

Chapter 5

POLICY FRAMEWORK

California state law requires each city to adopt a comprehensive, long term General Plan to function as a blueprint guiding future development. While state law specifies information which must be included in the General Plan, it does not mandate how such information may be included. The following chapter of this Community Plan outlines how required General Plan information is incorporated into this document.

In addition, this chapter explains how the Community Plan is coordinated with other relevant comprehensive plans, such as the regional growth management plan and the City's long-range fiscal plan.

Finally, this chapter also details the public process and participation that led to the adoption of the North Glendale Community Plan.

5.1 Public Participation and Accessibility

The development of the North Glendale Community Plan involved extensive public outreach efforts. In December 2008, City Council initiated a three step process to prepare a Plan establishing the City's goals and policies for North Glendale.

Step One: Identify Issues and Public Outreach

Community workshops in October 2008 were the first step in identifying issues to address in the community plan. These meetings were open to all Crescenta Valley residents, property owners, and businesses and gave the public an opportunity to identify what the community would like to see in the future for this area. In December 2008, City Council directed staff to continue public outreach through Spring 2009 by talking with various community members including business owners, property owners and residents. Two open houses were held in early June 2009, and the results of these meetings were presented to Council later that month.

Step Two: Advisory Committee

In summer 2009 the City formed a North Glendale Community Plan Advisory Committee of approximately 30 area residents, business and property owners in addition to various city commissioners. The Advisory Committee was charged to conduct focused discussions on areas of community disagreement for the purpose of identifying points of consensus and to clearly define the issues of continued disagreement. The Advisory Committee met eight times between August and November 2009. In January and April 2010 the Advisory Committee met again to present their recommendations to the public and the Council. All Advisory Committee meetings were advertised and open to the public, and a North Glendale Community Plan website posted surveys, exhibits, PowerPoints and minutes from the Committee's meetings. City Council received and adopted the Committee's recommendations in June, 2010 and directed staff to prepare the plan.

Step Three: Writing the Plan

The preliminary draft of the Plan was released in February 2011, and the Advisory Committee convened four times to review it and zoning options for Foothill Boulevard. Many Advisory Committee suggestions for Chapter 3 and Chapter 4 were incorporated into Draft Community Plan, which was revised in June 2011. Staff prepared three alternatives for Foothill Boulevard Zoning to address various concerns raised by the Advisory Committee. Although there was no Advisory Committee agreement on the three options, the Committee did agree that these options reflected the various opinions held by Committee members. There was agreement among most Committee members on all issues except for the issue of height.



5.2 Plan Timeline

2007

August 21 – Report to City Council initiating Montrose Shopping Park workshops
 September-October – Small group discussions and meetings on Montrose Shopping Park
 November 14 – Montrose Shopping Park Community Planning Workshop

2008

January 29 – Report to City Council on Montrose Shopping Park Planning Workshops
 August 26 – Report to City Council regarding La Crescenta Design Guidelines
 October 13 and 20 – Community Planning Workshops at Clark Magnet High School
 December 9 – Report to City Council initiating North Glendale Community Plan

2009

January-May – Small group discussions and meetings on North Glendale
 June 1 and 3 – Community Planning Workshops at Clark Magnet High School
 June 23 – Report to City Council forming Community Plan Advisory Committee
 August 3 – Advisory Committee Meeting - Introduction & Value Statement
 August 17 – Advisory Committee Meeting - Designing the Community
 August 24 – Advisory Committee Walking Tour
 September 14 – Advisory Committee Meeting - Street Design and Mobility
 September 19 – Advisory Committee Walking Tour
 September 21 – Advisory Committee Meeting - Zoning and Design Standards
 October 12 – Advisory Committee Meeting - Zoning and Design Standards, Part 2
 October 26 – Advisory Committee Meeting - Buffers and Neighborhood Boundaries
 November 9 – Advisory Committee Meeting - Single-Family Neighborhoods
 November 23 – Advisory Committee Meeting - Wrap-up

