

## 5. Environmental Analysis

### 5.7 LAND USE AND PLANNING

This section of the DEIR evaluates the potential impacts to land use in Sierra Madre from implementation of the Sierra Madre General Plan Update (General Plan Update). This section is based on the proposed land use map, described in detail in Chapter 3, *Project Description*, and shown in Figure 3-6, *Proposed Land Use Map*. The proposed goals and policies of the General Plan Update have been evaluated to determine their consistency with other relevant sections of the General Plan. Compatibility of the proposed land use changes with the existing land uses is also discussed in this section. The General Plan Update is also evaluated for consistency with the Southern California Association of Governments' Regional Transportation Plan/Sustainable Communities Strategy.

Land-use impacts can be either direct or indirect. Direct impacts result in land-use incompatibilities, division of neighborhoods or communities, or interference with other land-use plans, including habitat or wildlife conservation plans. This section focuses on direct land use impacts. Indirect impacts are secondary effects resulting from land-use policy implementation, such as an increase in demand for public utilities or services, or increased traffic on roadways. Indirect impacts are addressed in other topical sections of this DEIR.

#### 5.7.1 Environmental Setting

##### 5.7.1.1 REGULATORY SETTING

State and regional laws, regulations, plans, or guidelines that are potentially applicable to the General Plan Update are summarized below.

##### **State**

##### *State Planning Law and California Complete Streets Act*

State planning law (California Government Code Section 65300) requires every city in California to adopt a comprehensive, long-term general plan for physical development of the city and its sphere of influence. A general plan should consist of an integrated and internally consistent set of goals and policies that are grouped by topic into a set of elements and are guided by a citywide vision. State law requires that a general plan address seven elements or topics (land use, circulation, housing, conservation, open space, noise, and safety), but allows some discretion on the arrangement and content. Additionally, each of the specific and applicable requirements in the state planning law should be examined to determine if there are environmental issues within the community that the general plan should address, including but not limited to hazards and flooding.

Additionally, on September 30, 2008, Assembly Bill 1358 (AB 1358), the California Complete Streets Act, was signed into law, becoming effective January 1, 2011. AB 1358 places the planning, designing, and building of complete streets into the larger planning framework of the general plan by requiring jurisdictions to amend their circulation elements to plan for multimodal transportation networks.

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#### Regional

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

The Southern California Association of Governments (SCAG) is a council of governments representing Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties. SCAG is the federally recognized metropolitan planning organization (MPO) for this region, which encompasses over 38,000 square miles. SCAG is a regional planning agency and a forum for addressing regional issues concerning transportation, the economy, community development, and the environment. SCAG is also the regional clearinghouse for projects requiring environmental documentation under federal and state law. In this role, SCAG reviews proposed development and infrastructure projects to analyze their impacts on regional planning programs. As the southern California region's MPO, SCAG cooperates with the South Coast Air Quality Management District, the California Department of Transportation (Caltrans), and other agencies in preparing regional planning documents. SCAG has developed regional plans to achieve specific regional objectives. The City of Sierra Madre is within the San Gabriel Valley Council of Governments (SGVCOG) subregion of SCAG. The plans most applicable to the General Plan Update are discussed below.

The Sierra Madre General Plan Update is considered a project of regionwide significance pursuant to the criteria outlined in SCAG's Intergovernmental Review Procedures Handbook (November 1995) and Section 15206 of the CEQA Guidelines. Therefore, this section addresses the General Plan Update's consistency with the applicable SCAG regional planning guidelines and policies.

##### *Regional Transportation Plan/Sustainable Communities Strategy*

On April 4, 2012, SCAG adopted the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (2012-2035 RTP/SCS), "Towards a Sustainable Future," which places a greater emphasis than ever on sustainability and integrated planning. The 2012-2035 RTP/SCS vision encompasses three principles that collectively work as the key to the region's future: mobility, economy, and sustainability. It includes a strong commitment to reduce emissions from transportation sources to comply with Senate Bill 375 (SB 375), improve public health, and meet the National Ambient Air Quality Standards set by the federal Clean Air Act. The 2012-2035 RTP/SCS provides a blueprint for improving quality of life for residents by providing more choices for where they will live, work, and play and how they will move around (SCAG 2012).

##### *High-Quality Transit Areas*

With the adoption of the 2012 RTP/SCS, the areas previously known as 2% Strategy Opportunity Areas were updated by SCAG and replaced with what are now called high-quality transit areas (HQTAs), which are a part of, and integrated into, the SCS portion (Chapter 4 [Sustainable Communities Strategy]) of the 2012 RTP/SCS. An HQTA is generally a walkable transit village or corridor that is within one half-mile of a well-serviced transit stop or a transit corridor with 15-minute or less service frequency during peak commute hours. The overall land-use pattern of the 2012 RTP/SCS focuses jobs and housing in the region's designated HQTAs (SCAG 2012). No areas of the City are identified as HQTAs in the 2012 RTP/SCS (SCAG 2014). Therefore, a consistency analysis with the HQTAs is not necessary and therefore, not provided in this section of the DEIR.

