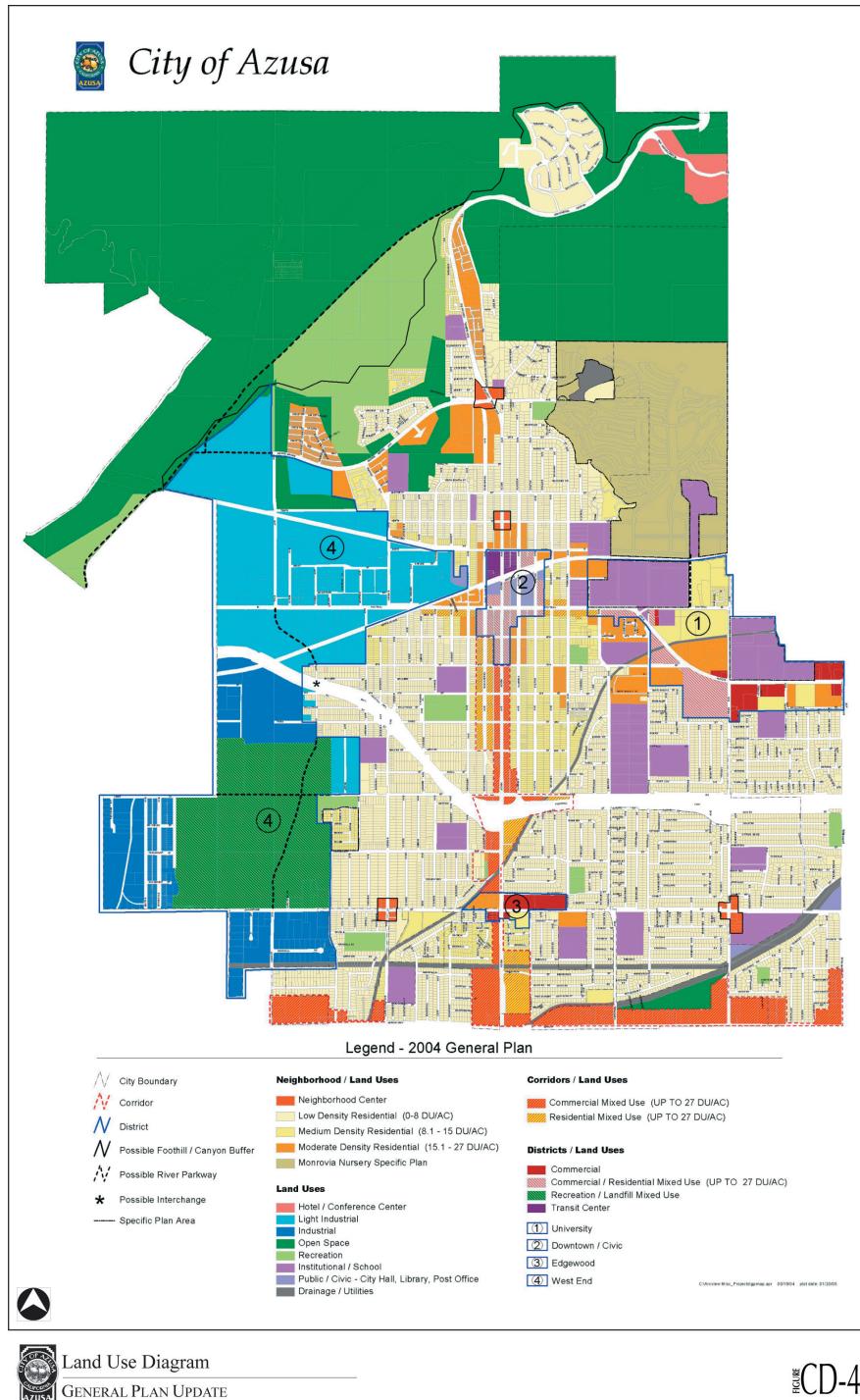


## Chapter 3: The Built Environment

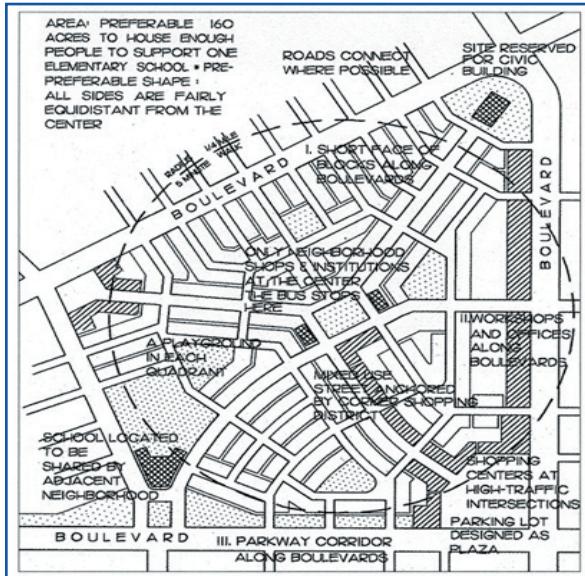




## Chapter 3: The Built Environment

will develop its own unique character, but all neighborhoods will share common elements:

- a “neighborhood center” that provides a place for neighbors to gather. The center can be located in the middle of the neighborhood or at its edge. The center might include a school, a park, a neighborhood store, or perhaps, all three;
- high-quality new and renovated homes available to a broad range of buyers;
- single family homes will be the predominate type of housing within the neighborhood, but a mix of other housing types will be permitted if they currently exist or if they are compatible in scale and character as the surrounding neighborhood. (LU1, LU3, LU6 and LU9)

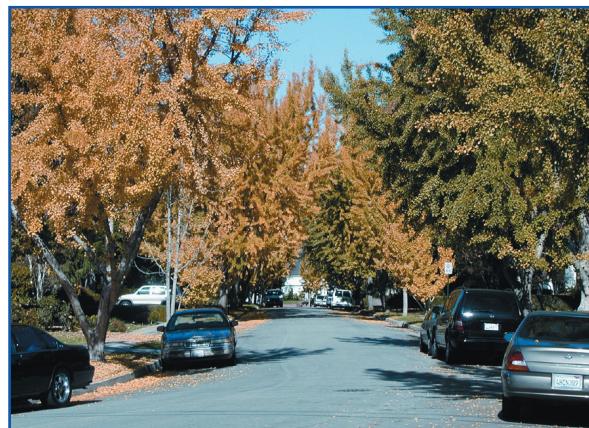


- 2.2 Working with neighborhood residents, refine the “Neighborhood” Map to accurately reflect neighborhood edges (Figure CD-5). (LU15)

2.3 Establish neighborhood associations and organizations to create neighborhood improvement strategies and foster neighborhood social and safety events. (LU15)

2.4 Preserve and protect established, stable residential neighborhoods. (LU1, LU13, LU14, LU17, and LU18)

2.5 Enhance neighborhoods by adding traditional elements such as pedestrian oriented, street lighting, street trees, landscaped parkways, traffic calming measures, and neighborhood centers. (LU1, LU3, LU13, LU14, LU16, and LU18)

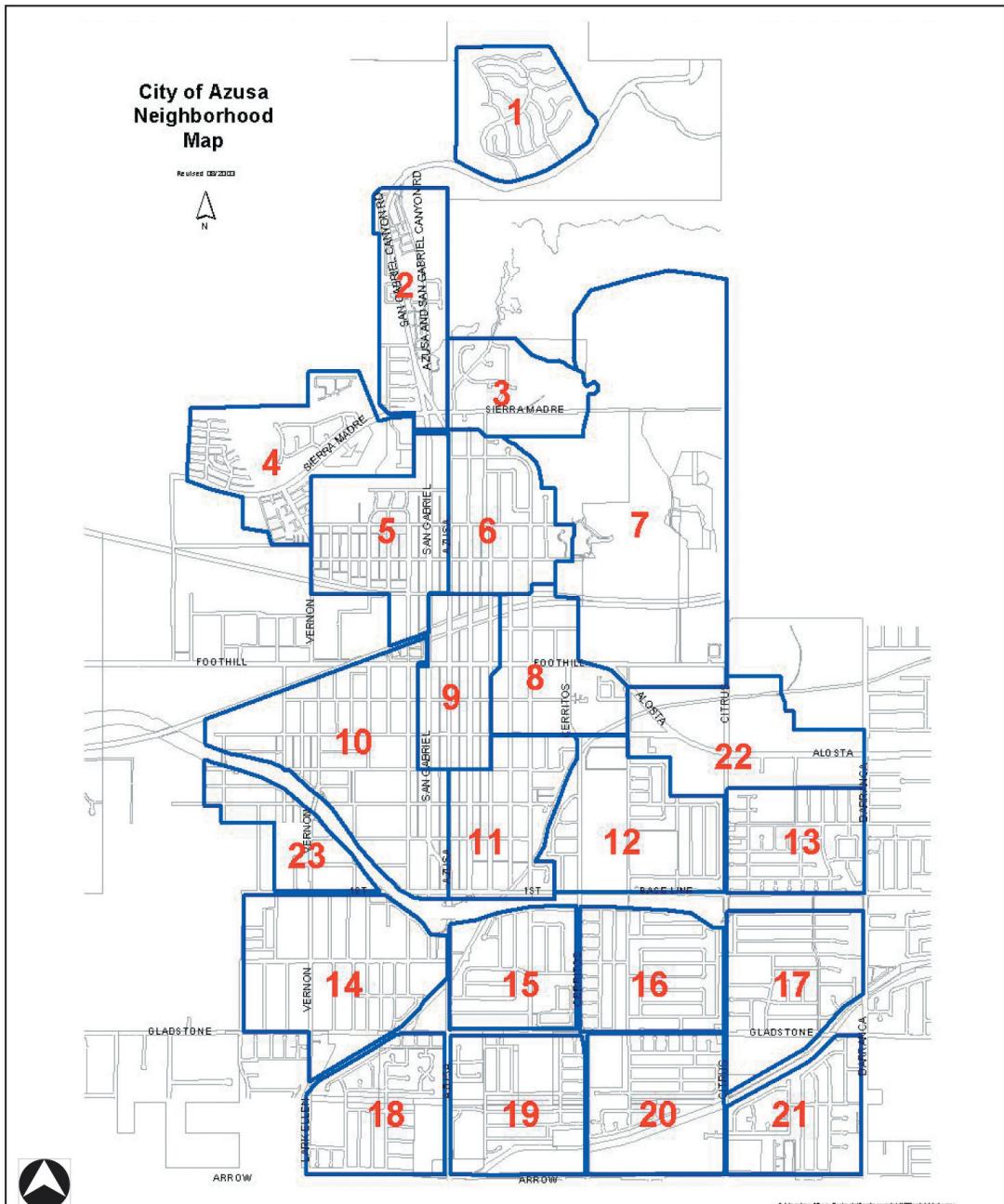


2.6 Permit and, as appropriate, encourage the rebuilding of neighborhoods that have areas damaged by poor development, poor maintenance, and rapid resident turnover in an effort to restore stability and rebuild neighborhood character. (LU1, LU3, LU 10, LU13, LU14, LU16, and LU18)