2010

January 25 – Advisory Committee Meeting - Review Draft Recommendations
 April 14 – Advisory Committee Meeting - Review Final Recommendations
 April 26 and 28 – Community Open Houses on Advisory Committee Recommendations
 June 1 – Report to City Council on Committee Recommendations

2011

February 7- Advisory Committee Meeting - Preliminary Draft Community Plan
 February 15 – Report to City Council on Preliminary Draft Community Plan
 March 7- Advisory Committee Meeting - Foothill Blvd & Zoning
 April 11 - Advisory Committee Meeting - Plan Organization/ Chapter 4 Places
 April 25 - Advisory Committee Meeting - Chapter 3 Principles
 May 23 - Advisory Committee Meeting - Foothill Blvd Zoning Alternatives
 June 29 - Community Meeting - Draft Community Plan Presentation
 July- August - Presentations to various City Boards and Commissions
 August 17- Planning Commission's review of Draft Plan
 October 17 - Planning Commission's Formal Recommendation to Council
 November 29 - City Council Adopts Community Plan (Resolutions Nos. 11-228, 11-229, 11-230)
 December 6 - City Council Adopts Implementing Zoning Ordinances Nos. 5761, 5762

5.3 Relationship of Community Plans to other Glendale Policy Documents

California state law requires each city to adopt a comprehensive, long term General Plan to function as a blueprint guiding future development. The North Glendale Community Plan is the first of several community plans which will describe Glendale's future development policy for the city's neighborhoods and districts. It is the intent for these Community Plans to coordinate a wide range of policies from various sources into one cohesive policy document providing specific guidance for future development of North Glendale. While fiscal realities limit the ability of the City to perform a comprehensive update to the General Plan, the City's strategy is to prepare a series of individual Community Plans that will serve to update future development policy for the community plan area, eventually addressing all communities in Glendale. These Community Plans will be incorporated into Glendale's General Plan as they are adopted.

5.3.1 General Plan Elements

State law encourages comprehensive General Plan updates every eight years, although the Housing Element is required to be updated more frequently. Although adopted at different times, all elements of the General Plan are consistent with each other. Each element has an equal status, with no element being more or less important than another. Likewise, state law gives community plans the same status as elements of the General Plan and similar consistency requirements are applicable. A comprehensive General Plan is considered to be current when at least five of the required elements have been updated within the last eight years.

Glendale's comprehensive General Plan is comprised of several elements: Land Use Element, Circulation, Housing, Noise, Open Space & Conservation, Safety, Recreation, Air Quality, Historic Preservation and Community Facilities. Glendale has three specific plans incorporated as part of the General Plan: Glendale Downtown Specific Plan, Town Center Specific Plan, and South Brand Boulevard Specific Plan. Together these plans coordinate future growth in the City by identifying citywide principles, goals, objectives and policies. Glendale has traditionally prepared and adopted General Plan elements independently and randomly, with the exception of the Housing Element.

Suggestions for updating Glendale's General Plan, particularly the Land Use Element, have centered on neighborhood and community planning, directing policies toward characteristics of specific neighborhoods. This would allow for further definition of current land use categories in the Land Use Element which are broad and aimed at citywide implementation. To make the General Plan relevant for directing growth at the neighborhood level and to satisfy state requirements for updating the General Plan, Glendale is reorganizing its General Plan. The reorganization aims to update the Land Use, Circulation, Conservation and Open Space, Recreation, Historic Preservation and Community Facilities Elements to allow creation of community plans aimed at focusing landuse and development policies at the neighborhood and community level. This is in response to public comments that have noted a lack of clear development policy direction at the community level.

5.3.2 General Plan Framework and Community Plans (Comprehensiveness)

While fiscal realities limit the ability of the City to perform a comprehensive update to the General Plan, the City strategy is to prepare a series of individual community plans that will provide development policy for the community plan area, eventually addressing all communities in Glendale. It is the intent for community plans to coordinate a wide range of policies from various sources into one cohesive policy document. These community plans will be incorporated into Glendale's General Plan as permitted by law.

