



Chapter 3: The Built Environment

- 2.2 Improve the street system in the north-western part of the city including, but not limited to, a new River Parkway and the extension of Sierra Madre Avenue. (M5)
- 2.3 Extend the street grid to provide multiple access routes to the Monrovia Nursery development. (M5)
- 2.4 To simplify traffic flow, improve the following intersections and or road segments: Foothill Boulevard and Alosta Avenue, Sierra Madre Avenue and San Gabriel Avenue, San Gabriel Avenue extension to Azusa Avenue (between Baseline and 2nd Street), Azusa Avenue extension to Newburgh Street (between Arrow Highway and Newburgh Street) (M6)
- 2.5 Improve the operational efficiency of the roadway system, with implementation of traffic management measures, to minimize delay and congestion but without adversely impacting transit vehicles, bicyclists, and pedestrians. (M7)

Transportation Choices

GOAL

3 PROVIDE A CONNECTED, BALANCED, AND INTEGRATED TRANSPORTATION SYSTEM THAT ENABLES AZUSANS TO WALK, BIKE, AND TAKE TRANSIT, RATHER THAN USING THEIR CAR.

POLICIES

- 3.1 Develop and maintain a citywide pedestrian network of both on-street and off-street walkways. Network shall link new neighborhoods with existing neighborhoods, connect neighborhood centers, schools, parks, commercial centers, and citywide destinations such as Downtown, the San Gabriel River, and Civic Center. (M8)

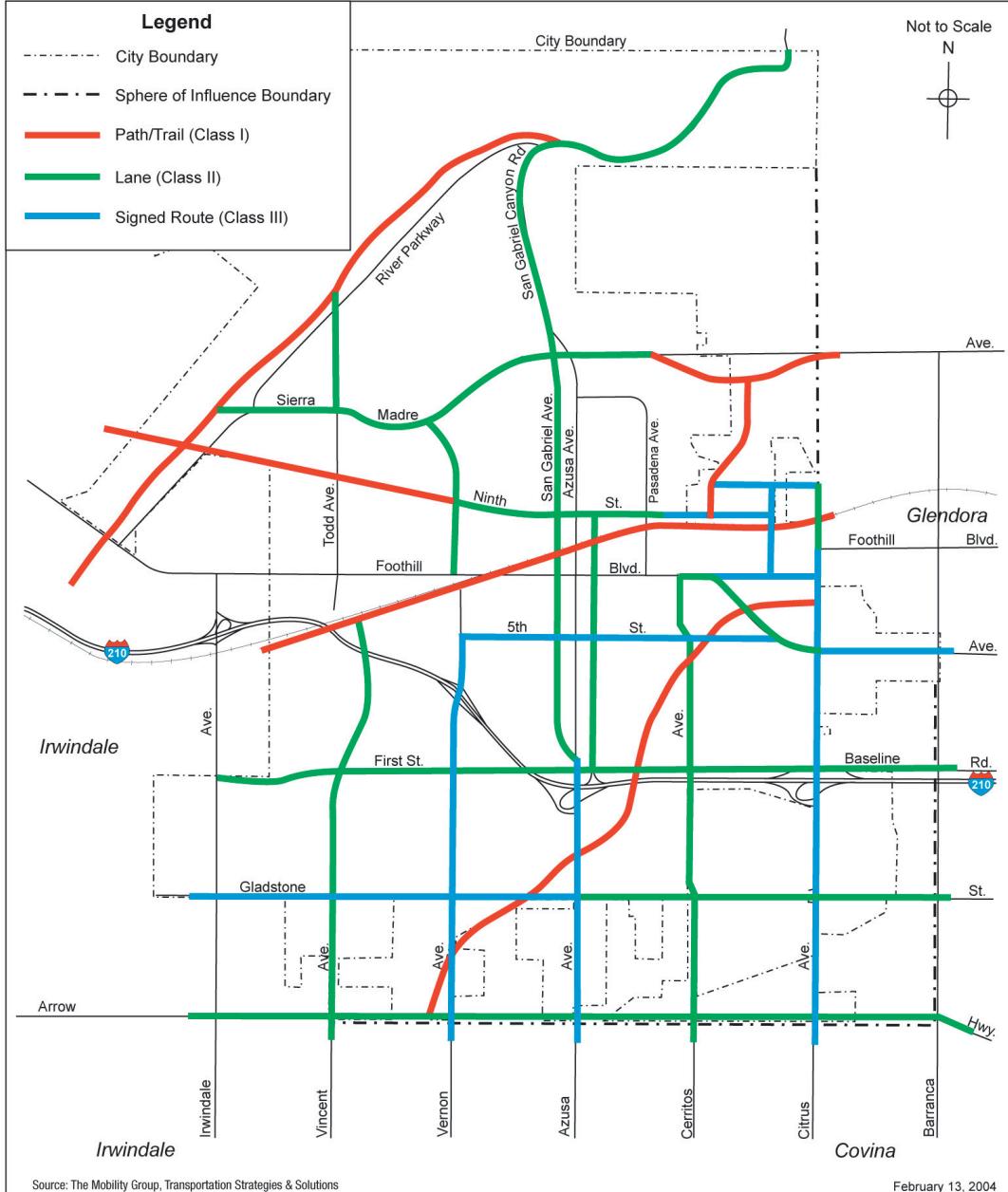
- 3.2 Coordinate the provision and maintenance of the non-motorized circulation network with adjacent jurisdictions. (M4)
- 3.3 Provide pedestrian amenities (such as benches, seats, water fountains, shady street trees, etc.) and conditions that enhance the pedestrian experience along the pedestrian network. (M9 and M10)



- 3.4 Develop and maintain a citywide bicycle network of both on-street bike lanes and off-street bike paths in accordance with the Bicycle Routes (Figure M-2). The network provides for off-street paths along the San Gabriel River, railroad rights-of-way, alongside flood control channels, and within existing and new neighborhoods, where feasible. The network improves connections between residential neighborhoods, schools and commercial centers, as well as providing connections to citywide destinations such as Downtown, the University District, the San Gabriel River, and Civic Center. (M6 and M11)



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Bicycle Routes

GENERAL PLAN UPDATE

FIGURE M-2



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- 3.5 Provide bicycle amenities (bicycle parking spaces, bike lockers, etc.) on/near the bicycle network. (M6 and M12)
- 3.6 Improve/enhance local and regional transit service in the city. (M4 and M6)
- 3.7 Limit drive-thru facilities in the city in pedestrian areas. (M13)

Street Character

GOAL

- 4 DESIGN/REDESIGN STREETS TO ENCOURAGE PEDESTRIANS AND BICYCLES AND TO ACCOMMODATE VEHICLES. MAKE CITY STREETS MORE PEDESTRIAN-FRIENDLY AND BICYCLE-FRIENDLY.

POLICIES

- 4.1 Design/redesign streets to reflect the character of the surrounding neighborhood including roadway classification and roadway amenities/landscaping. This includes changing from Arterial to Collector, the following roads in residential areas: Vernon Avenue, San Gabriel Avenue, 5th Street, 9th Street, and Pasadena Avenue. (M14)
- 4.2 Consider converting Azusa Avenue and San Gabriel Avenue between First Street and Sierra Madre Avenue to two-way streets. (M15)
- 4.3 Provide sidewalks on all city streets, as appropriate (see Mobility Policy 3.1). (M8)
- 4.4 Provide bicycle lanes where possible on city streets (see Mobility Policy 3.4). (M6)

- 4.5 Consider extending landscape parkways and adding landscape medians and bike lanes to reduce width of excessively wide streets, where street width hampers pedestrian activity and can lead to speeding traffic. (M16)



Residential Neighborhood Streets

GOAL

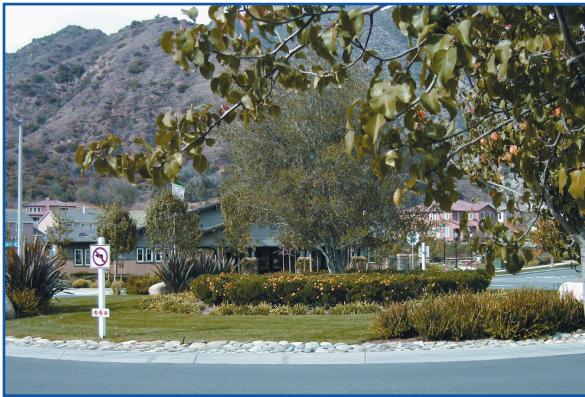
- 5 CALM TRAFFIC IN THE CITY AND DESIGN/REDESIGN RESIDENTIAL STREETS TO DISCOURAGE THROUGH TRAFFIC AND ENCOURAGE RESIDENTIALLY ORIENTED TRAFFIC, WALKERS, AND BIKES.

POLICIES

- 5.1 Reduce through traffic along Vernon Avenue into the residential neighborhoods by closing the Vernon Avenue interchange and opening a new interchange at Zachary Padilla Avenue. (M4)
- 5.2 Calm traffic (i.e. slow speed, limit through traffic, etc.) in residential neighborhoods including the use of various traffic calming devices or procedures. (M7 and M17)

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- 5.3 Consider implementing traffic calming measures on San Gabriel Avenue after San Gabriel Avenue becomes a two-way street. (M7 and M17)



Transit Service

GOAL

- 6 IMPROVE/ENHANCE LOCAL AND REGIONAL TRANSIT SERVICE IN THE CITY.

POLICIES

- 6.1 Consider supplementing the existing Azusa Transit service by establishing an area-to-area service of flexible routes that cover the whole city (Figure M-3). (M15)
- 6.2 Encourage Foothill Transit to enhance regional transit connections to/from Azusa, by:
- adding routes;
 - improving service frequencies;
 - providing transit routes closer to residential neighborhoods; and
 - providing transit routes to Azusa transit centers or stations. (M4)
- 6.3 Encourage and assist the development of regional light rail transit in the city including two stations in Azusa (Downtown and Monrovia Nursery). (M4 and M18)

- 6.4 Provide park and ride lots to encourage and facilitate use of transit. (M6 and M11)

Truck Traffic

GOAL

- 7 FOCUS TRUCK TRAFFIC ONTO APPROPRIATE ARTERIAL CORRIDORS WITHIN THE CITY, AND KEEP TRUCK TRAFFIC OUT OF RESIDENTIAL NEIGHBORHOODS.

POLICY

- 7.1 Modify the truck route network in accordance with the Truck Route Plan (Figure M-4). (M19 and M20)

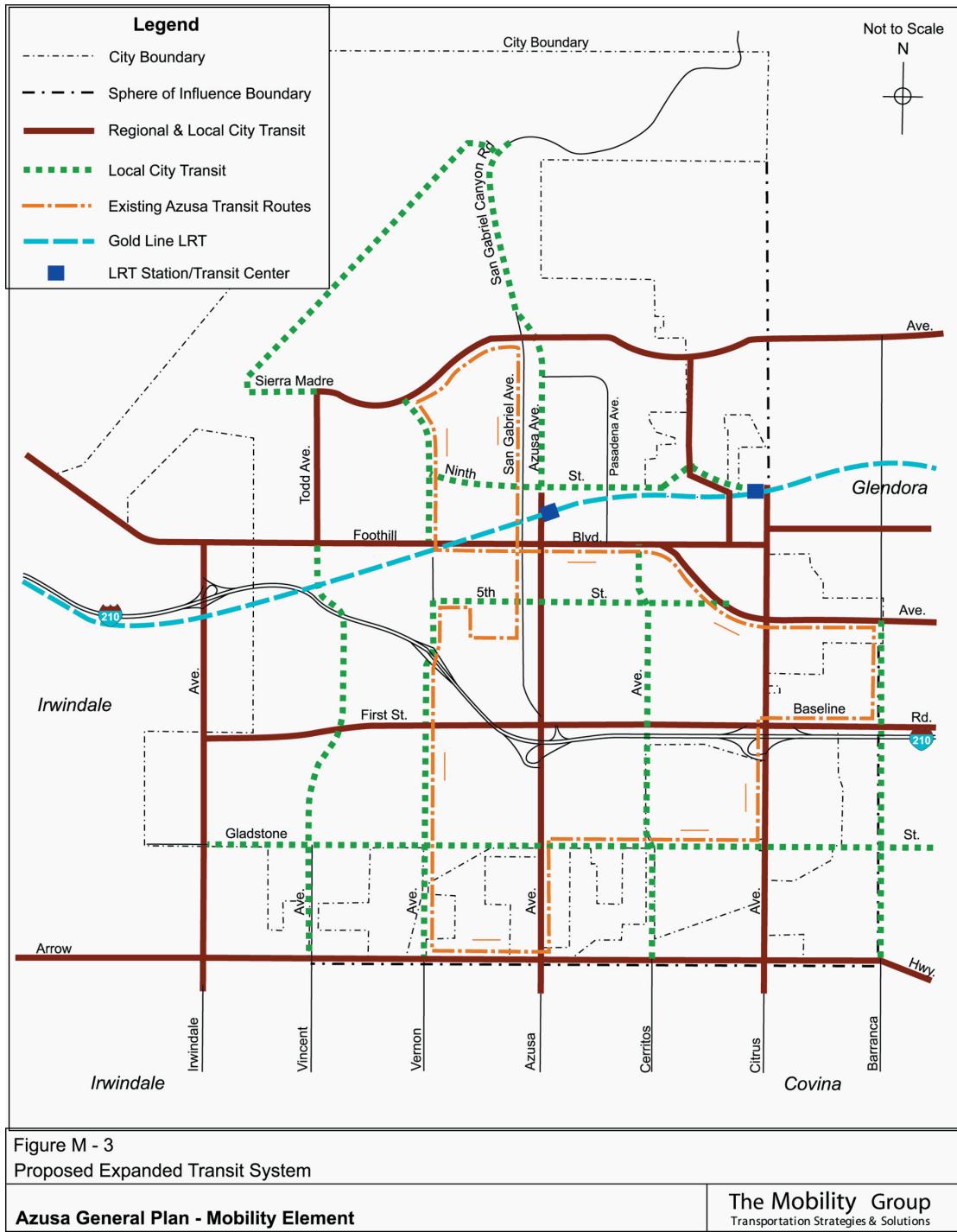
Land Use Planning Support of Mobility Goals