2.7 Accommodate the development of single-family housing in all neighborhoods in accordance with Table CD-2. (LU 1 and LU2)

2.8 Accommodate the development of multifamily housing along the corridors,

## Chapter 3: The Built Environment



Neighborhood Map  
GENERAL PLAN UPDATE

FIGURE CD-5



## Chapter 3: The Built Environment

and as mixed use along the corridors and districts in accordance with Table CD-2. (LU1, LU2, and LU4)

- 2.9 Require both single family residential and multifamily units and sites be designed to convey a high level of quality and character, and reflect and complement surrounding neighborhood character. This includes, but not limited to:

### Single Family and Multifamily

- using “living space forward” design concepts;
- modulation and building elevation articulation and masses (avoiding undifferentiated “boxlike structures”);
- incorporating well-defined roof lines;
- using extensive site landscape to complement the architectural design of the structure; and
- minimizing the amount and width of paving in front and side yards for driveway and garage access.

### Multifamily

- conveying the visual character of individual units rather than a singular building mass and volume for multi-family structures;
- including separate, well-defined entries for each residential unit;
- locate the first occupiable floor at or near the predominate grade elevation, ensure subterranean parking facilities are not visible from the street frontage; and
- siting and design of parking areas and facilities to be integrated with and not dominate the architectural character of the structure. (LU1, LU2, LU6 and LU9)



- 2.10 Require new residential development in existing traditional residential neighborhoods to be compatible with existing structures, including the:
- maintenance of the predominant existing front yard setback; and
  - use of complementary building materials, colors, and forms, while allowing for flexibility for distinguished design solutions. (LU1, LU6, and LU9)
- 2.11 Require the design of new residential developments to include the following:
- greenbelts, sidewalks, landscaped parkways, parks, recreation amenities, and other community amenities;
  - minimizing the width of streets to encourage pedestrian activity and to slow traffic, as appropriate;
  - potentially, include well designed and lighted alleys to minimize the dominance of garages along street frontage;
  - siting of development to avoid disturbances of sensitive areas and maintain important environmental resources, including topographical formations and habitat; and
  - accommodate the development of recreational, community meeting, educational, and day care facilities in all residential areas, provided that

## Chapter 3: The Built Environment

they are compatible with the intended residential function and character of the neighborhood, and subject to City review and approval. (LU1, LU2, LU6, LU8, LU9, and UF4)

- 2.12 Allow for the development of housing types intended to meet the special needs of senior citizens, the physically challenged, and low and moderate income households provided that the units are designed to be compatible with adjacent residential structures. (LU1, LU2, and LU3)



### **Corridors**

#### **GOAL**

- 3 AZUSA'S CORRIDORS WILL BE TRANSFORMED INTO WELL-PLANNED TRANSIT CORRIDORS, PROVIDING SOME RETAIL AND COMMERCIAL OPPORTUNITIES IN MIXED-USE SETTINGS, PROVIDING OPPORTUNITIES FOR NEW HOMES, AND CONNECTING ALL OUR NEIGHBORHOODS AND DISTRICTS.**

#### **POLICIES**

- 3.1 Strengthen the four corridors (Azusa Avenue South, San Gabriel Avenue, Foothill Boulevard, and Arrow Highway) through:

- encouraging mixed-use development where commercial and retail uses are located on the lower floor and residential units are located on upper floors in individual buildings (see Land Use Diagram and Regulating Plan);
- encouraging infill residential development in a mixed-use or "single use" setting;
- encouraging the recycling of marginal "stand alone" commercial uses into mixed-use settings and infill residential uses; and

- When planning for the narrowing of San Gabriel Avenue, consider the right-of-way needs for the Golden Days Parade.

The corridors' character should be strengthened according to their predominant character:

- San Gabriel Avenue – shall be predominately residential with "stand alone" single and multifamily homes; some supportive, smaller scale commercial (neighborhood serving retail, restaurants, etc.) uses in "stand alone" or mixed-use structures; and a narrowing of the street through the possible use of landscaped medians and widened landscaped parkways;
- Azusa Avenue (South) – shall be predominantly commercial uses in mixed-use setting nearby Downtown and near the freeway and transitioning to predominately residential uses in both mixed-use and single use structures farther south;
- Foothill Boulevard (west of Downtown) – should be predominately residential character with housing occurring in both stand alone and in mixed-use settings. Foothill Boule-



## Chapter 3: The Built Environment

vard (between Downtown and the University District)—shall be predominately commercial with the inclusion of housing as mixed use.

- Arrow Highway – shall be a mix of residential and commercial uses in single use structures as well as mixed-use structures. Heightened design awareness is necessary, given this corridor is the southern edge of the City. (LU1, LU6, LU9, LU10, LU14, and LU16)

3.2 Multifamily and mixed-use units and sites are designed to convey a high level of quality and character, and reflect and complement surrounding neighborhood character. This includes, but is not limited to:

- using “living space forward” design concepts;
- modulation and building elevation articulation and masses (avoiding undifferentiated “boxlike structures”);
- incorporating well-defined roof lines;
- using extensive site landscape to complement the architectural design of the structure;
- conveying the visual character of individual units rather than a singular building mass and volume for multi-family structures;
- including separate, well-defined entries for each residential unit;
- locating the first occupiable floor at or near the predominate grade elevation, ensure subterranean parking facilities are not visible from the street frontage; and
- siting and design of parking areas and facilities to be integrated with and not dominate the architectural character of the structure. (LU1, LU2, LU3, LU4, LU6, and LU9)

3.3 Require new developments to provide for on-street landscaping, landscaped parkways, and other streetscape as specified in the Urban Form Element and Development Code. (LU1 and LU6)



3.4 Limit strip commercial zoning throughout all of the corridors. (LU1)

### Districts

#### GOAL

4 AZUSA WILL HAVE A THRIVING AND WELLBALANCED BUSINESS SECTOR LOCATED WITHIN THREE PEDESTRIAN ORIENTED DISTRICTS THAT PROVIDE DINING, RETAIL, OFFICE, AND ENTERTAINMENT EXPERIENCES, AND ONE INDUSTRIAL/TECHNOLOGY DISTRICT THAT PROVIDES “TECH -DRIVEN” MANUFACTURING, WAREHOUSING, AND OTHER INDUSTRIAL USES ALONG WITH SUPPORTING COMMERCIAL USES.

#### POLICIES

4.1 Foster commercial activity in four focused districts: Downtown, University, Edgewood, and West End, not precluding appropriate activity in other locations such as neighborhood centers and corridors, as specified in this General Plan. (LU1 and LU4)

## Chapter 3: The Built Environment

4.2 Encourage the revitalization of the four districts each with its special or unique focus, identity, and mix of uses:

- Downtown District is the heart of the City to be anchored by the Gold Line light rail transit station and transit oriented development at the northern end. Downtown will provide a “distinctive” shopping experience with smaller stores, restaurants, and entertainment, art and cultural events, public plazas and gathering places, all building on the historic architecture in the area. Downtown will emphasize pedestrian oriented commercial and residential uses in a mixed-use setting.



- University District will serve residents on the east side of the city as well as the students, faculty, and staff associated with the Citrus College and Azusa Pacific University. This district will be transformed into a pedestrian oriented activity node based on a revitalized Foothill Center and Promenade Center providing full service markets, shopping, and dining experiences.
- Edgewood District serves the southern area residents with shopping, dining, and services. The Edgewood District will be an attractive southern gateway to the City.

- West End Industrial District will be the main job center and economic base of Azusa providing specialized, technological, and manufacturing employment opportunities and supporting retail and commercial uses. (LU1, LU4, LU6, and LU14)

4.3 In the Downtown, University, and Edgewood districts:

- Encourage the development of outdoor dining, “sidewalk” dining and other similar uses that do not impede pedestrian activity.



- Encourage the development of housing in both mixed-use settings and “stand alone” structures, provided that the “stand alone” structures provide each unit with ground floor individual entry, and the architecture and site design convey the sense of individual units.
- Require all new development and encourage the remodeling of existing buildings to provide the maximum window exposure and minimize “blank wall” exposure to the sidewalk and street.
- Encourage the development of shared parking or “park once” parking concepts.