The Land Use Element does not supply strong neighborhood and community level land use policy, particularly policy direction for new development. Over the last thirty years, there has been a steady push by the public to fill this void in neighborhood and community level land use policy as evidenced by periodic discussions of design review, hillside standards and creation of an urban design studio to focus attention on site plan review within a neighborhood context. Community plans are needed to address neighborhood and community level policy, issues and constraints, such as topography, hazards, historic development patterns, impact of neighboring jurisdictions, public service delivery and infrastructure. Community plans provide a means for identifying localized urban design issues, including infrastructure and architecture. Community plans fill the void between citywide policies and lot-by-lot implementation tools such as zoning.

While state law specifies information which must be included in the General Plan, it does not mandate how such information may be included. The following cross reference chart displays how general plan information is incorporated into the Community Plan.

Table 5.3.1

<i>Required General Plan Topic</i>	<i>Discussion in Community Plan</i>
Circulation Element	Section 3.6, portions of Chapter 4
Conservation Element	Section 3.2, Section 3.10
Housing Element	Section 3.2, Section 3.4
Land Use Element	Section 3.2, Section 3.5, portions of Chapter 4
Noise Element	Section 3.11
Open Space Element	Section 3.2, Section 3.8, Section 3.10
Recreation Element	Section 3.8
Safety Element	Section 3.11
Community Facilities	Section 3.6, 3.7, 3.11

5.3.3 North Glendale Community Plan (1974)

The existing North Glendale Community Plan, adopted by Resolution No. 17,639 in 1974, is superseded by and repealed concurrent with the adoption of this Community Plan.

5.3.4 Comprehensive Design Guidelines

The Comprehensive Design Guidelines supplement the Community Plans by providing additional design direction to architects, designers and the Design Review Boards for specific building types, such as single-family residences and commercial buildings. However, the foundational basis for design review should be the vision and goals for each unique neighborhood and district described in Chapter 4 of the Community Plan. As such, where the Comprehensive Design Guidelines are inconsistent with the Community Plan, the Community Plan shall prevail.

5.3.5 Historic Districts

Historic Districts are adopted pursuant to the criteria and procedures established by Glendale Municipal Code, Chapter 30.25 (Historic District Overlay Zone). Historic Districts are subject to the Design Guidelines for Residential Buildings in Adopted Historic Districts and any supplemental guidelines adopted for specific Historic Districts. Within the boundaries of the adopted Historic Districts, these guidelines and the Secretary of Interior’s Standards for Historic Preservation shall prevail over the Comprehensive Design Guidelines.

5.3.6 Glendale's Long-Range Plan

In 2006 the City of Glendale undertook a City-wide effort to identify a long-range plan for directing where the City needs improvements. The long-range plan effort provided opportunities for the public to set priorities for public spending, with the goal being improved service and long-term fiscal health of the City. This program ranked areas needing improvements and made suggestions for program and policy changes. It was noted during the creation of the Long-Range Plan that the policy recommendations would be incorporated into the General Plan as applicable.

5.3.7 Glendale's Quality of Life Indicators

Glendale tracks quality of life indicators to monitor trends and to identify areas that need to be addressed to improve the life for those living and working in Glendale. Quality of life indicators are guides which are intended to give some reflection of the health of the larger community. Demographic data, reports and surveys from within a community's systems are represented and often show changes and trends over time. Indicators are most commonly used to revitalize communities, build community participation, set priorities, and track progress of a community's growth toward reaching and sustaining a healthy environment.

The quality of life indicators will be used in identifying trends about services, finances and systems in a way that is measurable and meaningful to assess the overall health of the community. In turn, General Plan policies can be tailored to address these trends and issues facing Glendale to find solutions toward building a sustainable, healthy environment for future generations. Various wellness-related issues are addressed in Sections 3.2, 3.6, 3.8, 3.9 and 3.11.

