

ORDINANCE NO. 2015-011

AN ORDINANCE OF THE CITY COUNCIL FOR THE CITY OF AZUSA, APPROVING THE AZUSA TRANSIT-ORIENTED DEVELOPMENT SPECIFIC PLAN PROJECT AND ZONE CHANGE OF ALL PROPERTIES WITHIN THE SPECIFIC PLAN AREA FROM THEIR CURRENT ZONING TO ‘SPECIFIC PLAN – AZUSA TRANSIT ORIENTED DEVELOPMENT’

WHEREAS, the City of Azusa (“City”) will be home to two newly operational Gold Line light rail stations as part of the Los Angeles County Metropolitan Transportation Authority (“Metro”) Metro Gold Line Phase II expansion; and

WHEREAS, in February 2013 the City was awarded a transit-oriented development (“TOD”) planning grant from Metro to study and promote TOD around the Azusa Downtown and APU/Citrus College Gold Line Stations; and

WHEREAS, using the TOD planning grant, the City developed the Azusa Transit-Oriented Development Specific Plan, (the “Specific Plan”), attached to the accompanying staff report, which proposes land use regulations for an area approximately 308 acres in size in the central portion of the City, including those areas that are within an approximately one-quarter mile radius of the two stations; and

WHEREAS, the City is authorized by Government Code section 65450 et seq., to prepare specific plans for the systematic implementation of the general plan; and

WHEREAS, the City is authorized by Government Code section 65853 et seq., to change the zoning of a property from one zone to another; and

WHEREAS, the Specific Plan implements the policies of the General Plan by providing an orderly, functional and compatible land use pattern to guide the future growth and development of Azusa and its planning area; ensuring that the type, amount, design, and pattern of all land uses throughout the City and planning area serve to protect and enhance the character and image of Azusa as a desirable residential urban community; and providing for an orderly pattern of future development and change throughout the City that will be both compatible with and beneficial to existing land uses and which will provide residents with a desirable urban environment in which to live, work, shop, and play; and

WHEREAS, the Specific Plan contains all the necessary elements required by section 65451 of the Government Code, and the Specific Plan was referred to all affected public agencies pursuant to sections 65453 and 65352 of the Government Code; and

WHEREAS, the Specific Plan, once adopted, will govern the zoning for and development of properties generally located in the central portion of the City bounded by 9th Street to the north, Angeleno Avenue to the west, 5th and 6th Streets to the south, and Citrus Avenue to the east (“Specific Plan Area”); and

WHEREAS, the City, therefore, desires to amend the zoning for all properties in the Specific Plan Area to indicate that they are now, regardless of prior zoning, subject to the following zoning designation: ‘Specific Plan – Azusa Transit Oriented Development’ (“Zone Change”); and

WHEREAS, the Zone Change contains all the necessary elements required by section 65853 et seq. of the Government Code and was noticed in accordance with California’s Planning and Zoning Laws; and

WHEREAS, City staff has solicited comments from various public agencies, other entities, and members of the public; and

WHEREAS, City staff has held a number of public meetings with stakeholders and members of the public to gather input on the Specific Plan and Zone Change; and

WHEREAS, on September 30, 2015, the Planning Commission held a public hearing on the Specific Plan and Zone Change, at which all persons wishing to testify were heard, and where the Planning Commission adopted a resolution recommending that the City Council approve the Specific Plan and Zone Change; and

WHEREAS, due to conflicts of interest, the Planning Commission did not consider any language in the Specific Plan relating to the conversion of Azusa Avenue from a one-way to a two-way street; and

WHEREAS, in contrast, the City Council has considered the entire Specific Plan, including the Azusa Avenue conversion, and desires to adopt it without modification, which it does not consider to be a substantial modification to the application considered by the Planning Commission; and

WHEREAS, all other legal prerequisites to the adoption of this Ordinance have occurred.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF AZUSA DOES HEREBY ORDAIN AS FOLLOWS:

SECTION 1: Pursuant to, and in compliance with, the California Environmental Quality Act (“CEQA”) (Public Resources Code section 21000 et seq.), the State CEQA Guidelines (14 Cal. Code Regs. §§ 15000 et seq.), and the City of Azusa Local CEQA Guidelines, the City determined that an Environmental Impact Report (“EIR”) should be prepared pursuant to CEQA in order to analyze all potential adverse environmental impacts of the Specific Plan and Zone Change. As the final approval authority for the Specific Plan and Zone Change, the City Council adopted Resolution No. 2015-C56, incorporated herein by reference, on October 19, 2015. Through Resolution No. 2015-C56 the City Council: (1) certified as complete and adequate the Azusa Transit-Oriented Development Specific Plan EIR (State Clearinghouse # 2015021018); (2) adopted CEQA findings of fact; (3) determined that despite the incorporation of mitigation

measures, impacts relating to air quality could not be fully mitigated to a less than significant level; and (4) adopted a Statement of Overriding Considerations.