## Chapter 3: The Built Environment

- Require single level, “at grade” parking facilities to be generously landscaped with shrubs and trees.
- Commercial uses are the use of “first choice” to wrap around the first story exterior of parking structures. However, if other types of uses can be proven to further pedestrian oriented goals and blend with the surrounding environment, then the Planning Division may consider their use as parking structure “wrappers”.
- Link individual buildings, public plazas, and parking facilities with each other through the use of walkways and sidewalks.
- Require new developments and substantially remodeled commercial developments to integrate sidewalks, plazas, and other amenities that contribute to pedestrian oriented activities.
- Maintain distinctive and pleasant physical environments for the districts through public streetscape, landscaped parkways, pocket parks, and street amenities (water fountains, shaded benches, shaded bus shelters, trash receptacles, pedestrian scaled lighting, public and entry signage, etc.) (LU1, LU2, LU3, LU4, LU6, LU9, LU10, and LU14)



4.4 Encourage tax generating uses that are active each day of the week in the Downtown District. (LU1)

4.5 Within the Downtown District and the Promenade area of the Monrovia Nursery site, provide for the development of a Gold Line transit station (to be served by rail, bus, and private vehicles), supporting transit-oriented development including passenger service uses and commuter/residential uses (dry cleaners, bakeries, small grocers, etc.). (LU1)

4.6 Strengthen the “Civic Center” area, through the:

- library expansion and/or relocation;
- post office relocation;
- a shared parking facility/public plaza development;



- Council Chambers and City Hall modernization and, possible, expansion;
- Historical Museum enhancement, and possible, expansion; and
- direct pedestrian links between civic uses (Police Department building, City Hall complex, Library, Senior Center) with the Downtown and a Gold Line transit center. (LU1, LU10, and LU11)

4.7 Accommodate both residential and commercial development within the University District and Edgewood District that serves local residents, such uses include full service markets and other stores, restaurants, and services such as beauty shops, dry cleaners, etc. (LU1)

## Chapter 3: The Built Environment



- 4.8 Accommodate industrial, manufacturing and supporting commercial use within the West End Industrial District and in accordance with Table CD-2. (LU1)
- 4.9 Require buildings within the West End Industrial District to be uniquely identifiable, distinguished in their architecture and site planning, and compatible with adjacent uses and districts. (LU1, LU3, LU6, LU9, and LU10)
- 4.10 In the West End Industrial District, establish and require new developments to provide pedestrian and landscape linkages to other areas and businesses within the district and to the Foothill Boulevard corridor, as appropriate. (LU1, LU4, and LU6)



- 4.11 In the West End Industrial District, along Foothill Boulevard, strengthen the Foothill corridor through:
  - encouraging a mix of industrial and industrial serving commercial uses;
  - permitting auto related uses and repair uses, however, require service areas and service bays to be designed so that they are not seen from Foothill Boulevard; and
  - improving visual quality through encouraging lot consolidation and revitalization, facade improvements, sign control and upgrades, and streetscape improvements. (LU 1, LU4, LU9, LU10, LU14, and LU16)

### **Commercial and Mixed Use**

#### **GOAL**

- 5 ALLOW FOR AND ENCOURAGE THE INTENSIFICATION OF COMMERCIAL USES IN THE CORRIDORS AND IN THE DISTRICTS TO PROVIDE ECONOMIC STABILITY AND TO PROVIDE RESIDENTS WITH ESSENTIAL GOODS AND SERVICES.**

#### **POLICIES**

- 5.1 Accommodate development of commercial and mixed-use development in accordance with Table CD-2. (LU1)
- 5.2 Require new mixed-use and infill residential uses to be designed and developed to achieve a high level of quality, distinctive character, and compatibility with existing uses along and adjacent to the corridors and located behind the corridors, and developed in accordance with the Urban Form Element and the Development Code. (LU1, LU3, LU6, and LU9)
- 5.3 Require that mixed-use structures be sited and designed to enhance pedestrian activ-



## Chapter 3: The Built Environment

ity along the sidewalks, including but not limited to:

- incorporating uses in the first floor along the street frontage that stimulate pedestrian activity, encouraging professional offices and other similar uses to be located in the rear or above the first floor;
- siting the linear frontage of the building along the front property line to maintain a “building wall” character, except for areas contiguous with the structure used for outdoor dining or courtyards;
- incorporating landscaping that visually distinguishes the site or structure (planters, window boxes, etc.);
- incorporating arcades, courtyards, and other recesses along the street elevation to provide visual relief and interest;
- extensive articulation of building facade and use of multiple building volumes and planes;
- using rooflines and height variations to break up the massing and provide visual interest;



- visual differentiation of upper and lower floors;
- distinct treatment of building entrances, use of pedestrian-oriented projections and other signage;

- prohibiting automobile services; and
- limiting drive-thru uses and other similar uses. (LU1, LU3, LU4, LU6, and LU9)

5.4 Encourage building elevations above the second floor to be set back from the street facing facade to minimize the impact of height and bulk on abutting sidewalks and streets. (LU1)

5.5 Require mixed-use structures are designed to mitigate potential conflict between commercial and residential uses (e.g. noise, light, security, and vehicular access) and provide adequate amenities for residential occupants (e.g. on site open space and recreational amenities.) (LU1, LU6, LU8, and LU9)

5.6 Require single level, “at grade” parking facilities to be generously landscaped with shrubs and trees. (LU1)

5.7 Require all new development and encourage the remodeling of existing development to provide the maximum window exposure and minimize “blank wall” exposure to the sidewalk and street. (LU1, LU6, and LU9)

5.8 Promote the development of a small retreat/conference center located at the base of Azusa Canyon to serve regional businesses. Conference center would serve those businesses requiring one or two day retreats/ conferences or the general public for weddings, family reunions, and other personal events. Facilities could include meeting/banquet rooms, limited overnight accommodations, meal service, landscaped grounds, trails, etc. (LU1 and LU4)

## Chapter 3: The Built Environment

---

### Industrial

#### GOAL

6 AZUSA WILL USE ITS ADVANTAGES (TRANSPORTATION ACCESS, AFFORDABLE POWER AND WATER, SAFE NEIGHBORHOODS, PROXIMITY TO NATURAL RESOURCES) TO BOLSTER ITS TECHNOLOGY AND MANUFACTURING BASE AND TO REMAIN GLOBALLY COMPETITIVE.

#### POLICIES

- 6.1 Accommodate industrial development in accordance with Table CD-2. (LU1)
- 6.2 Require all industrial buildings to be distinctive, constructed of high quality materials, and be of interesting and strong design. All buildings shall be visually attractive from the street, and from adjacent or nearby properties. (LU1, LU3, LU6, and LU9)
- 6.3 Require rooflines and building elevations to be visually attractive from all vantage points. (LU1, LU6, and LU9)
- 6.4 Require site development plans to:
  - incorporate physical and visual design elements that buffer industrial use from any nearby residential neighborhood or use;
  - provide elements that link commercial and industrial uses (sidewalks and paths, common architectural design, signage, landscape, etc.);
  - site commercial buildings around common open spaces and plazas accessible to the public; and
  - require single level, "at grade" parking facilities to be generously landscaped with shrubs and trees. (LU1, LU6, and LU9)

### Public and Institutional Uses

#### GOAL

7 ENSURE THAT PUBLIC AND INSTITUTIONAL USES SUCH AS GOVERNMENT AND ADMINISTRATIVE OFFICES, RECREATION FACILITIES, CULTURAL CENTERS, AND EDUCATIONAL USES ADEQUATELY SUPPORT THE EXISTING AND FUTURE POPULATION.

#### POLICIES

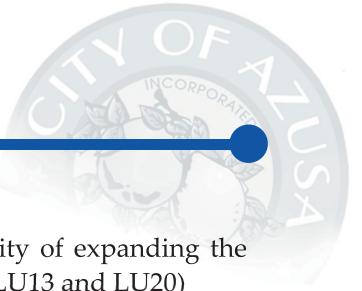
##### 7.1 Allow for the:

- continuation of existing public recreational, cultural, educational, institutional and health uses at their present locations; and
- development of new uses in other areas, in accordance with Table CD-2 and contingent on City discretionary review and approval, where they complement and are compatible with adjacent land uses. (LU1, LU6, LU7, and LU9)

7.2 Allow for the development of private recreation, cultural, educational, institutional, and health-care uses along corridors and in districts, in accordance with Table CD-2, and provided that they are compatible with adjacent uses and subject to the City discretionary review and approval. (LU1, LU6, LU7, and LU9)

7.3 Allow for the continuation of existing and development of new community meeting facilities, in accordance with Table CD-2, in neighborhood centers, and along corridors where they are compatible with adjacent land uses and subject to the City review and approval. (LU1, LU6, LU7, and LU9)

7.4 Allow for the continuation of existing and development of new child-care and senior-care facilities, in accordance with



## Chapter 3: The Built Environment

- Table CD-2, in neighborhoods, and along corridors where they are compatible with adjacent uses and subject to City review and approval. (LU1, LU6, LU7, and LU9)
- 7.5 Permit, where appropriate, greenbelts, trail connections, and landscaped open space as secondary uses in and/or along flood control channels and storm drainage right-of-ways. (LU13)
- 7.6 Allow for the reuse of public and utility properties and facilities for private use, with the type and intensity of use to be permitted on site as determined by:



- compatibility with the type, character, and intensity of adjacent uses;
- contribution of public benefits;
- revenue contribution to the City; and
- formulation and approval of specific plan. (LU1, LU4, LU6, LU7, LU9, LU11, and LU20)

- 7.7 Establish standards for the City and coordinate with other public agencies to ensure that public buildings and sites are designed to be compatible in scale, mass, character, and architecture with existing buildings. (LU1, LU9, and LU11)

- 7.8 Evaluate the feasibility of expanding the City Hall complex. (LU13 and LU20)
- 7.9 Designate and acquire, through dedication or other legal means, lands for the continuation and expansion of:
  - public streets;
  - freeway interchanges; and
  - utility corridors, easements, and facilities. (LU1 and LU13)