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#### 5.7.1.2 EXISTING CONDITIONS

The city is in the foothills of the San Gabriel Valley below the southern edge of the Angeles National Forest, approximately 17 miles northeast of downtown Los Angeles at the base of the San Gabriel Mountains (see Figure 3-1, *Regional Location*). The city is in the central region of Los Angeles County and is bounded by the cities of Arcadia to the east and south and Pasadena to the west and the Angeles National Forest to the north (see Figure 3-1). The nearest major transportation corridor to the city is Interstate 210 (I-210), which runs in an east-west direction approximately one mile south of the city limits and serves as the gateway connector to the regional freeway network for residents of Sierra Madre. No interstate or state route crosses the city's boundaries (see Figures 3-1 and 3-2, *Citywide Aerial*).

#### Existing Land Uses

The city comprises 1,882 acres (2.94 square miles). There are three distinct geographic patterns/areas in the city—the foothill slope, canyon (known as the Sierra Madre Canyon or The Canyon), and hillside. Two-thirds of the city is within the foothill slope area, which is the “developable” area of the city and is largely developed. Sierra Madre is an established, built-out community with just a handful of vacant parcels remaining.

The city's land use pattern is well established and not likely to change over time. As shown in Figure 3-3, *Existing Land Uses*, the predominant land use in the city is residential, consisting of low, medium, and medium-high density residential. The majority of low- and medium-density residential occurs in the foothill slope area; however, there is some low- and medium-density residential within the canyon and along the hillside areas. The higher-density residential is located around the downtown area near Baldwin Avenue, Sierra Madre Boulevard and adjacent streets.

Other land uses include commercial, light manufacturing, mixed use, institutional, civic uses, public schools, and open space and parks. As shown in Figure 3-3, open space is the most prominent nonresidential land use, with institutional uses making up the third largest area of land. Institutional uses are generally mixed within the residential and commercial areas. Most institutional uses are older and well established in the city. All of the city's commercial uses are in the downtown area of the city, concentrated along Sierra Madre Boulevard, Baldwin Avenue, and adjacent smaller streets (see Figure 3-3). There is also an old established manufacturing area in the City along East Montecito Avenue, which includes a mix of single-family residences, warehouses, office spaces, artist studios, and one complex of live-work condominiums.

#### Current General Plan and Land-Use Designations

The current Sierra Madre General Plan was adopted on June 11, 1996, and has four elements, each with a series of sections or topics related to the element (see Table 3-1, *Current General Plan Elements*). Table 3-2, *Current General Plan Land Use Designations*, presents a breakdown of current General Plan land use designations in Sierra Madre, while Figure 3-4, *Current Land Use Map*, shows the location and distribution of current land use designations. As shown in Table 3-2 and Figure 3-3, 11 land use designations, plus one overlay zone and

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the Measure V<sup>1</sup> boundary area currently regulate development in the city. The predominant land use designation in Sierra Madre is residential, comprising approximately 80 percent of the land in the city, with commercial, light manufacturing, public, institutional, and open space making up the remainder of the land use designations.

#### Current Zoning

Title 17 (Zoning) of the City of Sierra Madre Municipal Code provides the basis for current zoning in the city. The City's official zoning map has 11 zoning designations and the Measure V boundary area. Specifically, the zoning map contains eight residential zoning designations, as well as a zoning designation for each of the following: commercial, manufacturing, institutional, civic/city park, open space, and hillside management. The City also has one specific plan, the Senior Housing Specific Plan, adopted in July 2002, for the 46-unit Sierra Vista Senior Housing development at 70 Esperanza Avenue. The specific plan is the regulating zoning document for the property at 70 Esperanza Avenue.

### 5.7.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

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

### 5.7.3 Relevant General Plan Policies and Implementation Program Measures

The following are relevant policies and implementation measures of the Sierra Madre General Plan Update and Implementation Program, respectively, which are designed to reduce potential land-use and planning impacts from implementation of the General Plan Update.

#### General Plan Update Policies

##### *Land Use Element*

- **Policy L2.3:** Establish zoning provisions for group living facilities including floor area limits, height limits, setbacks, location of residential uses in commercial areas, and design guidelines.

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<sup>1</sup> Sierra Madre voters adopted Measure V in 2007 to preserve the City's small-town downtown character. This measure limits building heights to 30 feet and two stories and the density to 13 dwellings units per acre in the City's central core area, including East Montecito Avenue.

