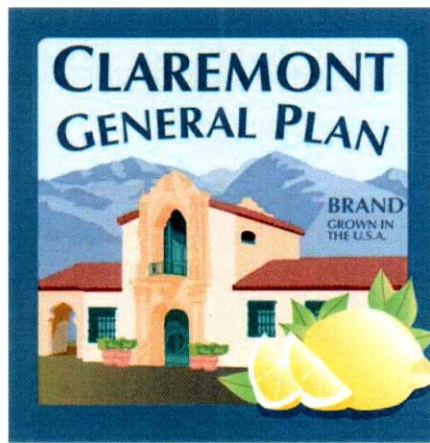


CHAPTER I

INTRODUCTION



THE CITY OF CLAREMONT

GENERAL PLAN

1 CHAPTER I INTRODUCTION

Claremont General Plan

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Sustainability Icon

The leaf icon identifies goals and policies involving sustainability (see example). The leaf signifies that the concept of sustainability – either economic, environmental and/or social – is promoted by that particular goal and policy.

1

CHAPTER 1 INTRODUCTION

Claremont General Plan

Claremont: A Model for Sustainability

Claremont didn't happen by accident. The City is a result of foresight and planning.

When Claremont embarked on a comprehensive update of its General Plan in 2004, this phrase was expressed independently by many Claremont residents, City staff, and community leaders. People in Claremont recognize and treasure the long-range view adopted by our City's founders and the visionaries who have continued to shape how Claremont looks, functions, and feels. This foresight and planning continue with this General Plan. Through a comprehensive process to identify our vision for the twenty-first century, we have crafted this Plan to guide decision-making about development, resource management, public safety, community services and programs, and the general quality of life in our City.

Foresight requires that we look into the future to determine the needs of the Claremont community. Inherent in our long-range view, expressed in the Community Vision, is the concept of *sustainability*. We place significant value in planning for tomorrow's Claremont - by conserving our natural resources, protecting our culture and heritage, meeting the housing and community service needs of a diverse demographic, and preserving our quality of life.

Planning is accomplished by establishing goals and policies consistent with our Vision and by defining specific actions we will take to achieve community objectives. This General Plan provides that path.

Sustainability

You take my house when you do take the prop
That doth sustain my house; you take my life
When you take the means whereby I live.

- William Shakespeare, *The Merchant of Venice*

The concept of sustainability has gained increasing public attention since the environmental movement began in the 1960s. However, as William Shakespeare noted over 400 years ago, the props that sustain our houses sustain our lives, or, in a broader sense, the land, water, energy, open space, economy, and culture that sustain our community support our neighborhoods and our way of life in Claremont.

Many economic, social, and environmental organizations have adopted the concept of sustainability as a guiding principle. As a City, we embrace sustainability as a fundamental planning tool. We define sustainability as follows:

Sustainability. - *The ability for the City and residents of Claremont to meet the needs of the present economy, society, and environment while preserving the ability of future generations to meet their needs.*

In this definition, we include *economy* because we depend upon the strength of local businesses and institutions to provide employment and generate the revenue that support our community and the services the City provides. *Society* is highlighted because the concept addresses our culture, heritage, and the social elements that establish our identity as individuals and as a community. *Environment* forms the important third side of this triangle, as we depend upon nature's limited resources to provide the air, water, energy, and open spaces fundamental to life.

Sustainability within Claremont's General Plan emphasizes preservation of our lifestyles, heritage, diversity, institutions, businesses, hillsides and other open spaces, the cooperative spirit of individuals and community groups, and above all, our neighborhoods. Establishing sustainability as one of the main goals for Claremont ensures progress that places equal value on our economy, society, and the environment.

The concept of sustainability is used throughout this General Plan. To help identify goals and policies involving sustainability, a leaf icon is shown (see example). The leaf signifies that the concept of sustainability related to the environment, economy, and/or society is incorporated into that particular goal and policy.