SECTION 2: Based on the entire record before the City Council and all written and oral evidence presented to the City Council, the City Council finds the Specific Plan is consistent with the General Plan of the City of Azusa and systematically implements the goals and policies of the General Plan in the following ways:

A. That the proposed amendment is in the public interest and that there will be a community benefit resulting from the amendment.

The proposed Azusa Transit Oriented Development (TOD) Specific Plan will contribute to the following community benefits:

- Support transportation alternatives including transit accessibility by bicycles and pedestrians
- Increase transit ridership, supporting broader transportation network efficiencies, and reducing congestion
- Meet increased mobility, environmental, and energy demands placed upon an area's local transit system
- Reduced automobile ownership, vehicular traffic, and associated parking requirements
- Promote community safety, transit access, and local economic objectives
- Increase walking activity by shifting transit station mode of access from park-and-ride to walking
- Support land use and environmental conservation efforts by minimizing air and water quality impacts
- Enhance the environment through reduced energy consumption and encouraging environmentally friendly travel modes
- Enhance accessibility to jobs and housing for all residents
- Create interesting, vibrant gathering places for residents and visitors alike

B. That the proposed amendment is consistent with the goals and policies of the General Plan.

Pursuant to California Government Code Section 65454, a Specific Plan shall be consistent with the local jurisdiction's General Plan.

The following table provides an assessment of consistency between the City's goals and objectives of the current General Plan and the Specific Plan:

General Plan Policies	Statement of Consistency, Non-Consistency, or Not Applicable
The Built Environment: Land Use Policies	
<p>Policy 1.1: Establish the urban form of neighborhoods, corridors, districts, and recreation/open space as shown on Urban Form Diagram.</p>	<p>Consistent. The adoption of the Azusa TOD Specific Plan would function as an update to the City’s General Plan and Development Code, pursuant to Section 65450 et seq. of the California Government Code. The Specific Plan would update the allowed land uses and zoning within the plan area and continue to implement the goals and policies of the General Plan.</p>
<p>Policy 1.2: Establish land use designations and appropriate density standards and development standards to:</p> <p>Ensure a balance of land uses; and</p> <p>Enhance the City’s long-term economic and fiscal well-being, including housing units of all types and prices; retail and commercial uses; employment generating industrial businesses; recreational facilities; governmental services; utilities and infrastructure; institutional and religious; and open space as defined in the General Plan</p>	<p>Consistent. Proposed development would be appropriately scaled to preserve the City’s existing residential neighborhoods. In addition, the Specific Plan includes a variety of permitted land uses and policies to attract economic investment.</p>
<p>Policy 2.4: Preserve and protect established, stable residential neighborhoods</p>	<p>Consistent. Proposed development would be appropriately scaled to preserve the City’s existing residential neighborhoods.</p>
<p>Policy 2.5: Enhance neighborhoods by adding traditional elements such as pedestrian oriented, street lighting, street trees, landscaped parkways, traffic calming measures, and neighborhood centers.</p>	<p>Consistent. Implementation of the Azusa TOD Specific Plan would result in public improvements throughout the specific plan area, including pedestrian linkages, plazas and paseos, street lighting and trees, traffic calming measures, and the establishment of neighborhood centers. The Azusa TOD Specific Plan includes strategies to calm traffic and make streets more pedestrian and bicycle friendly, including widening sidewalks, narrowing vehicle lanes, installing paved crosswalks, installing flashing lights along crosswalks, installing bulb-outs, and installing bike lanes and sharrows.</p>
<p>Policy 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.</p>	<p>Consistent. Through zoning and land use regulations the Specific Plan encourages market-driven revitalization and investment, while also maintaining historic structures to retain the City’s existing historic character.</p>
<p>Policy 2.8: Accommodate the development of multifamily housing along the corridors, and as mixed use along the corridors and districts in accordance with Table CD-2.</p>	<p>Consistent. The development of 840 multi-family units would be permitted under buildout of the Azusa TOD Specific Plan. Multi-family units would be included in mixed-use buildings.</p>
<p>Policy 2.9: Require both single-family residential and multi-family units and sites be designed to convey a high level of quality and character, and reflect and complement surrounding neighborhood character. This includes, but is not limited to:</p> <ul style="list-style-type: none"> Single-family and multi-family 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 	<p>Consistent. The Specific Plan’s development standards and design guidelines would enhance architectural quality, improve the overall identity of the specific plan area, and enrich the quality of life through the built environment.</p>
Continued below	

General Plan Policies

**Statement of Consistency,
Non-Consistency, or Not Applicable**

Continued from above

Multi-family

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.