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- **Policy L2.4:** Adopt a zoning code to implement the foregoing together with other appropriate regulations of group living facilities, and review and update such code and other implementing ordinances every two years to ensure compliance with Goals and Policies of the General Plan.
- **Policy L4.1:** Ensure that the expansion of existing uses is reflective of and complements the overall pattern of development, without changing the character of existing development.
- **Policy L4.2:** Except for those single family residences that would not otherwise require a conditional use permit (CUP), development projects that cumulatively comprise over one acre of land on one or more parcels require a CUP unless a specific plan or master plan is approved for the proposed project.
- **Policy L7.1:** Maintain maximum lot coverage and floor area ratios which allow for adequate buffering from neighboring properties, usable private yard area, air circulation and light.
- **Policy L7.5:** Review and update the R1 Zoning Ordinance and other implementing ordinances every two years as necessary to ensure compliance with the Goals and Policies of the General Plan.
- **Policy L10.3:** Maintain the appropriate setbacks consistent with structures in the immediate area, and to allow safe access between structures.
- **Policy L19.3:** Review and update the R-2 Zoning Ordinance and other implementing ordinances as necessary every two years to ensure compliance with the Goals, Objectives and Policies of the General Plan.
- **Policy L24.8:** Establish special zoning provisions for development on small or narrow lots in addition to the limitations on density and floor area ratios contained herein.
- **Policy L27.2:** Maintain zoning districts which contain classifications of permitted and conditionally permitted uses allowed on a block by block basis.
- **Policy L27.3:** Adopt an overlay zoning ordinance to implement the RE designation, and review and update such ordinance and other implementing ordinances every two years to ensure compliance with the Goals, Objectives and Policies of the General Plan.
- **Policy L28.2:** Require Planning Commission review (appealable to the City Council) when a change of use occurs from residential to business and office uses.
- **Policy L29.3:** Review and update the RP Zoning Ordinance and other implementing ordinances as necessary every two years to ensure compliance with the Goals, Objectives and Policies of the General Plan.
- **Policy L35.6:** Review and update the C Zoning Ordinance and other implementing ordinances every two years as necessary to ensure compliance with the Goals and Policies of the General Plan.

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- **Policy L37.8:** Ensure that all development and new uses are compatible with adjacent uses, and yield no significant negative impacts to noise, air quality, water quality and traffic.
- **Policy L38.2:** Adopt an Artisan Mixed Use Zoning Ordinance to regulate commercial, light-manufacturing and residential uses.
- **Policy L38.3:** Require the issuance of a conditional use permit for new uses to adequately protect adjacent uses.
- **Policy L38.4:** Review and update the Artisan Mixed Use Zoning Ordinance and other implementing ordinances every two years to ensure compliance with the Goals and Policies of the General Plan.
- **Policy L41.5:** Review and update the Institutional Zoning Ordinance and other implementing ordinances every two years as necessary to ensure compliance with the Goals and Policies of the General Plan.
- **Policy L48.5:** Consider implementing a Business Improvement District in the central core area.

### Implementation Program Measures

#### *Land Use Implementation Program*

- **Measure IM-5:** The City shall continue to enforce the C (Commercial) Zoning Ordinance, and amend it as necessary to maintain an area of the City for commercial uses, update standards for new construction and to include those uses it wishes to encourage in the downtown area as permitted or conditionally-permitted uses.
- **Measure IM-6:** The City shall amend the Zoning Code as necessary to require that the expansion of existing uses is reflective of and complements the overall pattern of development without changing the existing character of development.
- **Measure IM-7:** The City shall amend the Zoning Code as necessary to require that new development that cumulatively comprise over one acre of land on one or more parcels require a CUP, unless a specific plan or master plan is approved for the project.
- **Measure IM-12:** The City shall continue to enforce and amend the R-1 (One Family Residential) Zoning Ordinance as necessary to ensure that development is compatible in design and scale with the neighborhood.
- **Measure IM-32:** The City shall continue to enforce the R-2 (Two-Family Residential) Zoning Ordinance.
- **Measure IM-35:** The City shall continue to enforce the R-3 (Multiple Family Residential) Zoning Ordinance.

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- **Measure IM-41:** The City shall continue to enforce the C (Commercial) Zoning Ordinance.
- **Measure IM-43:** The City shall continue to enforce the Nonconforming Uses Ordinance (SMMC Chapter 17.56).
- **Measure IM-52:** The City shall continue to enforce the M (Manufacturing) Zoning Ordinance.
- **Measure IM-57:** The City shall amend the M (Manufacturing) Zoning Ordinance and the Variances and Conditional Use Permit Zoning Ordinance (SMMC Chapter 17.60) to require approval of a conditional use permit to allow a new use on a site to adequately protect existing adjacent uses.
- **Measure IM-59:** The City shall continue to enforce the Institutional (I) Zoning Ordinance.
- **Measure IM-65:** The City shall process any code amendments necessary to ensure compliance of the R-1, R-2, R-3, RC, RP, H, M and C Zoning Ordinances with the Goals and Policies of the General Plan.

### 5.7.4 Environmental Impacts

The following impact analysis addresses thresholds of significance for which the Notice of Preparation (see Appendix A) disclosed potentially significant impacts. The applicable thresholds are identified in brackets after the impact statement.

