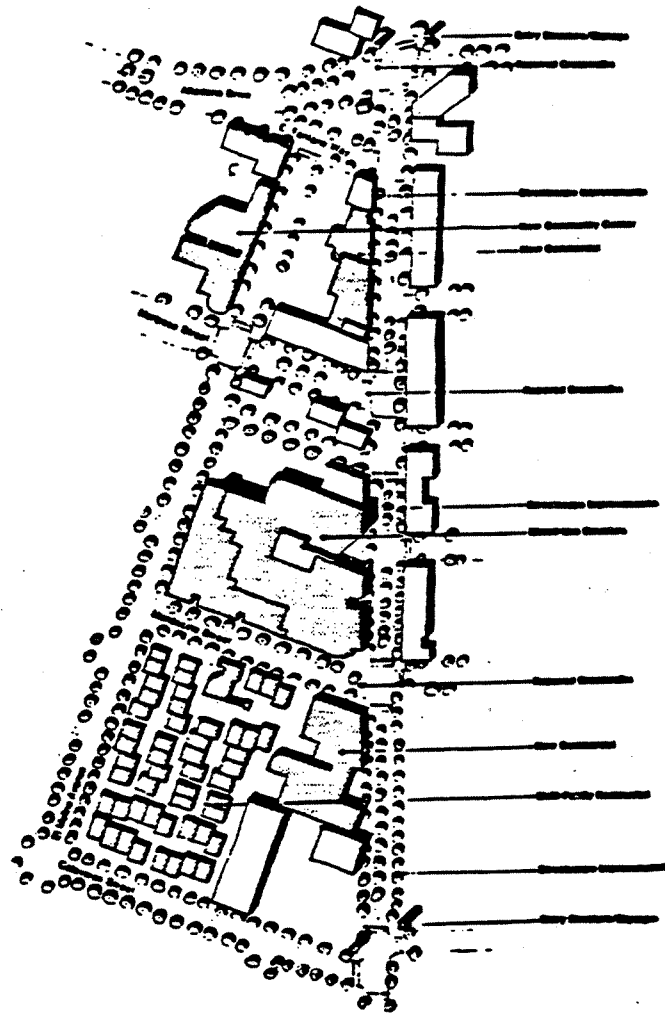


LOS ANGELES COUNTY

Altadena Community Plan



Prepared for:

LOS ANGELES COUNTY DEPARTMENT OF REGIONAL PLANNING

Prepared by:

**ENVICOM CORPORATION in association with
Greer & Company • Economics Research Associates •
Opinion Research of California**

ALTADENA COMMUNITY PLAN

Prepared For:

Los Angeles County
Department of Regional Planning

Prepared By:

Envicom Corporation
Greer & Company • Economics Research Associates
Opinion Research of California

Adopted By:

Los Angeles County
Board of Supervisors

July 10, 1986

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TABLE OF CONTENTS

<u>Section</u>	<u>Page</u>
1.0 INTRODUCTION	1-1
2.0 SUMMARY OF COMMUNITY PLAN	2-1
3.0 SUMMARY OF TECHNICAL BACKGROUND REPORT	3-1
4.0 LAND USE	4-1
5.0 CIRCULATION AND PARKING	5-1
6.0 INFRASTRUCTURE	6-1
7.0 ECONOMIC DEVELOPMENT	7-1
8.0 PUBLIC SERVICES	8-1
9.0 AESTHETICS AND URBAN DESIGN	9-1
10.0 ENVIRONMENTAL RESOURCES	10-1
APPENDICES	
APPENDIX A - Summary of Opinion Survey	
APPENDIX B - Altadena Community Traffic Control Devices for Defensible Space	

LIST OF FIGURES

<u>Figure</u>	<u>Page</u>
1. Regional Location	1-3
2. Local Vicinity	1-4
3. Existing Land Uses	3-2
4. Altadena Community Plan	*
5. Lake Avenue Core Concept	4-12
6. Plan of Highways and Trails	5-3
7. Entry Signage Concepts	9-3

LIST OF TABLES

<u>Table</u>	<u>Page</u>
1. Comparison of Existing Versus Proposed Residential Land Uses	2-2
2. Community Plan Land Use Standards	4-6
3. Neighborhood Traffic Control Device Characteristics for Defensible Space	B-2

*Figure 4, folded map accompanying document.

SECTION ONE: INTRODUCTION

INTRODUCTION

1.1 PURPOSE

This document constitutes the Community Plan for the unincorporated Altadena area of Los Angeles County. It has been prepared by a professional consulting team of urban and environmental planners, transportation engineers, and economists under the direction of Los Angeles County and the Department of Regional Planning. This team included Envicom Corporation, Greer and Company, Economics Research Associates, and Opinion Research of California. The Plan will be submitted to the Regional Planning Commission and Board of Supervisors for consideration as an update and replacement of the previous Community Plan which had been adopted in 1969.

During the formulation of the Community Plan, the consultant team worked closely with the County-appointed Altadena Betterment Committee (ABC) composed of community residents, business leaders, and County representatives. The issues, goals, policies, and programs defined herein largely reflect the valuable input provided by these individuals.

The Community Plan establishes a framework of goals, policies, and programs which are designed to provide guidance to those making decisions affecting the allocation of resources, pattern, density, and character of development in Altadena. Although the Plan is comprised of individual sections, or "elements" which address a particular planning concern, it is structured as an integrated policy strategy in which a comprehensive range of community concerns and issues are treated.

The Community Plan has been structured to present the significant physical, economic, and social issues which face Altadena's residents and business community and prescribe for these a comprehensive set of goals, policies, and implementation measures to mitigate the problems or capitalize on existing opportunities. As Altadena is a developed and "mature" community, the principal focus of the Plan's policies is on the manner in which existing development and resources can be maintained and physically and economically enhanced.

This document is the third publication prepared by the Envicom Corporation team for the Altadena Community Plan work program. The

first publication was the Technical Background Report (March 29, 1985), which presented an overview of the existing physical and socioeconomic resources of the Altadena community. A survey of community residents was published as the second document. Copies of these are available from the Department of Regional Planning.

1.2 LOCATION

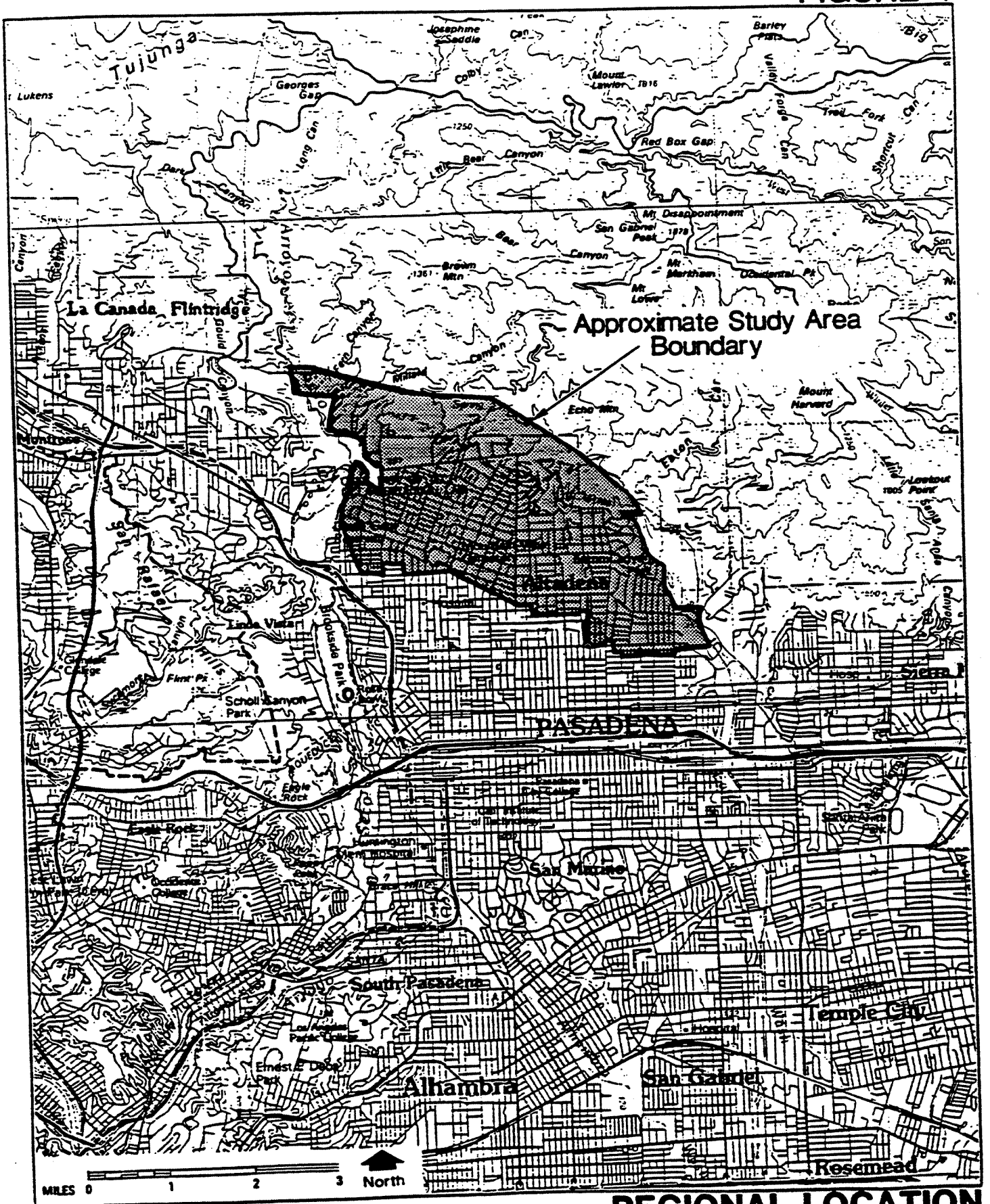
The unincorporated community of Altadena is located north of Pasadena adjacent to the Angeles National Forest in the northwest portion of the San Gabriel Valley. Figures 1 and 2 depict the location of the Altadena community within the greater region and local area, respectively.

The Altadena community is uniquely bordered by major physiographic features, including the San Gabriel Mountains on the north, Arroyo Seco on the west, and Eaton Canyon on the east. These features effectively seclude the community from adjacent communities. Only the southern boundary with Pasadena provides major access to other urban areas. The approximate travel distances to other significant points in the greater Los Angeles metropolitan area are listed below.

<u>Location</u>	<u>Approximate Travel Distance (miles)</u>
Pasadena City Hall	3 miles
Temple City	7 miles
Los Angeles Civic Center	14 miles
Burbank-Glendale-Pasadena Airport	16 miles
Pomona	25 miles

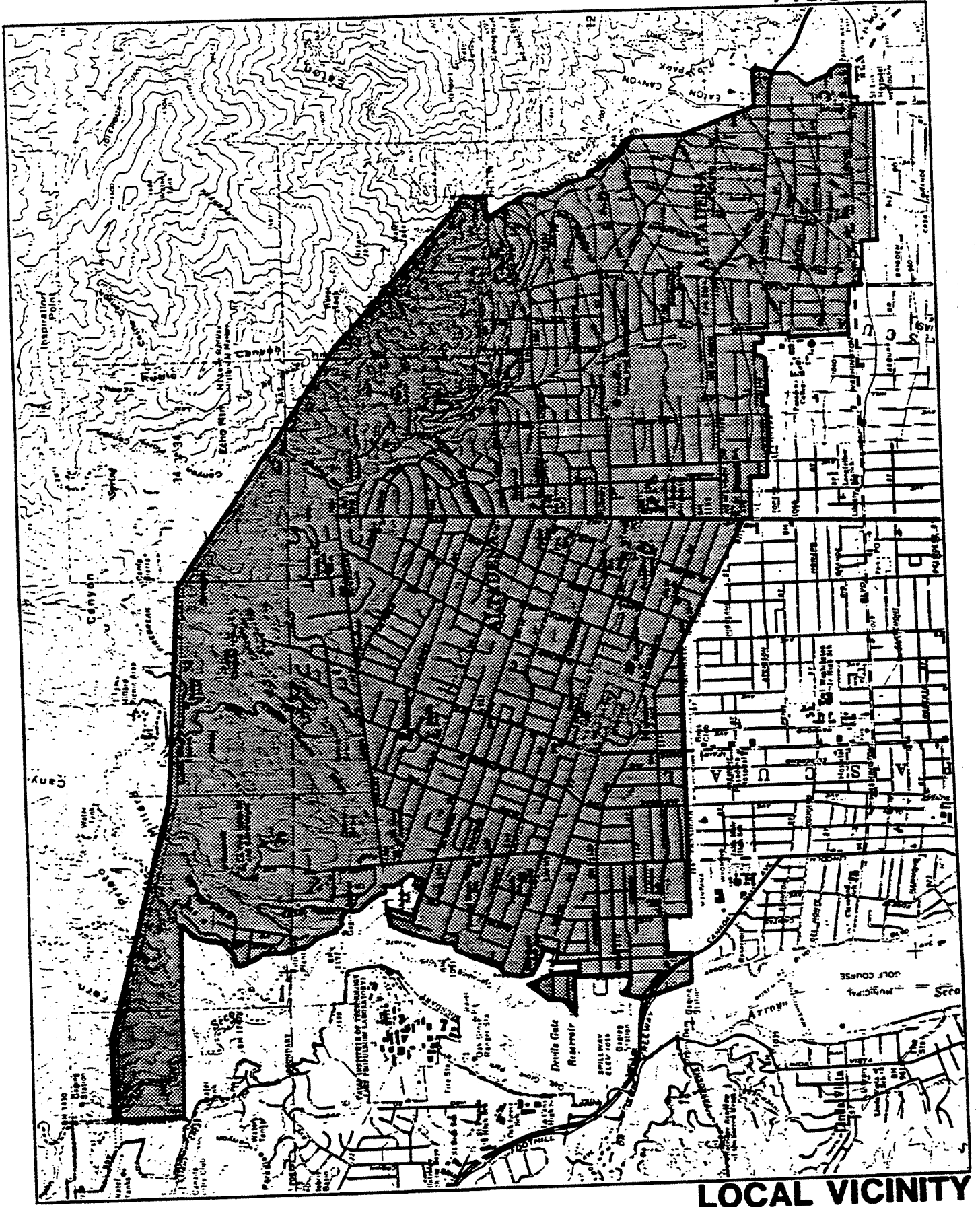
Altadena is accessible to the San Gabriel Valley by the Foothill Freeway (Interstate 210). Major north-south streets, including Lincoln Avenue, Fair Oaks Avenue, Lake Avenue, and Allen Avenue, also link Altadena with Pasadena and the 210 Freeway.

FIGURE 1



REGIONAL LOCATION

FIGURE 2



LOCAL VICINITY

SECTION TWO: SUMMARY

SUMMARY OF COMMUNITY PLAN

Altadena is a developed, "mature" community of residences, commercial districts, schools, parks, churches, and other public uses. Few vacant lands exist. The Community Plan establishes goals, policies, and programs which recognize the characteristics and their associated unique issues. Foremost among the principal objectives of the Community Plan is the preservation of the existing residential character of the community. As Table 1 indicates, approximately 3,000 acres or 54 percent of Altadena are presently developed with residential uses. Approximately 530 acres of new residential development would be permitted by the Community Plan. Theoretically, if the entire community of Altadena is developed to the maximum residential densities established in the Community Plan, the population for the area could increase to 53,480 residents. However, this development scenario is not considered to be remotely possible so that the expected population for this community would be more likely to attain 42,400 residents. This increase in the anticipated population represents a growth of about two percent above present population levels.