GOAL

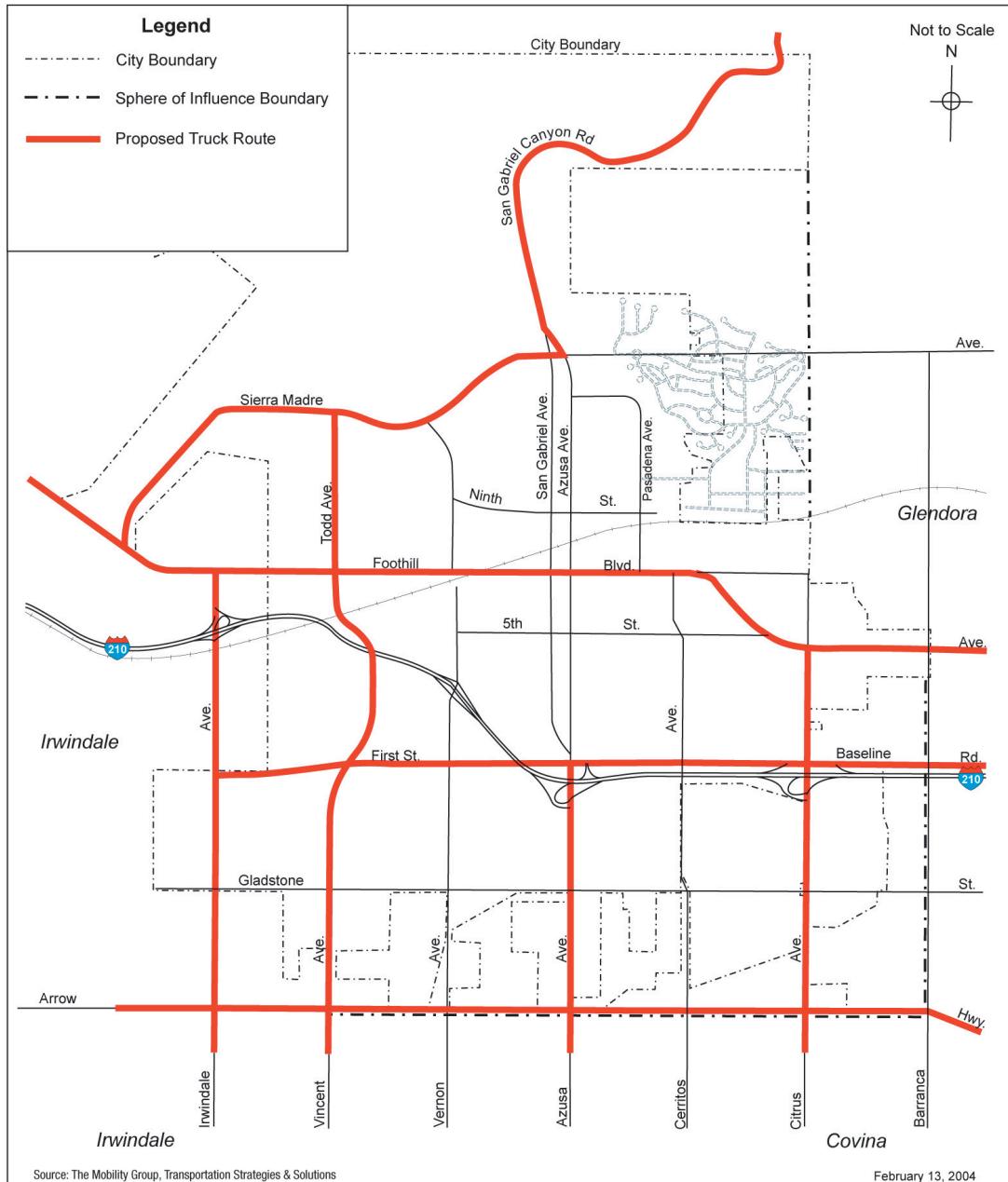
- 8 ENCOURAGE WALKING, BIKING, AND THE USE OF TRANSIT THROUGH A VARIETY OF LAND USE DEVELOPMENT AND URBAN DESIGN MEASURES.



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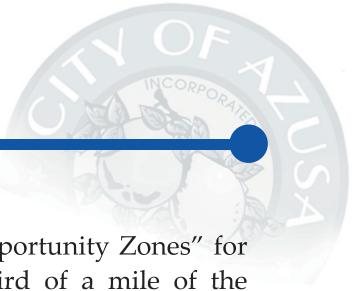


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Truck Routes
GENERAL PLAN UPDATE

FIGURE M-4



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POLICIES

- 8.1 Plan for an adequate amount, not an over-supply, of parking for autos, carpool vans, and bicycles for each land use. (M13)
- 8.2 Allow and encourage shared use parking in order to gain the maximum efficiency from the parking supply and to minimize the overall amount of parking provided in the city. (M13 and M21)
- 8.3 Consider implementing a “park once” strategy in the Downtown and University districts. (M21)
- 8.4 Plan land uses and design buildings to encourage transit, rideshare or carpool, bicycling, and walking. This includes but is not limited to:
 - permitting higher densities along transit corridors and around transit stations;
 - allowing a mix of uses to include residential and commercial uses in the same area in order to reduce the number of vehicular trips made;
 - locating and designing new developments to encourage access by non-auto modes;
 - requiring new development to provide direct and convenient pedestrian access to transit and adjacent land uses within walking distances;
 - requiring the provision of transit facilities/amenities in larger scale developments;
 - along corridors, requiring offstreet parking to be located behind buildings so barriers to pedestrians and transit users are not created between the building and the street; and
 - locating buildings close to the street to be inviting to pedestrians and transit users, as appropriate. (M11 and M13)

8.5 Designate “Infill Opportunity Zones” for areas within one-third of a mile of the planned Gold Line transit stations in the downtown and the Monrovia Nursery site, per SB 1636. (M22)

8.6 Promote the use of Transportation Demand Management (TDM) programs to encourage the use of transit, ridesharing, and non-motorized modes for travel both within the City and outside of the City. (M4 and M11)

Mobility Implementation Programs

M1 CIRCULATION PLAN AND STREET CLASSIFICATION

Implement the Circulation Plan and Street Classification (Figures M-5 through M-8) to provide an arterial street hierarchy to efficiently carry traffic circulating in the city.

M2 TRAFFIC IMPACT ANALYSIS STUDY GUIDELINES MANUAL

Develop a Traffic Impact Analysis Study Guidelines Manual specifying the required procedures for conducting traffic studies for new developments in the City and determining impact-funding requirements.

M3 TRAFFIC IMPACT STUDIES

New developments are required to prepare traffic impact studies addressing multimodal transportation impacts, and develop mitigation measures, as necessary, for significant impacts. Mitigation measures include but are not limited to, transit, pedestrian, bicycle, and transportation demand management measures as well as traffic/roadway solutions.

M4 INTERAGENCY COORDINATION

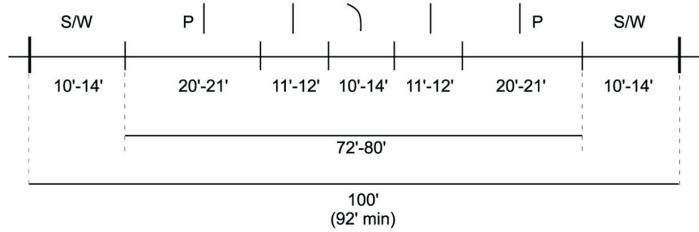
- Coordinate closely with adjacent jurisdictions to monitor and evaluate new projects, and coordinate with such jurisdictions

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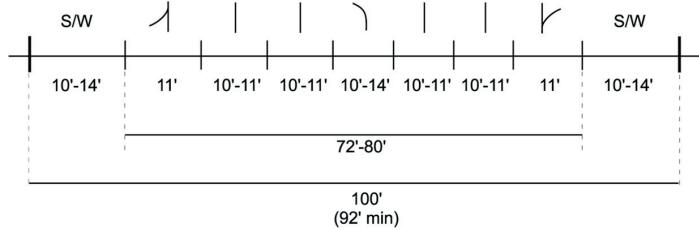
Principal Arterial Street (100' Right-of-Way, 72' to 80' Roadway, Four or Six Lanes)

Four Lane

Midblock



Intersection



6 Lane

Midblock & Intersection

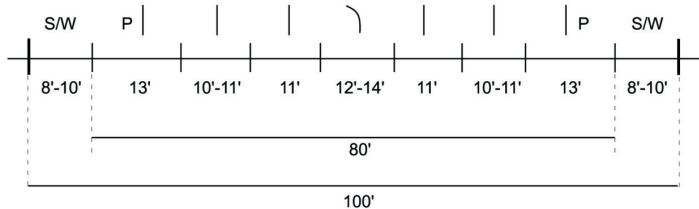


Figure M - 5
Street Standards - Principal Arterial Street

Azusa General Plan - Mobility Element

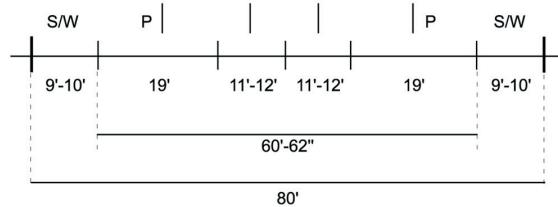
The Mobility Group
Transportation Strategies & Solutions



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Secondary Arterial Street (80' Right-of-Way, 60'- 62' Roadway, Four Lanes)

Midblock



Note: Bike lane (5'-6') can be provided if no on-street parking

Intersection

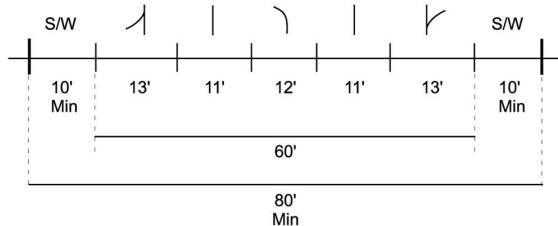


Figure M - 6
Street Standards - Secondary Arterial Street

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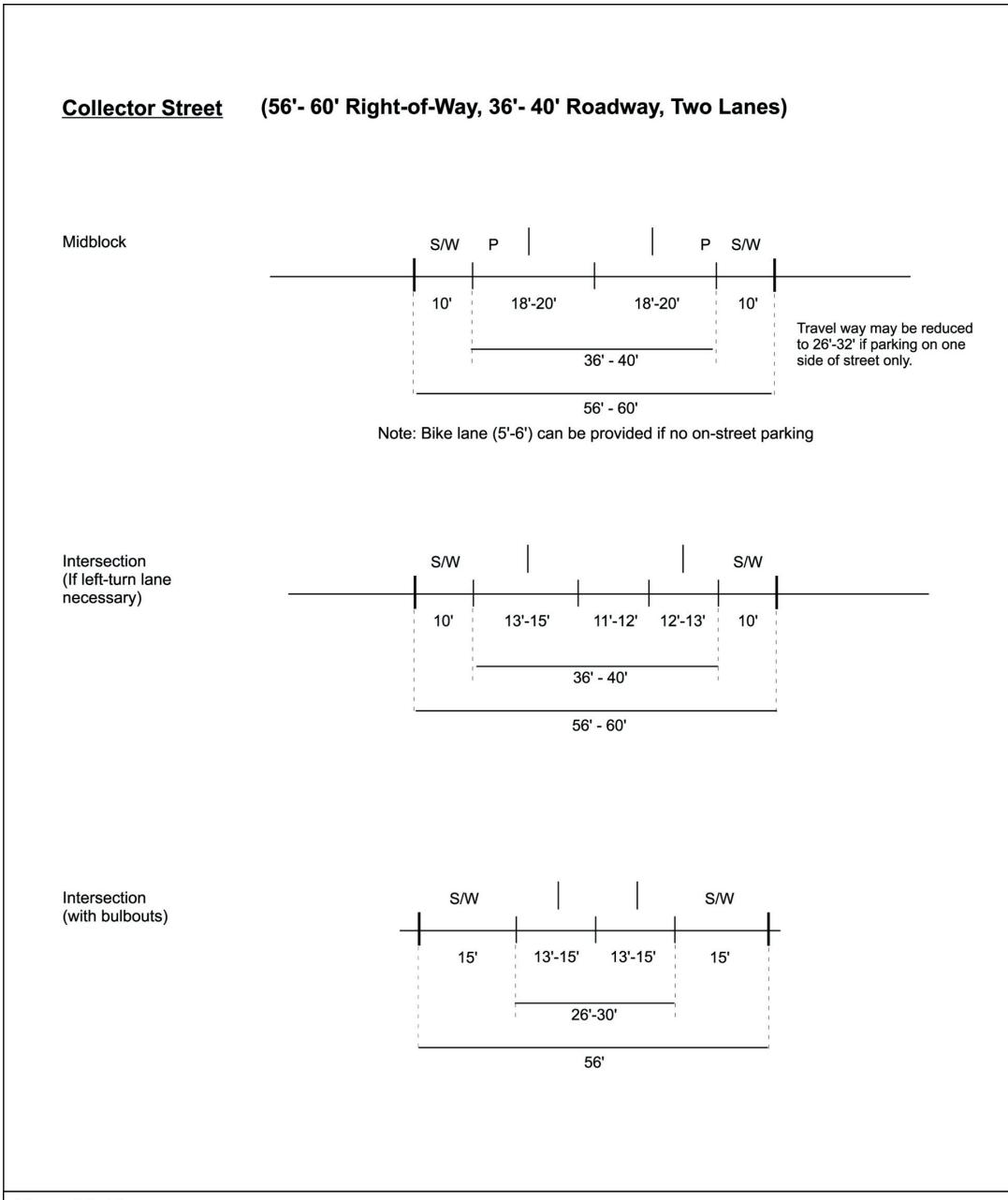


Figure M - 7
Street Standards - Collector Street

Azusa General Plan - Mobility Element

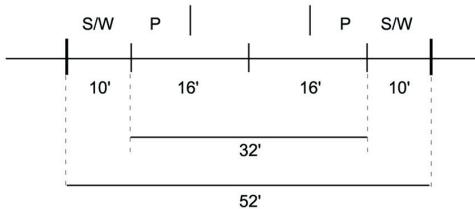
The Mobility Group
Transportation Strategies & Solutions



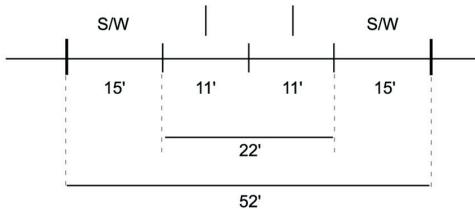
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Local Street (40' to 48' Right-of-Way, 26' to 32' Roadway, Two Lanes)

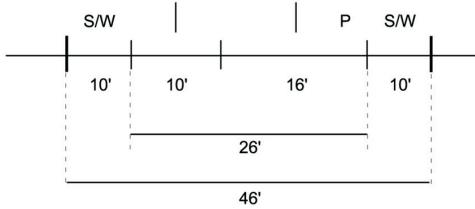
Parking Both Sides
Midblock



Intersection
with Bulbouts



Parking One Side
Midblock



Intersection
with Bulbouts

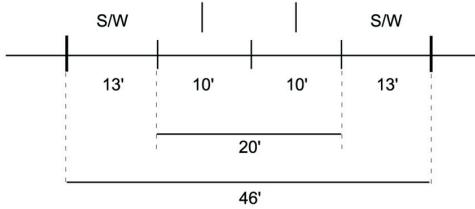


Figure M - 8
Street Standards - Local Street

Azusa General Plan - Mobility Element

The Mobility Group
Transportation Strategies & Solutions

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where necessary to eliminate or minimize adverse impacts in the City.

- Work with surrounding jurisdictions, as well as other public agencies or quasi-public agencies to provide and ensure maintenance of nonvehicular trails and paths.
- Work with and actively lobby regional, state and federal agencies, appointed and elected officials, the San Gabriel Valley Council of Governments, and the Blue Line Construction Authority to:
 - extend the Gold Line through Azusa; and
 - to secure and build two Gold Line stops in Azusa (one in Downtown and one near Citrus Avenue on the Monrovia Nursery site).
- Actively pursue interchange study and design of Vernon Avenue and Zachary Padilla Avenue ramps with Caltrans.
- Meet periodically with the regional transit operator (Foothill Transit) to improve regional transit service to Azusa residences and businesses.
- Work with the Blue Line Construction Authority to provide grade separations with Citrus Avenue, and Palm Drive.
- Work with major employers, institutions and activity centers, to develop programs to reduce auto trips and increase non-auto trips.

M5 ROADWAY IMPROVEMENTS

- Construct a new north-south roadway by extending Vincent Avenue (as a Secondary Arterial) from Gladstone Street to Todd Avenue, with a connection to I-210 at a new interchange at Zachary Padilla Avenue.

- Work with Caltrans to construct a new interchange with I-210 in the vicinity of Zachary Padilla Avenue.
- Extend First Street (as a Secondary Arterial) west from Vernon Avenue to Irwindale Avenue.
- Build a new River Parkway (as a Collector) along the east bank of the San Gabriel River. This road should be a meandering roadway with one lane in each direction and turn lanes at intersections. This new parkway road should connect to San Gabriel Canyon Road to the north and to Sierra Madre Avenue the south. South of Sierra Madre Avenue, it should be a Secondary Arterial.
- Extend Sierra Madre Avenue as a Secondary Arterial west from Todd Avenue to new Foothill Boulevard.
- Study the extension of 9th Street east and 10th Street east into Monrovia Nursery site.
- Extend Citrus Avenue north into Monrovia Nursery site.