For the impact analysis of all thresholds below, it should be noted that the large infill opportunity site shown in Figure 3-5, *Infill Opportunity Sites*, just north of Carter Avenue, which is associated with the residential subdivision known as Stonegate, is an approved development project and was analyzed under separate environmental documentation in accordance with CEQA. The land use and planning impacts resulting from Stonegate were addressed and mitigated for in that environmental documentation. Also, all residential lots within Stonegate are subject the provisions of the City's Municipal Code and the Hillside Management zone regulations (Chapter 17.52) of the City's Municipal Code, which requires that each residential development within Stonegate obtain approval of a hillside development permit.

For the purpose of the following analysis, it is also important to note that, based on the requirements of CEQA, this analysis is based on a comparison to existing land uses and does not address the differences that would result from a comparison with the existing General Plan land use map, from which there is little variation when compared to the proposed General Plan land use map.

Furthermore, it is also important to note that while the General Plan Update establishes City-wide policy level guidance, includes a revision to the current land use map (see Figures 3-4, *Current Land Use Map*, and 3-6, *Proposed Land Use Map*), and modifies the development potential of certain parcels in the city (see Figure 3-5, *Infill Opportunity Sites*), it does not contain specific development project proposals. The General Plan Update is a regulatory document that sets forth the framework for future growth and development (e.g., infill development, redevelopment, and revitalization/restoration) in the city and does not directly result in development in and of itself. Before any development can occur in the city, all such development is required

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to be analyzed for conformance with the City's General Plan, zoning requirements, and other applicable local and state requirements; comply with the requirements of CEQA (e.g., preparation of site-specific environmental documentation in accordance with CEQA); and obtain all necessary approvals, clearances, and permits.

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#### **Impact 5.7-1: Implementation of the General Plan Update would not divide and established community. [Threshold LU-1]**

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**Impact Analysis:** The majority of the development and redevelopment potential that would be accommodated by the General Plan Update would occur in areas of the city that are already developed or designated for development, with most of the development potential proposed under the General Plan Update occurring on the infill opportunity sites shown in Figure 3-5, *Infill Opportunity Sites*. Because the General Plan Update is not a “growth oriented” plan and Sierra Madre is almost entirely built out, new or revised policies, land use changes, and other components of the proposed General Plan Update are not anticipated to result in a division of an established neighborhood or community. The General Plan Update does not represent a dramatic shift in how land uses would be distributed in the city; in fact, proposed land use designations would generally remain similar to existing land uses designations. For example, as shown in Figures 3-4, *Current Land Use Map*, and 3-6, *Proposed Land Use Map*, the majority of existing residential land uses in the City would remain residential. Therefore, the character of the existing communities would remain largely unchanged, since few changes are proposed for those areas. The General Plan Update also does not propose any changes to the city's circulation network, nor does it introduce new facilities or uses that would divide an established neighborhood or community.

The General Plan Update and Implementation Program also include policies and implementation measures, respectively, that would help reduce potential impacts on existing communities as a result of future development that would be accommodated by the General Plan Update. These include:

- **Land Use Element Policy L4.1:** Ensure that the expansion of existing uses is reflective of and complements the overall pattern of development, without changing the character of existing development.
- **Land Use Element Policy L27.2:** Maintain zoning districts which contain classifications of permitted and conditionally permitted uses allowed on a block by block basis.
- **Land Use Element Policy L28.2:** Require Planning Commission review (appealable to the City Council) when a change of use occurs from residential to business and office uses.
- **Land Use Element Policy L37.8:** Ensure that all development and new uses are compatible with adjacent uses, and yield no significant negative impacts to noise, air quality, water quality and traffic.
- **Land Use Element Policy L38.2:** Adopt an Artisan Mixed Use Zoning Ordinance to regulate commercial, light-manufacturing and residential uses.

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- **Land Use Element Policy L38.3:** Require the issuance of a conditional use permit for new uses to adequately protect adjacent uses.
- **Land Use Implementation Measure IM-6:** The City shall amend the Zoning Code as necessary to require that the expansion of existing uses is reflective of and complements the overall pattern of development without changing the existing character of development.
- **Land Use Implementation Measure IM-12:** The City shall continue to enforce and amend the R-1 (One Family Residential) Zoning Ordinance as necessary to ensure that development is compatible in design and scale with the neighborhood.
- **Land Use Implementation Measure IM-57:** The City shall amend the M (Manufacturing) Zoning Ordinance and the Variances and Conditional Use Permit Zoning Ordinance (SMMC Chapter 17.60) to require approval of a conditional use permit to allow a new use on a site to adequately protect existing adjacent uses.

Additionally, the fundamental principle behind the land use policies of the General Plan Update is to maintain the existing low-density village character of Sierra Madre in the same urban development pattern that exists today. As also stated in Chapter 3, *Project Description*, one of the key vision and guiding principles of General Plan Update is to preserve and sustain Sierra Madre's distinctive character as a historic small town nestled in the foothills. Another vision and guiding principle is to ensure that development is done in harmony with its neighborhood, while maintaining the character of the town.