Recognizing weak economic performance and physical deterioration, a second major objective of the Community Plan is the intensification, renovation, and revitalization of commercial and industrial areas. The Plan provides for the creation of a "village-like" community center in the Lake Avenue commercial core. Community-oriented retail commercial, service uses, restaurants, entertainment facilities, a community center, and housing would be permitted in this area which would be conceived as the principal activity center of Altadena. Commercial districts along Fair Oaks Avenue, Lincoln Avenue, Woodbury Road, and Washington Boulevard would serve as secondary centers and be upgraded. Urban design improvements are proposed which will provide each commercial district with unique character, appearance and atmosphere. The Community Plan provides for the use of redevelopment as a means to stimulate economic and physical recovery of the commercial districts. Its first use will be focused in the Lincoln Avenue-Woodbury Road area. This project is intended to establish a neighborhood commercial center on Lincoln Avenue near Figueroa Drive, and enhance the existing light industrial uses along Woodbury Road while protecting adjacent existing residential and institutional uses.

A third principal objective of the Plan is the maintenance and improvement of existing community services and facilities. Recommended improvements

TABLE 1

Comparison of Existing Versus Proposed Residential Land Uses

Land Use	Acres		% of Total ^a		Dwelling Units ^b		Population ^c	
	Existing	Proposed	Existing	Proposed	Existing	Proposed	Existing	Proposed
Non-Urban	-	397	-	11.1	-	20	-	57
Estate/Equestrian	-	127	-	3.6	-	51	-	145
Low Density	3,016	2,990	99.1	84.2	18,096	17,940	40,510	51,129
Low-Medium Density	-	6	-	0.2	-	72	-	205
Medium Density	<u>27</u>	<u>31</u>	<u>0.9</u>	<u>0.9</u>	<u>540</u>	<u>682</u>	<u>365</u>	<u>1,944</u>
Totals	3,043	3,551	100	100	18,636	18,765	40,510	53,480
Net Change ^d		508				129		368 ^e

^aNumber represents percentage of total residential land, not total land area of Altadena.

^bBased on highest number of dwelling units allowable per acre.

^cTheoretical population based on 1980 Census average household size of 2.85 persons per dwelling unit.

^dComparison of provisions of existing versus proposed plans.

^eThis figure is based upon the expected increase of 129 dwelling units permitted under the proposed Community Plan, and an average household size of 2.85 persons per dwelling unit. It is not reasonable to compare existing population with the theoretical population, since the latter assumes that the entire community of Altadena would be developed at the maximum residential densities permitted under the Plan.

include (1) sewer service availability to the entire community, (2) circulation improvements including the widening of Lincoln Avenue, (3) installation of curbs and gutters where needed, (4) maintenance and improvement of Fire and Sheriff Department services, (5) enhancement of Altadena's recreational sites, and (6) implementation of "defensible space" mechanisms to provide increased security for residential neighborhoods and commercial districts.

**SECTION THREE:
SUMMARY OF
BACKGROUND
INFORMATION**

SUMMARY OF TECHNICAL BACKGROUND REPORT

3.1 LAND USE

The unincorporated community of Altadena contains 5,646 acres (8.8 square miles) and is located in the West San Gabriel Valley, adjacent to and north of the City of Pasadena. The community is primarily residential in character with some commercial and industrial uses present.

Existing land uses in the Altadena community are depicted in Figure 3. Single-family residential use constitutes the majority of the area (53 percent). Less than one percent is developed with multiple-family residential uses. Public streets account for 17 percent of the Altadena area, which is the second largest land use. Commercial uses, which are limited to major streets, occupy a little more than one percent of the area. Institutional uses (schools, churches, and hospitals) and governmental uses (Flood Control District facilities, reservoirs, and channels) comprise two and one percent, respectively. The Angeles National Forest is partially located within the Altadena community and accounts for slightly more than eight percent of the area. Vacant land totals ten percent of the area. However, much of the vacant land is owned by the National Forest. Recreational and miscellaneous open space uses amount to three percent of the area. Utilities comprise three percent of the Altadena area.

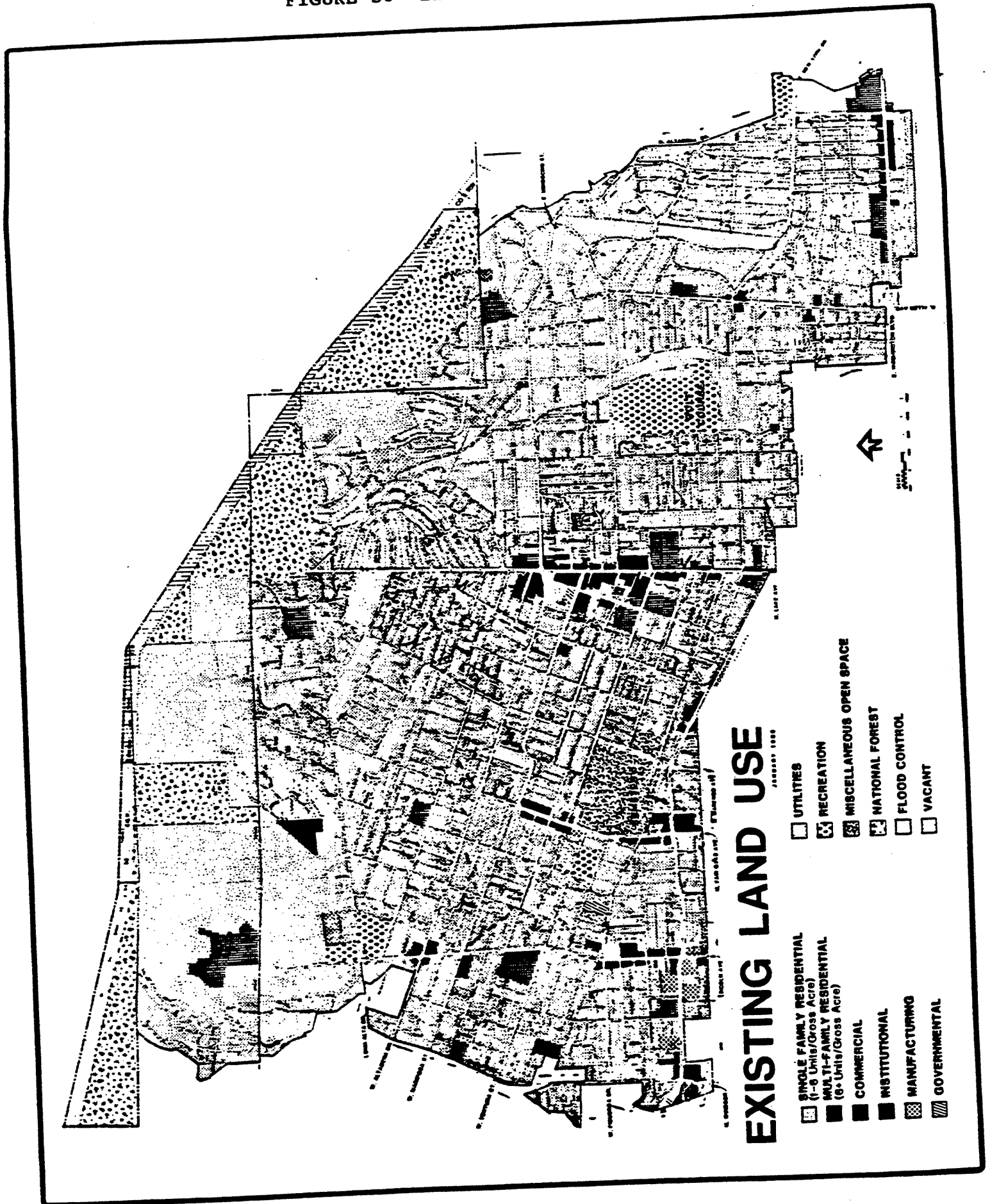
3.2 CIRCULATION

Ten Major and Secondary Highways serve the Altadena Community. These streets include Lake Avenue, Fair Oaks Avenue, New York Drive, Allen Avenue, Washington Boulevard, Marengo Avenue, Lincoln Avenue, Woodbury Road, Windsor Avenue, and Altadena Drive.

All of the arterials in Altadena operate basically under "free-flow" conditions, well within their capacity. Congestion is limited to a few intersections at peak hours.

The Southern California Rapid Transit District operates ten bus routes in Altadena. In addition, a dial-a-ride service and a County operated and financed east-west bus route (independent) from the SCRTD lines serves the Altadena Community.

FIGURE 3. EXISTING LAND USES



Within the Lake Avenue commercial corridor, a total of 927 parking spaces exist, including 781 off-street spaces and 146 on-street spaces. A survey of the use of on- and off-street parking indicates that most areas on Lake Avenue are currently operating below capacity.

3.3 INFRASTRUCTURE

3.3.1 Sanitation Service

The Altadena community is almost entirely served by the County sewer system. Miscellaneous scattered areas near the foothills and in the eastern portion of the community are without sewer service. No capacity problems exist in the County's trunk line which has sufficient capacity to accommodate projected levels of future growth.

3.3.2 Water

Four water companies serve the community (Las Flores Water Company, Lincoln Avenue Water Company, Rubio Canyon Land and Water Association, and the City of Pasadena Water and Power Department). Consistent water pressure in southeast Altadena served by the City of Pasadena Water and Power Department is the only known problem in the Community area.

3.3.3 Storm Drains

The Los Angeles County Department of Public Works operates and maintains the storm drainage system. Because of the age of the system, extent of surrounding development, and runoff from hillside areas, older sections of Altadena have periodic flooding during heavy rainfall periods. Areas presently experiencing flooding in the rainy season include the Altadena Channel portions of the West Altadena Drainage System and sections of the Far Oaks Storm Drain.

3.3.4 Electrical Supply

Electricity is provided to Altadena by Southern California Edison Company (SCE) via an integrated network of overhead power lines. There are currently no electrical supply problems in the community and SCE does not anticipate any problem in meeting future power demands.

3.3.5 Natural Gas

The Southern California Gas Company operates a network of gas mains in Altadena. The gas company does not anticipate any problems providing additional service to the community.

3.4 PUBLIC FACILITIES

3.4.1 Fire

Fire protection services for Altadena are provided by Fire Stations 11, 12, 66 and 82 of the Los Angeles County Forester and Fire Warden, and dispersed adequately throughout the Community area.

3.4.2 Sheriff

The Los Angeles County Sheriff station serving the Altadena Community is located at 780 East Altadena Drive. The Sheriff Department is considering construction of a new station immediately west of the current Sheriff facility. The Los Angeles County Board of Supervisors may authorize construction of the new station in the near future depending on funding decisions and other scheduled Sheriff Department improvements.

Crime in the Altadena area is a major concern to community residents. The most frequent types of crime include burglary, larceny, theft and aggravated assault.

3.4.3 Schools

The Pasadena Unified School District is responsible for all public schools in the Altadena community. Presently, there are eight K-6 elementary schools and one junior high school. High school students attend school in Pasadena. The overall number of K-6 level students has been increasing slightly in the Altadena community while the number of high school students has remained relatively stable.

3.4.4 Parks

Four parks in the Altadena community are maintained by the Los Angeles County Department of Parks and Recreation (Farnsworth, Loma Alta, Charles White and the Altadena Golf Course). These parks provide a wide range of recreational activities including field sports, tennis, softball, picnicking, children's play areas, basketball, and equestrian uses.

3.4.5 Health Department Facilities

Health services for the Altadena community are provided by the Los Angeles County Health Department from the Monrovia facility approximately ten miles away.

3.4.6 Animal Control

Animal control services are provided by the Los Angeles County Animal Control Department in Baldwin Park approximately 14 miles away.

3.4.7 Library

Altadena independently operates a community library at 600 E. Mariposa Street. The library is publicly owned and managed by a Board of Trustees.

3.5 VISUAL ENVIRONMENT

The unique setting of Altadena adjacent to the San Gabriel Mountains and the Angeles National Forest offers exposure on the northern edge of the community to ridges, canyons, heavy vegetation, and rugged topography. Steep slopes and ravines characterize this interface between mountains and

residential development. Prominent ridges extend southerly from these foothills offering significant views for hillside residents or motorists on canyon roads.

Two buildings on the National Register of Historic Places are located in Altadena: the Pacific Electric Substation No. 8 buildings (1906) located at 2245 North Lake Avenue and the Keys Bungalow (1911) at 1337 East Boston Street. There are a large number of residences and other structures throughout the community of significant architectural design merit. A number of these may be considered for future designation by state and federal agencies.

3.6 ENVIRONMENTAL RESOURCES

3.6.1 Topography

The Community lies on and adjacent to the southern flank of the San Gabriel Mountains. Areas adjacent to the hillsides gently slope to the southwest. However, at the base of the San Gabriel Mountains the terrain is steep to very steep. Prominent ridges and knolls in the community include Mt. Lowe (elevation 2,820 feet), Echo Mountain (elevation 3,207 feet), and Sunset Ridge (elevation 2,030 feet).

3.6.2 Vegetation and Wildlife

In the urbanized portions of the community, the vegetation is dominated by a variety of native and introduced trees, shrubs and grass species, typically used as landscape forms. This vegetation provides habitat for a limited group of animals that have adapted to a continuous human presence and modified habitat type. In the more rural mountain areas, vegetation is dominated by native species of plants. The dominant vegetation type of these areas is soft chaparral which is typical of the low elevation, arid hills of southern California. Animal species that utilize this habitat are abundant and include a variety of herbivorous, omnivorous, and carnivorous forms. Known sensitive plant and animal species habitat are located in Millard Canyon and Rubio Canyon.

3.6.3 Hydrology

Surface water flows from the higher elevations north of the community to the south via a variety of natural drainage courses. During winter rains, this surface water flows to lower elevations where it is controlled by a variety of man-made flood control features. Principal control structures include debris basins, dams, and concrete lined flood control channels. Debris or mud flows can accompany storm water drainage during periods of heavy rainfall. This problem can be magnified in foothill areas if wildfires have occurred during the year which contribute to mudflow potentials.

3.6.4 Noise

Existing traffic levels results in noise levels which may exceed recommended exterior standards for sensitive receptors (65 dB(A) Ldn) at several isolated locations in the Altadena community (near school sites).

3.6.5 Geology and Seismicity

Geologic or seismic hazards in the Altadena community may occur as a result of natural slope instabilities and earthquake shaking. These hazards are most likely to occur in or near the steep, mountainous portions of the community.

No known active faults have been identified in Altadena, but several faults in the vicinity are considered active and capable of producing strong earthquake shaking.

3.6.6 Air Resources

The Altadena community is located in the South Coast Air Basin. This air basin has been designated as a non-attainment area, which is defined as an area not expected to meet National Ambient Air Quality Standards (NAAQS) by 1987. Consequently, the South Coast Air Quality Management District (SCAQMD) and Southern California Association of Governments (SCAG) have prepared an Air Quality Management Plan (AQMP) which specifies measures and schedules for meeting State and Federal standards. This document is incorporated by reference and is available for review at the County of Los Angeles Department of Regional Planning offices.

3.7 SOCIOECONOMIC RESOURCES

3.7.1 Population

The 1980 U.S. Census indicates that Altadena had a population of 40,510. This represents a decline of 1,792 persons (4 percent) from the 1970 Census of 42,302 persons.

3.7.2 Racial Composition

Altadena is an integrated community and includes among its residents whites, blacks, hispanics, American Indians, asians, and Pacific Islanders. The population of Altadena in 1980 had a median age of 31 years which was substantially the same as the county-wide median age of 30.

3.7.3 Housing

The housing inventory in Altadena increased modestly from a total of 14,480 year-round units in 1970 to 14,549 units in 1980. Of these 1980 residential units, 10,553 housing units are owner occupied and 3,465 are renter occupied with an additional 531 vacant units.

3.7.4 Labor Force and Employment Characteristics

The civilian labor force in Altadena contained 19,669 persons in 1980, of which 18,681 persons or 95 percent were employed. The rate of joblessness compared very favorably with the regional unemployment rate of 6 percent. The distribution of employment by occupation indicates that fully two-thirds or 67 percent of all employed persons were found to be

engaged in "white-collar" occupations, with the balance employed in "blue-collar" jobs.

3.7.5 Income Characteristics

The median household income according to the U.S. Census income in 1980 was \$20,916, 19 percent higher than the comparable County value of \$17,551. Median family income in Altadena was reported at \$23,398 which was roughly 11 percent greater than the County value of \$21,125.

