential development, park use, and institutional and public uses.

### **City of La Cañada Flintridge Municipal Code**

#### **Zoning Code**

Title 11 of the La Cañada Flintridge Municipal Code (LCFMC) sets zoning regulations and development provisions for properties within the city. Zoning is the primary regulatory instrument for implementing a jurisdiction's general plan. Zoning divides a community into districts or "zones" which specify the permitted, special, and prohibited uses within those zones. Land uses in each zone can be regulated according to type, density, height, lot size, placement, building bulk, and other development standards. The City has adopted various zoning regulations and guidelines over the years to ensure the compatibility of new or remodeled residential structures. The Zoning Ordinance implements the policies and programs in the General Plan and forms the basis to which proposed development is reviewed.

## **4.9.4 Impact Analysis**

This section describes the impact analysis relating to land use and planning. It describes the methods used to determine the impacts of the project, describes the changes to the existing conditions, and lists the thresholds used to conclude

whether an impact would be significant. Measures to mitigate (i.e., avoid, minimize, rectify, reduce, eliminate, or compensate for) significant impacts accompany each impact discussion.

## Methodology

The impact analysis is a program-level analysis that evaluates development that is reasonably foreseeable if the General Plan Update is adopted and implemented. Although the General Plan Update would not directly cause development, the land use policy contained within the General Plan Update would prescribe the acceptable land uses throughout the city. Implementation of the proposed land use designations could, therefore, indirectly lead to types of development considered acceptable under the General Plan Update. Based on the existing conditions described above, the impact analysis programmatically and qualitatively assesses the indirect and cumulative land use and planning impacts from the potential construction of approximately 814 residential units and 1,355, 783 square feet of commercial space within the Project area as well as the implementation of the proposed goals and policies of the General Plan Update.

## Thresholds of Significance

Appendix G of the CEQA Guidelines was used to determine that the proposed Project would have a potentially significant effect on land use and planning if it would:

- LU-1:** physically divide an established community;
- LU-2:** conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect; or
- LU-3:** conflict with any applicable habitat conservation plan or natural community conservation plan.

## Impacts and Mitigation Measures

*Threshold LU-1: Would the proposed Project physically divide an established community?*

The proposed Project involves the update of the City's General Plan, which would be used to evaluate and review future land development proposals. The proposed General Plan Update would incorporate previous planning efforts (i.e., the DVSP) to revitalize and create a walkable and more pedestrian friendly

atmosphere along portions of Foothill Boulevard. The General Plan Update also would introduce a Mixed Use land use designation to take advantage of underutilized or vacant properties and to encourage infill development in areas that are appropriate for multi-family housing, and office or retail development.

Additionally, the proposed General Plan Update includes goals, policies, and objectives that would encourage community cohesion and retain existing neighborhood structures. For example, LUE Objective 1.2 aims to meet the needs of the community without negatively impacting existing infrastructure, including neighborhoods, roadways, and capacities. Policies such as LUE Policy 1.2.2 would encourage new employment opportunities that are compatible with the community's existing character. Also, no new roadways, highways, or bridges are identified within the proposed Circulation Element, and all future development proposals would require further discretionary review and CEQA analysis. As such, the proposed Project would not physically divide an established community, and impacts would not occur.

### **Impact Determination**

As identified in the above analysis, the Project would not result in physically dividing an established community, and there would be no impacts related to Threshold LU-1.

### **Mitigation Measures**

No mitigation is required.

### **Residual Impacts**

There would be no impacts related to Threshold LU-1.

*Threshold LU-2: Would the proposed Project conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?*

The following is a list of applicable land use plans, policies, and regulations. In each case, the analysis describes whether or not the proposed General Plan Update is consistent or inconsistent with the applicable documents.

## South Coast Air Quality Management Plan

The proposed General Plan Update includes an Air Quality Element (Chapter 8) that was created to be consistent with the SCAQMD's *Guidance Document for Addressing Air Quality Issues in General Plan and Local Planning* which is designed to meet and achieve the goals, objectives, and policies contained within the SCAQMD's AQMP. Also, the proposed General Plan Update includes a new Mixed Use land use designation that is designed to encourage compact and infill development, thereby reducing both the amount of vehicle trips and air pollution. See Threshold AQ-1 in Section 4.2, "Air Quality," for a detailed consistency analysis. As such, the proposed Project would support the goals, objectives, and policies contained within the SCAQMP, and Project-related impacts would be less than significant.