M6 CAPITAL IMPROVEMENT PROGRAM

Through the CIP:

- conduct a traffic study to determine the most appropriate configuration for the Foothill Boulevard and Alosta Avenue intersection. Study should evaluate realigning the east leg (Foothill Boulevard) to a perpendicular tee into Alosta Avenue (and eliminate the north and east sides of the current triangle), installing a roundabout, or other configurations. Construct the study's findings;
- conduct a roadway improvement design study to determine the most appropriate



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- configuration for San Gabriel Avenue and Azusa Avenue at Sierra Madre Avenue. Through the study determine method for disposing of vacated roadway and right-of-way. In accordance with the study, construct improvements;
- plan for and construct bike network facilities (bike routes, lanes, and paths) in the existing areas of the city;
 - include a bicycle amenities program that installs bicycle lockers, and parking spaces, at the Civic Center and other public buildings or areas such as parks, pool, etc.;
 - provide bus stop amenities including bus shelters, shade/rain protection, seats, transit information, etc.;
 - build park and ride lots at rail stations/transit centers and near freeway interchanges, to encourage ridesharing and transit use;
 - upgrade traffic signals and improve traffic signal timing; and
 - install an advanced traffic signal control system, as determined by the advanced traffic signal control study.

M7 TRAFFIC CALMING TOOLBOX

Create a traffic management toolbox that:

- develops a process for identifying, approving, and implementing traffic calming procedures in residential neighborhoods where necessary and appropriate;
- identifies traffic control methods and their appropriate use and implementation; and
- includes the participation of local residents, business owners, and property owners as well as technicians.

M8 SIDEWALKS AND PEDESTRIAN TRAILS

- Construct on-street sidewalks on all local streets and off-street pedestrian trails, to provide a connected pedestrian system. This includes the construction of:
 - on-street sidewalks on all roadways

with a collector or arterial designation; and

- off-street pedestrian trails in existing neighborhoods (in combination with bike paths where feasible and appropriate) to connect to neighborhood centers and citywide destinations.
- Require all new developments to plan for and construct on-street sidewalks and/or off-street paths connecting to surrounding neighborhoods, districts, and destinations.

M9 PEDESTRIAN AMENITIES PROGRAM

In the CIP, create a pedestrian amenities program that installs pedestrian facilities such as benches, water fountains, streets, etc. Pedestrian amenities program shall:

- establish streetscape requirements for new or renovated developments along corridors and in districts; and
- establish streetscape design and amenities to be installed by the City.

M10 TRAFFIC SIGNALS

- Include pedestrian walk phases at traffic signals in districts, along corridors with high pedestrian volumes, and at intersections that serve public facilities such as schools, parks, library, post office, etc.
- Conduct a study to possibly develop and implement an advanced traffic signal control system for traffic signals including, but not limited to, visual detectors, and adaptive signal timing control software.

M11 NEW DEVELOPMENT AND SUBSTANTIALLY RENOVATED DEVELOPMENT CIRCULATION REQUIREMENTS

- Require new developments to include both on-street bike lanes and/or offstreet bike paths linking the developments to

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the surrounding neighborhoods, districts, and centers.

- Consider requiring new developments, employers with many employees, and significantly renovated development projects to contribute to a park and ride construction and maintenance fund.
- Require new developments and substantially renovated developments to install and implement transit amenities including bus turnouts, pedestrian shelters, and other streetscape.
- Require new developments to develop TDM programs to minimize auto trips and to encourage use of transit, ridesharing, bicycling and walking.

M12 BICYCLE AMENITIES

- Modify the City Code to require provision of bicycle parking spaces, bicycle lockers, and, as appropriate, showers for bicycle riders at new buildings providing significant employment, at transit stations, and in the districts.
- Encourage the provision of bicycle parking spaces, bicycle lockers, and showers for bicycle riders at existing buildings providing significant employment, commercial and recreational destinations in the City.
- Provide traffic control push button devices at convenient locations for bicyclists at intersections.

M13 DEVELOPMENT CODE

Modify the Development Code to:

- regulate drive-thru facilities in the Downtown, University District, and other pedestrian areas with careful attention to vehicle/pedestrian interaction;

- stipulate maximum parking ratios and minimum parking ratios;
- include minimum requirements for ride-share and bicycle parking in offstreet parking facilities;
- encourage shared use parking in those areas where a mix of uses with different peak usage are located adjacent or near each other; and
- encourage the land use distribution, development siting, and architectural design that promote safety, pedestrian friendly design, and access to transit facilities.

M14 CIRCULATION PLAN

Through the Circulation Plan, change the roadway classification from Arterial to Collector on following roadways in primarily residential areas: Vernon Avenue, San Gabriel Avenue, 5th Street, 9th Street, and Pasadena Avenue.

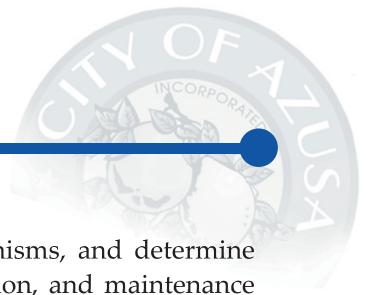
M15 MOBILITY STUDIES

Conduct a study to:

- determine the feasibility and acceptability of reverting Azusa Avenue and San Gabriel Avenue to two-way traffic;
- determine transit needs within the City, and to adapt the transit system to meet that need; and
- determine if it is feasible and desired to create a flexible route transit system that serves residential neighborhoods, the districts (i.e. University, West End, Edgewood, etc.), transit centers, institutional facilities, and recreational areas. Consider providing frequent service and allow on-call deviations from fixed routes. Consider basing the service on smaller (20-seat) vehicles.

M16 ROADWAY WIDTH REDUCTION

Create a program to identify appropriate streets and to determine the most effective method to reduce the existing roadway width



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on, but not limited to, the following streets: San Gabriel Avenue, Pasadena Avenue, Alameda Avenue, Azusa Avenue (1st Street to 5th Street). Include public participation in the street identification process.

M17 NEIGHBORHOOD TRAFFIC MANAGEMENT PROGRAM

Develop a prototype Neighborhood Traffic Management Program that establishes procedures and process to be followed for the implementation or construction of the traffic management or traffic calming tools.

M18 TRANSIT CENTERS AND MULTI-MODAL STATIONS

- Develop two transit centers in the City, as multi-modal transit facilities to include rail, bus, and local shuttle, with adequate facilities for and transfers between each transit service.
- Work with developers, local agencies, and not-for-profit groups to construct a multi-modal transit center in Downtown (at the planned Gold Line station between Azusa Avenue and Alameda Avenue) and at Citrus Avenue (on the Monrovia Nursery site).

M19 TRUCK ROUTE CRITERIA

Establish criteria for new truck routes, as needed.

M20 CODES ENFORCEMENT

Through vehicle and other codes enforcement ensure that trucks adhere to the routes.

M21 “PARK ONCE” STUDY

Conduct a “park once” study to determine appropriate parking standards for those businesses and homes located in the University and Downtown Districts that would use the park once parking facility, determine appro-

priate financing mechanisms, and determine facility siting, construction, and maintenance requirements.

M22 INFILL OPPORTUNITY ZONES

Adopt a City Council resolution that designates those areas within one-third of a mile of a planned Gold Line transit stations as “Infill Opportunity Zones”.

Mobility projects that could realistically be completed in the next five years

1. Conduct the Azusa Avenue and San Gabriel Avenue Two Way Study.
2. Reconstruct Alosta Avenue and Foothill Boulevard intersection.
3. Redesign and construct the San Gabriel and Azusa Avenue intersections with Sierra Madre Avenue.
4. Develop prototype Neighborhood Traffic Calming (including the Traffic Management Toolbox).
5. Create Pedestrian Amenities Program.
6. Conduct the “Park Once” Study.
7. Adopt the “Infill Opportunity Zones”.

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Mobility Implementation Matrix (Part 1 of 2)

No.	Name	City of Azusa										City of Azusa				Schedule * as funding permits										
		Administration (Admin., Info. Tech., and/or Transportation)	Community Development (Planning, Business Licenses, Code Enforcement, Building)	Economic Development/Renovation	Finance	Library	Light & Water (Electricity, Solid Waste, & Water)	Parks Planning and Development	Public Safety (Police & Emer. Services)	Public Works (Engineering & Maint.)	Recreation & Family Services	Planning Commission	City Council	Los Angeles County	Other	General Funds	Assessment or other Districts	Grants	Redevelopment	Development Fees	Other Fees	State Funds	Federal Funds	Other		
Program		Responsible Agency										Funding Source														
M1	Circulation Plan and Street Classification	●					●					●														Ongoing
M2	Traffic Impact Analysis Study Guidelines Manual						●					●				●										2006
M3	Traffic Impact Studies	●					●					●				●										Ongoing
M4	Interagency Coordination	●	●				●	●				●				●	●	●	●	●	●					Ongoing
M5	Roadway Improvements						●	●				●				●	●	●	●	●	●					Ongoing
M6	Capital Improvement Program		●				●	●				●				●										Ongoing
M7	Traffic Calming Toolbox		●				●	●				●				●		●		●						2006
M8	Sidewalks and Pedestrian Trails		●				●	●				●				●	●	●	●	●	●					Ongoing
M9	Pedestrian Amenities Program						●	●				●				●	●	●	●	●	●					2009
M10	Traffic Signals						●	●				●				●	●	●	●	●	●					Ongoing
M11	New Development and Substantially Renovated Development Circulation Requirements		●				●	●				●				●	●	●	●	●	●					Ongoing
M12	Bicycle Amenities		●				●	●				●				●	●	●	●	●	●					Ongoing
M13	Development Code		●				●	●				●				●	●	●	●	●	●					Ongoing



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Mobility Implementation Matrix (Part 2 of 2)

No.	Name	City of Azusa										City of Azusa					Schedule * as funding permits							
		Administration (Admin., Info. Tech., and/or Transportation)	Community Development (Planning, Business Licenses, Code Enforcement, Building)	Economic Development/Redevelopment	Finance	Library	Light & Water (Electricity, Solid Waste, & Water)	Parks Planning and Development	Public Safety (Police & Emer Services)	Public Works (Engineering & Maint.)	Recreation & Family Services	Planning Commission	City Council	Los Angeles County	Other	General Funds	Assessment or other Districts	Grants	Redevelopment	Development Fees	Other Fees	State Funds	Federal Funds	Other
Program		Responsible Agency										Funding Source												
M14	Circulation Plan	●										●												Ongoing
M15	Mobility Studies	●	●						●							●								20099
M16	Roadway Width Reduction								●						●									Ongoing
M17	Neighborhood Traffic Management Program								●						●									Ongoing
M18	Transit Centers and Multi-Modal Stations	●	●						●			●			●	●	●	●	●	●	●	●		Ongoing
M19	Truck Route Criteria		●						●															Ongoing
M20	Codes Enforcement		●						●							●	●							Ongoing
M21	Park Once Study		●	●	●				●						●			●						2006
M22	Infill Opportunity Zones		●									●			●									Ongoing

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Housing

Introduction

This section consists of an excerpt from the 2000-2005/2006 Housing Element, which was adopted by the Azusa City Council and certified by the State Department of Housing and Community Development in December 2001. The full version of the Housing Element contains extensive data and analysis as required by State law and is published separately.



Community Context

Beginning with a population of 865 in 1899, Azusa grew from 29,380 residents in 1980 to 41,330 residents in 1990, an increase of 41 percent. Since 1990, however, population growth has been relatively moderate, reflecting both the economic recession of the early to mid 1990s, and the limited availability of land remaining for residential development in an essentially “built-out” community. As of 2000, Azusa had a population of 44,710, representing an 8 percent increase over the prior decade.

Among the eight San Gabriel Valley “Foothill communities,” Azusa has long supplied a disproportionate amount of the “affordable” housing. Most neighboring jurisdictions have a history of actively discouraging the provision of multi-family or entry-level housing. As a result, among Foothill cities, Azusa has the lowest rate of home ownership, lowest median housing sales price and the highest rates of overcrowding and substandard housing. These factors also contributed to a decline in retail economic activity as surrounding cities aggressively pursued sales tax revenue drawn by their stronger buying power. As a result, many older neighborhoods in Azusa went into decline, with property values and reinvestment falling and crime and rental turn-over increasing.

The lack of affordable housing in surrounding cities has also exacerbated the squeeze on Azusa’s housing as rents have risen without substantial reinvestment, due to a regional housing shortage. Due to a substantial amount of residential growth occurring in the 1950s and 1960s, over 50 percent of the housing stock in the City is thirty years or older, the age when most homes begin to require major repairs.

In the face of these challenges, Azusa in recent years has launched a concerted, strategic effort to pursue renewal and revitalization, building on the community’s strong sense of community and family. This housing element is an important link in that strategy. This process places housing within the larger context of economic prosperity, environmental sustainability, and neighborhood quality of life. This housing element looks beyond just the narrow goal of meeting Azusa’s state-wide legal obligations for planning for construction of new housing units. It looks to meeting the community’s goals of providing safe and healthy homes and neighborhoods for all of Azusa’s diverse families. Part of this effort has involved defining areas to accommodate future residential growth that respects the existing character of the



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community. Citizens have embraced the vision of integrating housing as part of the revitalization of the community's underutilized commercial corridors as both a tool for economic revitalization and to provide needed housing opportunities. In addition to opportunities for mixed-use, residential infill in existing neighborhoods and opportunities for student housing will, in combination, provide needed sites to address the City's share of regional housing needs, defined as 677 new units.

The community strongly believes that it is not enough to provide "housing," especially for low-income families. All families deserve access to quality education and community services including parks, libraries, law enforcement, transportation, and recreation. Too often in the past, "affordable housing" has been slum housing. The City of Azusa is proud to welcome families of all incomes with a well-planned strategy for improving the neighborhoods and entire community to allow all to work to improve their economic status and provide opportunities for their children. By improving the community, "one neighborhood at a time," affordable housing can become a positive reality, not just for the families relieved of overcrowding and overpaying, but for their neighbors who are not forced to endure slum conditions as the cost of social responsibility.



Organization Of The Housing Element

The Housing Element is a five-year program extending from 2000 to 2005/2006, unlike other General Plan elements that typically cover a minimum ten-year planning period. This Housing Element identifies strategies and programs that focus on: 1) conserving and improving existing affordable housing; 2) providing adequate housing sites; 3) assisting in the development of affordable housing; 4) removing governmental and other constraints to the housing development; and 5) promoting equal housing opportunities.

The Housing Element consists of the following major components:

- A summary of the City's existing and projected housing needs as identified in a separate technical report;
- An analysis of land resources to accommodate residential growth, and financial and administrative resources to address Azusa's future housing needs;
- The Housing Plan addressing the City's identified housing needs, including housing goals, policies and programs;
- A glossary of terms used in the Housing Element; and
- A separate technical background report consisting of a detailed community needs assessment, and analysis of constraints to housing production and affordability.

Relationship To Other General Plan Elements

The 2000-2005/2006 Housing Element builds on the proposals this General Plan as derived from the public input process and synthesized by City staff. One of the Plan's key proposals is to facilitate mixed-use development along key commercial corridors and districts in the City.