3.7.6 Population Forecast

Population forecasts and projections by the Regional Planning Department for Altadena are shown below.

**Population and Housing Forecast
Unincorporated Altadena
1970-1995**

	<u>Population</u>	<u>Housing Units</u>
1970 Census	42,302	14,480
1980 Census	40,510	14,510
1985 (est.)	41,400	15,200
1990 (est.)	42,000	15,600
1995 (est.)	42,400	16,000

3.7.7 Retail Expenditure Potential

The community of Altadena is projected to generate demand of \$190 million in retail store sales and \$98 million in non-retail outlets, for a combined total of \$288 million in taxable sales. In 1983, the State Board of Equalization reported \$35 million in retail store sales and \$7 million in sales by non-retail stores for a total of nearly \$43 million by outlets located within Altadena.

This indicates that Altadena residents are exporting a significant portion of both retail and non-retail taxable transactions to other areas of the County. The theoretical retail leakage is quantified at \$155 million for retail outlets, \$90 million for non-retail outlets, which combine to \$245 million in lost taxable sales.

**SECTION FOUR:
GOALS, POLICIES, AND
PROGRAMS**

LAND USE

4.1 ISSUES

The following have been identified as the land use issues of the Altadena community.

1. The Altadena community presently has a desirable mix of land use types and intensities, however, future development has the potential to change the land use pattern and character of the community.
2. Single-family residential, which is the dominant land use of the community, may be affected by inappropriate development and intensification of large areas.
3. Without regular maintenance and because of economic development occurring elsewhere, commercial areas in Altadena are declining in economic vitality.
4. Existing light industrial development in West Altadena has the potential for expansion and improvement but may conflict with other land uses unless sensitive design and mitigation occurs.

4.2 GOALS

The major land use goals for the Community Plan are:

1. Maintain and enhance the quality and distribution of land uses which characterize the Altadena community and make it an attractive environment in which to live, work and enjoy leisure hours.
2. Maintain and enhance a living environment for Altadena residents which provides for their needs: health, physical safety, and a high quality of life.
3. Establish an economically viable commercial environment for the Altadena community which meets the needs of the residents and is compatible with the community character.
4. Develop a light industrial base as a secondary use for the Altadena community which provides jobs for residents and is compatible with the community character.

4.3 POLICIES

The following land use policies have been organized according to the issues to which they most apply.

ISSUE 1: Land Use Mix

1. Preserve existing residential neighborhoods, commercial districts, community facilities, institutions, and environmental amenities.
2. Provide for new development which is compatible with and complements existing uses.
3. Allow the intensification of land uses only as it does not adversely impact existing uses, neighborhoods, and the prevailing low density character of the Altadena community.
4. Preserve and enhance existing land uses and areas of historical and/or unique importance (e.g., Pacific Electric Substation No. 8 and Keys Bungalow, etc.).
5. Provide for the strengthening of existing corridors and clusters of commercial, industrial, and public uses (library, parks, senior citizens facilities, etc.) as principal activity centers of the Altadena community.
6. Provide for the evolution of Lake Avenue, between Calaveras Street and Altadena Drive, as the principal core of the Altadena community, containing retail and office commercial, restaurants, entertainment, moderate density residential, and community facilities.

ISSUE 2: Preservation of Single-family Character

1. Preserve and maintain existing residential units which are structurally sound.
2. Rehabilitate and renovate structurally sound residential units which exhibit non-structural deterioration.
3. Rehabilitate residential units which are structurally deteriorated, unless economically infeasible.
4. Replace residential units which cannot be economically rehabilitated with those of a size and density which are consistent with those of the surrounding residential neighborhood.
5. Continue and/or initiate programs to provide financial assistance, as funding is available, to owners and tenants for the renovation and rehabilitation of residential units.
6. Promote accessibility to housing opportunities by all households, regardless of income, race, color, religion, sex, marital status, age, household size, or physical disability.

7. Provide opportunities for new, moderate density residential units to serve senior citizen needs in proximity to local-serving commercial uses, community facilities, and public transit.
8. Ensure that residential neighborhoods are supported by adequate open spaces, community facilities, and amenities.
9. Permit developers to utilize innovative residential construction and siting techniques, provided that they maintain physical safety and health and are compatible with existing land use and the environmental setting.

ISSUE 3: Commercial Development

Community-wide Commercial

1. Enhance the physical character and economic viability of existing commercial centers and districts by providing for infill and intensification of vacant and under-utilized parcels, adaptive reuse of vacant structures, and rehabilitation of deteriorated structures.
2. Establish and/or continue existing programs to provide financial assistance, as funding is available, to merchants and owners for the upgrading of existing commercial structures.
3. Attract new commercial uses to the Altadena community which are necessary to support the needs of the residents and are now unavailable.
4. Encourage commercial areas to develop desirably distinctive qualities in their design, appearance, and operation.
5. Modify existing commercial districts, where necessary, to make them functionally more efficient and attractive to users by improving pedestrian, automobile, and truck access, separating pedestrian and vehicular access, grouping structures around common open spaces, providing customer amenities, and establishing attractive and unifying architectural elements and themes.
6. Provide additional parking which is conveniently accessible to businesses.
7. Accommodate new liquor stores and bars only if it can be demonstrated that they will benefit the community and not have adverse impacts.
8. Formulate programs, where necessary, to mitigate the adverse impacts of existing commercial uses on adjacent residential neighborhoods (traffic, noise, and/or operations).
9. Provide for the expansion of commercial areas on Lake Avenue, Lincoln Avenue, and Woodbury Road which are marginally viable due to parcel size and depth constraints.

10. Use redevelopment techniques as provided for by State law to facilitate the revitalization of blighted commercial districts.
11. Encourage existing merchant associations or the formation of a new organization for each commercial district to actively market and promote the district.

Lake Avenue Commercial

1. Establish Lake Avenue as the principal commercial center of the Altadena community (Altadena Drive to Calaveras Street).
2. Expand the Lake Avenue commercial core west to El Molino Avenue, between Mariposa and Calaveras Streets.
3. Improve the existing pattern and character of development to establish a "village-like" environment for the Lake Avenue commercial core.
4. Provide that all structures, except those in large scale (multi-parcel) "Planned" developments, be sited on the property line, abutting sidewalks, promoting pedestrian continuity.
5. Restrict the ground elevation of structures in the Lake Avenue core to retail commercial, restaurants, and other high turnover, pedestrian-active uses.
6. Provide for mixed-use structures in the Lake Avenue core, incorporating retail uses on the ground level and office or residential uses on the second and higher levels.
7. Encourage the establishment of a diversity of community-oriented uses (small retail stores, home furnishings, hardware, gift shops, grocery stores, bookstores, restaurants, financial institutions, etc.) and community-oriented service and cultural uses in the Lake Avenue "core".

Other Commercial Districts

1. Maintain and enhance Lincoln Avenue-Woodbury Road, Lincoln Avenue-Altadena Drive, Fair Oaks Avenue-Woodbury Road, Woodbury Road-Santa Anita Avenue, East Washington Boulevard, and New York Drive-Allen Avenue as secondary neighborhood commercial districts.
2. Provide for the establishment of a new neighborhood-serving commercial center in the western portion of Altadena (Lincoln Avenue) containing a grocery store, drug store, and supporting shops.

ISSUE 4: Industrial Development

1. Provide for the establishment of a unified district for research and development, light manufacturing, and related uses along West Woodbury Road, west of Lincoln Avenue.

2. Enhance the existing industrial area by providing for the infill and intensification of vacant and under-utilized parcels, adaptive reuse of vacant structures, and rehabilitation of deteriorated structures.
3. Improve the physical appearance of the West Woodbury industrial corridor by the introduction of a unifying and distinctive signage and streetscape improvement program with architectural design guidelines.
4. Establish a program, as funding is available, to provide financial assistance to industrial owners and tenants for the upgrading of existing industrial facilities.
5. Use redevelopment as a mechanism to upgrade and provide incentives for new development in the West Woodbury corridor.
6. Require that industrial uses be adequately buffered from adjacent residential and educational uses.

4.4 LAND USE DESIGNATIONS

The Community Plan's land use designations define the types of residential, commercial, institutional, and recreational uses permitted in the community. These various uses are shown in Figure 4 which is located in the back envelope of the Draft Community Plan document.

The mechanism which precisely defines the uses permitted on a particular parcel, within the parameters of the land use plan, is the zoning ordinance. Although one is general and the other specific, the plan and the ordinance must be consistent. The following outlines the intent of each land use designation and the type of uses which may be accommodated within each classification. Table 2 further summarizes the development standards for each of the land use categories.

Residential Designations

- Estate/Equestrian [maximum of one (1) dwelling unit per two and one-half gross acres]

The Estate/Equestrian designation applies to very large lot single-family residential areas with urban levels of service. Accessory structures are permitted (e.g., those necessary for the keeping of horses).

- Low Density Residential [One (1) to six (6) dwelling units per gross acre]

The Low Density Residential designation corresponds to common suburban tract residential development. The purpose of this category is to maintain existing single-family neighborhoods.

- Low-Medium Density Residential [Six (6) to twelve (12) dwelling units per gross acre]

The Low-Medium Residential designation represents small lot single-family dwellings, duplexes and small-scale townhouse development.

TABLE 2

Community Plan Land Use Standards

<u>Land Use Category</u>	<u>Total Acres</u>	<u>DU's Per Acre</u> ¹	<u>Maximum Building Intensity</u> ²	<u>Maximum Lot Coverage</u> ³	<u>Maximum Building Height</u>	<u>Typical Uses</u>
● <u>Non-urban</u>	397	Hillside Management Standards	-	30%	2 stories or 35'	Non-urban rural residential uses
<u>Residential</u>						
● <u>Estate/Equestrian</u>	127	1 DU/2.5 Ac	-	-	2 stories or 35'	Estate/equestrian large lot residential
● <u>Low Density</u>	2,990	1.0-6.0 DU/Ac	-	-	2 stories or 35'	Common single-family residential tract development
● <u>Low Medium Density</u>	6	6.1-12.0 DU/Ac	-	-	2 stories or 35'	Small lot single-family homes, duplexes and townhouses
● <u>Medium Density</u>	31	12.1-22.0 DU/Ac	-	-	2 stories or 35'	Apartments, condominiums and moderate density townhouses
<u>Commercial</u>						
● <u>General Commercial</u>	65	-	1.8:1	90%	2 stories or 35'	Traditional commercial services including community and neighborhood uses

TABLE 2 (Cont.)

<u>Land Use Category</u>	<u>Total Acres</u>	<u>DU's Per Acre</u> ¹	<u>Maximum Building Intensity</u> ²	<u>Maximum Lot Coverage</u> ³	<u>Maximum Building Height</u>	<u>Typical Uses</u>
● <u>Mixed-use "Center"</u>	36	12.1-22.0	2.7:1	90%	3 stories or 48'	Primarily commercial retail, offices, entertainment uses, restaurants, and multi-family residential
<u>Business Park</u>						
● <u>Business Park</u>	33	-	1:1	60%	2 stories or 35'	Business parks, research and development uses
<u>Public & Institutional Uses</u>						
● <u>Institutions</u>	214	-	-	-	-	All schools, private institutions, churches, hospitals, and governmental facilities
● <u>Utilities</u>	157	-	-	-	-	All utilities uses related to electricity

TABLE 2 (Cont.)

<u>Land Use Category</u>	<u>Total Acres</u>	<u>DU's Per Acre</u> ¹	<u>Maximum Building Intensity</u> ²	<u>Maximum Lot Coverage</u> ³	<u>Maximum Building Height</u>	<u>Typical Uses</u>
<u>Open Space</u>						
● Public & Private Recreation	115	-	-	-	-	L.A. County Parks and the Altadena Town and County Club
● Angeles National Forest	476	-	-	-	-	Angeles National Forest
● Miscellaneous Open Space	64	-	-	-	-	Cemetery and associated structures
<u>Streets</u>	935	-	-	-	-	Public streets, roads, and avenues
TOTAL	5,646 AC					

¹Gross acre includes street and other unmapped uses.

²Expressed as ratio of gross building floor area to lot area in square feet.

³Expressed as percent of lot allowed to be covered.

⁴Non-urban hillside development standards.
Under 25% slope, 1 DU/5 AC to 1 DU/AC
25 to 50% slope, 1 DU/10 AC to 1 DU/2 AC
Greater than 50% slope, 1 DU/20 AC

- Medium Density Residential [Twelve (12) to twenty-two (22) dwelling units per gross acre]

The Medium Density Residential designation is applicable to apartments, condominiums, and moderate density townhouses. Medium Density Residential areas would typically occur in clusters or along major streets.

- Non-Urban

The Non-Urban designation applies to foothill lands including privately owned "inholdings" of land within the Angeles National Forest. These lands are subject to the Non-Urban Hillside development standards contained in the Los Angeles County General Plan Hillside Management/Performance Review Procedure and applicable inholdings standards. Residential development within non-urban hillside areas is subject to the following densities:

<u>Natural Slope</u>	<u>Low Threshold</u>	<u>High Threshold</u>
Under 25%	1 du/5 acres	1 du/acre
25 to 50%	1 du/10 acres	1 du/2 acres
Greater than 50%	Not applicable	1 du/20 acres

The density granted reflects the extent to which performance criteria are met. Those performance criteria are hereby included by reference and are available from the Department of Regional Planning.

Commercial

- General Commercial

The General Commercial designation is intended to permit a broad range of commercial services, including the traditional concepts of "community", "neighborhood", and "highway-oriented" commercial. These may include supermarkets, clothing stores and gift shops, shoe stores, drug stores, hardware stores, jewelry stores, specialty stores, fast-food facilities, restaurants, professional offices, automobile service and gasoline supply, banks and savings and loan establishments, medical offices and clinics, motels, hotels, cleaners and laundries, movie theaters, and entertainment facilities. Maximum lot coverage permitted by the Community Plan for General Commercial uses is 90 percent which includes a floor area ratio of 1.8 times the total lot area. Maximum building height in General Commercial areas is two stories.

- Mixed-use "Center"

The Mixed-use Center designation applies to the Lake Avenue Commercial Center Area and permits primarily retail commercial, office uses, financial institutions, restaurants, entertainment uses, multi-family residential, community services, senior citizen housing, and institutional or quasi-public land uses. Mixed-use structures incorporating retail use on the ground level and office or residential use

on the second or higher levels may be permitted with discretionary review and approval by the Regional Planning Commission. Maximum lot coverage permitted by the Community Plan for the Mixed-Use Center is 90 percent which includes a floor area ratio of 2.7 times the total lot area. The maximum building height for the Mixed-Use Center is three stories.

- Business Park

The Business Park designation includes industrial uses that are clean, non-polluting, attractively landscaped, visually attractive and do not emit obtrusive odors. Emphasis is placed on development in accordance with "industrial park" standards of visual and physical quality. Generally, the category would include "research and development" types of industries and small manufacturers. Maximum lot coverage permitted by the Community Plan for Light Industrial areas is 60 percent which includes a floor area ratio of 1.0 times the total lot area. A minimum 15-foot landscaped side yard setback and 30-foot landscaped front setback is required for all Light Industrial uses. All such uses would also be required to have a 20-foot screened rear setback. Maximum building height in Business Park areas is two stories.

Public and Institutional Uses

- Institutions

The Institutions designation includes all public and private schools, private institutions, churches, temples, hospitals and governmental facilities (Public Works Department and Flood Control District sites, Sheriff Station, Fire Station, Water, Reservoirs, etc.).

- Utilities

The Utilities designation applies to the Southern California Edison 220 KV transmission right-of-way corridor in the San Gabriel Mountain foothills above Altadena, and existing transformer stations.

Open Space

- Public and Private Recreation

The Public and Private Recreation designation incorporates County recreation sites (Farnsworth Park, Loma Alta Park, and Charles White Park, and the Altadena Golf Course) and the privately-owned Altadena Town and Country Club.

- Angeles National Forest

This designation includes the northern portions of the Altadena Community that are in the National Forest (approximately 476 acres).