Policy 2.10: Require new residential development in existing traditional residential neighborhoods to be compatible with existing structures, including the:

Maintenance of predominant existing front yard setback;

Use of complementary building materials, color, and forms, while allowing for flexibility for distinguished design solutions.

Consistent. The Specific Plan recommends good neighbor policies, such as setbacks, landscaping, and screening requirements, to minimize nuisances imposed on residential areas.

Policy 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 they are compatible with the intended residential function and character of the neighborhood, and subject to City review and approval.

Consistent. Future residential development would incorporate the Azusa TOD Specific Plan's Guiding Principles, including design guidelines which encourage pedestrian linkages, emphasize streetscape and landscape improvements to encourage walking, bicycling, and transit use, and provide district-specific development standards and design guidelines that enhance architectural quality, improve the overall identity of the specific plan area, and enrich the quality of life through the built environment.

Policy 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.

Consistent. Future residential development permitted under the Specific Plan could include various multi-family developments including senior housing and moderate to low income housing.

Policy 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 predominate character:

Consistent. The Specific Plan encourages the development of mixed-use structures (where appropriate), infill development, and the reconfiguration of the Azusa Avenue and San Gabriel Avenue Couplet to encourage future market-driven revitalization and investment.

Continued below

Continued from above

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 Boulevard (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.

Policy 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 multifamily structures;
- including separate, well-defined entries for each residential unit;
- locating the first occupied 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.

Consistent. Design guidelines and development standards in the Specific Plan provide direction for future development within each district to reinforce the individual district’s desired development pattern, character, and image while maintaining the City’s existing historic character.

Policy 3.1: Require new developments to provide for on-street landscaping, landscaped parkways, and other streetscape as specific in the Urban Form Element and Development Code

Consistent. Under the Specific Plan, future development would be required to include landscape and streetscape improvements to the project site.

Policy 4.4: Encourage tax generating uses that are active each day of the week in the Downtown District

Consistent. Future development located within the specific plan area would include commercial, lodging, residential and office spaces uses, all of which would generate tax revenue.

Policy 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.

Consistent. Design guidelines and development standards in the Specific Plan provide direction for future development within each district to reinforce the individual district’s desired development pattern, character, and image while maintaining the City’s existing historic character.

General Plan Policies	Statement of Consistency, Non-Consistency, or Not Applicable
<p>Policy 5.3: Require that mixed-use structures be sited and designed to enhance pedestrian activity along the sidewalks, including but not limited to:</p> <ul style="list-style-type: none"> 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 façade and use of multiple building volumes and planes; using rooflines and height variations to break up the massing and provide visual interest; 	<p>Consistent. Implementation of the Azusa TOD Specific Plan would result in public improvements throughout the specific plan area, including pedestrian linkages, plazas and paseos, and would make streets more pedestrian friendly, including widening sidewalks, narrowing vehicle lanes, installing paved crosswalks, installing flashing lights along crosswalks, and installing bulb-outs.</p>
<p>Policy 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.</p>	<p>Consistent. Under the Azusa TOD Specific Plan, design guidelines (e.g., Good Neighbor/Buffer Standards) would be implemented to ensure future developments’ building form, massing and height would not result in significant visual impacts to existing development.</p>
<p>Policy 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.)</p>	<p>Consistent. Future development under the Azusa TOD Specific Plan would be subject to the Good Neighbor/Buffer Standard which requires all exterior lighting shall be focused internally within the property to decrease light pollution onto abutting residential properties. Outdoor lighting shall be shielded in a manner that prevents a direct line between its luminary and any property zoned Low or Medium Density.</p>
<p>Policy 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.</p>	<p>Consistent. Design guidelines included in the Specific Plan discourage the construction of blank wall space, and require all floor level retail and office frontage to include windows (e.g., 45 percent and 35 percent respectively).</p>
<p>Policy 6.3: Require rooflines and building elevations to be visually attractive from all vantage points</p>	<p>Consistent. The Azusa TOD Specific Plan includes design guidelines and standards to enhance the architectural quality of the specific plan area and improve the overall identity of the specific plan area.</p>
<p>Policy 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.</p>	<p>Consistent. The Azusa TOD Specific Plan includes policies which encourage the development of landscaped open areas, pedestrian linkages, and paseos.</p>
<p>Policy 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.</p>	<p>Consistent. The Azusa TOD Specific Plan includes policies to minimize light, noise, and other impacts from future development on existing adjacent development.</p>
<p>Policy 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.</p>	<p>Consistent. Future development under the Azusa TOD Specific Plan would be subject to the Good Neighbor/Buffer Standard which requires all exterior lighting shall be focused internally within the property to decrease light pollution onto abutting residential properties. Outdoor lighting shall be shielded in a manner that prevents a direct line between its luminary and any property zoned Low or Medium Density.</p>