## Southern California Association of Governments

A consistency analysis for the proposed General Plan Update with SCAG's regional plans, including the Compass Blueprint, its corresponding Compass Growth Visioning, and the RTP, are provided below in Table 4.9-3. As shown, implementation of the La Cañada Flintridge General Plan Update policies would be consistent with SCAG's policies, and impacts related to consistency with the RCP and RTP would be less than significant.

SCAG has not adopted an RTP incorporating an SCS pursuant to SB 375. Accordingly, the General Plan Update's consistency with a future SCS cannot be ascertained at this time.

## Impact Determination

The above-listed plans are consistent with the proposed Project, and impacts would be less than significant.

## Mitigation Measures

No mitigation is required.

## Residual Impacts

Impacts related to Threshold LU-2 would be less than significant.

**Table 4.9-3. Consistency Analysis of the Proposed Project with SCAG Plans**

Goal/Principle Number	Policy Text	Statement of Consistency, Non-Consistency, or Non Applicable
<b>SCAG Regional Transportation Plan</b>		
RTP G1	Maximize mobility and accessibility for all people and goods in the region.	<b>Consistent:</b> The Project would be consistent with RTP G1 by ensuring that all city roads and intersections maintain a LOS D, thereby maximizing mobility for automobile users. As part of the Project the City would continue to fund the free Foothill Boulevard Shuttle and would develop a Bikeway Master Plan, maximizing mobility and accessibility for bicyclists and public transit users. Finally, although the City's only truck routes are I-210 and Foothill Boulevard, and all other city streets are prohibited to through truck traffic, the City would permit delivery trucks to travel on city streets in order to quickly access destinations within city limits via the shortest routes from the freeway, thereby maximizing mobility and accessibility for goods in the region.
RTP G2	Ensure travel safety and reliability for all people and goods in the region.	<b>Consistent:</b> The Project would be consistent with RTP G2 by maintaining existing access to the two freeways that traverse the city, which provide regional access to the greater Los Angeles area: Foothill Freeway (I-210) and Glendale Freeway (SR 2), thereby ensuring travel reliability for people in the region. Also, the Project would implement measures to ensure the safety of pedestrians, bicyclists, and equestrians along travel routes. Finally, as mentioned under RTP G1, the Project would ensure travel reliability for goods by maintaining through-truck routes on I-210 and Foothill Boulevard and permitting delivery trucks to travel on city streets.
RTP G3	Preserve and ensure a sustainable regional transportation system.	<b>Consistent:</b> The Project would be consistent with RTP G3 by maintaining access to the city's regional freeways, including Foothill Freeway (I-210) and Glendale Freeway (SR 2). The Project would also ensure that all primary roads within the city—including Foothill Boulevard, Angeles Crest Highway, and Verdugo Boulevard—are not impeded as a result of the Project. In addition, the Project would promote the development of more sustainable forms of transportation via the creation of bicycle paths and the preservation of the existing transit system. Finally, the Project would encourage new development to incorporate sustainable development principles consistent with the City's DVSP. The