- Miscellaneous Open Space

The Miscellaneous Open Space designation applies to the Mountain View Cemetery and associated structures.

Public Streets

- The public streets designation includes all streets, boulevards, avenues and roads located within the Altadena Community.

4.5 LAND USE POLICY MAP

Land use policy, shown on the Community Plan Map (Figure 4, folded map accompanying document), depicts the permitted allocation and density of uses attributable to the policies articulated in this element and broadly provides for the (1) preservation and maintenance of Altadena's single-family residential character; (2) establishment of a mixed-use Lake Avenue Commercial Center; (3) upgrading of the Woodbury Road, Lincoln Avenue, Fair Oaks Avenue, and other commercial districts; and (4) protection of foothill areas from incompatible development.

Major community centers, corridors and sub-areas include:

4.5.1 Lake Avenue Commercial Center

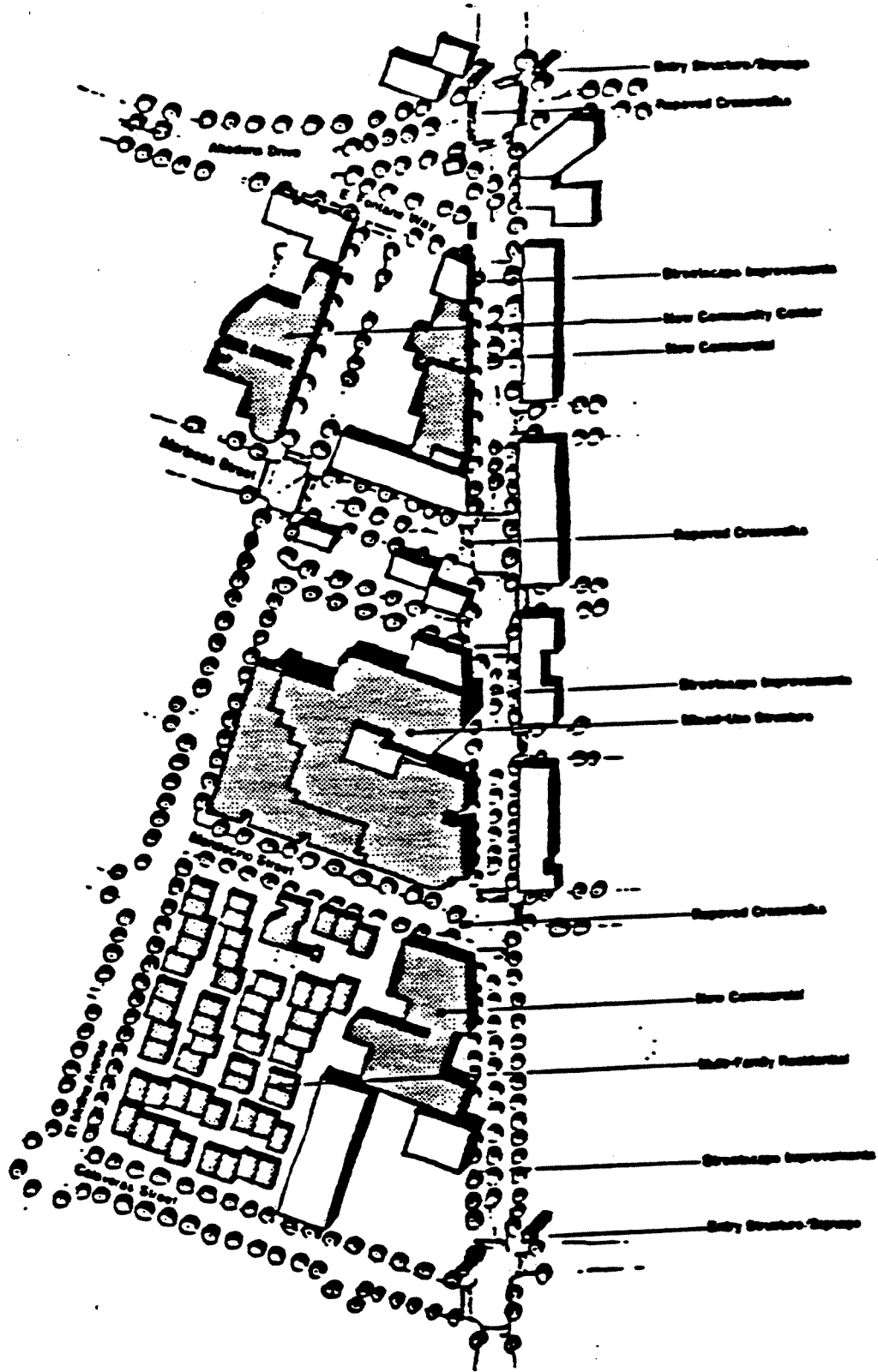
The Land Use Plan Map provides for the establishment of the 36-acre area bounded by El Molino Avenue, Calaveras Street, Altadena Drive, and parcels fronting the east side of Lake Avenue as the principal activity center of Altadena. As depicted in Figure 5, this area would be conceived as a "village-like" environment of mixed uses and extensive streetscape amenities. Among the uses to be accommodated would be retail commercial, professional offices, financial institutions, dining and entertainment, multi-family residential, and community service uses. In particular, it would encourage the development of mixed-use structures, containing ground level pedestrian-oriented uses and professional offices and residential units in upper levels. Streetscape elements such as sidewalk and street crossing pavement treatments, coordinated street furniture (benches, news racks, trash receptacles, etc.), street trees and landscape planters, pedestrian-oriented lighting, signage, and entry monuments would be introduced to enhance the environment.

New development would be subject to design guidelines and architectural review developed and administered by a new Architectural Review Board. The new Lake Avenue core would be served by existing bus routes on Lake Avenue, Mariposa Street, and Altadena Drive. Convenient access to commercial opportunities would be available for nearby residents of multiple-family residential development. The proposed community center would be the focus of local community services such as Fire, Sheriff, and youth services, in concert with the possible relocation of County administrative and health offices.

4.5.2 Fair Oaks Commercial Corridor

The Fair Oaks Commercial Corridor extends from the general vicinity of Woodbury Road and Fair Oaks Avenue to Calaveras Street and Fair Oaks

FIGURE 5



LAKE AVENUE COMMUNITY CORE URBAN DESIGN CONCEPT

Avenue. The proposed plan recommends renovation of commercial uses and implementation of streetscape improvements. Commercial uses along Fair Oaks would include both "community" level and "neighborhood" level retail, stores and shops. Other uses common to this commercial corridor include automobile service, repair services and specialty stores.

4.5.3 Lincoln Boulevard-Woodbury Road Commercial and Business Park

The Lincoln Boulevard and Woodbury Road commercial and business park corridors encompass approximately 80 acres. Currently characterized by physical and economic blight, the Land Use Plan Map provides for the intensification of commercial uses along Lincoln Avenue and industrial uses on Woodbury Road. The latter would be limited to "clean" business park types of uses and buffered from adjacent residences and the school to prevent adverse impacts. Streetscape amenities and signage would be introduced to improve the physical and visual environment.

4.5.4 Washington Boulevard and N. Altadena Drive Area

The Washington Boulevard corridor and intersection with N. Altadena Drive in the southeast portion of Altadena is presently developed with commercial uses. Multi-family residential development and institutional uses also characterize this area. The Community Plan recommends continuation of these commercial, residential, and institutional uses.

4.5.5 Woodbury Road Commercial Corridor

The Woodbury Road Commercial Corridor is located along Woodbury Road between Marengo Avenue and Santa Rosa Avenue. Commercial uses have been declining in this location for which the Community Plan recommends renovation and intensification of existing commercial uses.

4.5.6 Foothill Areas

The Community Plan proposes approximately 127 acres of very low density (1 dwelling unit/2½ gross acres) Estate Residential use in foothill areas. Much of this Estate residential is north of Loma Alta Drive and adjacent to the National Forest boundary. At the densities recommended in the Community Plan, the Estate residential area should have minimal environmental impacts while providing equestrian-oriented residential opportunities similar to those available in communities of La Canada Flintridge and Burbank.

4.5.7 Low Density Residential Areas

This broad category includes all Low Density Residential Areas, approximately 2,990 acres or 53 percent of the entire Altadena community. Typical single-family residential homes at suburban tract densities, one to six dwelling units per acre, characterize the broad residential nature of these areas. The Land Use Plan Map provides for the retention of these areas, permitting infill and new development at the prevailing density.

4.5.8 National Forest

Approximately 476 acres of the Altadena community is within the Angeles National Forest. The Community Plan provides for the retention of this significant open space.

4.5.9 Institutional Areas

The Community Plan provides for the retention of existing institutional uses [churches, schools (public and private) quasi-public organizations, hospitals, and governmental facilities].

4.6 IMPLEMENTATION MEASURES

1. Require adherence of new development to the land use policies of the Community Plan. Proposed amendments which deviate from the Plan shall not be permitted unless it can be demonstrated that they are consistent with the overall goals and objectives and will not adversely impact the community or its character.
2. Utilize the Los Angeles County Zoning Ordinance to regulate land use standards of location, bulk and height of structures, size of lots, parking and intensity of use.
3. Consider the use of the Community Standards District and/or Specific Plan process as techniques for systematically carrying out the purposes and intent of the Community Plan. These should be considered for refinement of the goals and policies and specific site application of the Plans.
4. Continue the use of the State Subdivision Map Act to determine lot sizes, uses, density, on-site and off-site improvements, and dedications consistent with master facility and infrastructure plans.
5. Implement an active and aggressive code enforcement of the Zoning Ordinance and County Building Code.
6. Ensure appropriate land use decisions through utilization of the County's existing environmental review process.
7. Continue the County's existing standards for hillside development and National Forest in-holdings in order to preserve the foothill areas of the San Gabriel Mountains.

CIRCULATION AND PARKING

5.1 ISSUES

The following has been identified as the major circulation issue of the Altadena community.

- The present circulation system and parking availability is adequate, however, opportunities for enhancement exist which would improve overall traffic flows, increase safety and provide greater parking opportunities.

5.2 GOALS

The major circulation goal for the Community Plan is:

- Develop and maintain a circulation system which will provide for the safe and convenient movement of people and goods throughout Altadena for commercial, recreational and commuting purposes.

5.3 POLICIES

The following circulation policies, illustrated on Figure 6, the Plan of Highways and Trails, have been established:

5.3.1 Circulation Improvements

1. Remove Altadena Drive north of New York Drive from the County Plan of Highways. Remove New York Drive west of Altadena Drive from the County Plan of Highways. Remove Allen Avenue north of New York Drive from the County Plan of Highways. Designate the above as collector streets. Reclassify Allen Avenue south of New York Drive as a Secondary Highway. Remove Windsor Avenue north of Ventura Street.
2. Widen and improve Lincoln Avenue to secondary highway standards as shown on the Plan of Highways, 64 feet of roadway within an 80-foot right-of-way from Ventura Street south to the Pasadena City Limits.
3. Pavement on Altadena Drive will be widened only where necessary for traffic safety, for example at intersections and/or where sight distances are impaired. Improvements and supplemental landscaping shall be designed and constructed so as to respect and enhance the beauty

and integrity of the adjoining environment. To maintain the character of the neighborhood, the present setback distance will remain.

4. Pavement on New York Drive will be widened only where necessary for traffic safety. Improvements and supplemental landscaping shall be designed and constructed so as to respect and enhance the beauty and integrity of the adjoining environment. The Department of Public Works shall conduct a new survey of this road to establish an alignment which will minimize possible impacts to the community. To maintain the character of the neighborhood the present setback distance will remain.
5. No additional right-of-way will be required for Allen Avenue. Any improvements and supplemental landscaping within the existing right-of-way shall be designed and constructed so as to respect and enhance the beauty and integrity of the adjoining environment. To maintain the character of the neighborhood, the present setback distance will remain.
6. Encourage an active parking enforcement program that restricts on-street parking of commercial vehicles from 2 a.m. to 6 a.m.
7. Consider the establishment of a parking assessment district to supplement existing parking in the Lake Avenue commercial area with additional parking spaces and/or structure, such district to be subject to approval of business owners.
8. Provide sidewalks for the safe movement of pedestrians, with sidewalk improvements on at least one side of all major and secondary highways. Develop an equitable assessment policy for the cost of installation of the new sidewalks.
9. Investigate a user fee program for maintenance and improvement of the Loma Alta Equestrian Center.
10. Continue to support the Los Angeles County financed transportation services in Altadena which include a Dial-a-Ride service for the elderly and handicapped and an east-west fixed route line for all citizens that supplements the north-south RTD routes.
11. Establish a "NO PARKING" program, designating the effective hours and days to permit effective street sweeping and trash collection operations.
12. Establish a landscape maintenance district for the maintenance of all landscaped medians.
13. Two major trails are incorporated into Figure 6. The Sunset Ridge Trail, which is located in the foothills of the Angeles National Forest, provides hiking and equestrian use. Access to the Sunset Ridge Trail is possible from the Arroyo Seco at the western termination point of Altadena Drive and additional access is provided from the Equestrian Center at Loma Alta Park. A second trail, the Altadena Crest Trail, provides similar use and access from Eaton Canyon west across the San Gabriel foothills to the Cobb Estate area. Other trails include a

proposed connector between Sunset Ridge and Altadena Crest, and the U.S. Forest Service Trail in Millard Canyon.

5.4 IMPLEMENTATION MEASURES

1. The Public Works Department, through the Capital Improvements Program, shall institute a phased program of improvements and widenings in conformance with the Community Plan.
2. The Public Works Department shall undertake special design studies for the improvement of Altadena Drive to provide a plan for widening for left-turn lanes, bike lanes, parking bays, and drainage improvements.
3. The Public Works Department shall undertake special design studies for implementing the connection of New York Drive with Woodbury Road in the vicinity of North Lake Avenue.
4. In addition to using local revenues, Public Works Department and the Department of Regional Planning will evaluate and identify possible state sources of bikeway funding.
5. The County of Los Angeles will consider creating a parking assessment district in the Altadena "core" to assist in the financing and construction of additional parking spaces and/or structure.
6. County Department of Parks and Recreation should investigate the practicality of a user fee program for the maintenance and improvement of the Loma Alta Equestrian Center.
7. Public Works Department, in conjunction with the Sheriff's Department, shall consider establishing a "No Parking" program for regular street sweeping and trash collecting purposes.
8. County Department of Parks and Recreation will assist, upon request, in organizing representatives of local recreational clubs, organizations and user groups into a volunteer trails council for the purpose of planning, maintaining and promoting local trails in the San Gabriel Mountains. The Department of Parks and Recreation shall also coordinate with the U.S. Forest Service to solicit additional assistance in a program of trails management.

INFRASTRUCTURE

6.1 ISSUES

The following have been identified as the infrastructure issues of the Altadena community.

1. A comprehensive sewer network is near completion which should provide sanitation services to the entire community; however, funding sources to assist with hook-up costs needs to be developed.
2. Existing overhead electrical and telephone lines conflict with the unique visual quality and backdrop of the San Gabriel Mountains.
3. Street lights, curbs, and gutters are deficient in scattered portions of the community.
4. Governmental services such as street cleaning, tree trimming, and landscaping maintenance are not conducted with sufficient frequency resulting in overgrown and visually unattractive conditions.
5. Numerous water companies provide service to the Altadena Community. Such a water distribution system is confusing, inefficient, and causes inconsistent water pressures in certain areas of the community.

6.2 GOALS

The major infrastructure goals for the Community Plan are:

1. Encourage changeover from septic tank sewage system to the County underground sewage line.
2. Encourage installation of underground utilities and coordinate all County departments and private utilities which are responsible for under-street maintenance.
3. Install streets, curbs, and gutters in deficient public areas to improve pedestrian and vehicular safety and/or reduce flooding problems.

4. Establish a regular maintenance program of street cleaning, tree trimming, and landscaping.
5. Provide for consistent water pressure, maintenance and expansion of the water system as needed.

6.3 POLICIES

The following infrastructure policies have been organized according to the issues to which they most apply.