5.3.8 Greener Glendale Plan

The City is creating a Greener Glendale Plan which will serve as a climate action plan for Glendale. The Greener Glendale Plan is a multi-phased report, the first phase of which is the 2010 Report, a document that identifies existing City sustainability efforts. The 2010 Report was completed in November 2010. Presently, the Greener Glendale Plan for Municipal Operations is scheduled for adoption by the City Council in November 2011 and includes greenhouse gas (GHG) inventory for municipal operations and policies and programs for GHG reduction. A Greener Glendale Plan for Community Activities is presently being drafted and includes a GHG inventory for community actions. Adoption of the Greener Glendale Plan for Community Activities is anticipated in February 2012. The GHG inventories, policies and programs for GHG reduction fulfill climate action plan requirements under AB32 (2006). The North Glendale Community Plan is consistent with Greener Glendale Plan GHG reduction and policies promoting sustainability generally addressed in Sections 3.5, 3.7, 3.8, 3.10 and 3.11.

5.3.9 GWP Strategic Plan

In 2009, Glendale Water and Power (GWP) completed the GWP Strategic Plan, a document that provides direction for future water and power service in Glendale. The GWP Strategic Plan aims at stabilizing rates while developing and implementing new strategies to meet supply, infrastructure, system, personnel, and other business needs associated with running a public utility. The plan starts by laying the foundation for new and expanded initiatives such as our transition to the smartgrid, greater reliance on renewable energy, expanded water and energy conservation efforts, new high-tech water purification systems, more technologically advanced generation systems, and significant reductions in greenhouse gas emissions. The GWP Strategic

Plan was developed through a collaborative effort of customers, stakeholders and GWP employees to ensure that it reflects the needs of Glendale.

The North Glendale Community Plan addresses utility service on a broad policy level, consistent with the General Plan, and included generally in Section 3.7. The North Glendale Community Plan is consistent with the citywide utility policy goals expressed in the GWP Strategic Plan.

5.3.10 Bikeway Master Plan

The Bikeway Master Plan was adopted in 1995 and is being revised in 2010-2011. The purpose of this plan is to identify locations where capital improvement of bikeway and pedestrian improvements should be implemented to improve public safety and mobility. Bikeways identified in the North Glendale area are included in Sections 3.6 and 3.8.

5.3.11 Urban Water Management Plan

In July 2001, Glendale adopted its Urban Water Management Plans (UWMP). UWMPs are prepared by California's urban water suppliers to support their long-term resource planning and ensure adequate water supplies are available to meet existing and future water demands. Every urban water supplier that either provides over 3,000 acre-feet of water annually or serves more than 3,000 or more connections is required to assess the reliability of its water sources over a 20-year planning horizon considering normal, dry, and multiple dry years. This assessment is included in the UWMP, which are to be prepared every 5 years and submitted to the Department of Water Resources.

The North Glendale Community Plan is consistent with the UWMP, since this community plan will not increase densities above levels currently anticipated in the General Plan. Infrastructure and sustainable resource planning is addressed in Section 3.7.

5.3.12 Trails Master Plan

The City currently has over 5,000 acres of open space available to Glendale residents and a trails master plan to coordinate a trail system within these open space areas. In January 2008, following several public workshops, the Parks, Recreation and Community Services Department completed a review of the existing trail systems within Glendale's three major open space areas: the San Rafael Hills, the San Gabriel Mountains (Deukmejian Wilderness Park) and the Verdugo Mountains. At public workshops residents reviewed the City's existing trail system and analyzed the feasibility and costs of further developing an interconnecting network of trails. Recommendations were made by a variety of trail users including hikers, mountain bikers, and equestrians. Detailed trail maps of the Verdugo Mountains, San Gabriel Mountains, and San Rafael Hills were completed, which reflected the community's recommendations for new trail locations and include provisions for multi-purpose trails (pedestrian, bicycling and equestrian) as part of Trail Master Plan recommendations.