### Recreation and Open Space

#### GOAL

- 8 PRESERVE AND PROVIDE OPEN SPACES FOR CITY'S RESIDENTS THAT PROVIDE VISUAL AMENITY, RECREATIONAL OPPORTUNITIES, PROTECT ENVIRONMENTAL RESOURCES, AND PROTECT THE POPULATION FROM NATURAL HAZARDS.**

#### POLICIES

- 8.1 Designate and accommodate lands for the provision of recreational open space on the Land Use Diagram and on the Land Use Table (Table CD-2) that are sufficient to meet the needs of Azusans. (LU1)
- 8.2 Designate lands and accommodate for the provision of passive open space on the Land Use Diagram and on the Land Use Table (Table CD-2) that provide balance to suburban development. (LU1)

## Chapter 3: The Built Environment

---

8.3 Consider establishing a foothill canyon buffer zone at the edge of the foothills to serve as a transition from the urban to non-urban areas and to provide for both human and animal safety, and plant habitat. (LU21 and OS15)

8.4 Actively work with the mining companies to develop reclamation and re-use plans that facilitate the environmentally sound and aesthetically pleasing reclamation of their sites. (LU22 and MR7)

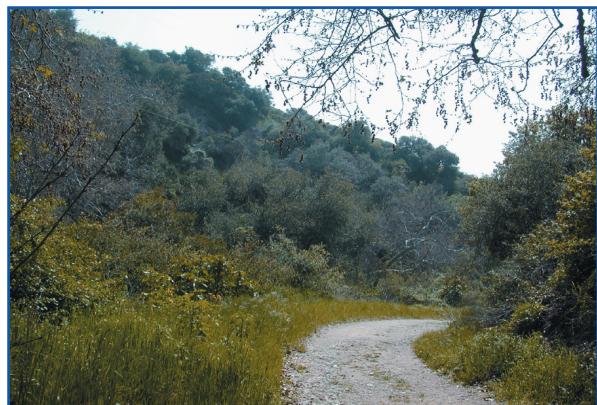
8.5 Actively work with the mining companies to develop reclamation and re-use plans that facilitate the potential for active recreational uses in the detention basins and other quarry oriented sites. (LU22 and MR7)

8.6 Actively work with the mining and waste management companies to develop a golf course or other recreational open space on its landfill site when the landfill has reached its capacity. (LU22)

8.7 Work with other public, quasipublic, and private agencies to develop open space and recreation amenities (trails, paths, parks, trail heads, etc.) along the river and River Parkway. (LU11, LU22, and REC2)

8.8 Seek the introduction of natural habitat and pocket parks into neighborhoods. (LU1, OS1, and OS12)

8.9 Require developers of any use whose scale may significantly impact existing open space resources to allocate sufficient lands as permanent open space for recreation, visual amenity, and/or environmental resources protection (by dedication, easement, or other City approved technique.) (LU5, LU6, and LU7)



8.10 Provide for the development of additional open spaces for recreational purposes in accordance with the Parks Master Plan. (LU 1 and REC3)

8.11 Provide for the acquisition and development of parks and recreational lands and facilities in accordance with the Parks Master Plan. (LU1 and REC3)

8.12 Protect the canyons, foothills, and river as open space and environmental resources. (LU1)





## Chapter 3: The Built Environment

### ***Linkage of Development with Supporting Infrastructure and Public Services***

#### **GOAL**

- 9 ENSURE THAT LAND USE DEVELOPMENT IS ADEQUATELY SERVED BY SUPPORTING INFRASTRUCTURE AND PUBLIC SERVICES.**

#### **POLICIES**

- 9.1 Plan, implement, and monitor public infrastructure and service improvements necessary to support land uses accommodated by this General Plan. (LU11 and LU12)
- 9.2 Require that type, amount, and location of development be correlated with the provision of adequate supporting infrastructure. (LU1, LU11, and LU12)

### ***Land Use Compatibility***

#### **GOAL**

- 10 ENSURE THE COMPATIBILITY AMONG VARIOUS TYPES OF LAND USES.**

#### **POLICIES**

- 10.1 Require the consideration and mitigation of noise, light, vehicular, and other impacts on residential properties in the design of commercial and industrial development. (LU1 and LU6)
- 10.2 Require on-site lighting of institutional, commercial, and industrial uses be constructed or located so that only the intended area is illuminated, off-site glare is minimized, and adequate safety is provided. (LU1 and LU6)
- 10.3 Require that the elevation of all parking structures facing residential parcels

be lined with residential or commercial uses, enclosed, or controlled to prevent adverse noise and air emissions impacts on residences. Incorporate architectural design elements, such as surface treatments, off-set planes, and structural articulation and landscape, to provide visual interest and to be compatible with adjacent residences. (LU1 and LU6)

- 10.4 Require rooftop parking adjacent to residential areas be enclosed by a wall or other appropriate element within an adequate distance to prevent adverse visual and noise impacts. (LU1 and LU6)
- 10.5 Require that entertainment (including sporting), dining, and drinking establishments, and other uses characterized by high activity levels provide adequate physical and safety measures to prevent negative impacts on adjacent properties. (LU1, LU6, and LU7)
- 10.6 Work with public and private organizations and individuals to minimize the land use impacts in and around the river, the canyons, and foothills, such impacts may include but not be limited to noise generation, natural resources encroachment, air quality degradation, aesthetic degradation, etc. (LU11)
- 10.7 Control the development of industrial and other uses that use, store, produce, or transport toxins, generate unacceptable levels of noise, air emissions, or contribute other pollutants requiring adequate mitigation measures confirmed by environmental review and monitoring. (LU1 and LU7)

## Chapter 3: The Built Environment

---

### ***Building and Property Maintenance***

#### **GOAL**

##### **11 ENSURE THE PROPER MAINTENANCE OF BUILDINGS AND PROPERTIES.**

#### **POLICIES**

- 11.1 Require all structures to be constructed in accordance with City building and other pertinent codes and regulations, including all new, adaptively re-used, and renovated buildings; allowing appropriate exceptions for historically-significant buildings. (LU3)
- 11.2 Periodically review and update the City's building and development codes and regulations to ensure that they incorporate professionally accepted state-of-the-art standards. (LU1, LU2, and LU3)
- 11.3 Require all developments including renovations and adaptive reuse of existing structures (except historically significant buildings) be designed to provide adequate space for access, parking, supporting functions, open space, and other pertinent elements. (LU1 and LU3)
- 11.4 Monitor the conditions of buildings in the City and enforce pertinent building and development codes. (LU3, and LU17)
- 11.5 Promote programs and work with local service, business, and neighborhood organizations to inform property owners and tenants regarding property maintenance responsibilities, and maintenance and rehabilitation opportunities. (LU16, LU17, and LU18)

11.6 Provide economic assistance, as funds are available, for the improvement of physically deteriorated and blighted structures. (LU16 and LU18)

11.7 Require new development and existing development be maintained in a safe manner. (LU23)

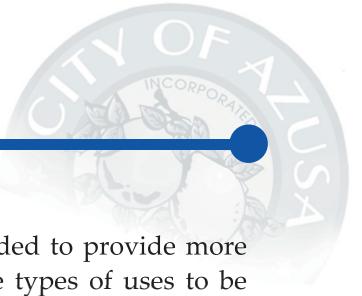
### ***General Plan and Development Code Maintenance***

#### **GOAL**

##### **12 ENSURE THAT THE CITY'S GENERAL PLAN AND DEVELOPMENT CODE ARE UPDATED AND MAINTAINED TO INCREASE EFFECTIVENESS.**

#### **POLICIES**

- 12.1 Review the General Plan and the related Development Code, annually, to ensure internal consistency with federal, state, and local regulations and policies. (LU1 and LU19)
- 12.2 Continue to collect General Plan and other impact fees to pay for the cost of maintaining an up-to-date General Plan, Development Code, and other related plans and documents. (LU19)
- 12.3 Prepare an annual report apprising the Planning Commission and the City Council of the status of the General Plan. (LU19)
- 12.4 Exclusive of the separate consideration of the potential build-out of the Monrovia Nursery Specific Plan, as part of the Housing Element update cycle or a threshold of 500 units of new housing in Azusa and its Sphere of Influence, the City shall evaluate corridors zoning and design standards to see if the objectives of the General Plan are being met and



## Chapter 3: The Built Environment

if unanticipated issues should be addressed, including nearby usable open space, private space, parking, traffic, school impacts and percentage of owner occupancy of units. Any and all changes needed to address these issues should be taken as appropriate, including, if necessary, modification of the zoning designations, densities, or design standards. A similar evaluation should occur with every Housing Element update cycle or 1,000 units. (LU19)

### ***Land Use Implementation Programs***

#### **LU1 REVISE THE DEVELOPMENT CODE**

Upon the adoption of this General Plan, the Development Code must be revised to reflect the policies, design standards, intensities, and guidelines established within this and other Elements.

#### **LU2 REVISE SUBDIVISION REGULATIONS**

Upon the adoption of this General Plan and the revision of the Development Code, the Subdivision Regulations must be revised to be consistent with these two documents.

#### **LU3 REVIEW AND REVISE THE BUILDING CODE**

Upon adoption of this General Plan and the adoption of the revised Development Code, the Building Code shall be reviewed and revised to reflect changes in the Uniform Building Code and State legislation, and changes required to implement this General Plan and the associated Development Code. After this revision, the Building Code should continue to be, periodically, reviewed and updated as necessary.