ISSUE 1: Sewer System

1. Develop a program to encourage residential connection to the County sewer system and apply for Community Development Block Grant Funds with the County of Los Angeles for possible funding assistance.
2. Provide new underground storm drainage facilities in the West Altadena Drainage System, Altadena Channel, Fair Oaks Storm Drain and other areas where capacity is necessary to supplement the existing storm system.
3. Continue extension of the sanitary sewage system in northeast Altadena, foothill areas and other isolated unsewered areas in order to serve all existing and planned developments and eliminate septic tank disposal.

ISSUE 2: Overhead Utility Lines

1. Encourage placement of utility and communications lines underground as funding becomes available through the Public Utilities Commission.

ISSUE 3: Curbs and Gutters

1. Develop a program for installation of curbs and gutters for improved drainage in the West Altadena Drainage Systems, Altadena Channel, and other areas where specific problems exist as identified by the Public Works Department.

ISSUE 4: Street Maintenance

1. Establish a regular program of improved street maintenance including necessary re-paving, pothole repairs, tree trimming, street cleaning, and watering of the vegetation.

ISSUE 5: Water System

1. Improve the water system pressure where feasible to a minimum of 40 psi.

6.3 IMPLEMENTATION MEASURES

1. The County Sanitation District will evaluate the feasibility and usefulness of holding community meetings to inform residents of sewer system hook-up procedures and costs.

2. The County of Los Angeles Community Development Commission and Sanitation District shall request Community Development Block Grant funds to assist in connection to the County sewer system.
3. The Department of Public Works will continue phased installation of underground storm sewer facilities for the West Altadena Drainage System, Altadena Channel and Fair Oaks Storm Drain System as revenues permit.
4. The Department of Public Works will establish a gradual program of installation of curbs and gutters for improved drainage on major and Secondary Highways experiencing flooding problems.
5. Consider establishing an assessment district for the purposes of street repair and cleaning, and landscape watering and trimming on regular intervals rather than on current periodic maintenance schedules.
6. The County Public Works Department shall investigate the feasibility, efficiency, cost and procedure for improving the water system pressure to a minimum of 40 psi.
7. Explore the use of Public Utilities funding for the undergrounding of utilities.

ECONOMIC DEVELOPMENT

7.1 ISSUES

The following has been identified as the major economic development issue of the Altadena community.

- Commercial districts in the Altadena area have experienced a gradual decline in quality and utilization by local residents.

7.2 GOALS

The major economic development goal of the Community Plan is:

- Establish, maintain, and enhance a healthy economic community for all Altadena by encouraging suitable concentrations of commercial and industrial developments.

7.3 POLICIES

The following policies have been identified that are related to the major issue.

1. Pursue redevelopment efforts in the West Altadena commercial corridor. Other deteriorated commercial areas should be the subject of further study, with full public participation.
2. Enhance the physical character and economic viability of all existing commercial areas and industrial districts by providing for consolidation, intensification, and rehabilitation of older developed areas.
3. Encourage the formation of merchant/business associations and assist existing organizations with the active marketing and promotion of commercial districts throughout the Altadena community.
4. Establish a community-wide commercial rehabilitation loan program to foster reinvestment in Altadena.
5. Identify and access available federal and state economic development resources to enhance and sustain economic growth in Altadena.

6. Continue to utilize County Job Training Partnership Act (JTPA) program resources to provide employment training and job placement to unemployed and/or economically disadvantaged Altadena residents.
7. Designate the Community Development Commission as the lead county agency to coordinate efforts by the Federal Minority Business Development Agency (MBDA) to identify and assist qualified minority business enterprises to obtain low-interest loans, loan guarantees, and management/technical assistance.
8. Pursue the development of industrial incubators in the Woodbury industrial area to provide entrepreneurs and new small businesses with flexible and affordable space and support services.
9. Advocate the continued use of the "One-Stop" Land Development Coordinating Center as a means of attracting and facilitating new development and reinvestment in Altadena.
10. Encourage the use of Economic Development Corporation Industrial Development Bonds (IDB's) and Small Business Development Center programs and resources to assist new industrial and commercial businesses to locate facilities in Altadena.

7.4 IMPLEMENTATION MEASURES

1. Pursue further utilization of Redevelopment Plans as a means of revitalizing and renovating areas of Altadena that have experienced economic and physical decline.
2. The Community Development Commission in conjunction with the Department of Regional Planning shall establish a commercial rehabilitation loan program to enable re-investment in commercial land uses in Altadena.
3. The Community Development Commission shall coordinate efforts of the Federal Minority Business Development Agency (MBDA) to identify and assist qualified minority business enterprises in obtaining low-interest loans, loan guarantees and management technical experience.
4. The Department of Regional Planning shall work with the Economic Development Corporation and Small Business Development Center in utilizing Industrial Development Bonds to assist new industrial and commercial businesses to locate in Altadena.
5. Continue County Job Training Partnership Act (JTPA) program to provide job training and placement for unemployed and disadvantaged residents.
6. Permit industrial "incubators" as a permitted use in Business Park areas.

PUBLIC SERVICES

8.1 ISSUES

The following have been identified as the public services issues of the Altadena community.

1. Crime is a serious threat to Altadena because of socioeconomic conditions in certain portions of the community and too few Sheriff Department personnel.
2. Proximity to the National Forest, foothill areas and heavy vegetation in the community present the frequent threat of fire and flood.
3. Major recreational opportunities exist because of Altadena's proximity to the National Forest, Arroyo Seco, Eaton Canyon, and the County Park and Recreation facilities in the community.
4. School facilities have multiple function potential to act as community or recreation, as well as educational, centers.
5. Altadena residents in need of County public health services must utilize County health facilities in Monrovia, nearly ten miles away.

8.2 GOALS

The major public services goals for the Community Plan are:

- Increase the number of personnel at the Altadena Sheriff Station.
- Maintain and improve fire protection services serving the community.
- Maintain and improve present recreational opportunities and sites in the Altadena community.
- Provide a broad range of community services at available existing school sites or other new facilities.
- Develop a Community Center on Lake Avenue with consolidated community and governmental services.

8.3 POLICIES

The following public services policies have been organized according to the issues to which they most apply.

ISSUE 1: Crime

1. Continue Sheriff Department crime prevention and public awareness programs for residential and commercial/industrial areas.
2. Improve personal and property security measures in the residential and commercial/industrial areas of Altadena to preserve a safe and attractive investment environment.
3. Support the development and maintenance of a "Youth Diversion Center" with specialized recreational facilities and programs for Altadena youth, e.g., sub-teens and teen-aged groups.
4. Enhance security for all of Altadena's land uses through the introduction of "Defensible Space" techniques including, but not limited to, controlled and visible access, exterior lighting, property maintenance, and neighborhood watch groups. Defensible Space circulation concepts (referenced in Appendix B) should only be implemented after detailed studies are conducted and coordinated with the Sheriff's Department and the Fire Department.

ISSUE 2: Fire Hazard

1. Continue the efficient level of fire protection commensurate with the population and values invested in the community.
2. Maintain brush clearance standards and require new construction to incorporate fire-retardant materials to reduce the risks of fire hazard.
3. Continue recommendations for fire safety as contained in the County's Safety Element.

ISSUE 3: Recreation

1. Provide a balanced recreational program to effectively serve a population with varied ages, characteristics, needs, and interests.
2. Maintain specialized recreational facilities and cultural programs for senior citizens.
3. Maintain the Los Angeles County Parks Department program of providing park and recreation facilities of community significance, capitalizing on and improving natural features, unique vistas, and historic points of interest.
4. Preserve and extend the present riding and hiking trails system into a continuous loop system connecting the community with external trail systems.
5. Provide open space for both active and passive recreational use.

6. Provide adequate parking at public parks without adversely impacting park facilities and amenities.
7. Provide adequate lighting and security at community parks.

ISSUE 4: Schools

1. Provide school facilities to serve the community's social, cultural, vocational, and recreational, as well as educational needs which are compatible with the character and local interests of Altadena.
2. Provide for the mitigation of adverse impacts on schools from heavy traffic, excessive noise, offensive odors, and/or incompatible land uses where they exist.
3. Complement existing school recreational areas, where possible, with additional adjacent parks or playgrounds.
4. Provide for the maintenance of existing schools, parks, library, sheriff and fire stations, post office, senior citizens facilities, and other community facilities and services.
5. Encourage the development of cultural facilities, such as theaters, museums, art galleries, etc.
6. Investigate the feasibility of small neighborhood parks adjacent to schools in critical areas to meet the specific needs of residents within the immediate vicinity.

ISSUE 5: Community Center

1. Establish a principal community center in proximity to Lake Avenue providing facilities for administration, health services, and youth services, community meetings, educational services, and other related uses. This does not preclude the establishment of facilities for cultural or related purposes at other sites.

ISSUE 6: Health Services

1. Establish a County Health Department facility in Altadena to provide public health services to the community.

8.4 IMPLEMENTATION MEASURES

1. Sheriff's Department will continue to assist and organize neighborhood watch groups at the request of area residents, business leaders and other interested organizations.
2. Parks and Recreation Department in conjunction with the Sheriff's Department, interested community groups, and local schools will develop a "youth diversion center" program to provide recreational facilities and activities for Altadena youth.

3. County Department of Public Works, in cooperation with the Sheriff's and Fire Departments, will consider a scheduled design program for the installation of traffic control devices for providing defensible space in selected residential neighborhoods. Improvements to be considered shall include those described in Appendix B.
4. The Fire Department shall continue fire preventative community awareness programs.
5. Continue Fire Zone 4 building restrictions and standards as specified in the Uniform Building Code.
6. Consistent with County Fire Department policy, require a minimum brush clearance of 100 feet surrounding any structure located in Zone 4.
7. Maintain adequate emergency access in hillside areas through strict interpretation of subdivision ordinance specifying grades, road lengths, and widths, etc., in new subdivisions.
8. County Department of Parks and Recreation will assist organizing representatives of local recreational clubs, organizations and user groups into a volunteer trails council for the purpose of planning, maintaining and promoting local trails in the San Gabriel Mountains. The Department of Parks and Recreation shall also coordinate with the U.S. Forest Service to solicit additional assistance in a program of trails management.
9. Utilize the environmental review process to ensure compatible land uses and minimize effects on schools and other sensitive land uses.
10. The County Parks and Recreation Department will evaluate the feasibility of establishing an Altadena Guild "umbrella" group supported by existing community service organizations and dedicated to the preservation of cultural facilities and programs.
11. The County shall evaluate the feasibility of creating a regional County office within the Lake Avenue "core" with branch offices of major County departments (Health, Board Office, etc.). Development of a County "field" office will help establish the community center within the Lake Avenue "core".

AESTHETICS AND URBAN DESIGN

9.1 ISSUES

The following have been identified as the major aesthetics and urban design issues of the Altadena community.

- Future new development has the potential of conflicting with the special character of Altadena as reflected in its setting, structures history, residents, and landscaping.
- Commercial and Industrial areas have declined in Altadena and are evident in the appearance, maintenance and deterioration of structures, landscaping, and streetscape elements.

9.2 GOALS

The major aesthetics and urban design goals for the Community Plan are:

- Preserve and enhance the unique character of Altadena as reflected in the community's history, residents and geographical setting.
- Provide a program of urban design improvements for the Altadena community and a mechanism for the design review of all new commercial structures.

9.3 POLICIES

The following policies have been identified that are related to the major issues.

ISSUE 1: Preservation of Altadena's Character

1. Encourage interested and qualified organizations to assist the Los Angeles County Landmarks Commission in surveying and identifying additional structures and sites for designation as historical places.
2. Seek designation of Christmas Tree Lane as an historical landmark.
3. Provide landscaped median strips with appropriate left-turn lanes on all major and secondary highways.

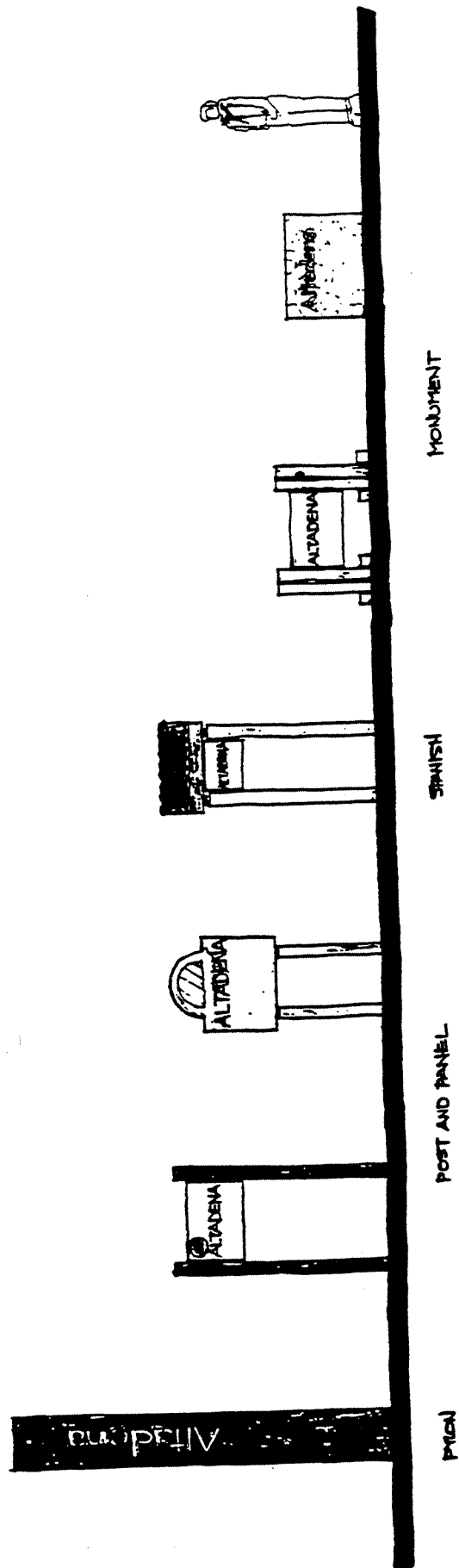
4. Require new subdivisions to install underground utilities where feasible.
5. Require Discretionary Site Review by the Los Angeles County Regional Planning Commission of any new private development, excluding refurbishment, occurring within the Angeles National Forest to ensure compatibility with the visual resources of the San Gabriel Mountains.

ISSUE 2: Urban Design in Altadena

1. Establish a community-based Architectural Review Board to create architectural guidelines which express consistency and creativity in construction and rehabilitation of all commercial structures. Proposed guidelines should also create a unique character for each commercial district. The guidelines shall be prepared by the community Architectural Review Board and forwarded to the Department of Regional Planning for review.
2. Establish a Community Standards or Special Design District for the Lake Avenue commercial core, as the primary commercial center in Altadena, to implement major design and streetscape improvements (benches, outdoor planters, landscaped median, pavement treatments, lighting, uniform signage, etc.) approved by the Architectural Review Board.
3. Provide unique public signage and other identifying elements (e.g., landscaping) at key entry points to Altadena (Figure 8).
4. Formulate a design plan for the improvement of public spaces and establishment of a unique identity for each commercial district (West Altadena Redevelopment Project, Fair Oaks/Woodbury Road and Los Robles/Woodbury Road intersections) which may include the introduction of a unifying and distinctive signage program and provision of streetscape amenities (street trees, planters, paving materials, street furniture, pedestrian-oriented lighting, etc.) along existing sidewalks, expanded intersections, street crossings, and/or medians.
5. Provide visual consistency and identity for commercial and industrial areas through architectural review and uniform landscaping.
6. Prohibit future outdoor advertising billboards.

9.4 IMPLEMENTATION MEASURES

1. County Landmarks Commission shall inventory additional structures and/or sites for historical significance.
2. Discretionary site review by the Regional Planning Commission of any new private development, excluding refurbishment, occurring within the National Forest.
3. Subdivision ordinance should be amended to require installation of underground utilities where feasible.



ENTRY SIGNAGE CONCEPTS

4. The County shall establish a community-based Architectural Review Board with the assistance of local professional groups and community leaders, with the responsibility of creating architectural guidelines for commercial and industrial uses.
5. As part of the Lake Avenue improvements program, the County shall create a Community Standards or Special Design District to implement major design and streetscape improvements.