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Housing Big Ideas

- Encourage affordable housing opportunities in districts and along several key corridors, including Foothill Boulevard/Alosta Avenue and Azusa Avenue.
- Promote alternative housing types to meet the needs of the City's population.
- Evaluate the adoption of an inclusionary housing ordinance to require up to 15% of units within a new market-rate development be price-restricted as units for lower- and moderate-income households
- Establish a Single-Family and Multifamily Rental Housing Rehabilitation Rebate Program Provide where up to 50% of the costs for improvements on single-family and multi-family complexes are rebated.
- Assist non-profit developers to acquire multifamily housing properties, carry out rehabilitation, and make units affordable to lower-income households.
- Assist eligible non-profit housing providers in acquiring deteriorating and/or other problem properties.
- Provide sites for the development of housing for the homeless.
- Provide modified parking standards for multifamily housing.
- Provide for neighborhood improvements – through the Neighborhood Improvement Zone program - in targeted neighborhoods, include extensive community involvement.



Housing Existing Conditions

Housing Need

The following section summarizes the key housing needs identified in the Housing chapter of the separate Technical Report.

The summary of existing housing needs is organized into four areas: Housing Availability, Housing Affordability, Housing Adequacy, and Special Needs Populations, presented in Table H-1.

Housing Availability

The 2000 Census identifies 13,013 housing units in Azusa, with single family homes accounting for 57 percent, multi-family units comprising 39 percent, and mobile homes accounting for 4 percent. Approximately half of Azusa's households are homeowners, a slight increase from the prior decade. The 2000 Census also reported the overall housing vacancy rate for the City at 3.6 percent, with homeowner vacancy at 1.1 percent and rental vacancy at 4.0 percent. These vacancy rates show that while the housing market in Azusa is relatively tight, some mobility is available for residents. Significant new single-family development since the census has also likely improved mobility for homeowner households.



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Table H-1
Existing Housing Needs

Housing Availability	#	%	Housing Affordability	#	%
Overall Vacancy Rate		3.6%	Overpaying Households	4,505	36%
Homeowner Vacancy		1.1%	Owner	1,457	24%
Rental Vacancy		4.0%	Renter	3,048	46%
Overcrowded Households	2,580	20%			
Owner	668	11%			
Renter	1,912	29%			
Housing Adequacy	#	%	Special Needs Populations	#	%
Housing Conditions			Elderly Households	1,875	15%
Housing Units Built Before 1960	7,172	57%	Large Households	2,670	21%
Substandard*	200	1.5%	Female Headed Households	1,898	15%
Rehabilitation	188	94%	Disabled	4,559	11%
Replacement	12	6%	Disabled Persons in Poverty	374	1%
			Farmworkers	519	2.6%
			Homeless Persons**	0-50	<1%

Notes: *Information provided by the City of Azusa Planning Division, June 2001.
**Information provided by the City of Azusa Police Department, June 2001.
Source: U.S. Census, 1990 and 2000; Department of Finance, 2000.

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Overcrowding also serves as an indicator of housing availability. If housing is not of adequate size or affordable price, overcrowding is more likely to occur. Data from the 1990 Census indicates that 20 percent of Azusa households were overcrowded. The overcrowding rate was much higher among renter households than owner households, 29 percent and 11 percent respectively. The City's average household size grew from 3.17 in 1990 to 3.41 in 2000.



Housing Affordability

The affordability of housing is measured by comparing current housing sales and rental prices to the maximum affordable price for a household. Most single-family home and condominium sales prices in Azusa are affordable to moderate- and even some low-income households. Even some recent single-family home developments are priced at levels affordable to moderate income households, although larger projects being developed in the San Gabriel Canyon area are targeted to upper income households.

Due to of the region-wide housing shortage, Azusa has few affordable rental options for very low-income households. Low income households are able to afford rentals in the City's smaller apartment complexes, but for the most part are priced out of units in the larger complexes with high levels of amenities. Moderate-income households are able to afford all rental options within the City.

Approximately 3,000 renter households and 1,500 owner households residing in Azusa spent more than 30% of their income on housing costs in 1990. More than one-half of low-income renter households paid 50% or more of their income on housing costs. The largest single group who are cost burdened are very low income small families.

Three assisted rental projects (238 units) in the City are at potential risk of conversion to market rents due to expiring Section 8 contracts. Azusa Apartments, Alosta Gardens, and Azusa Park all maintain Section 8 contracts and are subject to continued funding from HUD for annual renewals.

Housing Adequacy

The age when housing typically requires major repairs is generally around 30 years. In 1990 more than one-third of Azusa's housing stock was more than 30 years of age, with an additional 20 percent of the stock turning 30 years of age in the year 2000. The City estimates that approximately 200 units are in substandard condition, with the majority of units (188) suitable for rehabilitation.

The City's code enforcement program - operated by the Community Improvement Division - is comprised of team-driven neighborhood preservation and enhancement strategies, complaint response, active enforcement of building codes/property maintenance ordinances, and active review of properties through specialized programs. Neighborhood preservation and enhancement strategies include:

- The Neighborhood Improvement Zones (NIZ) I and II, where a team of City departments including Community Improvement, Building, Engineering, Public Works, Administration, Parks and Recreation, and Police have worked together with the residents to focus resources to these neighborhoods to accomplish cleanup and physical improvements, such as tree planting, and street and sidewalk improvements.



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- The Rental Housing Inspection Program, inspects rental properties on a bi-annual basis. Cursory exterior inspections are made, and typically, a number of the residents are contacted to obtain a sense of whether there are any physical issues that need to be brought to the attention of the property owner. Any corrections to be made are forwarded to the property owner for action.
- The Real Property Records Report is required of any property that is sold in the City. A City records search and site visit of the property are made, and any substandard condition is brought to the attention of the owner and prospective buyer for correction.

The Community Improvement Division is also proactive in identifying properties that require attention, either through complaints or through visual observation. Referrals are frequently made to the Redevelopment Agency for housing rehabilitation assistance, or when budget allows, the use of nuisance abatement funds to immediately correct substandard conditions, with installment payments arranged for the property owner.

Special Needs Populations

Certain population groups may have more difficulty in finding adequate, affordable housing due to their special needs. State law defines the special needs groups as elderly persons, large households, female-headed households, handicapped, farmworkers, and homeless persons.

Elderly Households

Between 1990 and 2000, the number of households headed by a senior citizen rose from 1,824 to 1,875, according to the US Census.

The 1990 Census reported that approximately two-thirds of Azusa's senior households were homeowners. The City provides funding support through CDBG funds for existing programs of-

ferred to seniors at the Azusa Senior Center and referral and case management services offered by social workers from the Santa Anita Family Service. Issues addressed through the Santa Anita Family Service organization include referrals for housing, nutrition, social security, and disability concerns.

Large Households

Large households are defined as those consisting of five or more persons. In 1990, large households accounted for 21.1 percent of the City's total households. Large households experience a need for more space at affordable housing costs. This need is particularly felt by large family renter households. Approximately 54 percent of large family households in Azusa were renters in 1990. However, only 12 percent of the occupied rental units had three or more bedrooms. With the gap between the number of large households and the number of larger rental units, many large renter households are faced with living in overcrowded conditions.

Female Headed Households

Female-headed households, especially households with children, are generally characterized by lower incomes and a greater need for affordable housing and accessible and affordable childcare.

Family households headed by a female are more prevalent in Azusa than in Los Angeles County as a whole. In 1990, female-headed family households accounted for 21 percent of Azusa's family households (compared with 19% in the County) and about 15 percent of all Azusa households (compared with 13% in the County).

Disabled

The disabled population encompasses several distinct groups such as, but not limited to, the physically handicapped; developmentally disabled; and severely mentally ill. The special housing needs of these populations include independent living units with affordable housing costs; supportive housing with affordable housing costs; and hous-

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ing with design features that facilitate mobility and independence.

In 1990, the Census reported 4,559 persons with disabilities in Azusa. Persons were identified as having a self-care limitation if they had a health condition that lasted for six months, which made it difficult to take care of their own personal needs, such as dressing, bathing, or getting around inside the home. Persons were identified as having a mobility limitation if they had a health condition that lasted six or more months and that made it difficult to go outside the home alone such as shopping and visiting the doctor's office. It is estimated that 374 persons with disabilities in Azusa were living below the poverty level in 1990.

Farmworkers

The 1990 Census reported that farmworkers made up less than 3 percent of the employment sector in Azusa. The Southern California Association of Government's (SCAG) 1998 Regional Forecast estimated that approximately 840 Azusa residents were employed in the "agriculture" sector in 1997. This agricultural employment is due primarily to the Monrovia Nursery, which is located in an unincorporated area next to the City of Azusa. The Monrovia Nursery employs 700 general nursery workers, the majority of whom are full-time. Due to the urbanized nature of the greater San Gabriel Valley, farmworker households comprise only a small percent of the City's entire housing assistance needs.

Homeless

The 1990 Census reported no homeless persons in emergency shelters or visible in street locations in Azusa. The Azusa Police Department (APD) was contacted in 2001 and estimated that Azusa has less than 50 homeless persons in the City.

The City provides funding support through CDBG funds for three programs assisting the homeless and people in need of emergency shelter. Funding support is given to the City's existing local shelter,

Peregrinos' de Emaus, provides counseling and voucher assistance to local homeless individuals and families. Azusa offers funding support to the East San Gabriel Valley Coalition for the Homeless (ESGVCH), a non-profit organization providing year-round emergency assistance to at-risk and homeless persons including food, clothing, diapers, information and referral, and advocacy. Azusa supports the YWCA-WINGS that offers sanctuary, community outreach, counseling, and a 24-hour emergency help line to abused and battered women and children. According to the East San Gabriel Valley Task Force on Homelessness, Azusa has one long-term emergency shelter (Peregrinos' de Emaus) and two transitional housing facilities (Joshua's House and The River Community).

Future Housing Needs

California's Housing Element law requires that each city and county develop local housing programs designed to meet its "fair share" of existing and future housing needs for all income groups, as determined by the jurisdiction's Council of Governments, when preparing the State-mandated Housing Element of its General Plan. In the six-county southern California region, the agency responsible for assigning these fair share targets to each jurisdiction is the Southern California Association of Governments (SCAG).

In 1999 SCAG developed the Regional Housing Needs Assessment (RHNA) forecasts based on forecasts of population, employment, and households from 1998-2005/2006. Based on the forecasts, SCAG has determined that the construction need for Azusa is 677 units over the 1998-2005/2006 period. The breakdown of the construction need among the different income groups is contained in Table H-2. As presented in the table, the largest portion of units (30 percent) is allocated to upper income households, while 27 percent are allocated for very low-income households.



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Table H-2
Share of Regional Housing Needs - 1998 to 2005/2006

Income Group	% of County Median Family Income (MFI)	Income Threshold (in 2001 \$)	Housing Needs (in units)	% of Total Housing Needs
Very Low	0 to 50%	\$25,650 or less	183	27%
Low	51 to 80%	\$25,651 to \$41,050	135	20%
Moderate	81 to 120%	\$41,051 to \$61,579	156	23%
Upper	>120%	More than \$61,580	203	30%
Total			677	100%

Source: Southern California Association of Governments, 1999.

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In this Housing Element, Azusa, virtually alone among its neighbors, continues to recognize its responsibility for meeting regional housing needs crucial to the local economy, even while protesting the way in which this responsibility is apportioned. This Housing Element meets those obligations by demonstrating adequate residential sites through General Plan and development regulations to address the City's fair share housing needs.

Issues Summary

Azusa's key housing issues are summarized below:

- Very low-income (50% MFI) households are priced out of the rental market in Azusa, and are therefore faced with overpayment and/or overcrowding. While most rentals are affordable to low income (80% MFI) households, vacancies are extremely limited.
- While the majority of existing ownership housing is affordable to moderate-income households, new housing being developed is targeted primarily to upper income households.
- The City has a high portion of lower income households (51%) relative to the region (47%), and a relatively affordable existing housing stock. However, based

on the generally lower incomes of residents, a high proportion (29%) are overpaying for housing.

- Approximately one-fifth of Azusa's households are overcrowded, resulting in inadequate housing conditions and accelerated unit deterioration.
- Over half of the City housing stock is 30 years of age or older, the age when housing begins to experience major rehabilitation needs. An estimated 200 units are in substandard condition.
- Special needs households in Azusa include the elderly (19% of City households), large households (over 20% of City households, half of whom are renters) female-headed households (15% of City households), students, and the homeless.
- Azusa has limited vacant residential land remaining for development, yet pursuant to the SCAG Regional Housing Needs Assessment (RHNA) the City is required to plan for 677 new units during the 1998- 2005/2006 planning period.
- The RHNA requires the City to plan for 318 new units affordable to lower income households. New development targeted to lower income households typically requires some level of subsidy, and the City has only limited resources to assist in development.

Housing Resources

This section describes and analyzes resources available for the development, rehabilitation, and preservation of housing in Azusa. This includes the availability of land resources and the City's ability to satisfy its share of the region's future housing needs, financial resources available to support the provision of affordable housing, and administrative resources available to assist in implementing the City's housing programs.



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Availability Of Sites For Housing

Azusa is a highly urbanized community that is almost entirely built out. As very little vacant residential land remains in the City, the residential sites analysis addresses vacant sites, but specifically focuses on underutilized sites within the City. Underutilized sites are those that are developed well below the maximum density allowed in Azusa's zoning code. The location and number of available parcels and associated acreage and dwelling unit potential were determined from review of current parcel data using the City's GIS database. Table H-3 provides a breakdown of the number of vacant and underutilized sites in the City and the additional dwelling units that could be developed in each zone.

As part of the Land Use Plan and the Urban Form, mixed-use is being encouraged in districts and along corridors; thereby, significantly expanding sites for residential infill. This initiative, with strong community support, offers an innovative and realistic opportunity for high-quality housing development that will provide attractive alternatives to all income levels, including low-income residents. By offering a mix of housing types at a mix of housing prices, the corridors and districts can will strengthen the community's existing low-density neighborhoods. This option has a further benefit for low-income households that also lack access to autos, since these sites are served by local and regional transit.

Finally, the Azusa Pacific University's Azusa Square Specific Plan provides for development of additional housing for students and faculty in Azusa, which will also ease pressure on the housing market. Figure H-1 illustrates the location of these residential sites.

Vacant Sites

As shown on Table H-3, a limited amount of vacant land is available in the residential zones. Potential units from development of the vacant par-

cells totals 460 units. Several of the vacant sites in the existing R3-1,600 zone are located along Alameda Avenue. In addition to these vacant residential sites, the City has recently rezoned a vacant M-2 parcel for the second phase of the Parkside Development. This project provides 26 single-family homes. Similar to the first phase of the project, the minimum lot sizes for the new homes will be 4,000 square feet, which is lower than the minimum lot size requirements in the Zoning Code.

Underutilized Single-Family Sites

The single family residential zones included in the sites analysis are shown in Table H-3 and are located throughout the City. The majority of these sites are partially developed. For purposes of this analysis, underutilized sites in the existing R1-6,000, R1-7,500, and R1-10,000 zones are defined as those parcels that are twice the size of the allowable minimum lot size, are a minimum of 12,000 square feet, and have only one existing house on the parcel. Under the existing City's zoning regulations, R1 parcels meeting this criteria are permitted to develop an additional single-family home on the parcel. In combination with the few vacant parcels, development of underutilized R1 parcels can yield 240 additional units (refer to Table H-3).

Underutilized Multi-Family Sites

The City has two R3 existing zoning districts, R3-3,000 and R3-1,600, providing for 14 and 27 units per acre respectively. Underutilized sites in these multi-family residential zones are defined as parcels developed at 50 percent or less of the maximum allowable density. As shown in Table H-3, the potential units from underutilized parcels in the existing R3-3,000 and R3-1,600 zones total 123 units, with the majority in the higher density existing R3-1,600 district.