#### **LU4 SPECIFIC PLANS**

State law (Government Code Section 633450) authorizes cities to adopt Specific Plans for implementing their general plans in designat-

ed areas. They are intended to provide more finite specification of the types of uses to be permitted, development standards (setbacks, heights, landscape, parking, architecture, etc.) and circulation and infrastructure improvements. Specific plans are adopted by resolution or as an ordinance. In the latter case, their specifications can amend or add to the zoning regulations for the property. A private or public party can initiate Specific Plans. Costs of City initiated Specific Plans are, most often, reimbursed by pro-rata allocation of fees to developers, business owners, or property owners applying for development permits in the Specific Plan area. Costs for developer-initiated plans are usually borne by the developer.

This General Plan will continue the City's use of Specific Plans to plan for larger tracts of undeveloped or under developed land, and for the revitalization of properties within corridors and districts.

#### **LU5 DEVELOPMENT AGREEMENTS**

Development agreements are authorized by State law to enable a city to enter into a binding contract with a developer that assures the city as to the type, character, and quality of development and additional "benefits" that may be contributed and assures the developer that the necessary development permits will be issued regardless of regulation changes.

The City has in the past and will continue to seek Development Agreements for projects from time to time.

#### **LU6 DEVELOPMENT REVIEW**

New development proposals and enlargement of existing structures are subject to review according to their adherence with City of Azusa standards, regulations, and General Plan policy. Certain projects, consistent with the Development Code, are considered as "ministerial"

# Chapter 3: The Built Environment

---

and are subject to approval by the Director of Community Development. Others are subject to discretionary review, including but not limited to site plan review, Conditional Use Permits, and variances and are subject to review by the Planning Commission and formal public hearings.

The revised Development Code should re-evaluate its discretionary review regulations. Thresholds for review should be revised to reflect the potential impacts of a project based on use, size, location, trips generated, infrastructure and services demands, or other appropriate criteria.

## **LU7 ENVIRONMENTAL REVIEW**

The California Environmental Quality Act (CEQA) requires the environmental effects of a project must be taken into account when reviewing that project. The City of Azusa Planning staff currently analyzes and prepares the environmental documentation or contracts with an environmental professional to conduct the environmental analysis and documentation. As state legislation frequently changes the procedures, substance and applications of environmental review, the City should continue to annually review pertinent legislation and update its procedures and regulations.

## **LU8 TRAFFIC REPORT**

As a component of a project's development or environmental review, a separate traffic report shall be conducted to determine traffic impacts and mitigation measures. The City must establish a threshold by which such analyses would be required. The traffic report must consider:

- level of service stipulated within the General Plan;
- site-specific characteristics (access, level of service at nearby intersections, etc.);

- improvements required by new development;
- improvements' timing and funding; and
- traffic mitigation measures.

## **LU9 ARCHITECTURAL DESIGN REVIEW OR "CITY ARCHITECT"**

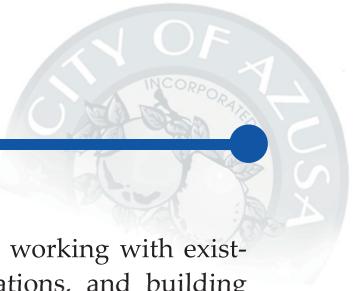
At this time, the Azusa Planning Commission and staff conduct an informal architectural design review of development applications. The City shall conduct a study to determine if the current process, if an Architectural Design Review Board, or a "City Architect" is the most effective method to assure high quality architecture. The City shall implement the study's findings.

## **LU10 REDEVELOPMENT**

The State of California, through Community Redevelopment Law, authorizes a city to undertake redevelopment projects to revitalize blighted areas. The City of Azusa and the Azusa Redevelopment Agency has used redevelopment as a tool in the past. The City shall continue to consider redevelopment projects to implement this General Plan.

## **LU11 INTER-AGENCY COORDINATION**

- The City of Azusa shall continue to coordinate with public and quasi-public agencies including adjacent municipalities, the County of Los Angeles, the State of California, utility providers, Azusa Unified School District, the community colleges and district, regional agencies (SCAG, SCAQMD, etc.) and service providers.
- Consider creating partnerships with entities along the river, in the foothills, and canyons. Potential partnerships can include but are not limited to the Corps of Engineers, mining companies, local residents, local homeowner associations, and neighborhood organizations.



## Chapter 3: The Built Environment

### LU12 LOCAL COMPLIANCE

The City of Azusa is responsible for complying with and executing local actions with a number of regional environmental regulations. These include but are not limited to:

- South Coast Air Quality Management Plan and South Coast Air Quality Management District;
- Southern California Association of Governments (SCAG);
- Congestion Management Program (CMP); and
- Integrated Waste Management Plan and Hazardous Waste Management Plan.

### LU13 CAPITAL IMPROVEMENT PROGRAM

The City of Azusa prepares an annual Capital Improvement Program (CIP) for public facility repair, construction, and improvements. The CIP provides for the construction and upgrade of streets, storm drains (those not under the responsibility of the County of Los Angeles), municipal buildings, water, and electrical, and other public physical facilities. The CIP defines specific improvements to be made annually and allocates a budget for the improvements. The CIP is to be revised annually.

### LU14 URBAN DESIGN IMPROVEMENT PROGRAM

This General Plan sets forth policies to achieve a higher level of pedestrian activity. In order for pedestrian activity to occur to the level anticipated by this General Plan, streetscape and landscape improvements will be necessary throughout the City. Many of the urban form requirements and standards can be implemented through Design Review, a revised Development Code, and the Urban Form Element's programs.

### LU15 NEIGHBORHOOD ORGANIZATIONS

Establish neighborhood organizations for each neighborhood (as defined by this Gen-

eral Plan) in the City by working with existing homeowners associations, and building upon the Citizens' Congress and Neighborhood Improvement Zone neighborhoods. The organizations will develop neighborhood action plans including but not limited to: neighborhood improvements, neighborhood issue identification, traffic calming, social activities, community building events such as "neighborhood cleanup days", and neighborhood leadership.

### LU16 NEIGHBORHOOD PARTNERSHIP

Through the citywide Neighborhood Partnership and individual neighborhood organizations, the City will support "neighborhood improvement" efforts to maintain and upgrade individual properties as well as the commonwealth of each neighborhood. Promoting property maintenance will encourage reinvestment in the look, durability and environment of buildings, landscaping and the public realm. Public and private assistance should promote loans, grants, technical assistance, self-help clinics, and classes. In addition to the physical enhancement efforts, stakeholders will work to empower neighborhoods socially and politically to respect diversity and include residents of all backgrounds in working together to create a safer, more beautiful, and more pleasant place to live.

Specific efforts spearheaded by the public sector will include:

- conduct periodic surveys to identify sites that exhibit substantial inadequate maintenance;
- contact the owners or tenants of substandard properties to encourage action, provide technical assistance;
- working with private businesses and other public agencies to provide seminars regarding design, maintenance, landscape design and maintenance;

## Chapter 3: The Built Environment

---

- provide technical assistance or classes through the City's cable television station;
- solicit financial grants from corporations or other private organizations;
- assist homeowners, business owners, and tenants with loan applications; or
- seek grants and other funding.

### **LU17 CODE ENFORCEMENT**

The City will step up efforts to address the full range of code compliance, both to protect public health and safety and to encourage those property owners, businesses, and residents who do maintain their properties in a safe and attractive condition. In addition to physical safety and health issues, the sense of safety and health is vital and can be undermined by unlicensed vendors, abandoned shopping carts, unkempt landscaping and other "broken window" threats to quality of life. The City will work with neighborhood associations to continue to proactively identify substandard properties and conditions that require maintenance, rehabilitation, and in the most extreme cases, demolition. The City will also actively encourage voluntary education and compliance with a range of quality of life enhancements that strengthen neighborhood character and harmony.

### **LU18 FINANCIAL ASSISTANCE**

The City will pursue corporations, interest groups, and others to create a pool of funds available for low and moderate-income homeowners and tenants to improve their homes and yards, and for marginal businesses to improve their property.

### **LU19 GENERAL PLAN MONITORING AND UPDATE**

The City shall periodically review, revise, and update the General Plan and the associated Development Code. The update should include:

- the baseline data, issues, and analysis;

- reconvening the Citizens' Congress to ensure that the General Plan is addressing the most pertinent issues to the community and that the General Plan's visions are still appropriate goals;
- evaluate the effectiveness of the programs in attaining the visions, goals, and policies;
- revise the goals, policies, and programs as necessary; and
- evaluate corridor zoning and design standards to see if the objectives of the General Plan are being met. Address any unanticipated issues, including nearby usable open space, private space, parking, traffic, school impacts and percentage of owner occupancy of units. Any and all changes needed to address these issues should be taken as necessary, including, if necessary, modification of the zoning designations, densities or design standards.

### **LU20 CIVIC FACILITIES STUDIES**

- Conduct a study to determine the need for improving existing City facilities including but not limited to City Hall, Woman's Club, Library, Senior Center, etc.
- Conduct a study to determine re-use plans for infrastructure and utility properties and easements.

### **LU21 FOOTHILL CANYON BUFFER ZONE STUDY**

In accordance with Open Space and Biological Resources policy and programs, conduct a study to determine the precise location of a foothill canyon buffer that serves as a transition between the natural open space and urban development.

### **LU 22 PRIVATE SECTOR COORDINATION**

This Plan calls for the reuse of privately owned quarries and landfills. The City shall actively work with the private companies and quasi-public companies to develop quarry site



## Chapter 3: The Built Environment

---

re-use plans, to plan for the development of a golf course or other recreational amenity and supporting uses on the landfill site, and to seek benefits for the private companies, the City of Azusa, and its residents.

### **LU23 HABITABILITY PROGRAMS**

The City shall continue to implement programs that ensure habitability of homes and businesses and seek those homes and businesses that are not maintained in a safe manner; such programs include but are not limited to, code enforcement, rental inspection programs, real property records reports, and administrative fines programs.