Furthermore, the General Plan Update objectives also ensure that the existing grid street pattern, which promotes community life, is preserved (Objective L5); development is compatible in its design and scale with the neighborhood (Objective L7); uses promote a sense of community are retained (Objective L11); and new development is compatible in scale and character with existing development (Objective L24). Through these objectives, and others outlined in the General Plan Update, the City would ensure that the aforementioned key vision and guiding principles are achieved.

For these reasons, future development that would be accommodated by the General Plan Update, any land use changes proposed under the General Plan Update, and any new or updated policies of the General Plan Update are not anticipated to create a significant impact.

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**Impact 5.7-2: Implementation of the General Plan Update would not conflict with applicable plans adopted for the purpose of avoiding or mitigating an environmental effect. [Threshold LU-2]**

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**Impact Analysis:** The proposed project is an update to the City of Sierra Madre General Plan. The General Plan Update is intended to guide the growth and development (e.g., infill development, redevelopment, and revitalization/restoration) within the city 20 years or more into the future. The majority of the development potential that would be accommodated by the General Plan Update would occur in areas of the city that are already developed or designated for development, with most of the development potential proposed under the General Plan Update occurring on the infill opportunity sites shown in Figure 3-5, *Infill Opportunity Sites*.

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The General Plan Update also involves a revision to the current land use map and all elements except the Housing Element; it also involves updating existing goals and policies to address current and anticipated issues in the city. The current and proposed land use designations are shown in Figure 3-4, *Current Land Use Map*, and 3-6, *Proposed Land Use Map*. Table 3-4, *Proposed General Plan Land Use and Buildout Projections*, outlines the proposed land use designations and details the projected buildout (number of dwelling units and nonresidential development square footage) that would be accommodated under the General Plan Update buildout.

Because the General Plan Update is not a “growth oriented” plan and Sierra Madre is almost entirely built out, new or revised policies, land uses changes, and other components of the proposed General Plan Update are not anticipated to dramatically alter the land uses of the community. Policies that would affect land use and planning are generally aimed at capitalizing on existing opportunities for redevelopment with minimal changes to the existing land use patterns. Additionally, proposed land use designations would generally remain similar to existing land uses designations. For example, as shown in Figures 3-4, *Current Land Use Map*, and 3-6, *Proposed Land Use Map*, the majority of existing residential land uses in the City would remain residential.

Following is an analysis of the General Plan Update’s consistency with the applicable state, regional, and local laws, regulations, plans, and guidelines.

#### **State Planning Law and California Complete Streets Act Consistency**

The General Plan Update has been prepared in accordance with state planning law in California Government Code Section 65300 *et seq.* The General Plan Update is meant to be a framework for guiding planning and development in Sierra Madre over the next 20 or more years and can be thought of as the blueprint for the city’s growth and development. The General Plan Update is comprehensive in its geography and subject matter. It addresses the entire area within the city’s boundary, and the full spectrum of issues associated with management of the city.

The General Plan Update is consistent with California Government Code Section 65302 because it addresses the seven required elements. More specifically, the General Plan Update involves a revision to the current land use map and all elements except the Housing Element; it also involves updating existing goals and policies to address current and anticipated issues in the City. Table 3-1, *Current General Plan Elements*, lists Sierra Madre’s General Plan elements (which are outlined as chapters) with a cross reference to the seven state-required elements. The General Plan Update maintains a similar organization to that of the current General Plan, while adding two new sections to the Resource Management Element (Chapter 2; Co-Existence with Wildlife and Dark Sky). Throughout the various elements, the General Plan Update outlines development goals and policies and includes forecasts of long-term conditions; exhibits and diagrams; and objectives, principles, standards, and plan proposals. The proposed General Plan land use map (see Figure 3-6, *Proposed Land Use Map*) and the goals and policies in the General Plan Update strive to preserve and ensure land-use compatibility throughout the City.

Various elements of the General Plan Update contain policies that help the City implement AB 1358, the California Complete Streets Act (see policies listed Table 5.7-1, *Consistency with SCAG’s 2012–2035 Regional Transportation Plan/Sustainable Communities Strategy Goals*). By implementing Complete Streets policies, the city

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would increase the number of trips made by alternative modes of travel (e.g., transit, bicycling, and walking), correspondingly reducing the number of vehicle trips and associated greenhouse gas emissions. An increase in transit trips, bicycling, and walking would thus help the city meet the transportation needs of all residents, workers, and visitors while reducing traffic congestion and helping meet the greenhouse gas reduction goals of AB 32, The Global Warming Solutions Act, and SB 375, which are implemented through SCAG's 2012–2035 RTP/SCS. Refer to Section 5.14, *Transportation and Traffic*, for a discussion of the General Plan Update's consistency with AB 1358.

Each of the specific and applicable requirements in the state planning law have been examined and considered to determine if there are environmental issues within the city that the General Plan Update should address, such as hazards and flooding. The various environmental issues associated with the General Plan Update (air quality, hazards, traffic, etc.) are addressed in their respective elements of the General Plan Update and in their respective topical sections in Chapter 5, *Environmental Analysis*, of this DEIR.