General Plan Policies	Statement of Consistency, Non-Consistency, or Not Applicable
Policy 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.	Consistent. Projects located adjacent to a Low or Medium Density (residential) zone shall be setback 10' minimum from the residential property line. Those portions of a structure over 35' tall shall be setback a minimum of 20' from all abutting Low or Medium Density property lines. In addition, all exterior lighting shall be focused internally within the property to decrease light pollution onto abutting residential properties. Outdoor lighting shall be shielded in a manner that prevents a direct line between its luminary and any property zoned Low or Medium Density.
Policy 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.	Consistent. Future development would comply with the City's open space and parking ordinances.
The Built Environment: Mobility Policies	
Policy 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.	Consistent. Implementation of the Azusa TOD Specific Plan area would result in the reconfiguration of the Azusa Avenue and San Gabriel Avenue one-way couplet. Under the Specific Plan, both roadways would accommodate two-way vehicle traffic and bicycle lanes would be installed along San Gabriel Avenue.
Policy 4.2: Consider converting Azusa Avenue and San Gabriel Avenue between First Street and Sierra Madre Avenue to two-way streets.	Consistent. Implementation of the Azusa TOD Specific Plan would result in the roadway reconfiguration of Azusa Avenue and San Gabriel Avenue to accommodate two-way vehicular traffic.
Policy 4.3: Provide sidewalks on all city streets, as appropriate	Consistent. The Azusa TOD Specific Plan encourages pedestrian linkages throughout the specific plan area.
Policy 4.4: Provide bicycle lanes where possible on city streets	Consistent. The Azusa TOD Specific Plan includes the implementation of bicycle facilities throughout the specific plan area.
Policy 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.	Consistent. The Azusa TOD Specific Plan includes strategies to calm traffic and make streets more pedestrian and bicycle friendly, including widening sidewalks, narrowing vehicle lanes, installing paved crosswalks, installing flashing lights along crosswalks, installing bulb-outs, and installing bike lanes and sharrows. In addition, implementation of the Azusa TOD Specific Plan would result in public improvements throughout the specific plan area, including pedestrian linkages, plazas and paseos, and street lighting and trees.
Policy 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.	Consistent. The Azusa TOD Specific Plan includes traffic calming measures such as bulb outs, narrowing of vehicles lanes, the installation of paved crosswalks and flashing lights, bicycle lanes and sharrows.
Policy 5.3: Consider implementing traffic calming measures on San Gabriel Avenue after San Gabriel Avenue becomes a two-way street.	Consistent. Implementation of the Azusa TOD Specific Plan would result in the reconfiguration of the Azusa Avenue and San Gabriel Avenue couplet to allow for two-way vehicle traffic. In addition, bicycle lanes would be installed along San Gabriel Avenue.
Policy 6.3: Encourage and assist the development of regional light rail transit in the city, including two stations in Azusa (Downtown and Monrovia Nursery).	Consistent. The Azusa TOD Specific Plan would encourage future development and infill projects within the areas surrounding the two future Gold Line stations.
Policy 6.4: Provide park and ride lots to encourage and facilitate use of transit.	Consistent. The Azusa TOD Specific Plan would provide various parking facilities to facilitate transit use.
Policy 8.1: Plan for an adequate amount, not an oversupply, of parking for autos, carpool vans, and bicycles for each land use.	Consistent. The Azusa TOD Specific Plan includes a comprehensive analysis to develop an understanding of parking utilization; identify any surplus/shortage of parking resources; and provide parking management measures that would allow the City to right-size parking requirements within the specific plan area.