Sustainability Processes at the Local Level

Environmental

- Respect carrying capacity
- Conserve and recycle resources
- Reduce waste

Economy

- Sustain economic growth
- Maximize private profit
- Expand markets
- Externalize costs

Society

- Increase self-reliance
- Satisfy basic human need
- Increase equity
- Guarantee participation and accountability
- Use appropriate technology

Source: Sustainability and Cities, Peter Newman and Jeffrey Kenworthy, 1999.



Sustainability Icon

Claremont Tomorrow – Our Vision

Through an extensive community engagement process initiated in 2004 and continuing through 2005, the City learned how residents, the business community, and our institutions envision Claremont. Based on this direction, decision-makers have set the course on how this General Plan will create the Claremont of tomorrow. This Vision Statement provides the foundation for the General Plan and the basis for the goals and policies.

Claremont's Community Vision

We Are Claremont

Nestled at the base of the San Gabriel Mountains, Claremont is a residential community and home to the renowned Claremont Colleges. Its unique characteristics and environment are a result of careful and deliberate planning that has produced our City's:

- Distinct neighborhoods
- Protective environment
- Status as a leading center of learning, with excellent public and private primary and secondary schools
- Feeling of being a village within a metropolis
- Pedestrian-friendly surroundings
- Strong historic preservation efforts
- Tree-lined streets, well-planned parks, and open spaces
- Small, thriving commercial and industrial clusters
- Community of passionate and active volunteers

We treasure Claremont, and this Vision Statement identifies ideals we work toward.

Where We Live

Claremont distinguishes itself through its cohesive collection of distinct, well-maintained, and safe neighborhoods, and by our character as a diverse residential, college, and business community. Designed to human scale, our buildings promote the aesthetic enhancement of public spaces through design. These features contribute to the pedestrian experience and the livability of our City. Transportation gateways create strong entry statements, reflecting the character of our City.

Claremont General Plan Vision Statement

This Vision Statement was crafted by the Citizens' Committee for Claremont, Vision Subcommittee and ratified by City leaders in 2004.

How We Preserve Our Heritage

New development and redevelopment builds on our history with appropriate and compatible design to renew and reinvigorate neighborhoods and business districts. Our commitment has led to stable, well-maintained residential neighborhoods, a thriving commercial Village and other commercial centers, attractive landscaped environments and college campuses, outstanding public art, and vibrant retirement communities. Through quality architectural design and landscape integrity, we encourage new development to respond to and enhance the surrounding physical environment.

How We Maintain Our Diversity

We maintain our vitality, sense of community, and tradition. We attract a diverse population by fostering an inclusive, multi-generational, and economically and ethnically diverse city. We achieve diversity through public/private partnerships, programs, and policies. Residents have varied housing needs, reflective of all stages in life and income levels; our City's land use policies facilitate many housing types throughout the City to meet these needs. To improve neighborhoods, our City encourages the repair and use of the existing housing stock.

How We Provide for Our Needs

Our City achieves balance with sustainable economic development and redevelopment initiatives that support the tax base required for current and future needs. We encourage a diversity of commercial and industrial businesses that allow individuals to both live and work in Claremont. Because of the important relationship and interaction between the City and The Claremont Colleges, we have embraced these institutions of higher learning as an economic and educational resource that attracts clean, environmentally friendly, and diverse knowledge industries. Claremont uses its limited land resources strategically for the benefit of current and future residents and businesses. We encourage mixed-use development and the reuse of developed properties, balancing our respect for nature, sustainability, and private property rights. Through collaborations, involvement, and cooperation with internal and external resources, Claremont is adequately prepared to meet and address public safety issues. Police, fire, and other emergency response services are excellent.

How We Nurture the Individual

Claremont takes advantage of the will and spirit of its residents to collaborate and partner with all community groups. This cooperative spirit produces a rich variety of parks, recreational opportunities, cultural activities, and public art which are inclusive, accessible, and innovative. These efforts build and sustain our community while meeting the diverse needs of individuals, families, and groups. We

foster life-long growth, learning, and the well-being of community members of all ages. Our excellent library facility helps foster this learning.