The San Gabriel Mountains area and a portion of the Verdugo open space areas and proposed trail improvements are located within the North Glendale Community Plan area. The San Gabriel Mountains Area (Deukmejian Wilderness Park) includes trail priorities for Wilderness Park connections to the Crescenta View Trail to Dunsmore Canyon Trail, rehabilitation of the "Lost Bridge Trail," and a trail link from Dunsmore Canyon to the Rim of the Valley Trail. An accessible trail from the main parking lot of Wilderness Park to the "Meadow" and establishment of a connector trail and new park entrance on Boston Avenue are also identified as priorities in the Trail Master Plan. The Verdugo Mountains Area shows generalized locations for the Mountain

Oaks Trail, the Riparian Trail, and the Lower Elevation Connector. In addition, it identifies the Lower Woodlands Trail through the Verdugo Mountains Open Space Preserve as a priority for trail development. The North Glendale Community Plan references the approved Trail Master Plan for consistency and shows trail connections in Section 3.8.

5.3.13 Safe and Healthy Streets Plan

Reorganization and update of General Plan elements to incorporate sustainable policies is a goal for Glendale should funds become available, including updates to transportation policies. Creation of a Mobility Element to modify the General Plan Circulation Element would complement sustainability efforts and provide a central document to coordinate various levels of transportation policy affecting Glendale, including but not limited to local, regional, state, federal, special district, and other public and private agencies. Glendale has a multitude of documents affecting transportation policy (Circulation Element, Bikeway Master Plan, trails network, capital improvement plan (CIP), etc.), however, there is a lack of coordination among them. The Safe and Healthy Streets Plan is intended to coordinate local pedestrian and bicycle policies so that these, in turn, can be incorporated into the General Plan so projects consistent with these policies may be made eligible for funding and implementation. Identification of pedestrian and bicycle policies, as well as automobile and public transit policies, are part of a strategy to comprehensively plan for multi-modal improvements, also known as complete streets and defined in the Circulation Element.

Community Plans provide the ideal opportunity for coordinating pedestrian and bicycle policies for neighborhoods as shown in Section 3.6. While the Safe and Healthy Streets Plan will coordinate pedestrian and bicycle policies citywide, the community plans will provide the tool to integrate those plans in the fabric of individual neighborhoods. The North Glendale Community Plan will address multi-modal transportation options as required by recent complete streets legislation. Development of community plans includes many opportunities for public participation in development of each plan. Public outreach efforts for community planning allow local residents, businesses and property owners to tailor transportation policies to reflect local community needs. Urban design and public infrastructure issues such as pedestrian orientation, streetscape, infrastructure improvements, and architectural design which impacts the effectiveness of pedestrian and bicycle facilities are addressed in Chapter 4.

5.3.14 Consolidated Plan

The 2010-2015 Consolidated Plan is the primary planning document that the Federal Department of Housing and Urban Development (HUD) uses to measure the City's effectiveness and to approve the submission of Annual Plans and other funding applications to HUD. The Annual Plans are comprised of specific projects Glendale plans to implement to meet the objectives of the Five-Year Consolidated Plan. The Consolidated Plan, as one of its basic tenants, requires an extensive community needs assessment and citizen participation process. Therefore, the City provided a variety of opportunities for residents to provide input which resulted in 1,318 residents and community members providing direct input into the identification of program priorities. The 2010-2015 Consolidated Plan involved an updated data analysis to observe current demographic and other trends in Glendale. Combined, the citizen participation and data analysis provide the basis from which the five-year strategy is developed. Although the Consolidated Plan serves as the City's blueprint for the types of community service and housing programs and projects the City commits to fund through block grants to meet its priority community needs over the next five years, it is designed by HUD to be flexible. As priorities change, or new opportunities arise, the plan can be amended. In addition, each year, the City

submits a new Annual Action Plan, which only generally must be consistent with the Five-Year Plan.

The City's Housing Element provides guidance for many of the housing-related programs identified in the Consolidated Plan. While the Housing Element's primary focus is on long-range housing policy and programs to ensure those policies are in compliance with state housing law, the Consolidated Plan provides a tool that can be used to implement the Housing Element since it directs policy, as well as funding, for certain housing projects. Housing policy is addressed in Section 3.4.