General Plan Policies	Statement of Consistency, Non-Consistency, or Not Applicable
<p>Policy 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.</p>	<p>Consistent. The City of Azusa has entered into a shared parking agreement with Metro regarding the use of the future Gold Line parking structure to allow for the use of approximately 150 spaces by the City of Azusa and the general public.</p>
<p>Policy 8.4: Plan land uses and design buildings to encourage transit, rideshare or carpool, bicycling, and walking. This includes but is not limited to:</p> <ul style="list-style-type: none"> 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 off street 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. 	<p>Consistent. The Azusa TOD Specific Plan encourages high density, mixed-use structures, a variety of land uses, the development of a multi-modal transit system, and the establishment of pedestrian linkages throughout the specific plan area (to encourage walkability and minimize vehicle use).</p>
<p>Policy 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.</p>	<p>Consistent. The Azusa TOD Specific Plan has identified City-owned opportunity sites and encourages infill development.</p>
<p>The Built Environment: Urban Forum Policies</p>	
<p>Policy 4.1: Plant all public thoroughfares with rows of trees, as feasible.</p>	<p>Consistent. Policies included in the Azusa TOD Specific Plan encourage the planting of street trees.</p>
<p>Policy 4.2: Encourage attractive gateway treatments to establish a positive image at the edges of the city and its districts and corridors.</p>	<p>Consistent. The Azusa TOD Specific Plan includes development standards which have been tailored to reflect the individual character of each district, including the improvement of the City’s main corridors.</p>
<p>Policy 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.</p>	<p>Consistent. Various signage would be permitted throughout the specific plan area, including wayfinding, intelligent transportation signage, and private signage. The Specific Plan includes guidelines regarding the development of private signage to ensure signs to not cover up a building’s important architectural features, the sign’s shape, design, and graphic form reflect the type of business, and the method of attaching the sign to the building is integrated into the overall sign design.</p>
<p>Policy 5.1: Encourage new residential projects to be built in a form and scale compatible with and appropriate to their surroundings.</p>	<p>Consistent. Projects located adjacent to a Low or Medium Density (residential) zone shall be setback 10’ minimum from the residential property line. Those portions of a structure over 35’ tall shall be setback a minimum of 20’ from all abutting Low or Medium Density property lines.</p>
<p>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.</p>	<p>Consistent. Future development within the specific plan area is required to be oriented toward and engage the primary street frontage.</p>
<p>Policy 7.1: Enable the clustering of appropriate nonresidential uses onto sites accessible on foot by residents of the City.</p>	<p>Consistent. The TOD strategies, development standards, and guidelines contained within the Specific Plan provide ample opportunity to accommodate projected population and employment growth in a manner that would support transit use and walkability.</p>

General Plan Policies	Statement of Consistency, Non-Consistency, or Not Applicable
Policy 8.1: Support the development of multiple housing types in corridors and the districts, require high quality design, construction methods, materials, and maintenance.	Consistent. The Specific Plan’s development standards and design guidelines would enhance architectural quality, improve the overall identity of the specific plan area, and enrich the quality of life through the built environment.
Policy 9.1: Improve the character of streets through landscape standards that govern private property facing public right-of-ways.	Consistent. All projects within the specific plan area shall be consistent with the landscape design requirements of the Landscaping Standards of the Development Code (Section 88.34). In addition, implementation of the Azusa TOD Specific Plan would result in public improvements throughout the specific plan area, including the planting of street trees.
Policy 10.6: Encourage pedestrian-oriented streetscape, plazas, and courts throughout districts.	Consistent. Implementation of the Azusa TOD Specific Plan would result in public improvements throughout the specific plan area, including pedestrian linkages, plazas and paseos, street lighting and trees, traffic calming measures, and the establishment of neighborhood centers. The Azusa TOD Specific Plan includes strategies to calm traffic and make streets more pedestrian friendly, including widening sidewalks, narrowing vehicle lanes, installing paved crosswalks, installing flashing lights along crosswalks, installing bulb-outs, and installing bike lanes and sharrows.
Policy 12.1: Promote multiple building types and uses on corridor-fronting property.	Consistent. Future development within the specific plan area is required to be oriented toward and engage the primary street frontage. Various building types would be constructed in accordance with each districts’ development standards and design guidelines.
The Built Environment: Historic and Cultural Resources Policies	
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.	Consistent. Future development associated with buildout of the Specific Plan would comply with SB 18 and California Code of Regulations Section 15034.5
Policy 3.3: Support preservation of historic resources, including providing for adaptive reuse and tax incentives where appropriate.	Consistent. Policies included in the Specific Plan would maintain and enhance structures identified as having historic value to retain and support the existing historic character of Azusa.
The Built Environment: Infrastructure Policies	
Policy 1.4: Minimize electrical consumption through site design, use of efficient systems, and other techniques.	Consistent. The Azusa TOD Specific Plan includes sustainability policies to encourage the design and construction of energy efficient buildings to reduce air, water, land pollution, and environmental impacts from energy production and consumption.
Policy 1.6: Continue to require the incorporation of electrical conservation features in the design of all new construction and site development. Encourage the retrofit to existing buildings and development to include electrical conservation features including, but not limited to, wireless technology and solar energy.	Consistent. The Azusa TOD Specific Plan encourages the design and construction of buildings that utilize green building practices. Sustainable recommendations included in the Specific Plan include future development to be solar ready, even if solar panels are not included within the development proposal.
Policy 1.8: Ensure the costs of improvements to the existing electrical supply and distribution facilities necessitated by new development to be borne by the new development benefiting from improvements, either through the payment of fees, or the actual costs of construction, or both in accordance with State Nexus legislation.	Consistent. Future development associated with buildout of the Azusa TOD Specific Plan would be responsible for all necessary electrical costs.
Policy 2.4: Require that new development and retrofit existing developments to contain safeguards and measures preventing water supply degradation.	Consistent. Future development under the Azusa TOD Specific Plan would comply with all local, State, and federal water supply regulations.
Policy 2.5: Require all new development to connect to the sewer system.	Consistent. Future development projects associated with the Azusa TOD Specific Plan would connect to the City’s sewer system.