How We Protect Our Natural Environment

The City leads the region in creating a legacy of natural and built open space for future generations. The irreplaceable natural resources and viewsheds, including the hillsides, serve as a distinguishing community feature. The continued existence of natural open space within our City is crucial to the distinctive character of Claremont, to its sense of place, and to providing visual relief from the built environment. Natural open spaces create beauty; recreational and educational value; provide refuge for native plants, animals, and their ecosystems; and sustain our cultural and environmental history. Claremont values developed open spaces that enhance the City's visual character and provide opportunities for mental and physical recreation. Located throughout the entire community, developed open space areas include easily accessible parks and walking/bicycle paths and trails. Campuses and a network of greenways and view corridors link our open spaces.

How We Get Around

Traffic flows smoothly throughout the community, and traffic-calming measures work to lessen the impacts of traffic in our neighborhoods. Development accommodates transit needs in the design of the built environment. Universally accessible transit connects our neighborhoods, schools, parks, and commercial and industrial areas. Convenient public transit and pedestrian connections provide that once someone arrives in Claremont, use of the automobile becomes an option rather than a requirement. Our City has appropriate parking to meet the needs of commercial and institutional uses. We recognize that Claremont is interconnected to the region and is easily accessible to regional, national, and international land, sea, and air transportation systems. Our City engages in cooperative planning with surrounding cities and counties to solve circulation problems arising from regional growth. Regional rail transit influences land use in Claremont and has had a positive, significant effect on development patterns for housing, public spaces, and commercial and industrial areas in the City.

How We Sustain Our Community

Claremont recognizes its long-term obligations to future residents by simultaneously promoting ecological health, economic vitality, and social well-being. Claremont has embraced sustainable "green" principles, and promotes and encourages developments that conserve natural resources. New development includes environmentally sustainable construction and landscaping that is integrated into the established network of parks, trails, and schools that unites neighborhoods. Through planning and land-use practices, we protect

groundwater, watersheds, and mineral deposits. The City conserves its limited natural habitats and the diverse native plant and animal communities within them. Claremont's long-standing tradition of planting street trees and maintaining our urban forest sets our City apart from others.

Community governance sustains our traditions of open participatory government and cooperation among local, state, and national bodies. We have achieved the balance between our shared community values and the respect for private property rights. We have developed new governance and information technology models to ensure participation, inclusion, and accountability. Residents are informed, active, and constructive in collaborating to resolve common issues. Governing bodies listen, respond appropriately, and provide creative leadership.

How do we imagine the Claremont of tomorrow? As part of the General Plan program, the City undertook a substantial public outreach program to understand community values and to establish a new General Plan policy foundation based on those values. The outreach effort arose from Claremont's long-standing practice of involving its citizenry in important policy discussions. The outreach program was multi-faceted and included the components described below.

Formulating Our Vision

In formulating our Vision, an extensive outreach process was conducted that enabled hundreds of Claremont residents and the overall community to participate. Several committees were formed to identify issues and a preliminary vision. Workshops were held to introduce concepts to the general public. Innovative outreach tools were used, including Visioneering, a community survey, and the Internet.

Citizens' Committee for Claremont

The Citizens' Committee for Claremont (CCC), composed of almost 100 Claremont residents and other community representatives, worked together to craft the Community Vision for the Claremont General Plan. The CCC met four times (on May 1, July 29, and October 20 in 2004, and on May 4, 2005) as a large group to discuss general issues of concern and to present recommendations.

Citizens' Committee for Claremont Subcommittees

As part of the visioning process for the General Plan, the City formed seven topic-based subcommittees and one Vision Subcommittee composed of CCC members:

- Land Use/ Economic Development
- Circulation/ Mobility
- Public Safety/ Noise
- Community Design/Historic Preservation
- Housing and Neighborhoods
- Hillsides/Open Space/Conservation
- Parks, Recreation, and Community Facilities

These topic-based subcommittees were charged with identifying issues relevant to their topic, as well as policy direction to be incorporated into the General Plan. They also drafted the vision for their topic that can be found at the beginning of each Element.