### **LU24 INTERIUM LAND USE-GENERAL PLAN CONSISTENCY MATRIX**

During the period of time between the General Plan's adoption and the revision of the Development Code, the Interium Land Use-General Plan Matrix shall be used to guide land use consistency.

## **Chapter 3: The Built Environment**

---

**Insert Interim Land Use (Pg C-1)**



## Chapter 3: The Built Environment

---

Insert Interim Land Use (Pg C-2)

## Chapter 3: The Built Environment

---

Insert Interim Land Use (Pg C-3)



## Chapter 3: The Built Environment

---

Insert Interim Land Use (Pg C-4)

## Chapter 3: The Built Environment

---

Insert Interim Land Use (Pg C-5)



## Chapter 3: The Built Environment

---

Insert Interim Land Use (Pg C-6)

## **Chapter 3: The Built Environment**

---

**Insert Interim Land Use (Pg C-7)**



## Chapter 3: The Built Environment

---

Insert Interim Land Use (Pg C-8)

## Chapter 3: The Built Environment

### Land Use Implementation Matrix (Part 1 of 2)

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 & Fire/er. 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												
LU1	Development Code	●										●												2004
LU2	Subdivision Regulations	●										●												2006
LU3	Building Code	●										●												2006
LU4	Specific Plans	●																						Ongoing
LU5	Development Agreement	●										●												Ongoing
LU6	Development Review	●										●												Ongoing
LU7	Environmental Review	●										●												Ongoing
LU8	Traffic Report	●																						Ongoing
LU9	Architectural Design Review/City Architect	●											●				●							Ongoing
LU10	Redevelopment		●														●							Ongoing
LU11	Inter-Agency Coord.	●																						Ongoing
LU12	Local Compliance	●					●																	Ongoing
LU13	Capital Improv. Program	●		●												●								Ongoing



## Chapter 3: The Built Environment

### Land Use Implementation Matrix (Part 2 of 2)

No.	Name	City of Azusa												City of Azusa				<b>Schedule * as funding permits</b>						
		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										
LU14	Urban Design Improvement Program		●											●	●	●								Ongoing
LU15	Neighborhood Organizations	●												●	●	●								Ongoing
LU16	Neighborhood Partnership	●												●	●	●								Ongoing
LU17	Code Enforcement		●											●	●	●								Ongoing
LU18	Financial Assistance			●										●	●	●								Ongoing
LU19	General Plan Monitoring & Update			●										●	●	●								Ongoing
LU20	Civic Facilities Studies			●										●	●	●								2009
LU21	Foothill Canyon Buffer Zone Study			●										●	●	●								2009
LU22	Private Sector Coordination	●	●											●	●	●								Ongoing
LU23	Habitability Programs		●											●	●	●								Ongoing
LU24	Implementation Matrix		●														●	●						Ongoing

## Chapter 3: The Built Environment

### **Urban Form Existing Conditions**

The historic bird's eye view of Azusa a century ago shows a dynamic village growing up around the citrus industry, with a downtown developing at the train station. Today, the same view shows a nearly fully developed suburban community that stills bears distinct signs of the half-mile gridding that is original to the early platting of farmland that was eventually subdivided into tract homes and other uses.

Azusa retains some important character establishing landmarks and building styles, but most development is typical of suburban development over the past 50 years. Many of the community's buildings, factories, homes, and apartments were built to serve immediate market demand with too little public concern about their cumulative impact on the form and character of the community. Quality design was often considered unnecessary or not considered at all. Much of the tract housing was developed without basic defining characteristics of traditional neighborhoods and most of the commercial uses were developed for the convenience of the motorist.

Many of the streets within the City are so wide, particularly the one-way streets, that they may be encouraging speed, may be eroding the quality of life, and may be threatening the safety of residents along them. Many streets lack sidewalks or mature street trees.

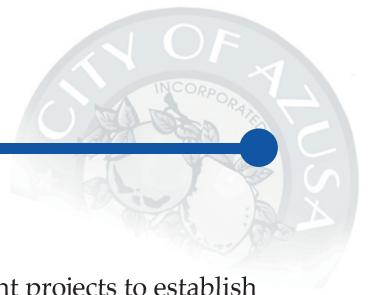
Most of the homes in the City are one-story structures much smaller than housing being built to meet today's market needs. About half have their garages in front, and the other half have garages in the rear, often serviced from alleys. Some of the homes, particularly north of Foothill Boulevard, are fine examples of early craftsman and California bungalow types in a variety of styles.

Perhaps the worst aspect of the built environment is Azusa's multi-family housing. With a handful of exceptions, Azusa's apartments are characterless boxes, often with inadequate parking and open space. Most of it is also in disrepair and some has degenerated to overcrowded slum condition. Since little apartment development has occurred in Azusa in nearly twenty years, little has been built to contemporary rental standards.

The landscape in the city is also largely characterless. It is far less extensive and generally maintained far less well than the norm in newer suburban communities – or even many of our neighboring foothill communities. Efforts in recent years have shown promise in beautifying streetscapes with river rock and native plants and an active tree-planting program has begun to address the severe deficiencies in Azusa's urban forest. With a major overhaul of all of Azusa's public schools underway and new public and private development going forward, there is a unique opportunity to address these degraded conditions to create a far more green and pleasant environment.



Finally, while Azusa residents do not favor imposing a single mandated architectural style, they strongly support re-emphasis on traditionally successful classic approaches, particularly Spanish revival and craftsman. Unfortunately, low-grade copies and slapped-on elements are almost as



## Chapter 3: The Built Environment

prevalent in the city's commercial areas as buildings with no character-defining elements at all. Residents are particularly proud of the character of their Civic Center and the older surviving buildings Downtown, as well as landmarks like the handful of river rock homes still existing in the community.

### **Urban Form Vision**

- Azusa's neighborhoods, corridors, and districts will be more "livable" with the:
  - introduction of and/or improvement of streetscape amenities (including sidewalks) and traffic calming measures (landscaped right-of-ways, street trees, sidewalks, bulb-outs, roundabouts, etc.), and
  - improved development codes encouraging "eyes on the street" and "living space forward" design in both residential and commercial buildings;
- Azusa's sense of place will be heightened with a "gateway entry treatment" program and a focus on "districts".
- Pedestrian activity will be enhanced through:
  - a mix of uses in both districts and, on a smaller scale in the neighborhood centers;
  - the use of a "shared parking" concept; and
  - the improved design standards along corridors and in the districts.

### **Urban Form Goals and Policies**

#### **GOAL**

- 1 PROTECT THE HISTORIC AND SIGNIFICANT BUILT AND NATURAL RESOURCES IN THE CITY.**

#### **POLICIES**

- 1.1 Require development projects to establish the historicity of existing buildings and landscapes and require City review and permission to allow for their removal in accordance with California Environmental Quality Act (CEQA) and the Cultural and Historic Preservation Ordinance. (UF1)
- 1.2 Consider including the preservation and rehabilitation of historically significant landscapes. (UF1)
- 1.3 Consider establish a Route 66 historic designation along Foothill Boulevard (HR3).

#### **GOAL**

- 2 PROMOTE ENHANCED MOBILITY AND REDUCED CONGESTION THROUGHOUT THE CITY.**

#### **POLICY**

- 2.1 Develop a thoroughfare network to fit specific local streetscape needs and accommodate varying traffic volumes, bicycle travel, and pedestrian needs. (UF2 and UF3)

#### **GOAL**

- 3 ENHANCE THE LIVABILITY OF MULTIFAMILY RESIDENTIAL BUILDINGS, THEIR COMPATIBILITY WITH SINGLE-FAMILY NEIGHBORHOODS, AND THEIR ORIENTATION TOWARDS THE STREET.<sup>1</sup>**

#### **POLICY**

- 3.1 Require all new multi-family housing developments to have a separate ground floor entrance for each unit, except for

<sup>1</sup> Courtyard Housing is an architectural type consisting of townhouses or townhouses over flats arranged around a common court. The court should be inhabitable—a minimum 20' in either dimension and roughly square in proportion—and should open via a gateway to the street. The entrance and public rooms of all dwellings should face either the court or the public street. Entrances and public rooms should also be located on the ground level—upper floors should be reserved for private rooms such as bedrooms. Occasionally dwellings may be located on the second floor—but these should have private stairs to the court.

## Chapter 3: The Built Environment

mixed-use projects combining commercial and residential uses. (UF4 and UF5)

### **GOAL**

#### **4 IMPROVE THE VISUAL APPEAL OF THE CITY.**

### **POLICIES**

4.1 Plant all public thoroughfares with rows of trees, as feasible. (UF6)



4.2 Encourage attractive gateway treatments to establish a positive image at the edges of the city and its districts and corridors. (UF7)



4.3 Continue the underground overhead utilities. (UF8)



4.4 Require signage to be designed considering the scale and materials of adjacent buildings, the desired character of the neighborhood, district, or corridor where the site is located, and pedestrian orientation. (UF9)





## Chapter 3: The Built Environment



### **Neighborhoods**

#### **GOAL**

**5 MAINTAIN THE VISUAL CHARACTER AND SCALE OF EXISTING NEIGHBORHOODS.**

#### **POLICY**

5.1 Encourage new residential projects to be built in a form and scale compatible with and appropriate to their surroundings. (UF4)

#### **GOAL**

**6 PROMOTE THE STREET AS A PUBLIC, PEDESTRIAN ORIENTED PLACE THROUGH THE APPROPRIATE PLACEMENT OF NEW BUILDINGS, PARKED CARS, AND GARAGE DOORS.**

#### **POLICY**

6.1 Encourage front doors and public living spaces of buildings to be located toward the street and garages to be located toward the rear of lots. (UF4)