### SCAG 2012–2035 RTP/SCS Consistency

Table 5.7-1 provides an assessment of the General Plan Update's relationship to pertinent 2012–2035 SCAG RTP/SCS goals. The RTP/SCS goals are directed toward transit, transportation and mobility, and protection of the environment and health of residents. Consistency with SCAG population growth projections are addressed separately in Section 5.9, *Population and Housing*. A general plan growth forecast typically exceeds the population and housing projections because buildout of the General Plan Update is not tied to a development timeline, whereas SCAG forecasts are demographic projections based on a time horizon. Therefore, the consistency analysis provided in Table 5.7-1 focuses on the broader policy-oriented goals of the RTP/SCS to determine consistency. The analysis in Table 5.7-1 concludes that the General Plan Update would be consistent with the applicable RTP/SCS goals. Therefore, implementation of the General Plan Update would not result in significant land-use impacts related to relevant RTP/SCS goals. Related General Plan Update policies outlined in the table are listed below in Section 5.7.4, *Applicable General Plan Policies*.

**Table 5.7-1 Consistency with SCAG's 2012–2035 Regional Transportation Plan/Sustainable Communities Strategy Goals**

RTP/SCS Goal	Project Compliance with Goal	Relevant General Plan Policies
<b>RTP/SCS G1:</b> Align the plan investments and policies with improving regional economic development and competitiveness.	<b>Not Applicable:</b> This is not a project-specific goal and is therefore not applicable.	Not applicable
<b>RTP/SCS G2:</b> Maximize mobility and accessibility for all people and goods in the region.	<b>Consistent:</b> The transportation network in Sierra Madre is for the most part well established. However, some improvements (although minor) to the transportation network could occur as a result of implementation of the General Plan Update. As with the existing transportation network, any proposed improvements to the network would be designed, developed, and maintained to continue to meet the needs of local and regional transportation and to ensure efficient mobility and accessibility for all people and goods in the City and its surroundings. A number of regional and local plans and programs would be used to guide any future improvements,	<p><b>Land Use Element</b> L5.1, L34.3, L49.2, L49.7, L51.1, L51.3, L51.4, L51.5, L51.6, L51.7, L51.8, L52.1, L52.2, L52.3, L52.4, L52.5, L52.6, L52.7, L52.8, L52.9, L53.1, L53.2, L53.3, L53.4, L56.1, L56.2, L56.3,</p> <p><b>Resource Management Element</b> R8.4, R23.6, R23.7, R23.8,</p>

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**Table 5.7-1 Consistency with SCAG's 2012–2035 Regional Transportation Plan/Sustainable Communities Strategy Goals**

RTP/SCS Goal	Project Compliance with Goal	Relevant General Plan Policies
	<p>development and maintenance of the transportation network in the City, such as:</p> <ul style="list-style-type: none"> <li>• City of Sierra Madre and County of Los Angeles Traffic Impact Analysis Guidelines</li> <li>• Los Angeles County Congestion Management Program</li> <li>• Caltrans Traffic Impact Studies Guidelines and Highway Capacity Manual</li> <li>• SCAG's 2012–2035 RTP/SCS</li> <li>• Assembly Bill 1358 (The California Complete Streets Act)</li> </ul> <p>Additionally, the City is required by the California Government Code to coordinate the traffic and transportation sections of its Land Use (Section Five: Parking and Traffic) and Community Services (Section Five: Transit Services) Elements of the General Plan Update with regional transportation plans, including SCAG's 2012–2035 RTP/SCS. The traffic and transportation sections of these two elements are a comprehensive transportation management strategy that addresses infrastructure capacity.</p> <p>The Land Use, Resource Management, and Community Services Elements of the General Plan Update contain policies that provide specific guidance for improving transportation and mobility in the City; applicable policies are provided in the <i>Relevant General Plan Policies</i> column of this table.</p> <p>Refer to Section 5.12, <i>Transportation and Traffic</i>, which addresses local and regional transportation, traffic, circulation, and mobility in more detail.</p>	<p>R23.1</p> <p><b>Community Services Element</b> C6.6, C12.1, C26.1, C26.2, C26.3, C26.4, C26.5, C27.1 C28.1, C29.3, C30.1, C30.2 C30.3, C30.6</p>
<b>RTP/SCS G3:</b> Ensure travel safety and reliability for all people and goods in the region.	<p><b>Consistent:</b> All modes of public (motorized and nonmotorized) and commercial transit throughout the City would be required to follow safety standards established by corresponding state, regional, and local regulatory documents, standards, and regulations.</p> <p>For example, pedestrian walkways and bicycle routes must follow safety precautions and standards established by local (e.g., City of Sierra Madre, County of Los Angeles) and regional (e.g., SCAG, Caltrans) agencies. Additionally, pedestrian circulation systems are required to be designed and constructed for the use of people with disabilities, consistent with the Americans with Disabilities Act and state requirements. The City is also committed to ensuring that adequate pedestrian circulation is provided and maintained in the areas of the City where walkways are available (see Figure 5.12-3, <i>Pedestrian Facilities</i>).</p>	<p>Policies listed under RTP/SCS Goal G2 apply to this goal.</p>