The Vision Subcommittee, comprised of one representative from each of the topic-based subcommittees, had the task of developing the overall Community Vision for the Claremont General Plan. For inspiration, the Vision Committee used the topic-based visions. The Community Vision and topic-based visions were affirmed by the CCC, General Plan Advisory Committee, Planning Commission, and City Council.

Visioneering

To reach out to a broader community, the City used an innovative approach called "Visioneering." Claremont residents had the opportunity to participate in the planning process by becoming volunteer facilitators, or Visioneers. More than 20 Visioneers representing a cross-section of Claremont were trained to solicit and document public input into the General Plan process through a series of facilitated workshops.

Community Festivals

Three Community Festivals were conducted in 2004 and 2005 as part of the General Plan update program. On September 11, 2004, the City conducted a festival aimed at identifying community issues and ideas for Claremont's future, and to solicit comments on the CCC's draft Vision Statement. Held at Blaisdell Park in south Claremont, the event was attended by over 400 people.

On March 21, 2005, the second Community Festival showcased a "test drive" of potential development scenarios for targeted sites in Claremont.

On November 30, 2005, the third Community Festival presented the preliminary Draft General Plan to the Claremont community. The general public was invited to review the preliminary Draft General Plan and submit comments to City staff. Subsequently, the Draft General Plan was presented to the subcommittees and City Commissions for review. Their comments were also incorporated into the General Plan.



Claremont General Plan Community Festival

Residents single out traffic issues on Claremont streets by marking up a map of the City. Over 400 people attended the first Community Festival on September 11, 2005. The intent of the festival was to identify community issues the General Plan should address and ideas to be incorporated into the Plan.

General Plan Advisory Committee

The General Plan Advisory Committee (GPAC), consisting of representatives from each CCC subcommittee and members of the Planning Commission and each of the City's other five commissions, met ten times to discuss all General Plan topical issues. The GPAC discussed major issues, reformulated goals and policies, and determined land use alternatives that were recommended to the Planning Commission and City Council.

City Council/Planning Commission Meetings

Prior to formal public hearings on the General Plan, five meetings were held with the Planning Commission/City Council to explore a range of issues related to the General Plan and the Vision. Discussions about Claremont's housing needs were a critical element in all discussions. The meetings were held on April 20 (Planning Commission only) and November 16 of 2004, and May 17, June 7, and June 30 of 2005 (joint meetings).

Focused Group Meeting

To reach residents for whom English is not their first language, a focused group meeting was conducted in Spanish at Wheeler Park. Participants confirmed that they value the family-oriented neighborhoods in Claremont and take pride in maintaining their homes.

South Claremont Meeting

A focused workshop was held for residents of south Claremont to help clarify land use alternatives for the southern portion of the City, as well as identify the general direction the residents were interested in pursuing with regard to traffic calming, public facilities, pedestrian safety, and high-density housing. A primary concern expressed by residents was that affordable housing be located throughout Claremont and not concentrated in the already higher density south Claremont neighborhoods.

Survey of Residents

The City conducted a survey of residents as part of the General Plan program. Four hundred randomly selected adult residents participated in the survey between August 17 and September 2, 2004. The survey sample was selected to be representative of the adult population in the City on key demographic traits. Survey respondents were asked a range of questions, including their opinion on the need for and the appropriate type of affordable housing.