5.4 County Planning and Coordination with Neighboring Jurisdictions

Preparation of the North Glendale Community Plan included participation and consideration of the efforts of neighboring jurisdictions. Glendale planners met with planners from the City of Los Angeles and met with members of the Crescenta Valley Town Council who were invited to attend outreach meetings concerning the development of the community plan. Glendale planners discussed the project with planners from the Department of Regional Planning. Glendale met with representatives of the Glendale Unified School District for schools in the Crescenta Valley to discuss their concerns, as well. The North Glendale Advisory Committee included members who lived in the Crescenta Valley, outside the City, out of concern that this plan address relationships throughout the Crescenta Valley and be truly reflective of local opinion and to receive broad-based local support. Section 3.1 shows the jurisdictions in the Crescenta Valley.

5.4.1 Los Angeles Local Agency Formation Commission (LAFCO)

LAFCO identifies the Sphere of Influence for cities within Los Angeles County. The Sphere of Influence identifies the areas of influence of local governments. Many unincorporated areas may fall under the influence of an adjacent jurisdiction and LAFCO may have identified such relationships. For the Crescenta Valley, unincorporated sections of Montrose have been identified within the Sphere of Influence for Glendale. Should unincorporated areas wish to incorporate, they would be directed by LAFCO to annex to the jurisdiction with the Sphere of Influence over its area.

5.5 Regional Planning

5.5.1 Southern California Association of Governments (SCAG) Compass Blueprint

Glendale falls under the purview of the SCAG Metropolitan Planning Organization (MPO), which is responsible for regional planning for Los Angeles and neighboring counties within this region. For many years Glendale was part of SCAG's Arroyo-Verdugo sub region, but now is affiliated with the San Fernando Valley sub region, a newly formed unit that will cover regional issues at a local level. Two main regional transportation planning efforts managed by SCAG are the Regional Transportation Plan and the Compass Blueprint. While the Regional Transportation Plan serves to coordinate regional transportation projects for local, state and federal funding and prioritization, the Compass Blueprint focuses on local policy actions to improve quality of life, including transportation and air quality.

In 2004 SCAG identified a need for a blueprint for regional growth to address these challenges and provide for livability, mobility, prosperity, and sustainability for the future. Compass Blueprint represents a plan that, with only modest changes to development patterns, can point

the region toward maintained and improved quality of life. The Compass Blueprint process included a technical analysis of growth options. The Compass Blueprint is a proactive approach to planning and managing growth to create the types of communities where people want to live, work and play.

SCAG is responsible for implementing regional strategies to achieve statewide goals for greenhouse gas reduction, transportation, housing and other state issues. Additionally, Glendale is working with SCAG to implement their Sustainable Communities Strategy as required by SB 375 (2008) as part of addressing impacts to climate change required by AB 32 (2006). A Sustainable Communities Strategy (SCS) requires coordination of housing and transportation for reductions in greenhouse gases on a regional scale. SCAG is presently drafting their SCS and it is unknown to what extent, if any, Glendale will modify local policies to meet regional objectives. However, Glendale is currently developing a Greener Glendale Plan that will serve as Glendale's climate action plan (CAP) as required under AB 32 and which will identify local actions and programs for greenhouse gas reduction.

Glendale has been following a clear eight point strategy for implementing SCAG's Compass Blueprint strategies. These strategies are also consistent with broader sustainability policies which encourage more efficient use of resources and are discussed elsewhere in this document. Glendale's eight points for implementing SCAG's Compass Blueprint regional strategy include:

- 1) **Create An Urban Growth Boundary.** Since 2003 Glendale has purchased tracts of open space in hillside where access and urban services are unavailable or costly to expand.
- 2) **Focus Growth Downtown.** In 2006 Glendale adopted the Downtown Specific Plan (DSP) which encouraged growth of commercial, residential and mixed-use development by increasing densities to up to 187 units per acre. This form-based document encourages good design, while placing density along established transportation and transit corridors and in proximity to employment opportunities.
- 3) **Get People Out of Their Cars.** In 2007 Glendale adopted the Downtown Mobility Plan, a progressive transportation plan that encourages a variety of multi-modal transportation strategies to increase mobility in Downtown Glendale. Compass blueprint strategies such as encouraging transit-supporting densities and opportunities for pedestrians and bicyclists, in addition to cars, provides for more efficient transportation and options.
- 4) **Provide Housing For All.** Glendale has a Housing Element that is in compliance with state law and provides for a variety of housing to meet regional housing needs.
- 5) **Promote Public Health.** Glendale has a Safe and Healthy Streets Plan, prepared for the purpose of improving public health through safe walking and bicycling policies.
- 6) **Strengthen Neighborhoods.** Glendale has undertaken several neighborhood revitalization projects including Adams Square and East Garfield neighborhoods. Revitalization projects encourage removal of blight, perform infrastructure upgrades and encourage private investment into existing neighborhoods, thereby encouraging economic development and infill in urban areas.
- 7) **Focus on Neighborhood Planning.** The creation of community plans as part of the General Plan Update addresses planning at the neighborhood level. The neighborhood plans bring

regional planning into practice at the local level through policies for land use, urban design, mobility, housing and sustainability.

- 8) **Translate Policy into Practice.** The Urban Design Studio was formed in 2006 to provide design expertise. The Urban Design Studio focuses on architectural design, urban design, historical preservation and transportation planning to augment traditional city planning functions.

5.5.2 Regional Transportation Plan (RTP)

The Southern California Association of Governments adopts Regional Transportation Plans (RTP) on a periodic basis to provide a framework to address regional transportation and related challenges such as poor air quality. The 2008 RTP identifies strategies that preserve and enhance the existing transportation system and that integrate land use into transportation planning. Beginning in the 1980s, a major shift occurred in the SCAG region away from building roadways and into transit projects and services. Between 2000 and 2005, regional transit use increased by more than 16 percent. SCAG is presently drafting a new RTP.

North Glendale Community Plan is consistent with the 2008 RTP goal of improving transportation options within the existing system. Additionally, improvements to walking and bicycling facilities dovetail with statewide efforts to reduce greenhouse gases (GHG), another challenge to transportation in our region. Safe and Healthy Streets Plan efforts to improve facilities and increase pedestrian and bicycling activities provide for location implementation of regional RTP policies.

5.6 State Planning

5.6.1 Safe Routes to School (SR2S)

The purpose of this program is to provide funding for construction projects that will result in improved safety for students who walk or bike to school. Improvements must be made on public property. Eligible activities may include those related to pedestrian facilities, traffic calming, traffic-control devices, bicycle facilities, or public outreach/education. The goals of the program are to reduce injuries/fatalities among school children and encourage increased walking/bicycling among students. As part of Caltrans' SR2S Program, the City applied for and received grants to make safety-related improvements. It is the long-term goal of the City to evaluate and apply for SR2S funds for every eligible school in the City. Support of Safe Routes to School is included in Section 3.6 and in Chapter 4.

5.6.2 Local Sustainability Planning and Climate Change (AB 32, SB375)

California adopted SB 375 to require preparation of Sustainable Community Strategies as a method for implementing AB 32 on a regional level. The stated goal of a Sustainable Communities Strategy is to link transportation and housing policy to reduce vehicle trips, a major contributor of greenhouse gases. SB375 requires that there be a link between housing policy and transportation policy, which will be accomplished by linking the process for the Housing Element and the update of the Regional Transportation Plan (RTP). The Southern California Association of Governments (SCAG) has adopted a target reduction of 8% for greenhouse gases (GHG) as required by SB375, although it is unclear at this time how SCAG will address this reduction target in Glendale. The Greener Glendale Plan in Section 5.3.8 provides information concerning the City's GHG reduction and sustainability planning documents.