ENVIRONMENTAL RESOURCES

10.1 ISSUES

The following has been identified as the major environmental resources issue of the Altadena community.

- The significant man-made and natural environmental quality available in Altadena is easily affected by air pollution, flooding, excessive grading, noise, dilapidated physical structures, and inappropriate land uses.

10.2 GOALS

The major environmental resources goal for the Community Plan is:

- Maintain a high level of environmental quality for the Altadena community.

10.3 POLICIES

The following policies have been identified that are related to the major issue.

1. Provide for the continued maintenance of sound structures and rehabilitation of those which are deteriorated.
2. Provide for the removal and replacement of dilapidated structures which cannot be economically repaired.
3. Pursue an aggressive program of code and zoning enforcement for the maintenance and upgrading of existing structures.
4. Provide that new development must be compatible with adjacent land uses and environmental resources.
5. Provide adequate setbacks, landscaping, walls, and other buffers between residential, commercial, industrial, and public uses.
6. Require adequate vehicular access to all parcels and the mitigation of any adverse traffic impacts on adjacent uses.

7. Provide that new development incorporate sufficient open space to serve the needs of the tenant(s) and a compatible relationship with adjacent uses.
8. Restrict the development of residential, schools, health facilities, and other noise sensitive uses in areas exposed to noise levels exceeding an Ldn of 65 dB(A), unless adequate mitigation measures can be implemented.
9. Prevent adverse light and glare effects of a land use on adjacent properties.
10. Require that all obnoxious odors and smoke be contained to the site where it is generated.
11. Prohibit the disruption of riparian corridors and other significant environmental habitats in the San Gabriel Mountain foothills.
12. Continue standards which minimize grading in foothill areas.
13. Require new development in foothill areas minimize siltation of streams and canyons.
14. Maintain view corridors of the San Gabriel Mountains and Los Angeles basin by controlling the siting, height, and density of new development.
15. Recognize all policies and standards contained in the County's Seismic Safety Element.

10.4 IMPLEMENTATION MEASURES

1. Continued reliance on the County Zoning Ordinance to regulate the location, setbacks, heights, bulk, type and intensity of land uses which might impact environmental resources.
2. Utilize the environmental review procedure to mitigate projects impacting the environmental resources of Altadena (refer to Appendix C for the Preliminary Evaluation of Environmental Effects associated with implementation of the proposed Community Plan).
3. Require compliance with state interior noise standards and Noise Element of the County-wide General Plan for sensitive land uses.
4. Adhere to policies and standards within the County Seismic Safety and Safety Elements.

APPENDICES

A P P E N D I X A
Summary of Opinion Survey

APPENDIX A

1.0 OPINION SURVEY

The professional survey firm, Opinion Research of California, has conducted a telephone survey of Altadena residents as part of the Community Sketch Plan to solicit community views on particular issues, amenities and problems facing the community. These opinions were collected in a 15-minute telephone survey among a random sample of 300 Altadena residential households. The limit of error for a random sample of 300 is plus or minus 5.7 percent within a 95 percent level of confidence at a 50/50 division level of response.

The surveys were administered by Opinion Research of California's interviewing staff during January 17-23, 1985. For every completed survey, an average of five telephone calls were placed. The typical calling pattern involved one random generated number among the five. Two of the five telephone calls reached residents that were unwilling to participate in the study. The remaining two calls were attributed to no answer, disconnected number, busy line, or an answering machine. If the telephone number was busy or had no answer, it was scheduled for a maximum of three callbacks.

The "typical" respondent in the study has lived in Altadena for an average of 13.4 years and owned a single-family dwelling with an average of 2.98 persons per household. The respondent's average age was 48, reported an annual average family income of \$37,000 and had obtained some college or technical training level of education.

When asked, "How important is it that Altadena establish an identity of its own separate from Pasadena," half of the respondents (50%) said that is was "Very Important", 16 percent said "Somewhat Important" and the remaining 30 percent said "Not Very or Not At All Important". Four percent said "Don't Know".

1.1 Serious Problems

A list of 22 potential problems facing Altadena residents were individually presented, and respondents were asked to rate each problem as being "Very Serious" (4), "Somewhat Serious" (3), "Not Very Serious" (2) or "Not At All Serious" (1). The calculated mean values for each of the 23 potential problems ranged from a low of 2.08 to a high of 2.49; that is to say, residents throughout Altadena tended to view the problems as "Not Very Serious". Altadena residents characterized their community as generally free of "very serious" problems.

Although the average responses (mean values) tended to make the problems in Altadena appear "Not Very Serious", there is one problem--namely, "crime"--that warrants special attention. Among the respondents, 20 percent said that burglary was a "Very Serious Problem". When asked about robbery, 16 percent said it was a "Very Serious Problem", and 10 percent said vandalism was also a "Very Serious Problem". Burglary, robbery and vandalism were the problems rated

among the top four out of the list of 22 potential problems. All of the other potential problems, excluding "Shopping Opportunities in Altadena" (11%), had less than 10 percent of the respondents stating a "Very Serious Problem".

The County services for fire protection, sheriffs department and trash collection had positive standings with most respondents stating any problems in these areas are "Not at all Serious".

1.2 Community Facilities

When asked if they use any community facilities in Altadena, 74 percent said "Yes". Among those respondents, 84 percent said they use the library and 40 percent of them said they use the parks in Altadena.

Respondents were asked to rate "How Important a Need" exists for seven different types of facilities or activities in Altadena. None of the facilities or activities received a majority of support by the respondents. The largest support stated as a "Very or Somewhat Important" need was expressed by 44 percent of the respondents for both "Recreational Activities" and "Commercial and Shopping Development" needs.

1.3 Priority Tax Funding

Among the 14 areas and services separately reviewed for prioritizing tax funded improvements, schools and libraries equally received a majority and the largest percent of respondents (63% each) assigning them to top priority. A second level of priority, although not by a majority of respondents, was for road and public transportation improvements. Both roads and public transportation each received 45 percent support as being assigned top priority. Sewage improvements were rated as the third level of priority by 45 percent of the respondents. The fourth level of priority includes street lights, sanitation, drainage, curb/gutter repairs, sidewalks and bus shelters with 32 to 39 percent of the respondents placing these needs as top priority.

1.4 Residential Areas

The general condition of Altadena was described as being in "Very Good Condition" by 16 percent of the respondents, "Fairly Good Condition" by 59 percent, "Beginning to Run Down" by 22 percent and "Very Run Down" by one percent.

Conditions of housing in the respondent's immediate neighborhood was said to be "Well Maintained and Clean" by 67 percent of the respondents. A total of 32 percent of the respondents said their immediate neighborhood was in "Need of Minor Repair". Only two percent of the respondents said their neighborhood housing was in "Need of Major Repair".

The respondents were asked what should be done with the homes that were in bad condition in the Altadena area. The majority of respondents (61%) said to "Restore and Upgrade" the housing while only 11 percent said to "Replace with new Structures". Another 13 percent of the respondents said a combination of both should occur.

Among those respondents (24% who stated to replace old homes with new structures, the majority (72%) said to replace them with new single family detached homes, followed with replacement with Twin-homes (28%), 4-9 Unit Small Apartments (20%), Triplexes (16%), Condominiums (14%), 10+ Unit Large Apartments (12%) and Mobile Homes (4%).

1.5 Residential Traffic

Seventeen percent of the respondents said that there was too much traffic on residential streets in Altadena. To cope with this problem, twenty-eight percent recommended cul-de-sacs, traffic diverters and special landscape islands to minimize through traffic on residential streets and make residential areas safer.

1.6 Retire in Altadena

All respondents were asked if Altadena was a good place in which to retire, and an overwhelming 77 percent of the respondents said "Yes". Within this group of respondents, a majority (50%) agreed that new homes for senior citizens should be built, 28 percent said "No" and 13 responded "Don't Know".

1.7 Commercial Area

Commercial and shopping development ranked third highest among the seven types of facilities and activities needed in Altadena. Among the 22 potential problems in Altadena, "Shopping Opportunities in Altadena" again was ranked third highest in seriousness of the problem. Also, the respondents tended to state that commercial areas nearest their neighborhoods were in more need of minor and major repair than homes in their neighborhoods.

The problem with commercial and shopping areas was also noted by respondents when just 36 percent of them said they do a majority of their grocery shopping in Altadena. A mere 8 percent of the respondents said they do a majority of their other shopping in Altadena (non-food items). Most of the respondents said they shopped in Pasadena; 56 percent for the majority of their grocery shopping and 66 percent for their other shopping needs. The main reasons for not shopping in Altadena were "Type of store wanted not there", "Lack of product selection" and "Prices too high".

Attitudes toward restoration versus rebuilding of commercial buildings were similar to attitudes about improving run down homes. A majority (66%) of the respondents said to "Restore and Upgrade", where 12 percent said "Replace with new Structures" and 8 percent said to do "Both".

When respondents were asked whether Altadena should have more stores, less stores, or keep the same number of stores to shop at, respondents were evenly split between choices of "More Stores" and "Remain the Same". Among those respondents who said "More Stores", 67 percent wanted more markets, 55 percent wanted more department stores, 46 percent wanted more apparel stores, 45 percent wanted more restaurants and 39 percent wanted more specialty stores.

All respondents were asked to give the name of two cross streets in Altadena which would be the best location for a major shopping and business center to be developed. The cross streets of Lake and Altadena were mentioned by 26 percent of the respondents. Another 21 percent of the respondents mentioned Lake Avenue with other streets. Altogether, 48 percent of the respondents would consider a major shopping/commercial area along Lake Avenue. When the respondents were asked if they would shop at such a shopping/commercial area in Altadena if developed, a large majority, 79 percent of the respondents, said "Yes" they would shop at the center, 10 percent said "No" and 11 percent "Don't Know".

A P P E N D I X B

**Altadena Community Traffic Control Devices
for Defensible Space**

APPENDIX B

ALTADENA COMMUNITY TRAFFIC CONTROL DEVICES
FOR DEFENSIBLE SPACE

The purpose of this section is to provide a general description of each of the numerous control devices which might be used for a neighborhood protection program in the Altadena Community. The basic intention is to illustrate the differences in use, impact and cost that can be expected for each of the physical devices.

Table 3 provides an index for the individual control device sections and summarizes their characteristics for the effects on traffic and the community.

TABLE 3

NEIGHBORHOOD TRAFFIC CONTROL DEVICE CHARACTERISTICS FOR DEFENSIBLE SPACE

DEVICES	DIRECT TRAFFIC EFFECTS				Emergency & Service Access
	Volume Reductions	Speed Reductions	Directional Control	Safety	
Physical Controls	Possible	Inconsistent	Unlikely	Adverse effects	Some problems
Speed Bumps	Possible	Yes	Unlikely	No problems documented	No problems documented
Undulations	Unlikely	Yes	Unlikely	Improved	No problems
Rumble Strips	Yes	Likely	Possible	Shifts accidents	Some constraints
Diagonal Diverters	Yes	Likely	Yes	Shifts accidents	Some constraints
Intersection Cul-De-Sac	Yes	Likely	Yes	Shifts accidents	Some constraints
Midblock Cul-De-Sac	Yes	Likely	Yes	Shifts accidents	Minor constraints
Semi-Diverters	Yes	Likely	Yes	Improved	Minor constraints
Forced Turn Channelization	Yes	On curves	Yes	Improved	Minor constraints
Median Barrier	Yes	Minor	Possible	Questionable	Some constraints
Traffic Circle	Unclear	Minor	Unlikely	Improved ped. crossings	No problems
Chokers and Road Narrowing	Rare	Minor	Unlikely		

DEVICES	OTHER CHARACTERISTICS				Maintenance & Operational Effects Index
	Construction Effort & Cost	Landscape Opportunity	Site or System Use		
Physical Controls	Low	None	Both	No problems noted	
Speed Bumps	Low	None	Both	No problems noted	
Undulations	Low	None	Site	Vandalism	
Rumble Strips	Moderate to high	Yes	Usually system	Vandalism	
Diagonal Diverters	Moderate to high	Yes	Both	Vandalism	
Intersection Cul-De-Sac	Moderate to high	Yes	Both	Vandalism	
Midblock Cul-De-Sac	Moderate to high	Yes	Both	No unusual problems	
Semi-Diverters	Moderate	Possible	Both	No unusual problems	
Forced Turn Channelization	Moderate	Possible	Both	Vandalism	
Median Barrier	Moderate	Yes	Both	No unusual problems	
Traffic Circle	Moderate	Yes	Both	No unusual problems	
Chokers and Road Narrowing	Moderate	Yes	Both	No unusual problems	

Source: "State of the Art Report: Residential Traffic Management," Federal Highway Administration, Office of Research and Development - Environmental Division, Washington, D.C. 20590, Report No. FHWA/RD-80/092, December 1980.

PHYSICAL CONTROLS

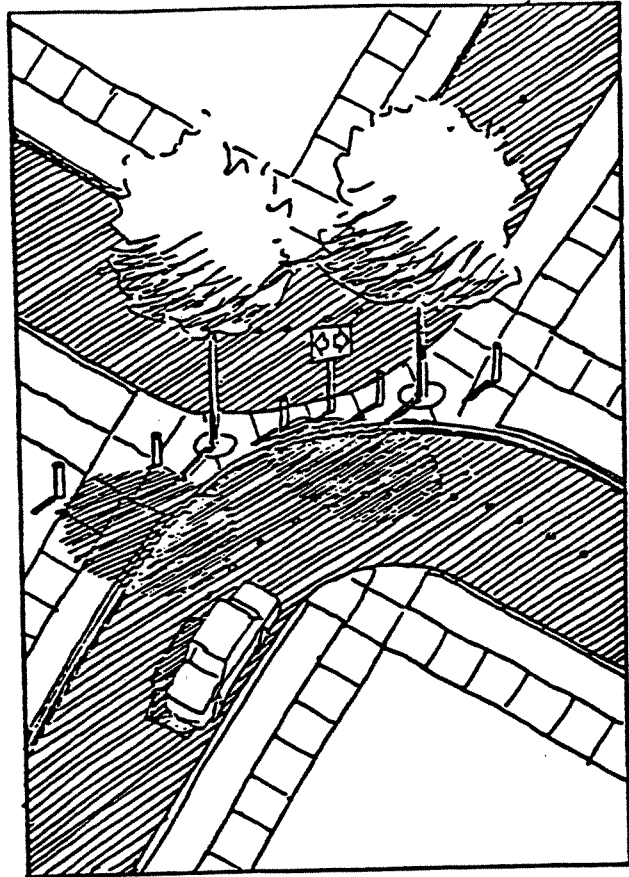
Positive physical controls have as a common characteristic the positive enforcement or prohibition of a specific action through the direct physical presence and character of the device itself. Physical controls have the advantages of being largely self-enforcing and of creating a visual impression, real or imagined, that a street is not intended for through traffic. Their disadvantages relative to other devices are their cost, their negative impact on emergency and service vehicles, and their imposition of inconvenient access on some parts of a neighborhood. Examples of physical controls include speed bumps, rumble strips, cul-de-sacs, semi-diverters, diagonal diverters, traffic circles, and chokers.

The control devices listed in Table 3 have been carefully examined in terms of their impacts on traffic volumes and speeds as well as the extent to which they might further the concept of defensible space. Those devices having the greatest potential for defensible space have been identified as diagonal diverters, intersection cul-de-sacs, midblock cul-de-sacs, semi-diverters, and chokers. The following pages briefly illustrate these devices.

Diagonal Diverters

A diagonal diverter is a barrier placed diagonally across an intersection to, in effect, convert the intersection into two unconnected streets, each making a sharp turn. As such, its primary purpose is to make travel through a neighborhood difficult, while not actually preventing it. In actual application, this device is often best used as part of a system of devices which discourage or preclude travel through a neighborhood. Used alone, they will affect only the two specific streets involved.