Mixed Use Along Commercial Corridors

The City's General Plan update establishes a mixed-use designation to provide for a mix of residential and commercial uses along key commer-

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Table H-3
Vacant and Underutilized Sites
for Future Development

Land Use Zone	Maximum du/acre	Parcels	Acreage	Unit Potential
Vacant				
R3-1,600	27	14	3.08	80
Mixed Use ¹	27	13	7.12	180
APU SP		1	11.29	200
Underutilized Sites				
R1-10,000	4.3	7	8.47	10
R1-7,500	5.8	14	13.16	19
R1-6,000	7.3	197	68.69	211
R3-3,000	14.5	2	0.88	7
R3-1,600	27	53	8.51	116
Mised Use ¹	27	156	15.81	370
Total		457	137.01	1,193

Notes: du = dwelling unit; APU SP = Azusa Pacific University Specific Plan
¹*The mixed-use zone designation is a new zone designation pertaining to the corridors and districts the City.*

Source: City of Azusa Community Development Department, 2003



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cial corridors, including Foothill Boulevard/Alosta Avenue, and Azusa Avenue, and surrounding the future Gold Line Transit Station (refer to Figure H-1). Adding residential development along some of Azusa's commercial corridors will create activity along the street, provide a variety of housing types near work and shopping, and enhance public safety. A total of 23 acres of vacant and underutilized sites have been identified within these designated mixed-use corridors, providing potential for 550 additional units.

Azusa Pacific University's Azusa Square Specific Plan

Azusa Pacific University (APU) is located near Alosta Avenue and Citrus Avenue in the eastern portion of Azusa. In the year 2000, the City adopted the Azusa Pacific University Azusa Square Specific Plan (SP-5). This Specific Plan was developed to create a traditional university area and includes athletic fields, parking, student residential and academic buildings, and academic offices and retail uses. The residential component of SP-5 is planned to be up to 4 stories in height as allowed in the City's existing C-3 zone and will include approximately 64,000 square feet of housing. A total of 200 units of residential development is planned in this area. According to the Vice President for University Projects at the APU, the housing will be for students and made available at below market rates.

Comparison Of Sites With Regional Housing Growth Needs (RHNA)

Azusa has an identified future housing need (RHNA) of 677 units to be developed during the 1998-2005/2006 period, including 318 units affordable to lower income households. Housing built from January 1, 1998 onward can be credited towards meeting the adequate sites requirement for the RHNA. Between January 1998 - June 2001, a total of 470 units have been built or are in the near term pipeline for development. All of these units have been single-family homes, and given sales price information can be assigned to the four income categories as shown in Table H-4.

Of the 470 units built, six have been built as second units on existing R-1 and R-2 parcels, and fall within the range of affordability to lower income households. The 111 moderate income units are comprised of the Parkside development, and scattered single-family homes on infill parcels. And for the first time in many years, the City is witnessing development of housing targeted to upper income households in the San Gabriel Canyon area, with 353 units being developed as part of the Mountain Cove and Alexander Catania Communities projects.

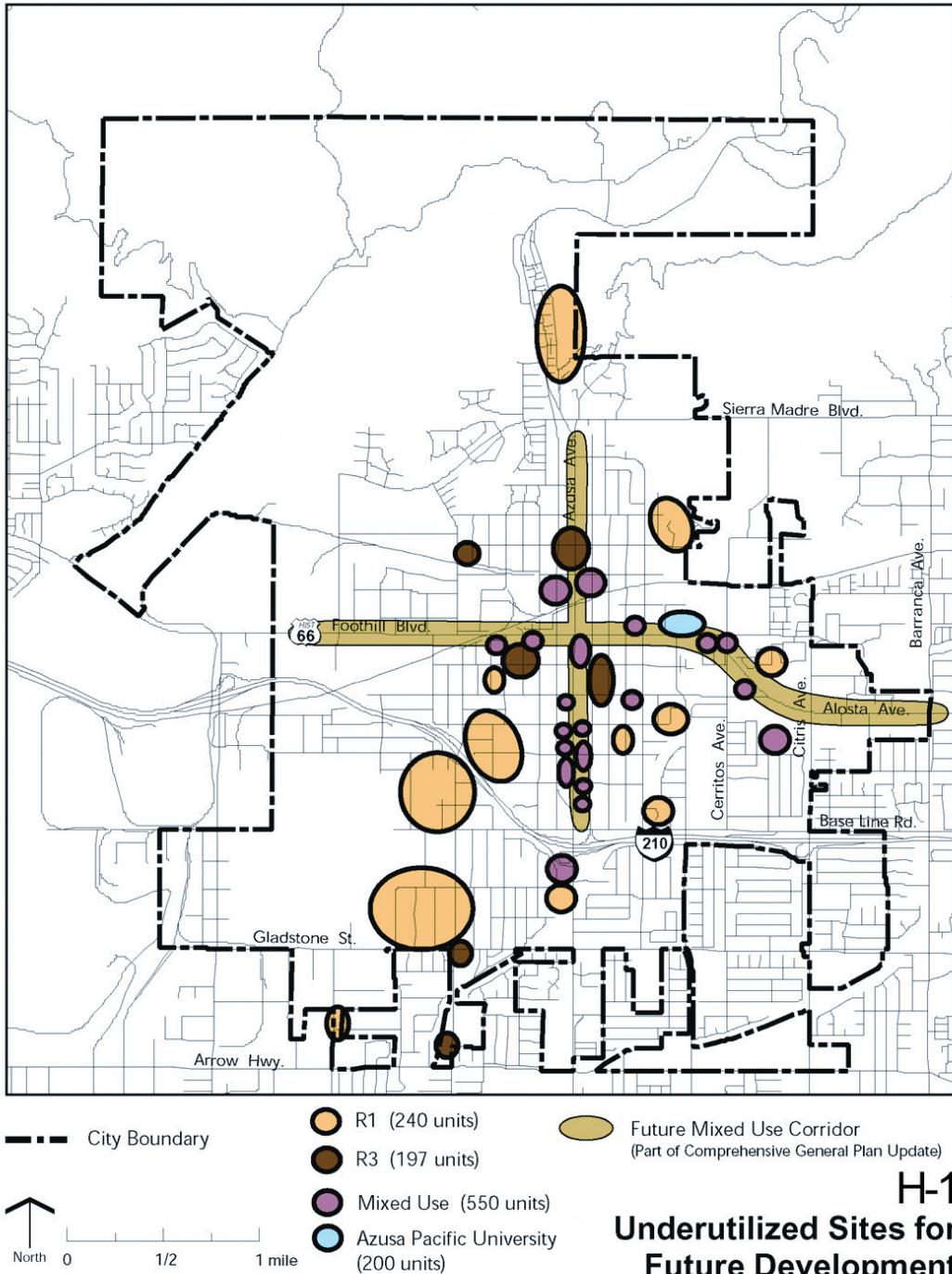
Considering that the City is providing sites through the General Plan update new land use plan to accommodate approximately 3,371 additional dwelling units, Azusa has exceeded its outstanding RHNA requirement for 357 new units. The more important issue is whether targets for each affordability level can be met, especially those for very low and low income households not currently being provided for in the market.

The City's highest density existing multi-family zone (R3-1,600) provides densities up to 27 units/acre, which given moderate land costs in the City, is sufficient to facilitate housing affordable to lower income households. The addition of a district designation with incentives for inclusion of housing at densities up to 27 units/acre will significantly expand areas for multi-family rental and ownership housing that can be provided at affordable levels. And the Azusa Pacific University Specific Plan will provide up to 200 apartment units for students. In addition to providing these multifamily sites for up to 953 additional units, the City's Housing Element establishes several programs to help facilitate production of affordable housing, including the provision of financial assistance and regulatory incentives, and potential adoption of an inclusionary housing ordinance.

Financing Resources

The City has access to a variety of existing and potential funding sources available for affordable

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H-1 Underutilized Sites for Future Development



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Table H-4
Remaining 1998 - 2005/2006
Regional Housing Needs (RHNA)

Income/Affordability Category	% of County (MFI)	Total 1998 - 2005/2006 Regional Housing Need (RHNA)	Units Constructed/in Pipeline between 1998 and June 2001	Remaining Units Needed
Very Low	0 to 50%	183	0	183
Low	51 to 80%	135	6	129
Moderate	81 to 120%	156	111	45
Upper	>120%	203	353	0
Total		677	470	357

Source: Southern California Association of Governments, 1999. City of Azusa Community Development Department - Building Records, June 2001.

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housing activities. They include programs from local, State, federal and private resources. The Existing Conditions Technical Report describes the most significant housing funding sources currently used in Azusa along with additional funding sources available to support in implementing the City's housing program activities (refer to Table 2-41 in the Technical Report). The four largest funding sources in the City are described below.

Community Development Block Grants

The City participates under the Los Angeles Urban County Community Development Block Grant (CDBG) program. The CDBG program is very flexible in that funds can be used for a wide range of community development activities primarily benefiting lower income households. The eligible activities include, but not limited to: acquisition and/or disposition of real estate or property, public facilities and improvements, relocation, rehabilitation and construction (under certain limitations) of housing, homeownership assistance, and clearance activities. The City expects to receive approximately \$706,000 in CDBG funds for the 2001/2002 fiscal year, combined with approximately \$400,000 in prior years funds. Approximately \$380,000 will be used for replacement of a Section 108 loan. The City has allocated over \$170,000 in CDBG funds in support of the single-family rehabilitation program. Funds are also allocated towards services for special needs populations, including referrals and case management for seniors and the disabled, homeless outreach and assistance programs, and domestic violence prevention. A neighborhood program has been established to solicit input from community members about capital improvements needed in their neighborhoods.

Redevelopment Housing Set-Aside

State law requires the Community Redevelopment Agency to set-aside 20 percent of all tax increment revenue generated from redevelopment projects for affordable housing. The Agency's 20-percent set-aside funds must be used for activities

that increase, improve, or preserve the supply of affordable housing in the City. Housing developed under this program must remain affordable to the targeted income group for at least 15 years for rental units and 10 years for ownership housing. Due to the Azusa Redevelopment Agency's aggressive housing programs, the low and moderate income housing fund (the 20% set-aside funds) has been exhausted. The housing fund is expected to be in a deficit until 2012 as it continues to repay previously incurred debt and cover its fair share of expenses. Since the housing fund also borrowed from the Agency's general fund, it must repay that debt before undertaking any new projects. Between \$680,000 and \$780,000 per year in housing set-aside funds are projected to be generated during the 2000 and 2005/2006 planning period. All of these funds will be necessary to repay previously incurred debt (approximately \$690,000 annually is scheduled to be used for debt service), and cover administrative costs.

City of Industry Funds

Another financial resource accessible to Azusa is the City of Industry Funds that can only be used by jurisdictions within a 15-mile radius of the City of Industry. Industry Funds consist of 20 percent of the tax increment funds collected by the City of Industry and transferred to the Housing Authority of the County of Los Angeles (HACoLA) to develop low- and moderate-income housing for families, seniors and people with special needs, including domestic violence victims, emancipated foster youth, and those afflicted with AIDS/HIV. To be eligible for Industry Funds, a proposed affordable rental housing development is required to set aside a minimum of 20 percent of the units for very low-income households. A proposed for-sale development must set aside a minimum of 20 percent of the units for very low- and/or low-income households to qualify for Industry Funds. Funds are awarded annually on a competitive basis.



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State Housing Funds

During the summer of 2000, former California Governor Gray Davis signed the largest housing budget in State history, making available approximately \$500 million for affordable housing and related activities. The most substantially funded programs include (but are not limited to) the following: Rental Housing (\$177 million), Community Amenities/ Development Incentives (\$110 million), Ownership Housing (\$100 million), Emergency Housing Assistance (\$32 million), and Supportive Housing for Minors Leaving Foster Care (\$25 million). The City will make efforts to qualify for a portion of these funds in partnership with non-profit organizations/service providers active in Azusa and the San Gabriel Valley.

Administrative Resources

Described below are non-profit agencies active in San Gabriel Valley that can assist the City in developing, conserving and/or rehabilitating housing. These agencies play important roles in meeting the housing needs of the community. In particular, they are critical in the improvement of the housing stock and the preservation of at-risk housing units in the City.

Habitat For Humanity - San Gabriel Valley (SGV)

Habitat for Humanity is a non-profit, Christian organization dedicated to building affordable housing and rehabilitating damaged homes for lower income families. Habitat builds and repairs homes for families with the help of volunteers and homeowner/partner families. Habitat homes are sold to partner families at no profit with affordable, no-interest loans. Volunteers, churches, businesses, and other groups provide most of the labor for the homes. Land for new homes is usually donated by government agencies or individuals.

The East Los Angeles Community Union (TELACU)

TELACU is a community development corporation that provides affordable home-ownership opportunities for families and apartment rentals for low-income senior citizens and the disabled. Since its establishment in 1968, the Union has built more than 1,000 senior apartment units in the Los Angeles area with HUD assistance.

SoCAL Housing

SoCal Housing is a regional non-profit corporation providing affordable housing throughout the nine-county Southern California area. So-Cal Housing finances, develops, preserves and manages affordable housing.

Southern California Presbyterian Homes (SCPH)

SCPH is an experienced non-profit housing developer that has developed many affordable housing projects throughout Southern California. The housing activities of SCPH are funded through CDBG, HUD Sections 202 and 221, and local redevelopment housing set-aside funds.

Pasadena Neighborhood Housing Services

Pasadena Neighborhood Housing Services (PNHS) provides affordable housing (rental property and homeownership) to families from low- to moderate-income levels. PNHS leverages CDBG funds through the sale of CDBG-funded rehabilitation loans on the secondary market through Neighborhood Housing Services of America. PNHS also receives funds under the California Housing Rehabilitation Program.

Housing Element Goals And Policies

This section contains the goals and policies that address the housing needs of the City. The goals

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and policies address five major issues: (1) provide a variety of housing types; (2) maintain and preserve the existing housing stock; (3) provide adequate sites for the development of new housing; (4) minimize the impact of governmental constraints on housing production; and (5) assure equal housing opportunity for all residents. Each issue area is discussed in greater detail below. Programs to implement these policies are included in parenthesis.

Housing Plan

The Housing Plan section sets forth the goals and policies of the Housing Element, reviews the accomplishments of the 1989 Housing Element, and discusses the housing programs for the 2000-2005/2006 period.

Goals and Policies

Provide for a Variety of Housing Types

GOAL

1 ASSIST IN THE PROVISION OF ADEQUATE HOUSING TO MEET THE NEEDS OF THE COMMUNITY. ESTABLISH A BALANCED APPROACH TO MEETING HOUSING NEEDS THAT INCLUDES BOTH OWNER AND RENTER HOUSEHOLDS.