Goal/Principle Number	Policy Text	Statement of Consistency, Non-Consistency, or Non Applicable
RTP G4	Maximize the productivity of our transportation system.	<p>sustainable development principles promoted as part of the Project include: multi-modal (pedestrian, transit, and pedestrian-oriented) design; a mix of compatible land uses within the same development or near each other; location of senior and other higher density residential housing within walking distance of retail, commercial, and other convenience uses, as well as transit stops; and a human scale of development that is oriented toward pedestrians and those utilizing alternative methods of transportation. This would help preserve the region's transportation system.</p> <p><b>Consistent:</b> The Project would be consistent with RTP G4 by encouraging the use of alternative modes of transportation, such as bicycles and buses, in order to mitigate the effects of long-term traffic growth and reduce dependency on the existing transportation system. In addition, the Project would promote walkable and transit-oriented growth along Foothill and Verdugo Boulevards, further reducing dependency on the existing transportation system. A reduction in dependency on the existing transportation system would help to maximize its productivity in the future. Finally, implementation of projects identified in the City's Capital Improvement Program (CIP), which are scheduled to receive funding and be constructed within a 5-year period, would improve the efficiency of the city's transportation system.</p>
RTP G5	Protect the environment, improve air quality, and promote energy efficiency.	<p><b>Consistent:</b> The Project would be consistent with RTP G5 by incorporating the principles and practices of sustainability into land use decisions and actions in order to conserve energy, water, and other natural resources; by managing the use of renewable and non-renewable resources in an efficient and responsible manner; by preserving and improving the environment from the local to the global level; by reducing pollution and GHG emissions; by reducing vehicle miles travelled; and by improving human health and safety. Additionally, the Project would encourage implementation of green building techniques, such as Leadership in Energy and Environmental Design (LEED), "Build It Green," or Energy Star-rated building and construction standards intended to reduce GHG emissions. Furthermore, the Project would promote policies and programs that foster sustainable, compact, multi-modal oriented development intended to reduce the need for vehicles, which would, in turn, improve air quality and reduce GHG emissions. Finally, the Project would prepare and implement a Climate</p>

Goal/Principle Number	Policy Text	Statement of Consistency, Non-Consistency, or Non Applicable
RTP G6	Encourage land use and growth patterns that complement our transportation investments and improve the cost-effectiveness of expenditures.	Action Plan for both community activities and municipal operations, update its Greenhouse Gas Inventory, minimize fugitive dust, promote energy conservation and increased energy efficiency, promote waste reduction and recycling, apply new emission control policies; and use renewable resources.  <b>Consistent:</b> The Project would be consistent with RTP G6 by focusing walkable and transit-oriented growth along Foothill and Verdugo Boulevards, both of which are primary roadways. Future growth along Foothill and Verdugo Boulevards would include senior and other higher density residential housing that would be within walking distance of transit stops. Focusing growth around these roadways would complement existing transportation investments.
RTP G7	Maximize the security of our transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies.	<b>Consistent:</b> The project would be consistent with RTP G7 by ensuring that the city’s transportation system is reliable and secure.

**SCAG Compass/Growth Visioning**

**Principle 1: Improve mobility for all residents**

GV P1.1	Encourage transportation investments and land use decisions that are mutually supportive.	<b>Consistent:</b> The Project would be consistent with GV P1.1 because it would implement land use decisions that would focus future development, including senior and other high density mixed-use residential housing along Foothill and Verdugo Boulevards. This development would link residents to local-serving uses, create environments that are walkable and offer convenient pedestrian connectivity to alternative transportation options, and concentrate new development in areas that are already served by infrastructure. Transportation-related improvements identified as part of the DVSP would support this future growth by improving local access and circulation.
GV P1.2	Locate new housing near existing jobs and new jobs near existing housing.	<b>Consistent:</b> The Project would be consistent with GV P1.2 because it would promote the development of mixed-use, retail, office, and multi-family residential housing along the city’s main urban center. No industrial uses would be included as part of the Project.
GV P1.3	Encourage transit-oriented development.	<b>Consistent:</b> The Project would be consistent with GV P1.3 because it would implement land use decisions that would focus future development, including high density mixed-use residential, office, and retail uses, along Foothill and Verdugo