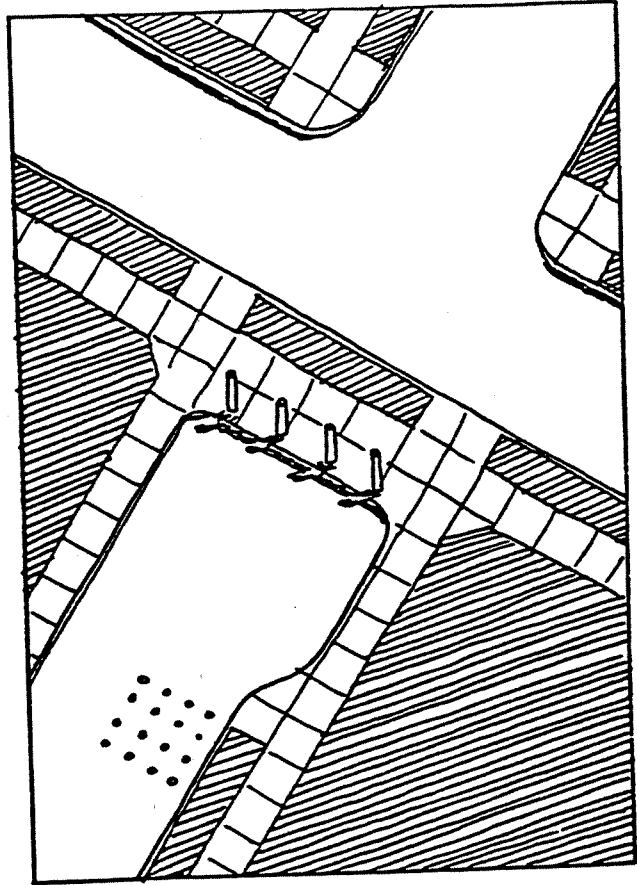
DIAGONAL DIVERTERS



Intersection Cul-De-Sac

By definition, an intersection cul-de-sac is a complete barrier of a street at an intersection, leaving the block open to local traffic at one end, but physically barring the other. As such, a cul-de-sac represents the most extreme technique for deterring traffic short of barring all traffic from the street in question.

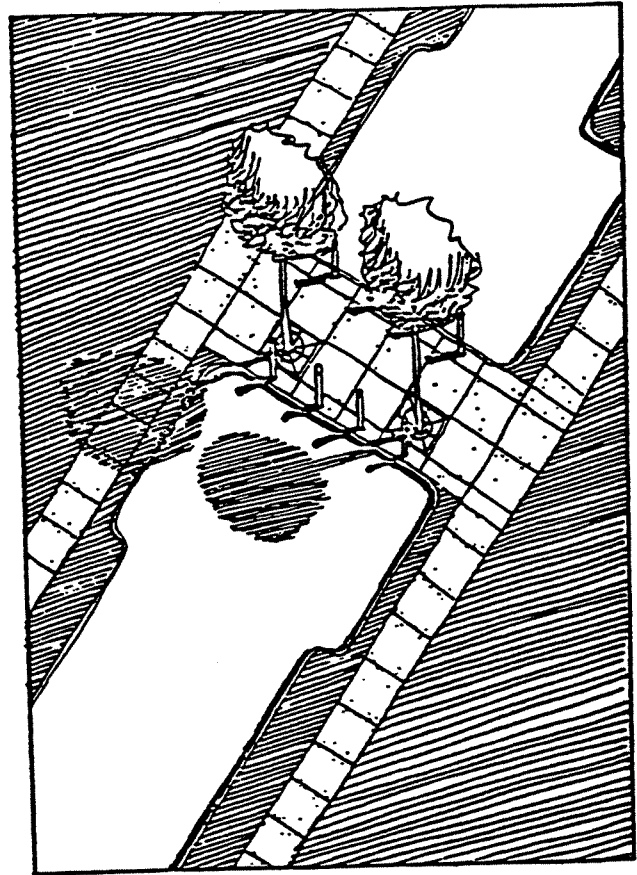
INTERSECTION CUL-DE-SAC



Midblock Cul-De-Sac

A cul-de-sac placed within a block, rather than at one end, performs the same function as an intersectional cul-de-sac with two small differences. A midblock location can be chosen so that the residence at a corner will have easy access to the attached garage without the need to travel several blocks to avoid the barrier. Midblock cul-de-sacs shorten the distance a large vehicle which can't turn around would have to back up as compared to intersection cul-de-sacs applied to the same streets. It has the disadvantage of being less apparent to the motorist on the through streets, so that occasional vehicles will turn into the blocked street and then have to work their way out. The passage of emergency vehicles would be permitted.

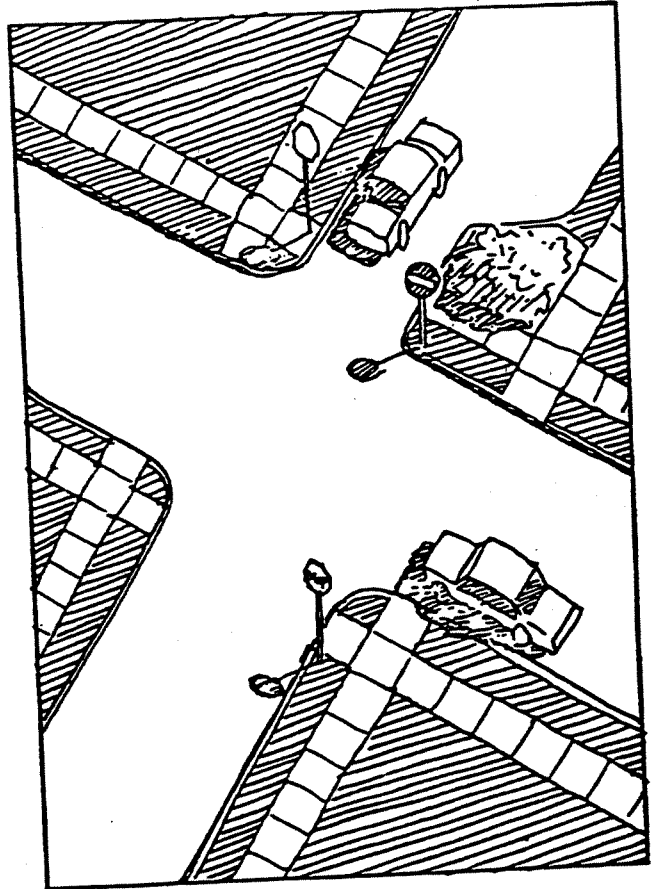
MIDBLOCK CUL-DE-SAC



Semi-Diverter

A semi-diverter is a barrier to traffic in one direction of a street which permits traffic in the opposite direction to pass through. In a sense, it is a "Do Not Enter" signal to drivers, providing an added level of warning and physical reinforcement to motorists beyond what a simple sign would do. Because they block only half of a street, semi-diverters are easily violated, particularly on low-volume streets. At the same time they clearly provide for access by emergency vehicles. Experience has shown that they work best in areas where neighborhood traffic management is generally well-accepted by the public.

SEMI-DIVERTER

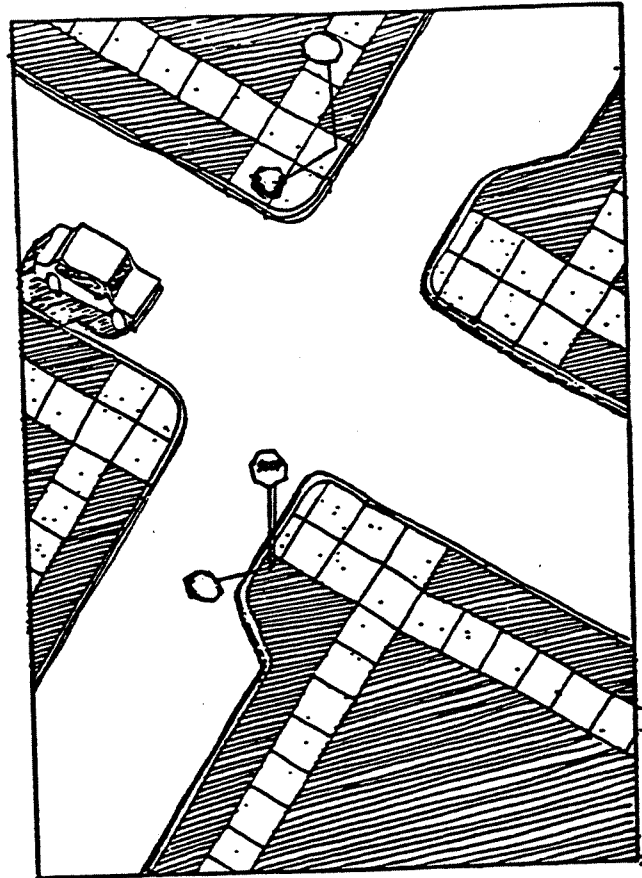


Chokers

A choker is a narrowing of a street, either at an intersection or midblock, in order to reduce the width of the traveled way. While the term usually is applied to a design which widens a sidewalk, it also includes the use of islands which force traffic toward the curb while reducing the roadway width.

Observations have shown that a choker's greatest value may be in the psychological or perceptual area rather than in its direct effect on traffic. Widened sidewalks increase pedestrian crossing safety and safe areas for people to walk or play, or they may provide added area for landscaping. Often their greatest impact is in improving the appearance of the neighborhood, rather than reducing traffic.

CHOKERS



Altadena is a mature community, widely known for its fine homes, attractive tree-lined streets and the natural beauty of the San Gabriel Mountains which adjoin it. Careful review of its physical environment, an opinion survey of residents and discussions with community representatives clearly indicate that Altadena, in the future, should continue much as it is today. Thus, the main thrust of this Community Plan is to preserve, enhance and revitalize Altadena, not to change it.

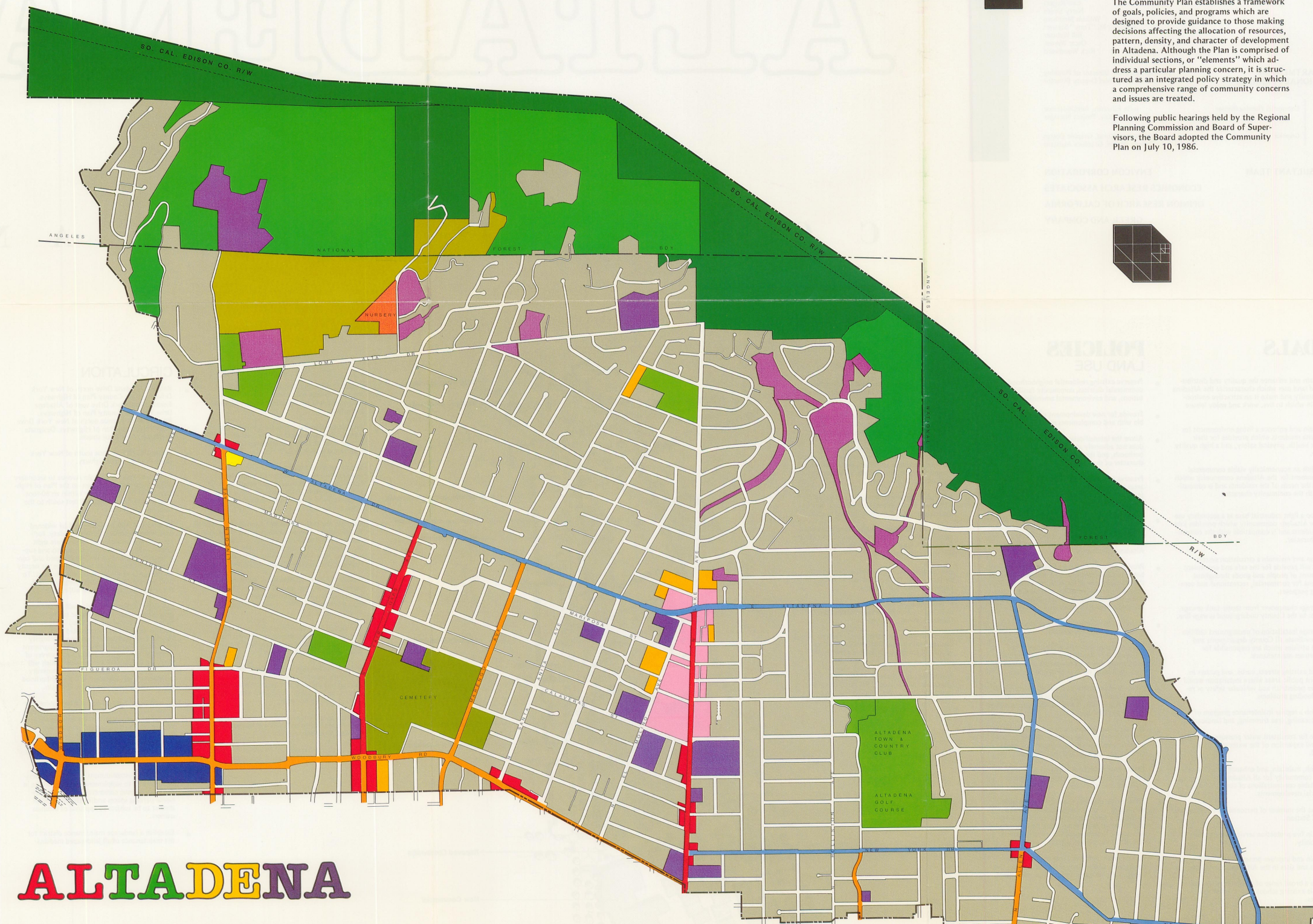
This document summarizes the Community Plan for the unincorporated Altadena area of Los Angeles County. During the formulation of the Plan, the planning team worked closely with the County-appointed Altadena Betterment Committee (ABC) composed of community residents, business leaders, and County representatives. The issues, goals, policies, and programs defined herein largely reflect the valuable input provided by these individuals.

The Community Plan establishes a framework of goals, policies, and programs which are designed to provide guidance to those making decisions affecting the allocation of resources, pattern, density, and character of development in Altadena. Although the Plan is comprised of individual sections, or "elements" which address a particular planning concern, it is structured as an integrated policy strategy in which a comprehensive range of community concerns and issues are treated.

Following public hearings held by the Regional Planning Commission and Board of Supervisors, the Board adopted the Community Plan on July 10, 1986.

ALTADENA

COMMUNITY PLAN



ALTADENA

LOCATION

The unincorporated community of Altadena is located north of Pasadena adjacent to the Angeles National Forest in the northwest portion of the San Gabriel Valley.

The Altadena community is uniquely bordered by major physiographic features, including the San Gabriel Mountains on the north, Arroyo Seco on the west, and Eaton Canyon on the east. These features effectively exclude the community from adjacent communities. Only the southern boundary with Pasadena provides major access to other urban areas. Altadena is accessible to the San Gabriel Valley by the Foothill Freeway (Interstate 210). Major north-south streets, including Lincoln Avenue, Fair Oaks Avenue, Lake Avenue, and Allen Avenue, also link Altadena with Pasadena and the 210 Freeway.

PRINCIPAL OBJECTIVES

Foremost among the principal objectives of the Community Plan is the preservation of the existing residential character of the community. The anticipated future population of 42,400 is consistent with this objective.

Recognizing weak economic performance and physical deterioration, a second major objective of the Community Plan is the intensification, renovation, and revitalization of commercial and industrial areas. The Plan provides for the creation of a "village-like" community center in the Lake Avenue commercial core. Community-oriented retail commercial, service uses, restaurants, entertainment facilities, a community center, and housing would be permitted in this area which would be conceived as the principal activity center of Altadena. Commercial districts along Fair Oaks Avenue, Lincoln Avenue, Woodbury Road, and Washington Boulevard would serve as secondary centers and be upgraded. Urban design improvements are proposed which will provide each commercial district with unique character, appearance and atmosphere. The Community Plan provides for the use of redevelopment as a means to stimulate economic and physical recovery of the commercial districts. Its first use will be focused in the Lincoln Avenue-Woodbury Road area.