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**Table 5.7-1 Consistency with SCAG's 2012–2035 Regional Transportation Plan/Sustainable Communities Strategy Goals**

RTP/SCS Goal	Project Compliance with Goal	Relevant General Plan Policies
	<p>Furthermore, roadways for motorists must follow safety standards established for the local and regional plans mentioned above in the analysis for RTP/SCS Goal G2, as well as the City's adopted engineering standards for vehicular circulation improvements and systems. The provision of safe and reliable modes of transit throughout the City is ensured by the City's Public Works Department.</p> <p>The Land Use, Resource Management, and Community Services Elements of the General Plan Update provide guidance and policies that promote the safe movement of people and goods, with importance placed on pedestrian and vehicular safety; applicable policies are provided in the <i>Relevant General Plan Policies</i> column of this table.</p>	
<b>RTP/SCS G4:</b> Preserve and ensure a sustainable regional transportation system.	<p><b>Consistent:</b> All new roadway developments and improvements to the existing transportation networks must be assessed with some level of traffic analysis (e.g., access, circulation and traffic assessments, traffic impact studies) to determine how development projects may impact existing traffic capacities and access and circulation systems, and to determine the need for improving future traffic capacities or access and circulation systems. This is ensured by the City's Public Works Department through their development review process.</p> <p>Additionally, the regional plans mentioned above in the analysis for RTP/SCS Goal G2 would be applicable to the design and development of the regional roadway network in and around the City.</p> <p>The Land Use, Resource Management, and Community Services Elements of the General Plan Update encourage regional coordination of transportation issues and provide guidance and policies that help preserve and ensure a sustainable regional transportation system; applicable policies are provided in the <i>Relevant General Plan Policies</i> column of this table.</p>	<p><b>Land Use Element</b> L51.3, L51.4, L56.3</p> <p><b>Resource Management Element</b> R23.1, R23.6, R23.7, R23.8</p> <p><b>Community Service Element</b> C26.1, C26.2, C26.5, C27.1, C28.1</p>
<b>RTP/SCS G5:</b> Maximize the productivity of our transportation system.	<p><b>Consistent:</b> The local and regional transportation system would be improved and maintained (as needed) to maximize efficiency and productivity. The City's Public Works Department oversees the improvement and maintenance of all aspects of the City's public rights of way on a routine and as-needed basis.</p> <p>The City also strives to maximize productivity of the local and regional public transportation system for residents, visitors, and workers coming into and out of Sierra Madre through the continued implementation and enhancement of the City's</p>	Policies listed under RTP/SCS Goals G2 and G4 apply to this goal.

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### LAND USE AND PLANNING

**Table 5.7-1 Consistency with SCAG's 2012–2035 Regional Transportation Plan/Sustainable Communities Strategy Goals**

RTP/SCS Goal	Project Compliance with Goal	Relevant General Plan Policies
	<p>alternative modes of travel. For example, although there are currently no defined bicycle facilities within Sierra Madre, the City has identified the need for the preparation of a citywide bikeway plan in the General Plan Update (Land Use Element Policy L52.7).</p> <p>The City is also served by public transit routes and facilities (see Figure 5.12-2, <i>Transit Facilities</i>). Within the City, there are two entities operating transit routes: the Los Angeles Metropolitan Transit Authority (Metro) and the City of Sierra Madre. Metro operates two lines within the City (Lines 268 and 487), which provide service within the City along Michillinda Avenue, Sierra Madre Boulevard, and Baldwin Avenue. The City operates a fixed-route shuttle bus known as the Gateway Coach to serve residents during the week.</p> <p>Additionally, Metro operates the Gold Line light rail train connecting the northwestern San Gabriel Valley to Downtown Los Angeles. In the vicinity of Sierra Madre, the Gold Line track runs along the median of I-210. The eastern terminus of the Gold Line in the San Gabriel Valley is in the City of Pasadena, near the Madre Street interchange with I-210. The station is approximately two miles southwest from central Sierra Madre (see Figure 3-2, <i>Citywide Aerial</i>), making it accessible by bicycle, transit, or car.</p> <p>The Land Use, Resource Management, and Community Services Elements of the General Plan Update contain guidance and policies to improve the City's transportation system; applicable policies are provided in the <i>Relevant General Plan Policies</i> column of this table.</p>	
<b>RTP/SCS G6:</b> Protect the environment and health of our residents by improving air quality and encouraging active transportation (non-motorized transportation, such as bicycling and walking).	<p><b>Consistent:</b> The reduction of energy use, improvement of air quality, and promotion of more environmentally sustainable development would be encouraged through the development of alternative transportation methods, green design techniques for buildings, and other energy-reducing techniques. For example, individual development projects in the City are required to comply with the provisions of the 2008 Building and Energy Efficiency Standards and the 2010 Green Building Standards Code. Compliance with these provisions would be ensured through the City's development review and building plan check process.</p> <p>The City also strives to maximize protection of the environment and improvement of air quality by encouraging and improving the use of the region's public transportation system for residents, workers, and visitors traveling into and out of Sierra Madre, as</p>	<p><b>Land Use Element</b> L51.3, L51.4, L51.5, L51.6, L51.7, L51.8, L52.1, L52.3, L52.4, L52.6, L52.7, L 52.8, L52.9., L56.2, L56.3</p> <p><b>Resource Management Element</b> R23.1, R23.6, R23.47, R23.8</p> <p><b>Community Service Element</b> C6.6, C12.1, C26.1, C26.2, C26.4, C26.5, C27.1, C28.1, C29.3, C30.6</p>