POLICIES

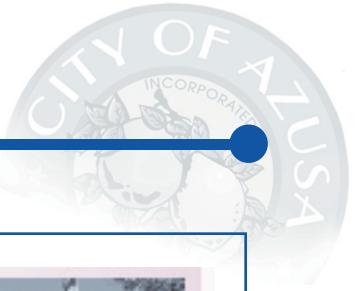
- 1.1 Provide a range of residential development types in Azusa, including low density single-family homes, moderate density townhomes, higher density apartments and condominiums, and residential/commercial mixed-use in order to address the City's share of regional housing needs. (H1, H2, H3, H4, H5, and H6)
- 1.2 Facilitate development of affordable housing through use of financial and/or regulatory incentives. (H1, H3, H7, H15, and H17)

- 1.3 Assist in the provision of home ownership assistance for moderate, and where feasible, low income residents, and target a portion of new ownership units toward large families. (H1, H7, and H8c)
- 1.4 Establish working partnerships with private developers and nonprofit housing corporations to assist Azusa in meeting its housing goals. (H1d, H2, H9b, H14, and H15)
- 1.5 Pursue State, Federal and other funding sources for activities to leverage local funds and maximize assistance. (H1 and H7)
- 1.6 Assist residential developers in identifying and preparing land suitable for residential development. (H14 and H15)
- 1.7 Support the provision of high quality rental housing for large families, students, and senior citizen households. (H3, H4, and H5)
- 1.8 Require that housing constructed expressly for low and moderate income households not be concentrated in any single portion of the City. Evaluate adoption of an inclusionary housing ordinance to integrate affordable units within market rate developments. (H6)

Maintain and Preserve the Existing Housing Stock

GOAL

2 MAINTAIN AND ENHANCE THE QUALITY OF EXISTING HOUSING AND RESIDENTIAL NEIGHBORHOODS IN AZUSA.



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POLICIES

- 2.1 Encourage neighborhood and local involvement in addressing housing and neighborhood maintenance and improvement through the Neighborhood Improvement Zone program. (H11)
- 2.2 Continue to provide rehabilitation and home improvement assistance to low and moderate income households, seniors, and the disabled. (H8)
- 2.3 Preserve and improve the quality of affordable rental housing by providing rehabilitation assistance to owners of rental properties. (H9 and H10)
- 2.4 Cooperate with non-profit housing providers in the acquisition and rehabilitation of older apartment complexes and single-family homes, and maintenance as long term affordable housing. (H8c and H9b)
- 2.5 Continue to offer and promote home ownership assistance programs as a means of enhancing neighborhood stability. (H1 and H8c)
- 2.6 Continue to participate in state and federally sponsored programs designed to maintain housing affordability, including the Section 8 rental assistance program. (H7 and H12)
- 2.7 Continue to monitor affordable housing developments within the City and work to preserve housing at-risk of conversion to market rate. (H13)



Adequate Sites for New Housing Development

GOAL

- 3 PROVIDE ADEQUATE SITES FOR THE DEVELOPMENT OF NEW HOUSING THROUGH APPROPRIATE LAND USE AND ZONING DESIGNATIONS TO ACCOMMODATE THE CITY'S SHARE OF REGIONAL HOUSING NEEDS.**

POLICIES

- 3.1 Continue to maintain an up-to-date residential sites inventory, and provide to interested developers in conjunction with information on available development incentives. (H14)
- 3.2 Create mixed-use opportunities along key commercial corridors as a means of enhancing pedestrian activity and community interaction. (H15)
- 3.3 Continue to allow second residential units on single-family parcels as a means of providing additional infill housing opportunities. (H4)
- 3.4 Utilize the specific plan process as a tool to provide flexible and creative solutions to housing on larger pieces of property, such as the Azusa Pacific University and Monrovia Nursery sites. (H14)

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3.5 Accommodate housing facilities for persons and families in need of temporary and short term housing within the City's commercial districts. (H16)

3.6 Address needs of overcrowded households through room additions and construction of affordable rental and ownership housing for large families. (H8a and H14)

Removal of Constraints

GOAL

4 MINIMIZE THE IMPACT OF GOVERNMENTAL CONSTRAINTS ON HOUSING PRODUCTION AND AFFORDABILITY.

POLICIES

4.1 Provide regulatory incentives, such as density bonuses and reduced parking, to offset the costs of developing affordable housing. (H3, H5, H17, and H18)

4.2 Establish mixed-use development standards that provide incentives for the inclusion of residential uses along designated corridors and in districts. (H15 and H18)

4.3 Maintain the City's coordinated, interdepartmental Development Review process for larger-scale projects in the City. (H14)

Equal Housing Opportunity

GOAL

5 PROMOTE EQUAL OPPORTUNITY FOR ALL RESIDENTS TO RESIDE IN THE HOUSING OF THEIR CHOICE.

POLICIES

5.1 Continue to enforce fair housing laws prohibiting arbitrary discrimination in the building, financing, selling or renting of housing on the basis of race, religion, fam-

ily status, national origin, physical disability or other such circumstances. (H19)

5.2 Promote greater awareness of tenant and landlord rights and obligations. (H19)



Housing Implementation Programs

This section contains the housing programs that address the Housing Element goals and policies set forth. The housing programs define the specific actions the City will undertake in order to achieve the goals for the 2000-2005/2006 period. Pursuant to State law, the programs address the following issue areas:

- 1) Provide for a variety of housing types;
- 2) Maintain and preserve the existing housing stock;
- 3) Create and maintain adequate sites for new housing development;
- 4) Removal of constraints; and
- 5) Equal housing opportunity.

The housing programs are discussed in detail below. Table H-5 summarizes the programs, goals, objectives, funding source, responsible agency, and time frame for implementation during the 2000-2005/2006 period.



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Table H-5
Housing Program Summary

Housing Program	Program Goal	Five-Year Objective	Funding Source	Responsible Agency	Time Frame
Provide for a Variety of Housing Types					
H1. Home Ownership Programs					
a. Mortgage Credit Certificate (MCC) Program.	Assist qualified households with the purchase of a home.	Continue participation in the program; provide information to City residents.	Federal Income Tax Credit	Los Angeles County CDC; Economic Development Department	2000-2006
b. Home Ownership Program (HOP)	Assist first time home buyers who meet the lower income limits.	Continue participation in the program; provide information to City residents.	County HOME; CDBG	Economic Development Department	2000-2006
c. Fresh Rate Program	Assist qualified households with the purchase of a home.	Continue participation in the program; provide information to City residents.	ICLFA	Economic Development Department	2000-2006
d. Home Buyer Program for New Construction	Work with developers of new ownership housing to integrate affordable units within market rate projects.	Encourage integration of affordable units within new for-sale housing developments.	State bond financing; Industry Set-Aside; and others	Economic Development Department	2000-2006
H2. Single-Family Infill Program	Work with the AUSD and the East San Gabriel Valley ROP in constructing homes on infill sites.	Complete three additional homes; provide sales prices at levels affordable to moderate income households.	CDBG; Redevelopment Agency funds	Economic Development Department	2000-2006
H3. Senior Housing Program *	Assist in the provision of senior housing with modified development standards.	Facilitate development of senior housing in R-3, corridors, and districts.	General Fund	Community Development Department	2000-2006
H4. Provision for Additional Residence on a Lot	Provide for the construction of additional dwellings on oversized lots within R1 zoning districts.	Continue to accommodate infill units on developed R1 parcels.	General Fund	Community Development Department	2000-2006

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Table H-5
(Housing Program Summary continued)

Housing Program	Program Goal	Five-Year Objective	Funding Source	Responsible Agency	Time Frame
H5. Alternative Housing Models	Promote alternative housing types to meet the needs of the City's population.	Provide flexible zoning regulations, financial assistance, and other incentives.	General Fund; CDBG; Redevelopment Agency funds	Community Development Department; Economic Development Department	2000-2006
H6. Inclusionary Housing Ordinance *	Integrate affordable units within market-rate projects. In-lieu fees may be paid as substitution.	Evaluate adoption of inclusionary housing, and as appropriate, follow-up with a nexus study and in-lieu fee amount, and adoption of an ordinance.	General Fund	Community Development Department	2005
H7. Affordable Housing Funding Sources	Encourage the use of various funding sources available to the City.	Actively pursue funding sources for housing development; provide information on available funding sources; conduct developers' workshop.	General Fund; Industry Set-Aside funds ; and other State, County and Federal funding sources	Community Development Department; Economic Development Department	Conduct workshop in 2005

Maintain and Preserve the Existing Housing Stock

H8. Single-Family Rehabilitation Programs

a. HOME Rehabilitation Loan Program	Assist qualified applicants for home improvement activities.	In coordination with program 8b, assist 35 households annually; promote the program on the City website, at public locations and community events.	HOME	Community Development Department; Economic Development Department; Los Angeles County CDC	2000-2006
b. Single-Family Housing Rehabilitation Grant Program	Assist qualified applicants in minor home repairs.	In coordination with program 8a, assist 35 households annually; promote the program on the City website.	CDBG	Community Development Department; Economic Development Department; Los Angeles County CDC	2000-2006



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**Table H-5
(Housing Program Summary continued)**

Housing Program	Program Goal	Five-Year Objective	Funding Source	Responsible Agency	Time Frame
c.Single-Family Acquisition and Rehabilitation (HUD Section 203(k))	Assist eligible non-profit housing providers in acquiring deteriorating and/or other problem properties.	The Redevelopment Agency will contact HUD to evaluate participation in the 203(k) program.	HUD; Redevelopment Agency funds	Redevelopment Agency; Economic Development Department	By the end of 2005
H9. Multi-Family Rehabilitation Programs					
a.Single and Multi-Family Rental Housing Rehabilitation Rebate Program	Provide 50% rebate for improvements on single and multi-family complexes.	Assist 15 households annually; continue to promote the program on the City website.	CDBG	Economic Development Department	2000-2006
b. Multi-Family Housing Acquisition and Rehabilitation	Assist developers (non-profit) to acquire property, carry out rehabilitation, and make units affordable to lower-income households.	Contact non-profit housing providers regarding interest in establishing partnerships in the acquisition and rehabilitation of substandard rental properties.	CDBG; Redevelopment Agency funds; Industry Set-Aside funds	Economic Development Department	Contact non-profits in 2006
H10. Rental Housing Inspection Program	Ensure maintenance of rental properties through annual inspection.	Continue to administer the rental inspection program.	General Fund	Community Improvement Division	2000-2006
H11. Neighborhood Improvement Zone Program	Provide for neighborhood improvements in targeted neighborhoods, include extensive community involvement.	Identify additional target neighborhoods, and involve residents to identify and implement needed improvements.	CDBG; General Fund	Redevelopment Agency	2000-2006
H12. Section 8 Rental Assistance.	Provide rental subsidies to very low-income households.	Continue rental assistance to 277 households, with additional assistance provided as funding becomes available.	HUD	Los Angeles County Housing Authority; Economic Development Department	2000-2006

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Table H-5
(Housing Program Summary continued)

Housing Program	Program Goal	Five-Year Objective	Funding Source	Responsible Agency	Time Frame
H13. Preservation of At-Risk Units.	Preserve housing at risk of conversion to market-rate units.	Maintain close contact with owners of at-risk properties; provide financial and other assistance to maintain affordability; conduct tenant education.	HUD; CDBG; Redevelopment Agency funds	Redevelopment Agency; Economic Development Department	2000-2006
Adequate Sites for New Housing Development					
H14. Vacant/Underutilized Sites Inventory	Provide adequate sites to meet the RHNA allocation.	Maintain an inventory of sites suitable for residential development; conduct a developers workshop. Develop incentives for lot consolidation.	General Fund; CDBG; Redevelopment Agency funds	Community Development Department; Economic Development Department	2005
H15. Mixed Use District	Provide sites for mixed-use development along several key commercial corridors. Permit residential densities up to 27 units per acre.	Adopt the General Plan and implementing mixed-use ordinance with incentives for inclusion of residential development.	General Fund	Community Development Department	2004
H16. Sites for Transitional Housing/Homeless Shelters	Provide sites for the development of housing for the homeless.	Amend the Development Code design guidelines to conditionally allow for transitional housing and emergency shelters in commercial districts.	General Fund as necessary	Community Development Department	2004



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**Table H-5
(Housing Program Summary continued)**

Housing Program	Program Goal	Five-Year Objective	Funding Source	Responsible Agency	Time Frame
Removal of Constraints					
H17. Density Bonus Ordinance	Provide density bonus and additional regulatory incentives for developments that include affordable units.	Adopt a local density bonus in conjunction with the Development Code; promote availability through developers workshop.	General Fund	Community Development Department, Planning Commission, City Council	2004
H18. Review of Parking Standards	Provide modified parking standards for multi-family housing.	Review parking standards during the Development Code update process and revise as appropriate.	General Fund	Community Development Department, Planning Commission, City Council	2004
Equal Housing Opportunities					
H19. Fair Housing	Assure that all residents have equal access to housing.	Continue to promote fair housing practices, refer fair housing complaints to the Fair Housing Council of San Gabriel Valley.	CDBG	Fair Housing Council of San Gabriel Valley; Community Development Department.	2000-2006
Five-Year Program Objectives: Housing Construction: 677 units (183 very low, 135 low, 156 moderate, 203 above moderate) Housing Rehabilitation: 200 low- and 50 very low-income units (75 multi-family, 175 single-family units) Housing Conservation: 238 very low income units (Azusa Park Apartments, Alosta Gardens, and Azusa Apartments)					

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Historic/Cultural Resources

Azusa is the oldest community in the San Gabriel Valley, predating the arrival of the Spaniards by six thousand years. The name is derived from the Chumash village along the San Gabriel River. Our heritage was shaped by the era of Mexican ranchos and early American settlement. The modern era began with the coming of the railroad and the founding of a thriving foothill citrus community, incorporated in 1898.

The evolution from a frontier town to a suburban city continues today. With the passage of a "Historic Landmark" ordinance in 2001, Azusa has made a commitment to better protect its important historic fabric and to weave it into the city's future.



Statutory Requirements

In addition to the mandatory elements, other optional elements may be included in a City's general plan. The California Government Code Section 65303 states:

The General Plan may include any other elements or address any other subject which, in the judgment of the legislative body, relate to the physical development of the county or city.

Azusa's Historic/Cultural Resources Element is such an optional element. Once adopted, this element will have the same legal status as any of the mandatory elements. Additionally, other state requirements pertaining to the mandatory elements, such as internal consistency, also apply to the optional element.

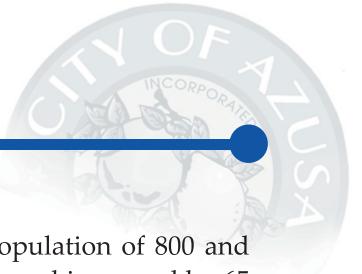
Historical/Cultural Resources Big Ideas

The Big Ideas for the Historical and Cultural Resources Element are:

- Identify historic landmarks
- Designate historic districts, including:
 - Downtown District
 - Sunset Neighborhood
 - Foothill/Route 66 Corridor
- Conducting tours of historic structures and historic districts
- Telling Azusa's story through an expanded commitment to public art, carrying the theme of Azusa's natural and historic legacy.

Historical/Cultural Resources Existing Conditions

For thousands of years prior to Spanish exploration and settlement, the Tongva/Gabrielino Indians occupied what is now Azusa. With an emphasis on settlements near the San Gabriel River and at spring sites, the Tongva/Gabrielino Indians practiced a complex form of hunting and gathering and of land resource management. With the arrival of the Spanish colonists in 1769 life changed for the people and the effects of missionization and European culture led to the demise and displacement of the Indian people. With the founding of Mission San Gabriel in 1771, the region began the gradual shift from Indian homeland to Spanish colonial outpost and mission lands. By 1834, the Alta California missions were secularized and became parish churches and many were abandoned or saw only occasional use. Secularization was followed by what is often called the rancho period or the era of Mexican land grants.



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Approximately three square miles, or almost 2,000 acres, were granted to Luis Arenas in 1841. Arenas named his holding Rancho El Susa and it was this rancho that he sold to the Englishman Henry Dalton in 1844. Dalton was a highly successful merchant-cantilist who focused on west coast trade between South America and California. Typical of the times, Dalton blended Spanish and English and a little vanity and christened his new holding Azusa Rancho de Dalton.

The 1850-1870 period represents the gold rush era for the region and, in spite of floods that wiped out the nascent towns of Prospect Bar (1859) and Eldoradoville (1862), the mines produced more than 12 million dollars of gold. During this period much of California was caught in a legal web of conflicting land claims, fraudulent claims, and a tug-of-war between the new California state government and the claims of the federal government. The lands of Henry Dalton, and others throughout California, who had purchased or acquired Mexican land grants, were reduced by federal surveys thus opening the way for homesteaders.

Although Jonathan S. Slauson mapped and laid out the lines for the town of Azusa in 1887, incorporation would not come until the last days of 1898. H. A. Williams was elected as the first mayor. Citrus Union High School, which became Citrus College in 1915, was established in 1891 in Azusa as the first Union High School in California. The

census of 1890 recorded a population of 800 and ten years later the population increased by 65 to a total of 865.