A third principal objective of the Plan is the maintenance and improvement of existing community services and facilities. Recommended improvements include sewer service availability to the entire community, circulation improvements including the widening of Lincoln Avenue, installation of curbs and gutters where needed, maintenance and improvement of Fire and Sheriff Department services, enhancement of Altadena's recreational sites, and implementation of "defensible space" mechanisms to provide increased security for residential neighborhoods and commercial districts.

RESIDENTIAL

- Estate/Equestrian (1 Unit/2.5 Gross Acres)
- Low Density (1-6 Units/Gross Acre)
- Low/Medium Density (6-12 Units/Gross Acre)
- Medium Density (12-22 Units/Gross Acre)

NON-URBAN

- Non-Urban (Up to 1 Unit/Gross Acre)

COMMERCIAL

- Commercial/Business
- Altadena "Center" Mixed Use
- Business Park

CIRCULATION

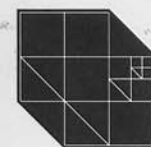
- Major Highway
- Secondary Highway
- Collector Street
- Bikeway

OPEN SPACE, PUBLIC & INSTITUTIONAL

- Public & Private Recreation
- National Forest & National Forest Managed Lands
- Institutions
- Flood Control Facilities



PLAN OF HIGHWAYS AND BIKEWAYS



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ECONOMICS RESEARCH ASSOCIATES
OPINION RESEARCH OF CALIFORNIA
GREER AND COMPANY

ALTADENA

C O M M U N I T Y P L A N

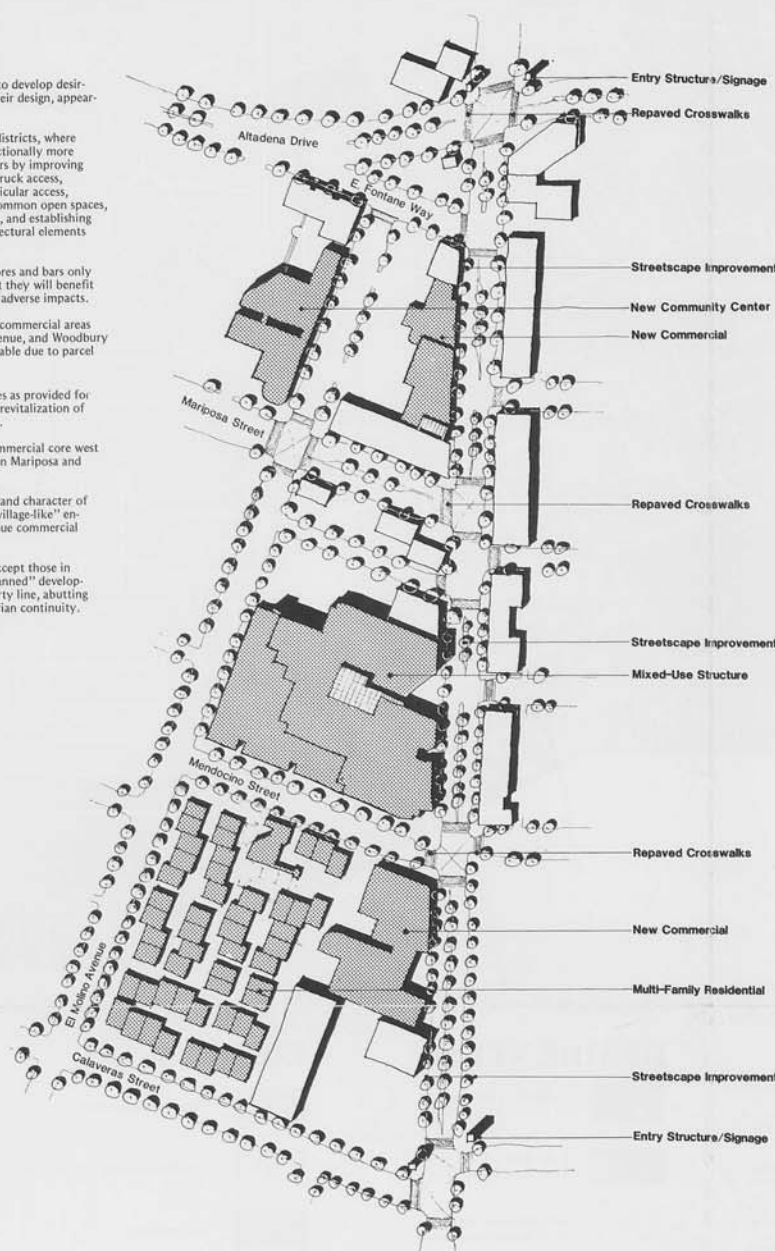
GOALS

- Maintain and enhance the quality and distribution of land uses which characterize the Altadena community and make it an attractive environment in which to live, work and enjoy leisure hours.
- Maintain and enhance a living environment for Altadena residents which provides for their needs: health, physical safety, and a high quality of life.
- Establish an economically viable commercial environment for the Altadena community which meets the needs of the residents and is compatible with the community character.
- Develop a light industrial base as a secondary use for the Altadena community which provides jobs for residents and is compatible with the community character.
- Develop and maintain a circulation system which will provide for the safe and convenient movement of people and goods throughout Altadena for commercial, recreational and commuting purposes.
- Encourage changeover from septic tank sewage systems to the County underground sewage line.
- Encourage installation of underground utilities and coordinate all County departments and private utilities which are responsible for under-street maintenance.
- Expand existing streets, curbs, and gutters in deficient public areas where installation would improve pedestrian and vehicular safety or reduce flooding problems.
- Establish a regular maintenance program of street cleaning, tree trimming, and landscaping.
- Provide for consistent water pressure, maintenance and expansion of the water system as needed.
- Establish, maintain, and enhance a healthy economic community for all Altadena by encouraging suitable concentrations of commercial and industrial developments.
- Increase the number of personnel at the Altadena Sheriff Station.
- Maintain fire protection services serving the community.
- Maintain and improve present recreational opportunities and sites in the Altadena community.
- Provide a broad range of community services at available existing school sites or other new facilities.
- Develop a Community Center on Lake Avenue with consolidated community and governmental services.
- Preserve and enhance the unique character of Altadena as reflected in the community's history, residents and geographical setting.
- Provide a program of urban design improvements for the Altadena community and a mechanism for the design review of all new commercial structures.
- Maintain a high level of environmental quality for the Altadena community.

POLICIES LAND USE

- Preserve existing residential neighborhoods, commercial districts, community facilities, institutions, and environmental amenities.
- Provide for new development which is compatible with and complements existing uses.
- Allow the intensification of land uses only as it does not adversely impact existing uses, neighborhoods, and the prevailing low density character of the Altadena community.
- Preserve and enhance existing land uses and areas of historical and/or unique importance (e.g., Pacific Electric Substation No. 8 and Keys Bungalow, etc.).
- Provide for the strengthening of existing corridors and clusters of commercial, industrial, and public uses (library, parks, senior citizens facilities, etc.) as principal activity centers of the Altadena community.
- Provide for the evolution of Lake Avenue, between Calaveras Street and Altadena Drive, as the principal core of the Altadena community, containing retail and office commercial, restaurants, entertainment, moderate density residential, and community facilities.
- Preserve and maintain existing residential units which are structurally sound.
- Replace residential units which cannot be economically rehabilitated with those of a size and density which are consistent with those of the surrounding residential neighborhood.
- Promote accessibility to housing opportunities by all households, regardless of income, race, color, religion, sex, marital status, age, household size, or physical disability.
- Provide opportunities for new moderate density residential units to serve senior citizen needs in proximity to local-serving commercial uses, community facilities, and public transit.
- Ensure that residential neighborhoods are supported by adequate open spaces, community facilities, and amenities.
- Enhance the physical character and economic viability of existing commercial centers and districts by providing for infill and intensification of vacant and underutilized parcels, adaptive reuse of vacant structures, and rehabilitation of deteriorated structures.
- Attract new commercial uses to the Altadena community which are necessary to support the needs of the residents and are now unavailable.

- Encourage commercial areas to develop desirably distinctive qualities in their design, appearance, and operation.
- Modify existing commercial districts, where necessary, to make them functionally more efficient and attractive to users by improving pedestrian, automobile, and truck access, separating pedestrian and vehicular access, grouping structures around common open spaces, providing customer amenities, and establishing attractive and unifying architectural elements and themes.
- Accommodate new liquor stores and bars only if it can be demonstrated that they will benefit the community and not have adverse impacts.
- Provide for the expansion of commercial areas on Lake Avenue, Lincoln Avenue, and Woodbury Road which are marginally viable due to parcel size and depth constraints.
- Use redevelopment techniques as provided for by State law to facilitate the revitalization of blighted commercial districts.
- Expand the Lake Avenue commercial core west to El Molino Avenue, between Mariposa and Calaveras Streets.
- Improve the existing pattern and character of development to establish a "village-like" environment for the Lake Avenue commercial core.
- Provide that all structures, except those in large scale (multi-parcel) "Planned" developments, be sited on the property line, abutting sidewalks, promoting pedestrian continuity.



LAKE AVENUE COMMUNITY CORE URBAN DESIGN CONCEPT

- Restrict the ground elevation of structures in the Lake Avenue core to retail commercial, restaurants, and other high turnover, pedestrian-active uses.
- Provide for mixed-use structures in the Lake Avenue core, incorporating retail uses on the ground level and office or residential uses on the second and higher levels.
- Encourage the establishment of a diversity of community-oriented uses (small retail stores, home furnishings, hardware, gift shops, grocery stores, bookstores, restaurants, financial institutions, etc.) and community-oriented service and cultural uses in the Lake Avenue "core".
- Maintain and enhance Lincoln Avenue-Woodbury Road, Lincoln Avenue-Altadena Drive, Fair Oaks Avenue-Woodbury Road, Woodbury Road-Santa Anita Avenue, East Washington Boulevard, and New York Drive-Allen Avenue as secondary neighborhood commercial districts.
- Provide for the establishment of a new neighborhood-serving commercial center in the western portion of Altadena (Lincoln Avenue) containing a grocery store, drug store, and supporting shops.
- Provide for the establishment of a unified district for research and development, light manufacturing, and related uses along West Woodbury Road, west of Lincoln Avenue.
- Improve the physical appearance of the West Woodbury industrial corridor by the introduction of a unifying and distinctive signage and streetscape improvement program with architectural design guidelines.
- Use redevelopment as a mechanism to upgrade and provide incentives for new development in the West Woodbury corridor.
- Require that industrial uses be adequately buffered from adjacent residential and educational uses.

CIRCULATION

- Remove Altadena Drive north of New York Drive from the County Plan of Highways. Remove New York Drive west of Altadena Drive from the County Plan of Highways. Remove Allen Avenue north of New York Drive from the County Plan of Highways. Designate the above as collector streets.
- Reclassify Allen Avenue south of New York Drive as a secondary highway.
- Widen and improve Lincoln Avenue to secondary highway standards as shown on the Plan of Highways to 64 feet of roadway within an 80-foot right-of-way from Ventura Street south to the Pasadena City Limits.
- Pavement of Altadena Drive will be widened only where necessary for traffic safety, for example at intersections and/or where sight distances are impaired. Improvements and supplemental landscaping shall be designed and constructed so as to respect and enhance the beauty and integrity of the adjoining environment. To maintain the character of the neighborhood, the present setback distance will remain.
- Pavement of New York Drive will be widened only where necessary for traffic safety. Improvements and supplemental landscaping shall be designed and constructed so as to respect and enhance the beauty and integrity of the adjoining environment. The Department of Public Works shall conduct a new survey of this road to establish an alignment which will minimize possible impacts to the community. To maintain the character of the neighborhood the present setback distance will remain.
- No additional right-of-way will be required for Allen Avenue. Any improvements and supplemental landscaping within the existing right-of-way shall be designed and constructed so as to respect and enhance the beauty and integrity of the adjoining environment. To maintain the character of the neighborhood, the present setback distance will remain.
- Consider the establishment of a parking assessment district to supplement existing parking in the Lake Avenue commercial area with additional parking spaces and/or structure. Such district to be subject to approval of business owners.
- Establish a landscape maintenance district for the maintenance of all landscaped medians.

ENVIRONMENTAL RESOURCES

- Pursue an aggressive program of code and zoning enforcement for the maintenance and upgrading of existing structures.
- Provide that new development must be compatible with adjacent land uses and environmental resources.
- Provide adequate setbacks, landscaping, walls, and other buffers between residential, commercial, industrial, and public uses.
- Require adequate vehicular access to all parcels and the mitigation of any adverse traffic impacts on adjacent uses.
- Provide that new development incorporate sufficient open space to serve the needs of the tenant(s) and a compatible relationship with adjacent uses.
- Restrict the development of residential, schools, health facilities, and other noise sensitive uses in areas exposed to noise levels exceeding 65 decibels - Ldn 65 d B(A) - unless adequate mitigation measures can be implemented.
- Prevent adverse light and glare effects of a land use on adjacent properties.
- Require that all obnoxious odors and smoke be contained to the site where they are generated.
- Prohibit the disruption of riparian corridors and other significant environmental habitats in the San Gabriel Mountain foothills.
- Continue standards which minimize grading in foothill areas.
- Require new development in foothill areas to minimize siltation of streams and canyons.
- Maintain view corridors of the San Gabriel Mountains and Los Angeles basin by controlling the siting, height, and density of new development.
- Recognize all policies and standards contained in the County's Seismic Safety Element.

ALTADENA

ECONOMIC DEVELOPMENT

- Pursue redevelopment efforts in the West Altadena commercial corridor. Other deteriorated commercial areas should be the subject of further study with full public participation.
- Encourage the formation of merchant/business associations and assist existing organizations with the active marketing and promotion of commercial districts throughout the Altadena community.
- Identify and access available federal and state economic development resources to enhance and sustain economic growth in Altadena.
- Pursue the development of industrial incubators in the Woodbury industrial area to provide entrepreneurs and new small businesses with flexible and affordable space and support services.
- Encourage the use of Economic Development Corporation Industrial Development Bonds (IDBs) and Small Business Development Center programs and resources to assist new industrial and commercial businesses to locate facilities in Altadena.

INFRASTRUCTURE

- Develop a program to encourage residential connection to the County sewer system.
- Provide new underground storm drainage facilities.
- Develop a program for installation of curbs and gutters for improved drainage in the West Altadena drainage systems, Altadena Channel, and other areas where specific problems exist as identified by the Public Works Department.
- Improve the water system pressure where feasible to a minimum of 40 psi.

PUBLIC SERVICES

- Improve personal and property security measures in the residential and commercial/industrial areas of Altadena.
- Support the development and maintenance of a "Youth Diversion Center" with specialized recreational facilities and programs for Altadena youth, e.g., sub-teens and teen-aged groups.
- Enhance security for all of Altadena's land uses through the introduction of "Defensible Space" techniques including, but not limited to, controlled and visible access, exterior lighting, property maintenance, and neighborhood watch groups.
- Maintain brush clearance standards and require new construction to incorporate fire-retardant materials to reduce the risks of fire hazard.
- Provide a balanced recreational program to effectively serve a population with varied ages, characteristics, needs, and interests.
- Maintain specialized recreational facilities and cultural programs for senior citizens.
- Preserve and extend the present riding and hiking trails system into a continuous loop system connecting the community with external trail systems.
- Provide open space for both active and passive recreational use.
- Provide adequate parking at public parks without adversely impacting park facilities and amenities.
- Provide adequate lighting and security at community parks.
- Provide school facilities to serve the community's social, cultural, vocational, and recreational, as well as educational needs which are compatible with the character and local interests of Altadena.
- Provide for the mitigation of adverse impacts on schools from heavy traffic, excessive noise, offensive odors, and/or incompatible land uses where they exist.
- Complement existing school recreational areas, where possible, with additional adjacent parks or playgrounds.
- Encourage the development of cultural facilities, such as theaters, museums, and art galleries.
- Establish a principal community center in proximity to Lake Avenue providing facilities for administration, health services, and youth services, community meetings, educational services, and other related uses. This does not preclude the establishment of facilities for cultural or related purposes at other sites.
- Establish a County Health Department facility in Altadena to provide public health services to the community.