General Plan Website

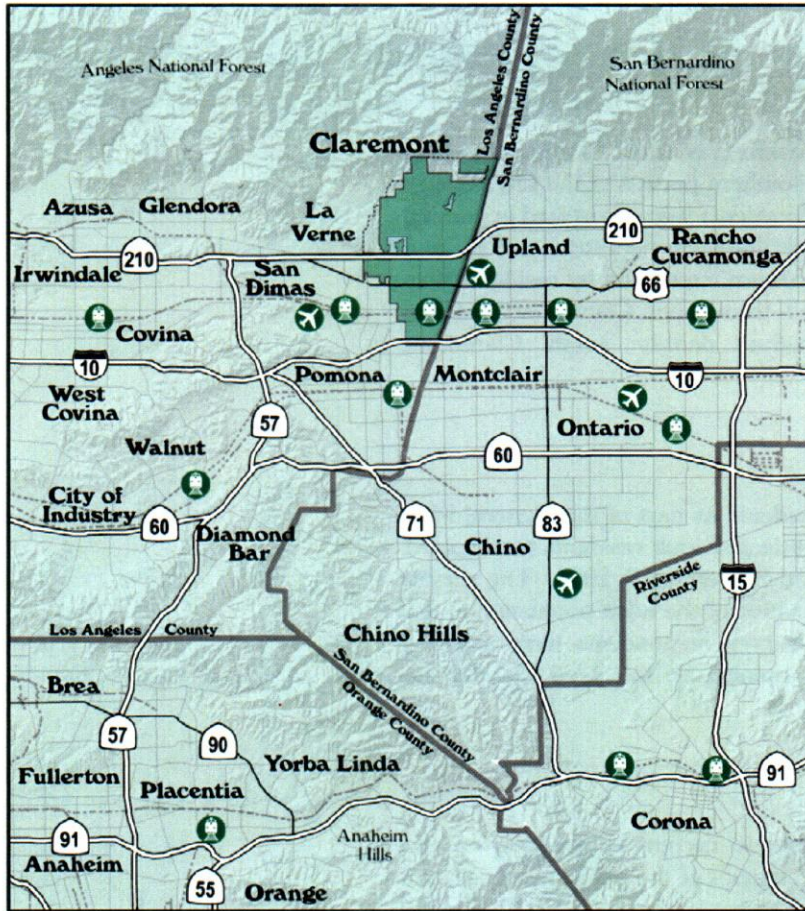
The City utilized its website to provide current information on the General Plan update program. Summaries of the public meetings and information on program progress were posted for review. The public was asked to comment on various aspects of the program during its formation.

Our Context for Planning

Geographical Context

Claremont is located in the San Gabriel Valley, within the eastern portion of Los Angeles County. The City shares its boundaries with the cities of Upland, Pomona, La Verne, and Montclair, and the County of San Bernardino. Two freeways - the 10 Freeway and the 210 Freeway - traverse the City east to west, providing regional linkage via the automobile. Claremont is also regionally connected by Metrolink, a

commuter rail system that connects Claremont to San Bernardino and other communities to the east, and to Downtown Los Angeles (Figure 1-1). Claremont is also located near four airports: Cable Airport, Brackett Field Airport, Chino Airport, and Ontario International Airport.