#### **GOAL**

**7 ALLOW NEIGHBORHOOD-SERVING MULTI-USE AND CIVIC BUILDINGS TO BE LOCATED WITHIN WALKING OR BIKING DISTANCE FROM HOMES, AS LONG AS THEY ARE LOCATED ON PROMINENT NEIGHBORHOOD SITES AND DESIGNED TO BE COMPATIBLE WITH THE NEIGHBORHOOD IN TERMS OF SCALE, CHARACTER, SITING, AND USE.**

#### **POLICY**

7.1 Enable the clustering of appropriate non-residential uses onto sites accessible on foot by residents of the City. (UF4)

#### **GOAL**

**8 ENCOURAGE A VARIETY OF HOUSING TYPES AND SIZES TO ACCOMMODATE THE DIVERSE NEEDS OF THE POPULATION.**

#### **POLICY**

8.1 Support the development of multiple housing types in corridors and the districts, require high quality design, construction methods, materials, and maintenance. (UF4)

#### **GOAL**

**9 ENCOURAGE PRIVATE LANDSCAPE DESIGN SPECIFIC TO AZUSA AND THE CHARACTER OF EACH STREET IT FACES.**

#### **POLICY**

9.1 Improve the character of streets through landscape standards that govern private property facing public right-of-ways. (UF10) Districts

#### **GOAL**

**10 PROMOTE DISTRICTS AS PLACES SAFE AND ACCESSIBLE TO PEDESTRIANS IN ORDER TO IMPROVE THE ECONOMIC VIABILITY, SAFETY, AND SECURITY OF COMMERCIAL DISTRICTS, AND TO ENHANCE THE IDENTITY AND COHESIVENESS OF EACH DISTRICT IN THE CITY.**

#### **POLICIES**

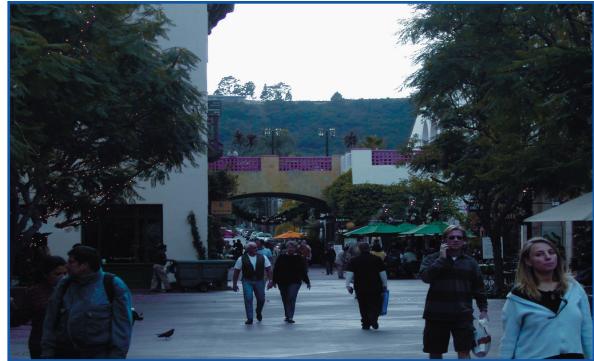
10.1 Establish a “community” parking network that encourage patrons to park their vehicles in a “community” parking lot and then walk to a number of stores, offices, and restaurants. (UF11)

10.2 With the establishment of the community-parking network, consider reducing

## Chapter 3: The Built Environment

the need for on-site parking in those areas serviced by community parking lots. (UF11)

- 10.3 Encourage buildings in districts to be placed adjacent to the street with convenient parking located adjacent to the buildings. (UF4)
- 10.4 Encourage parking lots to be designed as parking gardens where a parking garden is a small (75 cars or less) surface parking lot with ample landscaping. Trees are planted in between parking stalls frequently enough that the shadow of the tree canopy will cover the majority of the pavement; and/or the perimeter of the parking lot is clearly defined with vegetation high enough to be perceived over parked cars. Paving in parking gardens is pedestrian scaled (bricks, colored and stamped concrete, grasscrete, and/or decomposed granite) and encourages water recycling. (UF4 and UF5)
- 10.5 Permit ground floors of buildings to be continuously accessible to the sidewalk, and allow businesses to occasionally use the sidewalk for commercial purposes, when sidewalks are wide enough. (UF4)
- 10.6 Encourage pedestrian-oriented streetscape, plazas, and courts throughout districts. (UF4 and UF12)



- 10.7 Create business improvement districts and other similar associations to manage the districts as single interest entities. (UF13)

### Corridors

#### GOAL

- 11 TRANSFORM EXISTING COMMERCIAL CORRIDORS INTO MIXED-USE CORRIDORS INCORPORATING HOUSING WITH COMMERCIAL USES CONCENTRATED IN NODES AT MAJOR INTERSECTIONS.**

#### POLICIES

- 11.1 Convert major thoroughfares from single-use commercial corridors into mixed-use boulevards, with commercial uses concentrated at significant intersections and wide range of housing types mixed throughout. (UF4)





## Chapter 3: The Built Environment

- 11.2 Front new buildings directly on thoroughfares and respect the presence of neighborhoods immediately behind them by protecting the privacy of residential uses, and minimizing intrusions such as noise, and light and glare. (UF4)

### GOAL

#### **12 ENSURE VISUAL VARIETY ON CORRIDORS THROUGH A VARIETY OF BUILDING TYPES AND SIZES, VARIETY IN LANDSCAPE, AND THE REDUCTION OF SURFACE PARKING LOTS.**

### POLICIES

- 12.1 Promote multiple building types and uses on corridor-fronting property. (UF4)
- 12.2 Where landscape occurs between the sidewalk and building or parking lot, it should define the specific character of each project. (UF5, UF10, and UF12)
- 12.3 Permit surface parking located adjacent to the street if rear-loaded parking lots are not possible, and if the parking lot does not occupy more than 40% of the frontage of each property, and is landscaped. (UF4)

### ***Urban Form Implementation Programs***

#### **UF1 HISTORIC RESOURCE ORDINANCE**

- Revise the historic resource ordinance to:
  - establish criteria for the review of development projects to determine existing buildings and landscapes, historicity and to determine their historical and cultural significance; and
  - require City review and permission to allow for existing buildings and landscapes removal in accordance with California Environmental Quality Act (CEQA).

- Consider revising the historic resource ordinance to include the preservation and rehabilitation of historically significant landscapes.

#### **UF2 MOBILITY ELEMENT IMPLEMENTATION**

Implement the road design standards as specified in the Mobility Element of this General Plan so that the roadway widths emphasize non-roadway streetscape elements, while encouraging interconnectedness and roadway design diversity.

#### **UF3 ROADWAY RETROFIT PROGRAM**

Create a roadway program that includes the identification and prioritization of streets subject to renovation and upgrades according to the ordinance and the goals of the General Plan Mobility Element.

#### **UF4 DEVELOPMENT CODE**

Revise the Development Code to:

- require a separate, individual ground floor entrance for each new multifamily housing unit built, except in a mixed-use development; as necessary, revise parking requirements to facilitate ground floor entrances;
- require, as appropriate, new housing that will be located in existing neighborhoods to be compatible in terms of scale, design, siting, and materials of the surrounding neighborhood;
- require, garages and carports to be located at least fifteen feet behind the front of each building, or in the back half of lots where accessible through alleys;
- establish standards and guidelines for non-residential uses to be located within neighborhoods or at the edges of neighborhoods. Standards and guidelines shall dictate appropriate mix of uses, size and scale of buildings, architecture, design compatibility, vehicular access design and

# Chapter 3: The Built Environment

---

traffic compatibility, building and ancillary uses siting, etc.;

- recognize and accommodate various types of housing;
- regulate street frontage for buildings within districts;
- incorporate landscape standards for parking lots;
- establish standards and guidelines for new alley construction and for the retrofit of existing alleys. Standards and guidelines shall include lighting, landscaping among other things;
- require minimum frontage entrance and window requirements for commercial buildings;
- regulate the size and landscape standards for privately owned plazas and courts intended for public use;
- encourage mixed-use buildings in neighborhood centers, districts, and corridors;
- promote commercial, residential, and mixed-use development of a scale and design appropriate to corridors and adjoining neighborhoods;
- establish standards for mixed-use developments adjacent to existing residential development; and
- regulate the location and design of parking lots.

## UF5 SHOWCASE PROJECT

- Work with developers to create a showcase project illustrating the intent and opportunities of the individual ground floor entrances concept.
- Sponsor the design and development of an existing parking lot into a “parking garden” as a showcase project.

## UF6 STREET TREE MASTER PLAN AND STREET TREE ORDINANCE

- Update the Street Tree Master Plan and

Street Tree Ordinance where the ordinance determines street tree design, appropriate street tree species, and appropriate planting/design requirements for the street tree placement.

- Expand the city’s street tree planting program and determine a street tree-planting schedule in accordance with the Street Tree Master Plan and Street Tree Ordinance.

## UF7 PUBLIC ART AND GATEWAY PROGRAM

Create a Public Art and Gateway program. The Gateway program should determine and prioritize potential gateway locations and specifications, sponsors design competitions, and establish implementation for gateways utilizing public input.

## UF8 UNDERGROUND UTILITIES

Continue the City’s program to underground utility lines.

## UF9 SIGN ORDINANCE

Review and amend, as appropriate, the existing sign ordinance for its compatibility with the General Plan Land Use Element and Development Code for each neighborhood, district, and corridor.

## UF10 LANDSCAPE ORDINANCE

Working with botanists, landscape experts, and the public, adopt a landscape ordinance that specifies a range of desired plant materials, emphasizing species indigenous to Azusa or unique to its historical and visual character. New development should adhere to this ordinance. Encourage existing properties to retrofit their landscape in compliance with this ordinance.

## UF11 “PARK ONCE” STRATEGY

Adopt a “Park Once” strategy in districts, where a single parking lot or garage assumes



## Chapter 3: The Built Environment

the long-term parking responsibilities for all businesses and offices in the district and on-street parking is allowed for short-term parking. Within the Park Once strategy, determine property owner participation, business owner participation, parking standards for the Park Once district, and funding mechanisms.

### **UF12 STREETSCAPE, PUBLIC PLAZA AND COURT PROGRAM**

Establish a streetscape, public plaza and court program that:

- specifies the width of roadway in order to emphasize non-roadway streetscape elements and determines appropriate streetscape elements for each road;
- builds upon the success of the Azusa Avenue streetscape project by investigating and applying its principles at other districts such as the Civic Center and University District;
- recognizes that each district should have its own character to reflect the purpose of that district;
- implements design upgrades for existing public parks and plazas within districts;
- identifies sites appropriate for future plazas and courts; and
- encourages working with private developers to locate plazas and courts within individual projects, and ensure that they are visible and accessible from the public realm of sidewalks and streets.