General Plan Policies	Statement of Consistency, Non-Consistency, or Not Applicable
Policy 2.6: Minimize water consumption through site design, use of efficient systems, and other techniques.	Consistent. The Azusa TOD Specific Plan includes sustainable policies which would minimize water a future project’s water consumption including, the installation of permeable paving, urban bioswales, water efficient irrigation, and drought tolerant landscaping. In addition, future development would comply with Los Angeles County’s Green Building Standards Code (Title 31).
Policy 2.8: Continue to require the incorporation of water conservation features in the design of all new construction and site development.	Consistent. Future projects would comply with all local, State, and federal water conservation regulations.
Policy 2.11: Ensure the costs of improvements to the existing water supply and distribution facilities necessitated by new development to be borne by the new development benefiting from the improvements, either through the payment of fees, or the actual cost of construction, or both in accordance with State Nexus legislation.	Consistent. Future development associated with buildout of the Azusa TOD Specific Plan would be responsible for the costs associated with all necessary improvements to the existing water supply and distribution facilities.
Policy 3.5: Ensure the costs of improvements to the existing sewer collection and treatment facilities necessitated by new development to be borne by the new development benefiting from the improvements, either through the payment of fees, or the actual cost of construction, or both in accordance with State Nexus legislation.	Consistent. Future development would be responsible for any necessary improvement costs to the existing sewer collection and treatment facilities necessitated by the project.
Policy 4.7: Require improvements to the existing storm drain and flood control facilities necessitated by new development to be borne by the new development benefiting from the improvements, either through the payment of fees, or the actual cost of construction, or both in accordance with State Nexus legislation.	Consistent. Future development would be responsible for any improvement costs to the existing storm drain and flood control facilities.
Policy 4.8: Require new developments to employ the most efficient drainage technology to increase ground percolation, control drainage, and minimize damage to environmentally sensitive areas.	Consistent. Future development under the Azusa TOD Specific Plan would include permeable paving and urban bioswales.
Policy 5.3: Monitor reduction and recycling programs to ensure proper implementation and achievement of mandated solid waste reduction and diversion goals. Revise and replace programs that do not achieve their intended purpose.	Consistent. Future development would comply with State solid waste and diversion rates.
Economy and Community : Economic Development Policies	
Policy 10.3: Target and tap into the main customer bases more directly. Make Azusa into a destination retail site for the sub-region’s population.	Consistent. Policies included in the Specific Plan would establish the Azusa Downtown Gold Line Station as a gateway destination stop that exudes and exemplifies the physical, historical, and natural characteristics that embody the City of Azusa. Transit-oriented development consisting of a healthy mix of housing, shops, restaurants, offices, and open spaces would provide a pedestrian-friendly environment that supports both the character of the City and transit ridership.
Policy 10.4: Enhance the identity of the city’s principal retail and commercial nodes.	Consistent. The Azusa TOD Specific Plan provides zoning and land use regulations to support future market-driven revitalization and investment opportunities.
Policy 10.5: Attract retail investment by making a commitment to ensuring high-quality public amenities in the retail districts, including high-quality streetscapes.	Consistent. The Azusa TOD encourages the formation of public-private partnerships with business and community stakeholders to attract private investment, enhance local equity, and promote reinvestment.
Economy and Community: Public Services Policies	
Policy 1.3: Require development projects contribute fees based on their proportional impact and demand for new resources, in accordance with State Nexus legislation.	Consistent. Future development projects would be required to pay all fees before construction/operation .
Policy 1.8: Ensure that project development site designs provide “defensible space.”	Consistent. The Azusa TOD Specific Plan’s Crime Prevention Through Environmental Design principles require the inclusion of defensible space.