From the turn of the century to the early 1940s, Azusa grew and developed largely on the strength of its citrus and other agricultural products. The packinghouses and railroads prospered, banks and churches were erected, and the town spread out from its original center. The war years and the coming of Aerojet in 1944 coupled with the decline in the citrus industry marked by blight, high water prices and post war pressure to develop farmland, spelled the end of the citrus groves and the industry that they had spawned. Industry replaced agriculture, with notable exceptions such as the Monrovia Nursery. Establishment of the Azusa Pacific (College) University through a merger of the old Azusa Bible College and the Los Angeles Pacific College in 1965 continued an academic presence to the town which was begun by the Mabelle Scott Rancho School for girls in the early 1920s. Development of the freeway system left old Route 66 as a remnant highway while at the same time bringing new families to the town in search of affordable housing and a sense of community.

The Azusa General Plan recognizes the cultural diversity reflected in the past and anticipates that such diversity will extend into the future. This historical and cultural diversity, as represented by prehistoric sites, buildings, places, and activities, should be preserved and enhanced. The policies presented in this section focus on the preservation



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of physical reminders of the past; the treatment of links with the past as important not only to understanding history but to forging a better future; promotion of cultural diversity, and encouragement of public participation in preserving the past while building for the future.

Vision

Azusa will be a community that honors its history, while actively embracing a better future. Actively telling the story of the legacy and contributions of the many other cultures that have lived here (Native American, Hispanic, Anglo, and other immigrants) will add luster to Azusa as a unique community for residents and visitors alike.

Historic/Cultural Resources Goals and Policies

GOAL

1 ACKNOWLEDGE, PRESERVE, AND PROTECT THE CITY'S NATIVE AMERICAN HERITAGE.

POLICY

- 1.1 Determine, early in the planning process, through field surveys and Native American consultation, whether archaeological or cultural resources are located within a proposed development site. (HR1 and HR2)

GOAL

2 PROVIDE THE CITY WITH OPEN SPACE AND CULTURAL/HISTORIC AREAS IN THE DOWNTOWN, IN THE SAN GABRIEL RIVER CORRIDOR, AND IN NEIGHBORHOODS THAT CAN PROVIDE EDUCATIONAL BENEFITS.

POLICIES

- 2.1 Combine historically and culturally significant sites such as those on the proposed landmark list with recreational learning opportunities, where appropri-

ate. Examples may include the train depot, the Woman's Club, the citrus processing buildings, and the Wells Fargo Building. (HR3)

- 2.2 Commence the process to designate Historic Districts that may include a Downtown District, a Sunset/San Gabriel District, a Citrus Packing District, and a Foothill District (Figure HR-1). (HR3)

GOAL

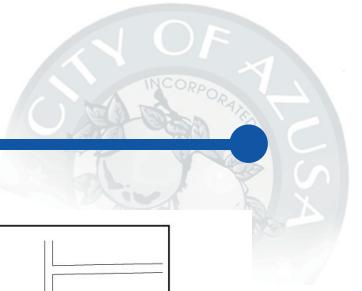
3 PRESERVE AND PROTECT PLACES, BUILDINGS, AND OBJECTS THAT EMBODY THE CITY'S SOCIAL, COMMERCIAL, ARCHITECTURAL, AND AGRICULTURAL HISTORY.

POLICIES

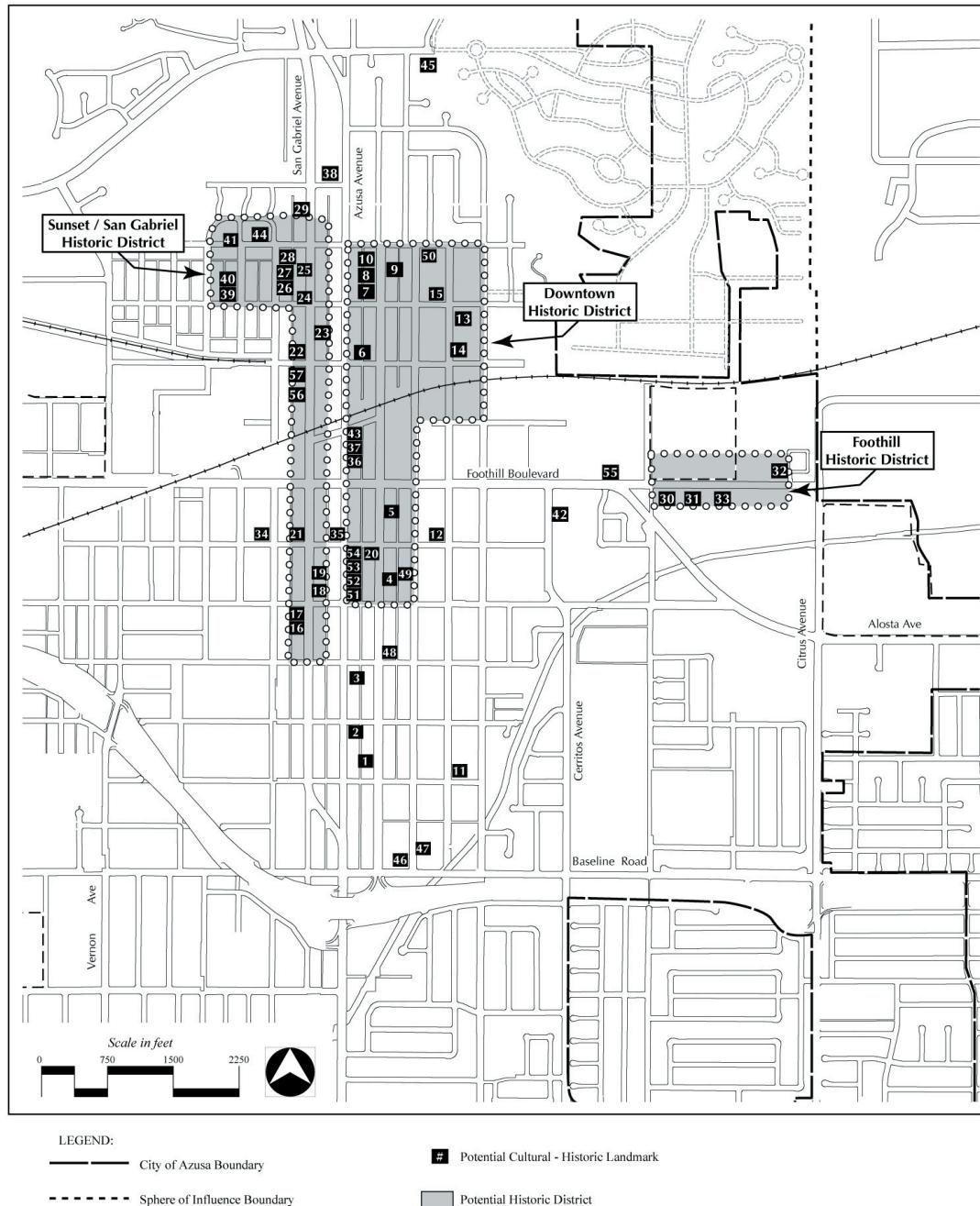
- 3.1 Encourage property owners to maintain and preserve the historic properties currently listed on the landmarks list and those properties that may be added in the future. Large-scale examples include Route 66, the Santa Fe Depot, the citrus packing buildings, the mining activities, and the downtown core. (HR4, HR5, HR6, HR7, HR8, and HR9)

- 3.2 Incorporate natural resources such as the San Gabriel River drainage into development when appropriate as a means of understanding and appreciating the history of the site or area. This may include the mining activities and any prehistoric sites that may be encountered during subsequent studies of the drainage. (HR10 and HR11)

- 3.3 Support preservation of historic resources, including providing for adaptive reuse and tax incentives where appropriate. (HR8, HR9, and HR11)



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Potential Historic Landmarks and Potential Historic Districts

GENERAL PLAN UPDATE

FIGURE HR-1

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Figure HR-1 Legend

	Property Address		Property Address
1	213 E. Foothill Bl (City Hall)	35	415 San Gabriel Av
2	700 N. Azusa Av	36	1002 Alameda Av
3	619 –621 N. Azusa Av	37	919 San Gabriel Av
4	405 E. 10th St	38	1015 Sunset Av (stone house)
5	510 San Gabriel Av	39	1045 Alameda Av
6	836-850 Soldano Av (at 9th St)	40	942 Soldano Av
7	124 E. Santa Fe	41	513 Alameda Av
8	213 E. Foothill Blvd (Durrell House/Museum)	42	815 (811) San Gabriel Av
9	1007 Sunset Av	43	1025 Alameda Av
10	166 Dalton Av (stone house)	44	825 San Gabriel Av
11	1007 Angeleno Av	45	243 Alameda Av
12	1128 Angeleno Ac	46	447 San Gabriel Av
13	623-625 N. Azusa Av (gym; Old Odd Fellows)	47	629 Angeleno Av
14	532 Soldano Av	48	611 San Gabriel Av
15	801 E. Foothill Bl (Dhammadaya Retreat)	49	1003 Angeleno Av
16	1003 N. Azusa Av (Woman's Club)	50	545 Dalton Av
17	1201 N. Azusa Av (Charlie Lee)	51	516 N. Azusa Av
18	900 Soldano Av	52	520 N. Azusa Av
19	800 N. Azusa Av (Santa Fe Station)	53	504 San Gabriel Av
20	1139 Sunset Av	54	1023 Soldano Av
21	402 Dalton Av (St. Francis Parish Hall)	55	Palms on Azusa Av (starting on 9th St)
22	1003 Soldano Av (stone house)	56	Pacific Electric Railroad Bridge (Encanto Parkway)
23	1046 San Gabriel Av	57	227 Soldano Av (handball court)
24	722 N. Azusa Av	58	534 E. Foothill Bl (main house at Colonial Motel)
25	1135 Sunset Av		
26	1040 Dalton Av		
27	946 San Gabriel Av		
28	620 Soldano Av		
29	1037 San Gabriel Av		
30	1027 San Gabriel Av		
31	522 San Gabriel Av		
32	945 Dalton Av		
33	209 Alameda Av (Medina)		
34	626 Alameda Av		



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- 3.4 Integrate the landmark list onto the GIS computer system to as a method to regulate building renovation, expansion, or demolition. (HR15)



Historical/Cultural Resources Implementation Programs

HR1 CULTURAL AND HISTORIC PRESERVATION COMMISSION

Encourage members of the Native American community to serve on the Cultural and Historic Preservation Commission and to play a role in community development.



GOAL

4 PROMOTE APPRECIATION AND AWARENESS OF AZUSA HISTORY THROUGH THE SCHOOL AND OTHER PUBLIC PROGRAMS AND VENUES.

POLICIES

- 4.1 Work closely with the Azusa Historical Society to improve and maintain the Museum as an integral part of historical interpretation and understanding. Ensure that the Museum reflects cultural diversity and the multiple layers of Azusa's history. (HR3, HR12, and HR13)

- 4.2 Encourage the use of accurate and historically significant place names and themes. (HR14)

- 4.3 Working together with the Historical and Cultural Preservation Commission, Azusa Unified School District, and other local schools, the Autry Museum, and APU, consider establishing Azusa Heritage programs that sponsor educational walking tours and other public events highlighting local historical resources and issues. (HR13)

HR2 ARCHAEOLOGICAL SURVEYS

Require archaeological surveys of undeveloped areas including those areas that although part of the built environment, may have the potential for subsurface archaeological sites. In the case of the San Gabriel River corridor, which may not have project specific actions, conduct surveys as part of the overall planning process so that resources can be integrated into the planning and enhancement process. If resources are encountered, encourage avoidance of the resources if they are determined to be significant as defined in CEQA Guidelines Section 15064.5. If avoidance is not feasible, implement a mitigation plan to excavate, analyze, and report on the discoveries.

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In the event that any prehistoric, historic, or paleontological resources are discovered during construction-related earth-moving activities, all work within 50 feet of the resources shall be halted and the developer shall consult with a qualified archaeologist or paleontologist to assess the significance of the find. If any finds are determined to be significant by the qualified archaeologist, then representatives from the City of Azusa and the qualified archaeologist and/or paleontologist shall meet to determine the appropriate course of action.

Should human remains be discovered during the implementation of a proposed project, the local coroner must be contacted immediately. Both the Native American Heritage Commission (pursuant to NAGPRA) and any identified descendants should be notified, and recommendations received, if the remains are determined to probe of Native American origin (CEQA Guidelines Section 15064.5, Health and Safety Code Section 7070.5, Public Resources Code Sections 5097.94 and 5097.98).

HR3 HISTORIC DISTRICTS

Coordinate with other public and private agencies to promote joint use of facilities, buildings, and places, where appropriate for cultural and art events. Specific examples may include the Santa Fe Depot, which could be an important element of the transit or transportation hub; Route 66, which reflect transportation and a link with the past; and the historic buildings within both residential neighborhoods and the downtown core.

Historic Districts should be established for at least three areas; the Sunset/San Gabriel District between 11th and 4th Streets; the Downtown District between 10th and 6th Streets and Pasadena and Azusa Avenues; and the Foothill District centered on Foothill Boulevard.

Tours and walk abouts with historic and cultural themes should be developed to emphasize Azusa's history and architecture. Such tours could be part of the growing tourist industry as well as an element of the school curriculum.

HR4 CERTIFIED LOCAL GOVERNMENT CERTIFICATION

Seek certification by the State of California as a Certified Local Government (CLG).

HR5 HISTORIC RESOURCE INVENTORIES

Conduct historic resource inventories to identify important historic resources and establish a Register of Historic Properties in the City of Azusa. Pursue grants and funding for inventories and preservation through the State Office of Historic Preservation.

HR6 HISTORIC RESOURCES OUTREACH

Establish an outreach program educating property owners as to the economic and other benefits of preserving and properly maintaining historical and culturally significant properties.

HR7 HISTORIC REHABILITATION GRANTS/LOANS

Consider establishing grants and loans for property owners who seek to rehabilitate and maintain historic properties.





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HR8 HISTORIC PRESERVATION GRANTS

Pursue grants for historic preservation and adaptive reuse within neighborhoods and in commercial areas.

HR9 STATE HISTORICAL BUILDING CODE

Implement the State Historical Building Code on eligible resources.

HR10 REVISE ORDINANCES

Review and revise grading ordinances to require appropriate mitigation measures when historic or archaeological resources are discovered prior to, or during development of property. Such measures should emphasize preservation and enhancement.



HR11 HISTORIC RESOURCE IMPACT THRESHOLDS

Establish thresholds by which future projects can be judged when considering impacts to historic resources. These standards should include height and massing considerations for proposed projects that are located in proximity to historic resources (both individual structures and districts) and should define locations for potential prehistoric resources.

HR12 HISTORIC INTERPRETATION GRANTS

Pursue grants for historic interpretation and enhancement.

HR13 EDUCATIONAL CURRICULUM

Work with Azusa Unified School District and other local schools to develop a curriculum within the schools that integrate the Museum into tours, research projects, and development of family histories.

HR14 HISTORIC MARKERS AND WALKING TOURS

Establish historic markers to delineate sites of historic buildings, events, people, and activities. The markers should reflect the economic,

social, and cultural growth and development of Azusa. The markers could be tied into walking tours and brochures explaining the importance of the site.

HR15 GIS UPDATE

Update the GIS computer system to include the landmark list.

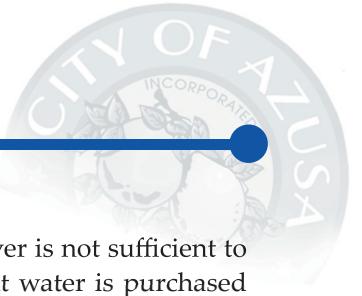
Projects that could realistically be completed in the next five years

1. Establish the three historic districts.
2. Become a Certified Local Government.
3. Develop historic walking tour(s) program.
4. Develop property owners outreach program to explain economic and other benefits of preserving/ maintaining historic/ culturally significant properties.
5. Establish historic and cultural significant resources thresholds by which to judge future projects impacts.
6. Set design standards and criteria for new development and renovated buildings that may have an impact on nearby historic and cultural significant resources.
7. Update the GIS computer system.