### **UF13 AGENCY COORDINATION**

Work with Chamber of Commerce, Downtown Business Association, and other business or civic groups to provide incentives for the establishment of local improvement associations.

### ***City Design projects that could realistically be initiated in the next five years***

1. Redevelop Block 36 (Azusa Avenue south of Foothill Blvd.) with retail/residential mixed-use.
2. Develop the Monrovia Nursery neighborhoods.
3. Revitalize Foothill Center.
4. Form neighborhood organizations.
5. Revise the Development Code.
6. Develop the Park Once strategy.
7. Adopt a Public Art Ordinance.

## Chapter 3: The Built Environment

### Urban Form Implementation Matrix

No.	Name	City of Azusa										City of Azusa					<b>Schedule *</b> 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
<b>Program</b>		<b>Responsible Agency</b>										<b>Funding Source</b>											
UF1	Historic Resources Ordinance	●										●											2006
UF2	Mobility Element	●								●		●											Ongoing
UF3	Roadway Retrofit Program									●													2009
UF4	Development Code	●	●									●											2006
UF5	Showcase Project	●										●				●	●						2009
UF6	Street Tree Master Plan and Street Tree Ordinance							●				●				●	●						2006
UF7	Public Art and Gateway Program	●										●				●	●						2009
UF8	Underground Utilities	●				●												●					Ongoing
UF9	Sign Ordinance	●										●				●							Ongoing
UF10	Landscape Ordinance	●										●				●	●						2006
UF11	Park Once Strategy	●	●									●				●	●	●	●				2006
UF12	Streetscape, Public Plaza and Court Program	●	●									●				●	●						2009
UF13	Agency Coordination	●										●											Ongoing



## Chapter 3: The Built Environment

### Mobility

In the period after World War II, new American suburban communities were built for cars, abandoning the traditional human scale of great American towns. While this was a tremendous technological achievement that made America a model for “modern” development, it has produced a mixed legacy for the 21st Century. On the one hand, “the love affair with the car” produced unprecedented mobility, opening up an extraordinary range of convenient choices for motorists. On the other hand, it has been an environmental disaster, blighted major portions of the older suburban landscape and marooned the young, the old, the poor, and the disabled.

The car will continue to be the mainstay of our mobility options in Azusa. But by reestablishing a human scale in how we build and rebuild our community, we can strengthen the alternatives of walking, biking, and public transit to promote a more balanced and sustainable home town.

The Mobility Element complements the land use choices to reduce traffic congestion and pollution; create more prosperous and vital neighborhoods; and promote healthier environments. Building to human scale will help make bus and future light rail train connections attractive choices, instead of alternatives of last resort.

### Statutory Requirements

State law requires a circulation element in all city general plans,

*“consisting of the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, and other local public utilities and facilities, all correlated with the land use element of the plan.”*

The Azusa Mobility Element provides a comprehensive approach to local transportation choices as a distinct, but integral part of the regional circulation patterns and realities.

### Mobility Big Ideas

Within each of Elements are strong, clear ideas that can bring about significant change for Azusa. The “big ideas” for mobility are:

- Promote the construction of two Gold Line Light Rail Stations – Downtown and Monrovia Nursery.
- Increase roadway capacity at the western and southern edges of the City thus relieving through traffic on Azusa Avenue.
- Create a “river parkway” that links to 210 Freeway interchange and Sierra Madre Avenue.
- Create new north-south routes south of the freeway to improve southwestern circulation.
- Add bike and pedestrian links to schools, commercial centers, and public centers.
- Study the conversion of Azusa and San Gabriel Avenues to two-way traffic.
- Replace Vernon Avenue interchange with a new interchange at Zachary Padilla to reclaim the surrounding neighborhood.



### Mobility Existing Conditions

Azusa’s economy and quality of life were particularly damaged by the failed transportation policies of the past. Putting cars first, Caltrans tore a

## Chapter 3: The Built Environment

hole in the heart of the community with Highway 39's one-way highways and then blasted through the 210 Freeway without even the most minimal protections for surrounding neighborhoods. Not only was the historic downtown fatally damaged, but also later efforts to revive it were badly hampered by the legacy of the one-way street pattern and dislocation by the freeway bypass. Lack of well-planned street connections has led to congested bottlenecks, neighborhood isolation, and, perhaps, the sacrifice of many residential streets to speeding traffic. Overly wide streets may have degraded the safety and livability of many neighborhoods throughout the city.

On these streets, autos appear to travel too fast, while pedestrian and bike travel may be hazardous. Strip development leads to clogged corridors and inefficient parking. While the City of Azusa has been among the leaders in providing transit alternatives, these are undermined by the operating costs and limitations of serving an auto-dominated landscape.

The new vision is to revive retail by concentrating it in the city's key districts, as well as providing neighborhood-serving stores and services in neighborhood centers within a five-minute walk or easy bike ride of most homes. The corridors well-served by regional public transit would transition from obsolete, auto-oriented uses to high quality townhomes, courtyard apartments or offices, with some neighborhood retail allowed on ground floors to serve residents and workers.



### Summary of Transportation Issues

Traffic conditions in the City of Azusa are generally very good, with comparatively little traffic congestion. Most roadways currently provide more than adequate capacity for the number of cars using them. The streets carrying the most vehicles are Azusa Avenue south of I-210 and Arrow Highway in the southern part of the City. The worst traffic conditions occur along Azusa Avenue between I-210 and Arrow Highway, around Citrus Avenue and Base Line Road at and near the I-210 ramps, and at the Todd Avenue/Foothill Boulevard intersection. Only one intersection in the entire city, Todd Avenue and Foothill Boulevard, has a traffic condition that fails (Level of Service F) and that is only during the morning rush hour.

Heavy truck activity is evident on the west side of the City, primarily associated with the mining industry and supply of warehouses and factories. The mining operation is located in the northwest and west part of the City, although truck access actually occurs through the Cities of Duarte and Irwindale. In the central and east part of the City, trucks are less evident and data indicates that they comprise no more than 2 - 3% of the peak hour vehicle traffic.

Traffic speed is a concern in certain areas of the City, including San Gabriel Avenue, and Pasadena Avenue north of Ninth Street. Azusa is committed to work with local residents to evaluate "traffic calming" techniques to improve neighborhood safety and livability.

Since the basic roadway infrastructure appears to be largely adequate for auto traffic, the Mobility Element update affords an opportunity to focus on improving other ways to get around. There are few striped or exclusive bike routes in the City. Many streets lack sidewalks and there are few off-street pedestrian trails, especially needed to connect the city with the River and foothills. The old

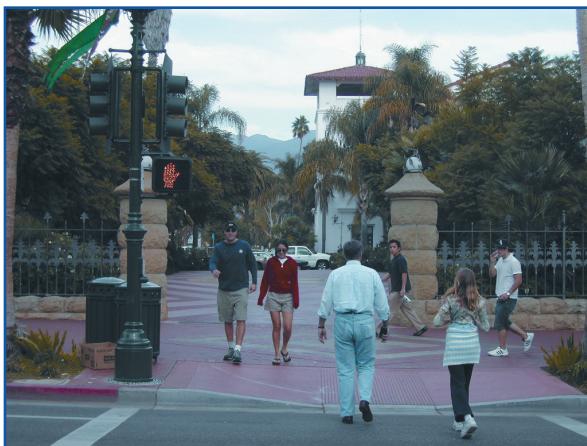


## Chapter 3: The Built Environment

AT&SF railroad right-of-way, currently owned by Los Angeles County Metropolitan Transit Authority (LACMTA), has the potential to be developed for pedestrian and bike use or some other forms of improved transit service.

### Vision

By putting people first, Azusa will become a pedestrian-friendly, transit-oriented community. The congested, declining commercial strips will be transformed into well-planned transit corridors, connecting all our neighborhoods and districts. Two-way traffic on Azusa Avenue and San Gabriel Avenue might improve business health Downtown and restore San Gabriel Avenue as a residential street. Residents and visitors will easily move around the city, as pedestrians and bicyclists use an extensive network of sidewalks and trails and commuters use the Gold Line Light Rail line.



### Mobility Goals and Policies

#### Citywide Access and Circulation

##### GOAL

- 1 BALANCE THE ROADWAY WITH THE PLANNED LAND USES IN THE CITY.

##### POLICIES

- 1.1 Provide an efficient street system in the city, to support the City's mobility goals and land use plan. (See Figures M-1 and Appendix Mobility Plan) (M1 and M2)
- 1.2 Maintain Level of Service D on roadway segments and at signalized intersections throughout the City, except in the downtown area, the University District, and in the vicinity of freeway interchanges where Level of Service E shall be maintained in these areas. (M1)
- 1.3 Require the cost of improvements to the existing circulation system and new circulation system necessitated by new development to be borne by that development that gains benefit. (M3)
- 1.4 Work with adjacent jurisdictions and agencies to ensure that development projects and infrastructure projects outside the City of Azusa do not adversely impact the City. (M4)

##### GOAL

- 2 FULLY DEVELOP THE STREET SYSTEM TO ALLOW ACCESS TO ALL AREAS OF THE CITY. COMPLETE MISSING LINKS IN THE CITY'S STREET SYSTEM.

##### POLICIES

- 2.1 Improve the street system by extending and connecting the street grid in the southwestern area of the city including but not limited to, a new north-south roadway by extending Vincent Avenue from Gladstone Street to Todd Avenue; extending First Street from Vernon Avenue to Irwindale Avenue; and constructing a new interchange with I-210 in the vicinity of Zachary Padilla Avenue. (M5)

## Chapter 3: The Built Environment