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GV P1.4	Promote a variety of travel choices.	<p>Boulevards, both of which are served by existing transit services. This development would link residents to local-serving uses and create environments that are walkable and offer convenient pedestrian connectivity to alternative transportation options.</p> <p><b>Consistent:</b> The Project would be consistent with GV P1.4 because it would promote the use of public transit, bicycling, walking, horseback riding, and automobiles use within the city. The Project would encourage the use of alternative modes of transportation, such as bicycles and buses, in order to reduce dependency on the existing transportation system. In addition, the Project would promote walkable and transit-oriented growth along Foothill and Verdugo Boulevards. Finally, the Project would preserve, improve, expand, and complete the trails system and promote safe, coordinated, and comprehensive trail systems for bicyclists and equestrians.</p>
<b>Principle 2: Foster livability in all communities</b>		
GV P2.1	Promote infill development and redevelopment to revitalize existing communities.	<p><b>Consistent:</b> The Project would be consistent with GV P2.1 because it would promote land use decisions that would focus future development, including high density mixed-use residential, office, and retail uses, along Foothill and Verdugo Boulevards. This development would serve to enhance and strengthen the “downtown” area of the city as the heart of the community.</p>
GV P2.2	Promote developments that provide a mix of uses.	<p><b>Consistent:</b> The Project would be consistent with GV P2.2 because it would implement a Mixed Use land use designation, a Mixed Use Overlay zone, and the DVSP, all of which support mixed-use office, retail, and residential uses.</p>
GV P2.3	Promote “people scaled,” pedestrian-friendly (walkable) communities.	<p><b>Consistent:</b> The Project would be consistent with GV P2.3 because it would encourage development of transit-oriented mixed-use projects in existing urban centers, which would link residential development to local-serving uses and create environments that are walkable and offer convenient pedestrian connectivity to alternative transportation options. The Project would require that residential development proposed for senior citizens be designed to facilitate their mobility independence both within the Project and through pedestrian connections to the surrounding land uses and transit stops. In addition, the Project would facilitate internal pedestrian circulation that accommodates persons with mobility challenges and provides direct</p>

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GV P2.4	Support the preservation of stable, single-family neighborhoods.	<p>pedestrian connections to public streets to access transit and walk to local-serving uses in the vicinity.</p> <p><b>Consistent:</b> The Project would be consistent with GV P2.4 because it would retain the existing semi-rural single-family residential character of the city. No high density, commercial, or industrial development would be developed within existing single-family uses; instead, all office, retail, and high density residential development would occur along Foothill and Verdugo Boulevards, the city's main urban center.</p>
<b>Principle 3: Enable prosperity for all people</b>		
GV P3.1	Provide, in each community, a variety of housing types in each community to meet the housing needs of all income levels.	<p><b>Consistent:</b> The Project would be consistent with GV P3.1 because it would promote the development of low density single-family and high density multi-family housing in order to facilitate new housing opportunities for seniors and families near services. Although the Project area is nearly built out, a main goal of the Project is to meet the projected housing needs of families and the elderly.</p>
GV P3.2	Support educational opportunities that promote balanced growth.	<p><b>Consistent:</b> The Project would be consistent with GV P3.2 because it would promote a mix of office, retail, single-family residential, and multi-family residential development within the city. The Project would promote working with energy providers to develop or enhance communication and outreach strategies to inform the community about the need for and benefit of energy conservation and green programs, SCE's energy conservation opportunities and programs, and City programs. Also, the Project would promote working with water providers to comply with state mandates to implement or enhance programs to educate the community about the importance of water conservation and methods to reduce water use. Finally, the Project would encourage the use of Low Impact Development techniques through public outreach and education, development standards or guidelines to apply to new or rehabilitated development projects, and/or demonstration projects at City facilities</p>
GV P3.3	Ensure environmental justice regardless of race, ethnicity, or income class.	<p><b>Consistent:</b> The Project would be consistent with GV P3.3 by ensuring that all development associated with the Project would be environmentally sound and just.</p>

Goal/Principle Number	Policy Text	Statement of Consistency, Non-Consistency, or Non Applicable
GV P3.4	Support local and state fiscal policies that encourage balanced growth.	<b>Consistent:</b> The Project would be consistent with GV P3.4 because it would support a mix of office, retail, single-family residential, and multi-family residential uses in accordance with local and state fiscal policies.
GV P3.5	Encourage civic engagement.	<b>Consistent:</b> The Project would be consistent with GV P3.4 because it would promote the development of high quality multi-family residential and mixed-use development on Foothill Boulevard as a means of promoting pedestrian activity and encouraging civic engagement.
<b>Principle 4: Promote sustainability for future generations</b>		
GV P4.1	Preserve rural, agricultural, recreational, and environmentally sensitive areas.	<b>Consistent:</b> The Project would be consistent with GV P4.1 because it would promote the preservation of the city’s semi-rural feel. The Project would also protect topographic and other natural features in order to preserve the city’s hillsides. Open Space designations would be maintained and expanded by the Project in order to promote the preservation of natural resources, habitat (e.g., wildlife and vegetation) protection, and the protection and management of natural resources (e.g., debris basins, watersheds and groundwater recharge areas, drainage channels). No agricultural areas are located within the Project area.
GV P4.2	Focus development in urban centers and existing cities.	<b>Consistent:</b> The Project would be consistent with GV P4.2 because it would implement land use decisions that would focus future development, including senior and other high density mixed-use residential housing, along Foothill and Verdugo Boulevards, the city’s main urban center. This development would link residents to local-serving uses, create environments that are walkable and offer convenient pedestrian connectivity to alternative transportation options, and concentrate new development in areas that are already served by infrastructure. Other single-family residential development would occur in existing rural residential development areas within the city limits.
GV P4.3	Develop strategies to accommodate growth that uses resources efficiently, eliminate pollution, and significantly reduce waste.	<b>Consistent:</b> The Project would be consistent with GV P4.3 because it would promote the development of mixed-use, high density housing, thereby utilizing remaining land resources efficiently. These mixed-use, high density land use decisions would help to reduce pollution and GHG emissions. Additionally, a major objective of the Project is to promote efficient and sustainable use of energy resources through conservation and demand-reduction activities. Finally, the Project would maintain the City’s