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**Table 5.7-1 Consistency with SCAG's 2012–2035 Regional Transportation Plan/Sustainable Communities Strategy Goals**

RTP/SCS Goal	Project Compliance with Goal	Relevant General Plan Policies
	<p>discussed above in the analysis for RTP/SCS Goal G5.</p> <p>Further, the close proximity of existing and future housing units in the City and in surrounding communities and region to commercial and mixed uses envisioned by the General Plan Update would reduce vehicle miles traveled and thereby, reduce air quality and traffic impacts and greenhouse gas emissions.</p> <p>The Land Use, Resource Management, and Community Services Elements of the General Plan Update contain guidance and policies to improve and protect the region's air quality and environment and promote energy efficiency.</p>	
<b>RTP/SCS G7:</b> Actively encourage and create incentives for energy efficiency, where possible.	<b>Consistent:</b> This is not a project-specific policy and is therefore not applicable.	Not applicable
<b>RTP/SCS G8:</b> Encourage land use and growth patterns that facilitate transit and non-motorized transportation.	<b>Consistent:</b> See responses to RTP/SCS Goals G5 and G6.	Policies listed under RTP/SCS Goals G2 and G6 apply to this goal.
<b>RTP/SCS G9:</b> Maximize the security of our transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies.	<p><b>Consistent:</b> The City's Public Works Department monitors and would continue to monitor existing and newly constructed roadways and transit routes (as needed) to determine the adequacy and safety of these systems. Other local and regional agencies (Caltrans, SCAG, and Metro) would continue to work with the City to manage these systems, as needed. Security situations involving roadways and evacuations are addressed in the City's emergency management plans developed in accordance with state and federal emergency management regulations.</p> <p>The Land Use, Resource Management, and Community Services Elements of the General Plan Update contain guidance and policies for a safe and efficient transportation system; applicable policies are provided in the <i>Relevant General Plan Policies</i> column of this table.</p>	<p><b>Land Use Element</b> L52.1, L53.1, L53.2, L53.3</p> <p><b>Resource Management Element</b> R23.7, R23.8</p> <p><b>Community Services Element</b> C26.2, C26.3, C27.1, C28.1 , C30.1, C30.2</p>

Source: 2012–2305 SCAG Regional Transportation Plan/Sustainable Communities Strategy.

## 5. Environmental Analysis

### LAND USE AND PLANNING

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#### **Impact 5.7-3: Implementation of the General Plan Update would not conflict with an adopted conservation plan protecting biological resources. [Threshold LU-3]**

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***Impact Analysis:*** The City is not in the plan area of any habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan. Therefore, implementation of the General Plan Update would not conflict with any such plan.

#### **5.7.5 Existing Regulations**

- City of Sierra Madre Municipal Code
- State planning law (California Government Code Section 65300)
- AB 1358, the California Complete Streets Act

#### **5.7.6 Level of Significance Before Mitigation**

Upon compliance with the regulatory requirements and implementation of the General Plan Update policies and Implementation Program measures, the following impacts would be less than significant: 5.7-1, 5.7-2, and 5.7-3.

#### **5.7.7 Mitigation Measures**

No significant adverse land-use impacts were identified and no mitigation measures are necessary.

#### **5.7.8 Level of Significance After Mitigation**

No significant unavoidable adverse impacts were identified with regard to land use and planning.

#### **5.7.9 References**

- Southern California Association of Governments (SCAG). 2014. High Quality Transit in the City of Sierra Madre [2035 Plan].  
[http://webapp.scag.ca.gov/scsmaps/Maps/Los%20Angeles/subregion/SGV/Sierra%20Madre/image/Sierra%20Madre\\_TPP.jpg](http://webapp.scag.ca.gov/scsmaps/Maps/Los%20Angeles/subregion/SGV/Sierra%20Madre/image/Sierra%20Madre_TPP.jpg).
- . 2012, April. 2012–2035 Regional Transportation Plan/Sustainable Communities Strategy: Towards a Sustainable Future. <http://rtpscs.scag.ca.gov/Documents/2012/final/f2012RTPSCS.pdf>.