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Historical/Cultural Resources Implementation Matrix

No.	Name	City of Azusa												City of Azusa				Schedule * as funding permits						
		Administration (Admin., Info. Tech., Transportation, and/or City Clerk)	Community Development (Planning, Business Licenses, Code Enforcement, Building)	Economic Development/Redevelopment	Finance	Library	Light & Water (Electricity, Solid Waste, & Water)	Parks Planning and Development	Public Safety (Police & Emer Services)	Public Works (Engineering & Maint.)	Recreation & Family Services	Planning Commission	City Council	Los Angeles County	Other	General Funds	Assessment or other Districts	Grants	Redevelopment	Development Fees	Other Fees	State Funds	Federal Funds	Other
Program		Responsible Agency												Funding Source										
HR1	Cultural and Historic Preservation Commission	●												●										Ongoing
HR2	Archaeological Surveys		●																					Ongoing
HR3	Historic Districts		●																					2004
HR4	Certified Local Government Certification		●																					2004
HR5	Historic Resource Inventories																							2006
HR6	Historic Resources Outreach	●		●																				2006
HR7	Historic Rehabilitation Grants/Loans		●	●																				2004
HR8	Historic Preservation Grants	●		●																				Ongoing
HR9	State Historical Building Code		●	●																				Ongoing
HR10	Revise Ordinances			●																				Ongoing
HR11	Historic Resources Impact Thresholds			●																				Ongoing
HR12	Historic Interpretation Grants			●																				2004
HR13	Educational Curriculum			●																				Ongoing
HR14	Historic Markers and Walking Tours				●																			2006
HR15	GIS Update	●																						2004



Chapter 3: The Built Environment

Infrastructure

Statutory Requirements

The Government Code Section 65302(b) requires a discussion regarding local utilities and facilities. This General Plan focuses upon the City's water supply, water treatment, storm drainage, solid waste disposal, natural gas, electricity, and telecommunication systems.

Infrastructure Big Ideas

The Big Ideas for the Infrastructure Element are:

- Public facilities master plans will be prepared or updated in accordance with the future growth anticipated in the General Plan, in order to ensure that services are provided in the most cost effective manner, and to plan for new facility acquisition and construction.
- New technologies and best management practices will be used in both new construction and renovated public and private businesses and residences to reduce service demand and to maximize service provision.

Infrastructure Existing Conditions

Water Supply

The Azusa Light and Water Department, a municipal utility owned and operated by the City of Azusa, provides water to residents of Azusa. The main source of water is ground water in the San Gabriel Groundwater Basin, a portion of which lies directly underneath the City. In addition to pumping ground water to meet water demand, water is also obtained from the San Gabriel River and treated at the Canyon Filtration Plant. The Canyon Filtration Plant, located at Azusa Avenue and San Gabriel Road, has the capacity to treat 7.5 million gallons of San Gabriel River water per day. In extreme conditions, when naturally occurring

water from wells and the River is not sufficient to meet demand, replenishment water is purchased from the Metropolitan Water District (MWD) or the San Gabriel Valley Municipal Water District (SGVMWD) through the Main San Gabriel Basin Watermaster. When system demand exceeds the capacity of the wells and Treatment Plan to produce treated water, supplemental treated water is purchased from MWD through the City's treated water connection. (Figure In-1)

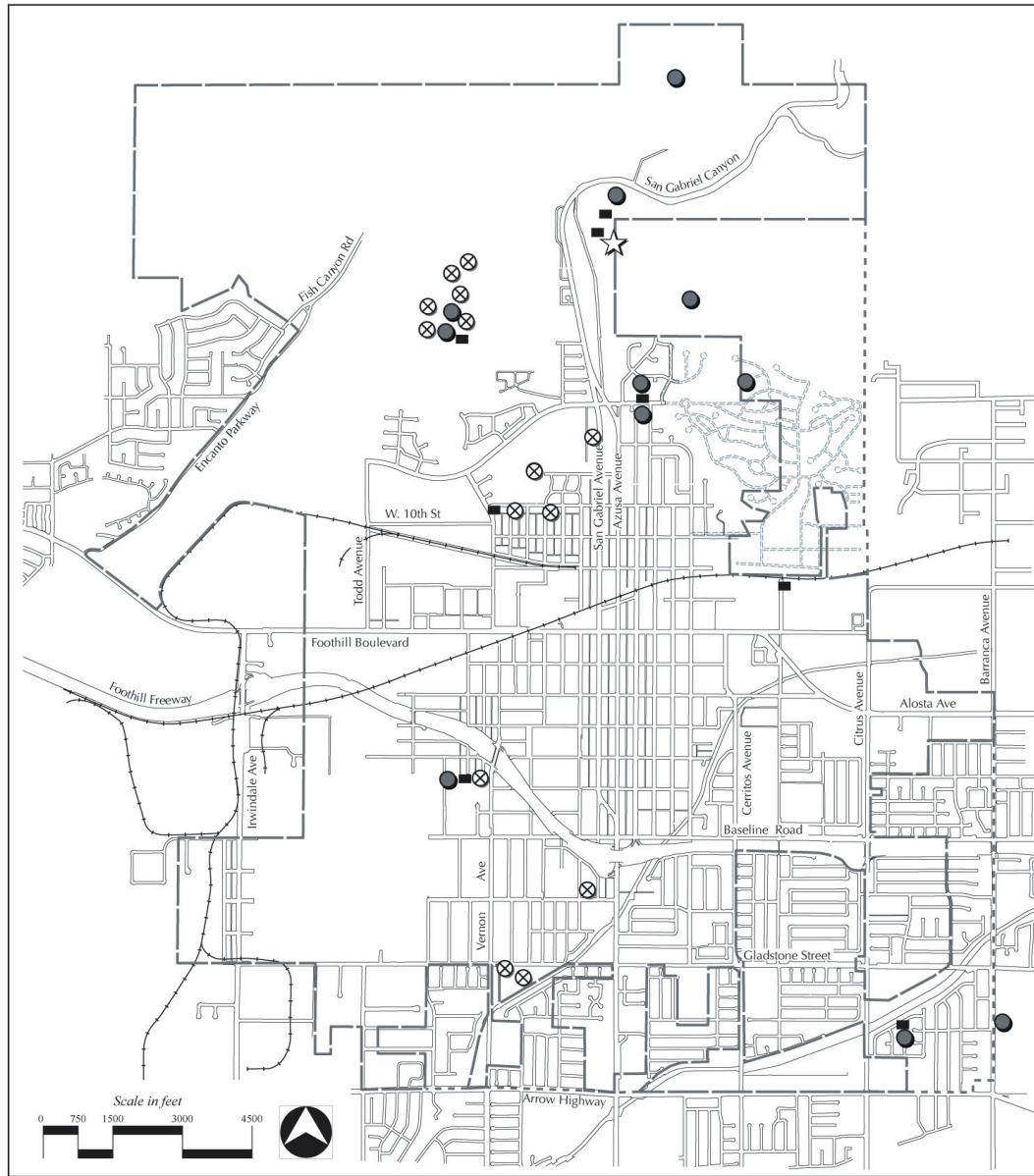
Planning Issues are:

- Currently, the Azusa Light and Water Department has the facilities, equipment, and source of water supply to adequately provide water services to the City of Azusa. Future growth in the City will be addressed through improvements to facilities and supply as recommended by the Water System Master Plan.
- There are minor, addressable issues concerning water quality for the City.

Wastewater

Azusa owns, operates, and maintains the local sewer lines that collect wastewater generated within the City limits. The City is allowed to connect local sewer lines to the County Sanitation Districts of Los Angeles County (Districts) District 22 main trunk lines. Northern areas of the City (the non-urbanized areas north of Sierra Madre Avenue) are not within District 22. These areas rely on septic tank systems. Some of the City's sewer mains are now deficient; the deficiencies were not created by one large area of development but by the minor, incremental additions to the system. The City's Sewer Master Plan (2001) calls for the improvement of the mains just east of Todd Avenue north of Tenth Street, on Foothill Boulevard from Vernon Avenue to Coney Avenue, in the alley west of Aspan Avenue between First Street and Second Street, and on Second Street from the Aspan Avenue alley east to Vernon Avenue.

Chapter 3: The Built Environment



Source: City of Azusa

LEGEND:

- City of Azusa Boundary
- - - Sphere of Influence Boundary

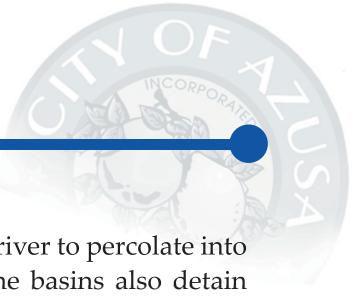
- Reservoir
- Booster Pump Station
- ⊗ Well
- ★ Filtration Plant



Water Facilities

GENERAL PLAN UPDATE

FIGURE N-1



Chapter 3: The Built Environment

The trunk sewers lines ultimately connect to the Districts' San Jose Creek Water Reclamation Plan (WRP), located next to the City of Industry (Figure In-2). The WRP has a design capacity of 100 million gallons/day (mgd) and currently processes an average flow of 87.5 mgd. When wastewater entering the San Jose Creek Water Reclamation is over capacity, wastewater is diverted to the Joint Water Pollution Control Plan (JWPCP), located in the City of Carson.

The Regional Water Quality Control Board allows septic tanks system but is subject to requirements of the local agency. Azusa's special requirement for sewer connection and septic tanks is that any new development with 5 or more dwelling units and within 200 feet of a city sewer line is required to connect to the city line. Otherwise, septic tanks are allowed in Azusa subject to approval from the Los Angeles County Public Health Department.

Planning Issues are:

- Northern portions of the City of Azusa are not within District No. 22. Before sewage services can be provided in those areas, annexation into District 22 is required.
- Future development will require the expansion of sewer system infrastructure as well as extended service capacity.

Storm Drainage Facilities

There are two dams, owned by Metropolitan Water District and the Los Angeles County Flood Control, located above Azusa. The San Gabriel Dam is located seven miles north of the Azusa city limits. The Morris Dam is just south of the San Gabriel Dam, one mile north of the City limits. In the area is a third dam, Cogswell Dam.

Adjacent to the San Gabriel River, north of the I-210 Freeway and near the mouth of the San Gabriel Canyon, lies the San Gabriel Canyon groundwater recharge area. These groundwater recharge

basins divert water from the river to percolate into the underground aquifer. The basins also detain overflowing floodwaters of the San Gabriel River in the event of a major rainstorm. (Figure In-3)

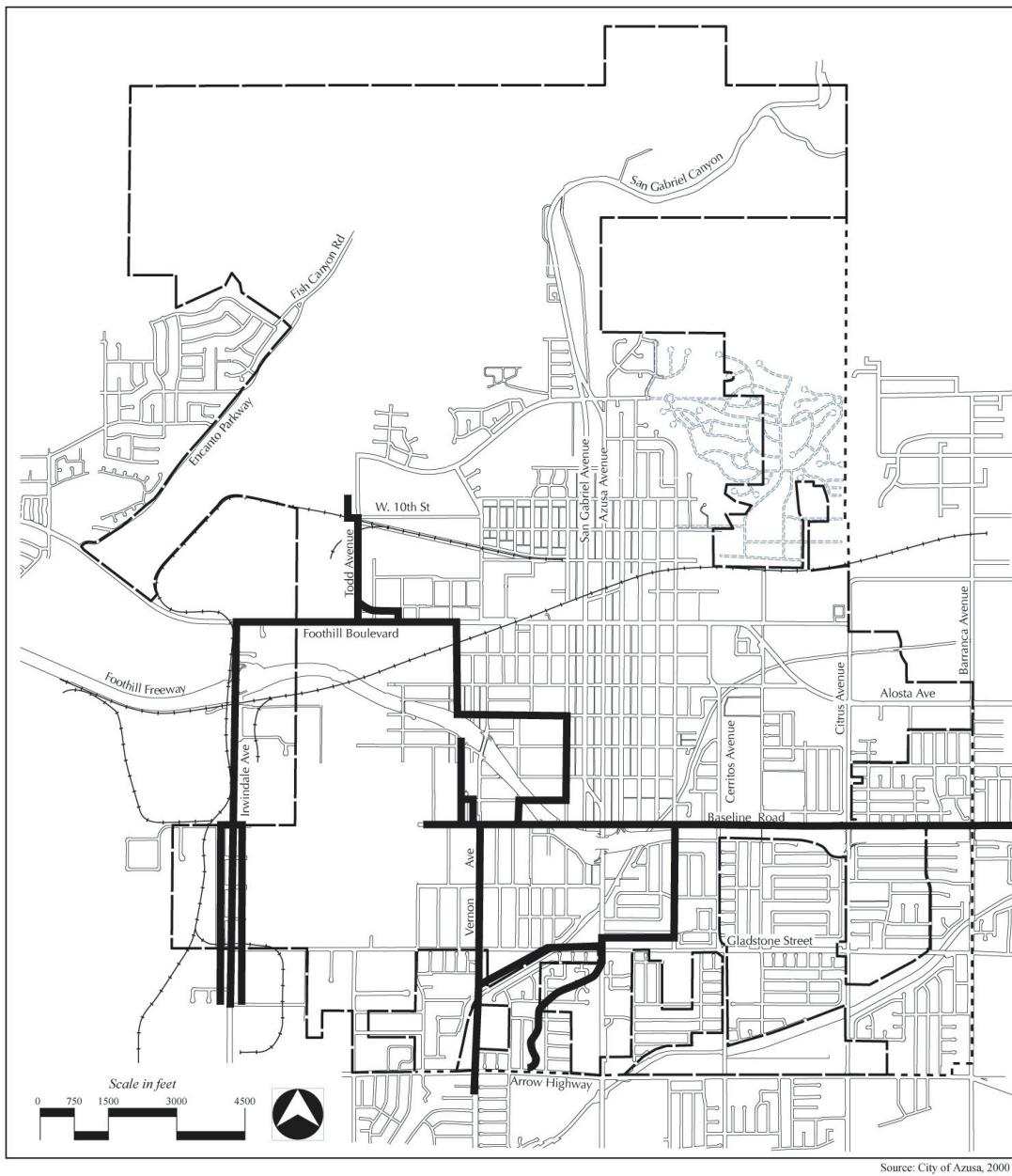
South of the I-210 Freeway is the Santa Fe spreading grounds. The Irwindale spreading grounds are part of the Santa Fe Dam Flood Control Basin. In the case of dam failures from the San Gabriel or Morris Dams, the Santa Fe Dam Control Basin would detain most of the water, protecting many cities south of Santa Fe Dam, however, much of the City of Azusa would potentially become inundated from the overflow of the San Gabriel River.

The existing storm drain and flood control systems contain most of the storm runoff within the system. However, storm flows within the street right-of-way may cause localized flooding during storms. Some roads may be impassable during a storm.

In addition, the overflow of the San Gabriel River during a "100 year" storm may threaten residential areas along or near the river. Increasing vegetation growth along the river diminishes the capacity of the flood control channel along the San Gabriel River. During a major storm, this can become a problem.



Chapter 3: The Built Environment



LEGEND:

— City of Azusa Boundary
- - - Sphere of Influence Boundary

— Main Sewer Trunk Line
(All Lines Flow South to the San Jose Creek Water Reclamation Plant)

Source: City of Azusa, 2000



Wastewater Facilities
GENERAL PLAN UPDATE

FIGURE N-2