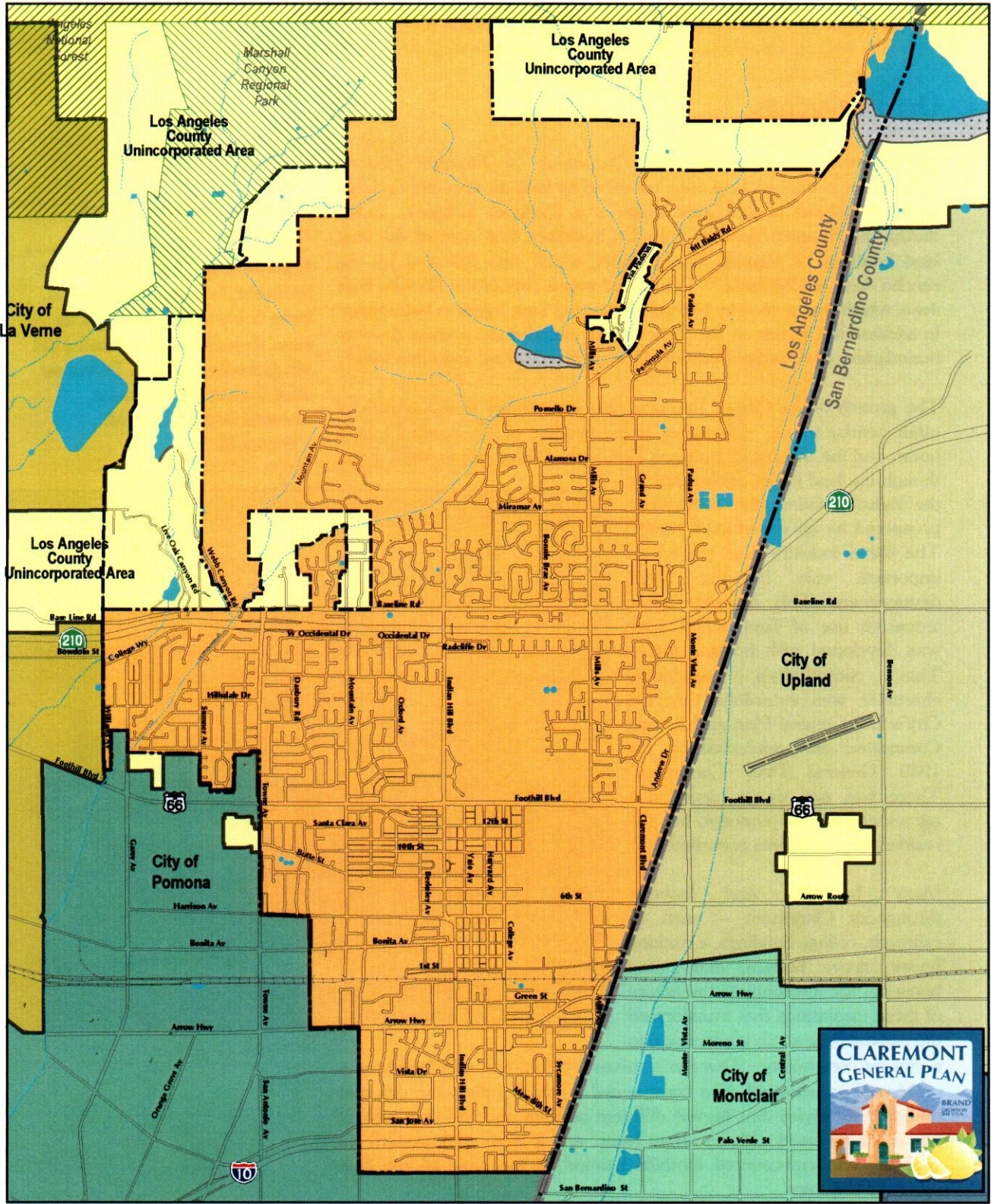
**Figure 1-1
Regional Map**

Claremont is traversed by the 210 Freeway and 10 Freeway, located near four airports, including the Ontario International Airport, and is along the San Bernardino Line of the Metrolink commuter rail system.



Planning Area

This General Plan addresses not just lands within the City's corporate limits, but also unincorporated Los Angeles County properties surrounding Claremont, within its so-called sphere of influence. In this General Plan, the combined City area and sphere of influence are termed the "planning area," illustrated in Figure 1-2. While properties within the sphere of influence are under the jurisdiction of Los Angeles County agencies, these properties bear a critical relationship to Claremont's planning activities. One day, these properties may become part of the City proper, and planning for service extensions, integrated infrastructure, and high design quality is timely and prudent.

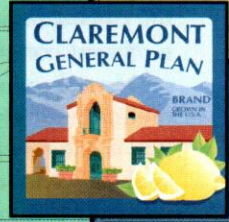


- Jurisdictional Boundaries**
- City of Claremont Incorporated Area
 - City of Claremont Sphere of Influence
 - Los Angeles and San Bernardino County Boundary
 - Unincorporated County Areas
 - Other Cities
 - Los Angeles National Forest
 - Marshall Canyon Park

Source: City of Claremont, 2005.