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GV P4.4	Utilize “green” development techniques.	<p>mandatory green waste collection and recycling programs for all single-family residences, and would encourage expanding the programs to commercial and multi-family uses.</p> <p><b>Consistent:</b> The Project would be consistent with GV P4.4 because it would encourage implementation of green building techniques, such as LEED, Build It Green, or Energy Star-rated building and construction standards. In addition, the Project would implement the state’s Green Building Action Plan to the greatest extent possible.</p>

*Threshold LU-3: Would the proposed Project conflict with any applicable habitat conservation plan or natural community conservation plan?*

The goals, objectives, and policies of the Conservation Element promote the conservation, preservation, and sustainability of the city’s significant natural resources. While the Project contains policies concerned with managing all open space areas, including undeveloped lands and outdoor recreational areas, no habitat conservation or natural community conservation plans exist.

**Impact Determination**

Because the proposed Project is not located within any applicable habitat conservation plan or natural community conservation plan areas, there would be no impacts.

**Mitigation Measures**

No mitigation is required.

**Residual Impacts**

There would be no impacts related to Threshold LU-3.

**Cumulative Impacts**

The geographic scope for the cumulative land use analysis includes those areas surrounding the city boundaries: the City of Altadena, the City of La Crescenta, and the County of Los Angeles. Past and present development projects have changed the area from its natural condition to low density, automobile-oriented

development with several natural areas preserved in open space. General Plans, zoning ordinances, and regional plans discussed under the Regulatory Setting all apply to the surrounding jurisdictions. Compliance with these plans is either mandatory or strongly encouraged. Projects proposed in any of the surrounding jurisdictions are expected to comply with these plans or demonstrate why compliance cannot be achieved. Moreover, these plans help to assure future development is well-planned for and has adequate infrastructure. Consequently, cumulative land use impacts from past, present, and reasonably foreseeable future projects proposed within the surrounding jurisdictions would be less than cumulatively considerable.

The Project would update of the City's General Plan in a predominantly built-out community. Implementation of the General Plan Update would allow for future mixed-use and low density residential development within the Project area. In addition, the General Plan Update would continue to allow a moderate increase in development of existing land uses within vacant parcels throughout the city that are currently designated for industrial, commercial, and residential development. As discussed above, the Project would result in less-than-significant impacts on existing plans and policies, would not physically divide an existing community, and would not result in a substantial, unplanned population increase nor displace people or houses.

Thus, because the proposed Project would not have a significant impact on any of the above thresholds and past, present, and reasonably foreseeable future projects have not resulted in a cumulatively significant land use impact, the Project's incremental contribution to cumulative land use impacts would not be cumulatively considerable.

### **Impact Determination**

No cumulative impacts are expected to occur as a result of the adoption of the proposed Project.

### **Mitigation Measures**

No mitigation measures are required.

### **Residual Impacts**

The Project's incremental contribution to cumulative impacts on land use from past, present, and reasonable foreseeable projects would not be significant.

## **Significant and Unavoidable Adverse Impacts**

Adoption and implementation of the General Plan Update would not result in any significant and unavoidable adverse impacts related to land use and planning.