General Plan Policies	Statement of Consistency, Non-Consistency, or Not Applicable
Policy 2.5: Require new development be assessed a pro-rated fee to pay for fire facilities and personnel.	Consistent. Future development projects would be required to pay all fees before construction/operation .
Policy 2.6: Require all new development to design site plans and structures with fire and emergency access and safety in mind.	Consistent. Future development site plans would be reviewed by the LACoFD prior to construction of the project.
Policy 2.7: Ensure that buildings and lots are maintained in a manner that is consistent with fire prevention and personal safety.	Consistent. Future development site plans would be reviewed by the LACoFD prior to construction of the project.
Policy 5.1: Continue the dialogue between the City of Azusa and local schools regarding: measures to accommodate student population growth; and “shared responsibility agreements” for property/facilities maintenance and operation where public recreation activities occur at local school sites and where local schools use public facilities.	Consistent. Future development associated with the Azusa TOD Specific Plan would be required to pay all associated development school fees prior to construction activities.
Natural Environment: Air Quality Policies	
Policy 1.1: Integrate air quality concerns into land use planning decisions	Consistent. The Azusa TOD Specific Plan encourages mixed-use development and a multi-modal transit network to minimize automotive use.
Policy 1.2: Integrate air quality concerns into site design review	Consistent. The Azusa TOD Specific Plan includes sustainability principles to minimize air quality impacts.
Natural Environment: Geology Hazards Policies	
Policy 1.1: Require that earthquake survival and efficient post-disaster functioning are primary concerns in the siting, design and construction standards of essential facilities.	Consistent. Future development under the Azusa TOD Specific Plan would be designed and constructed in accordance with California Building Code (CBC).
Policy 1.2: Require that proposed essential facilities apply the most current professional standards for seismic design and be subject to seismic review, including detailed site investigations for faulting, liquefaction, ground motion characteristics, and slope stability.	Consistent. Future development under the Azusa TOD Specific Plan would be designed and constructed in accordance with CBC.
Policy 1.3: Prohibit the location of Critical Facilities within an identified active fault zone or potentially active fault zone of concern (or future Alquist-Priolo Earthquake Fault Zone) unless it is determined by a qualified geologic engineer that a closer location will not result in undue risks based on detailed site investigations	Consistent. Future development under the Azusa TOD Specific Plan would be designed and constructed in accordance with CBC, and local, federal, and State regulations.
Policy 1.4: Prohibit the location of Sensitive and High-Occupancy facilities within 100 feet of the identified active fault zone or potentially active fault zone of concern, unless it is determined by a qualified geologic engineer that a closer location will not result in undue risks based on detailed site investigations	Consistent. Future development under the Azusa TOD Specific Plan would be designed and constructed in accordance with CBC, and local, federal, and State regulations.
Natural Environment: Noise Policies	
Policy 1.1: Integrate noise considerations in the City’s land use planning and project approval process.	Consistent. Construction and operation of future development would be subject to the City’s Noise Ordinance.
Policy 1.2: Protect those areas of the City where the existing noise environments are considered unacceptable or “noise sensitive.”	Consistent. Future development under the Azusa TOD Specific Plan would be subject to the City’s Noise Ordinance and therefore would not increase noise levels in existing noise environments which are considered unacceptable or “noise sensitive.”
Policy 1.3: Maintain or reduce noise levels within acceptable levels adjacent to existing or planned major transportation facilities such as freeways, major highways, railroads, and light rail transit	Consistent. Construction and operation of future development would be subject to the City’s Noise Ordinance.
Natural Environment: Recreation Policies	
Policy 3.1: Design neighborhood park features and facilities that are responsive to the park users and neighborhood residents.	Consistent. Future residential developments would include recreation uses suitable for residents.

Source: Azusa General Plan, 2005

- C. *That the proposed Specific Plan will not conflict with the provisions of the zoning ordinance, subdivision regulations, or any applicable specific plan.*

This Specific Plan is a comprehensive guide to defining future improvements to, and use of, the project area and meets all of the applicable provisions of the Development Code. The City of Azusa Development Code is the primary regulatory document that implements the General Plan. It provides specific goals, policies, programs, and development regulations that are applicable to individual neighborhoods, districts, and corridors that are consistent with the General Plan. The Specific Plan is also a regulatory document which supersedes the Development Code within the Specific Plan boundary. In cases where the Specific Plan conflicts with the Development Code, the Specific Plan will take precedence. While portions of the Azusa Pacific University (APU) West Campus lie within and adjacent to the Azusa TOD Specific Plan Area, the Specific Plan does not impact the plans, standards, and guidelines set forth in the APU Specific Plan.

- D. *That the proposed Specific Plan will not adversely affect surrounding properties.*

The City Council finds that the Specific Plan will not adversely affect surrounding properties. The environmental effects of the Specific Plan are identified in detail in the Azusa Transit-Oriented Development Specific Plan EIR (State Clearinghouse # 2015021018), and the City Council's finding regarding the same are set forth in Resolution No. 2015-C56, incorporated herein by reference. Impacts that may adversely affect surrounding properties include aesthetics impacts (Draft EIR, § 4.1), noise impacts (Draft EIR, § 4.10), hazards/hazardous materials impacts (Draft EIR, § 4.7), hydrology and drainage impacts (Draft EIR, § 4.8), land use incompatibility impacts (Draft EIR, § 4.9), and transportation and circulation related impacts (Draft EIR, § 4.14). Each of these impacts was found to be less than significant either on its own or with the incorporation of mitigation measures (see Resolution No. 2015-C56, §§ 3, 4), and therefore the Specific Plan would not adversely affect surrounding properties.

SECTION 3: Based on the entire record before the City Council and all written and oral evidence presented to the City Council, the City Council finds the Zone Change meets the following findings:

- A. *That the proposed amendment is consistent with the goals, policies, and objectives of the general plan, any applicable specific plan, development agreement, owner participation agreement or disposition and development agreement.*

In addition to the Specific Plan findings made in Section 2 above, the Zone Change will ensure that all properties within the Specific Plan area are zoned consistently with the new Specific Plan.

B. *That the proposed zone change will not adversely affect surrounding properties.*

The City Council finds that the Zone Change will not adversely affect surrounding properties. The environmental effects of the Zone Change are identified in detail in the Azusa Transit-Oriented Development Specific Plan EIR (State Clearinghouse # 2015021018), and the City Council's finding regarding the same are set forth in Resolution No. 2015-C56, incorporated herein by reference. Impacts that may adversely affect surrounding properties include aesthetics impacts (Draft EIR, § 4.1), noise impacts (Draft EIR, § 4.10), hazards/hazardous materials impacts (Draft EIR, § 4.7), hydrology and drainage impacts (Draft EIR, § 4.8), land use incompatibility impacts (Draft EIR, § 4.9), and transportation and circulation related impacts (Draft EIR, § 4.14). Each of these impacts was found to be less than significant either on its own or with the incorporation of mitigation measures (see Resolution No. 2015-C56, §§ 3, 4), and therefore the Specific Plan would not adversely affect surrounding properties.

SECTION 4: Based on the aforementioned findings, the City Council does hereby find and ordain that the Specific Plan and Zone Change are consistent with the City of Azusa General Plan, the City of Azusa Development Code, including Chapter 88.51 of the Development Code, California Government Code, Section 65450 *et seq.* and based on the findings contained herein, approves the Azusa Transit Oriented Development Specific Plan and Zone Change of all properties within the Specific Plan Area from their current zoning to 'Specific Plan – Azusa Transit Oriented Development.'

SECTION 5: If any section, subsection, sentence, clause or phrase of this Ordinance is, for any reason, held to be invalid or unconstitutional, such decision shall not affect the validity or constitutionality of the remaining portions of this ordinance. The City Council hereby declares that it would have passed this Ordinance, and each section, subsection, clause or phrase hereof, irrespective of the fact that any one or more sections, subsections, sentences, clauses and phrases be declared unconstitutional.

SECTION 6: The City Clerk shall certify to the passage and adoption of this Ordinance, causing it to be posted as required by law, and it shall be effective (30) days after its adoption.

SECTION 7: A summary of this Ordinance shall be published in the manner required by law.

PASSED, APPROVED and ADOPTED this 16th day of November, 2015.

/s/Joseph Romero Rocha
Mayor

ATTEST:

/s/Jeffrey Lawrence Cornejo, Jr.
City Clerk

STATE OF CALIFORNIA)
COUNTY OF LOS ANGELES) ss.
CITY OF AZUSA)

I HEREBY CERTIFY that the foregoing Ordinance No. 2015-O11, was duly introduced and placed upon its first reading at a regular meeting of the Azusa City Council on the 2nd day of November, 2015 and that thereafter, said Ordinance was duly adopted and passed at a regular meeting of the Azusa City Council on the 16th day of November, 2015 by the following vote to wit:

AYES: COUNCILMEMBERS: CARRILLO, MACIAS, ROCHA
NOES: COUNCILMEMBERS: NONE
ABSTAIN: COUNCILMEMBERS: GONZALES, ALVAREZ

/s/Jeffrey Lawrence Cornejo, Jr.
City Clerk

APPROVED AS TO FORM:

/s/Best Best & Krieger, LLP
City Attorney