Figure 1-2
Claremont Planning Area
 CLAREMONT GENERAL PLAN



Our Beginnings

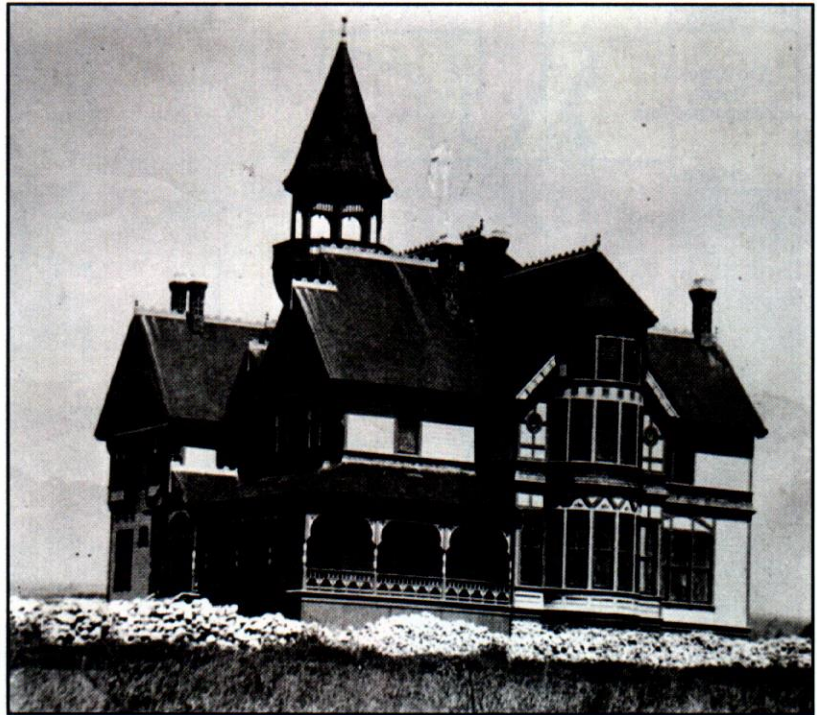
As recorded in Judy Wright's *Claremont: A Pictorial History*, "Claremont is built on land once inhabited by Indians who were related to the Shoshone of the Great Basin area (Serrano Indians). Later, during the Spanish-Mexican period, Claremont was part of the vast land holdings of Mission San Gabriel, which was followed by the rancho days of California."¹ Claremont was a part of the Rancho San Jose, which was owned by Ricardo Vejar and Don Ygnacio Palomares. In addition to Claremont, the Rancho also included the present day city boundaries of La Verne, Pomona, Walnut, San Dimas, and Glendora.²

The growth of the City of Pomona also contributed to the growth of other nearby towns. Claremont is the product of the Santa Fe land boom and the moving of Pomona College to Claremont in 1888. Even though the land boom anticipated by the railroad failed, the community prospered as an educational center. The citrus industry also played an important role in the City's development. This industry made extensive use of land, which later was developed with housing tracts. The community's residential character was established by the City's first General Plan and Zoning Committee, and reinforced by the 1969 General Plan Committee. There was not always unanimous agreement on this concept, but the residential proponents prevailed.

Many buildings and features throughout Claremont — such as railroads, college buildings, a packing house, grove houses, and pump houses — are testimony to the nature of those institutions that transformed the coastal sage scrub landscape into a vibrant community. There is a mixture of old and new buildings — residential, educational, and commercial — which reflect the different architectural styles that served different periods and function. All of this is interspersed with an urban forest and a large park system, as well as chaparral-covered foothills nestled at the base of the San Gabriel Mountains.

Pomona College's First Building

To give the appearance of a booming town site in Claremont, the Claremont Hotel was built. During the land bust in the late 1880s, the unused Claremont Hotel and surrounding land were given to Pomona College. The hotel was named Claremont Hall and served as classrooms, dorm, and dining hall.
— Wright, p. 68.



¹ Judy Wright. *Claremont: A Pictorial History*, 2nd ed. (Claremont: The Claremont Historic Resources, 1999), p. 5.

² Wright, p. 8.

City Planning in Claremont

Such a setting has provided impetus to residents who want to maintain Claremont's identity and character. Since Claremont's beginnings, citizens have focused on city planning as a way to protect the environment. Even in the early days before incorporation, those participating in the community's informal mode of governance, the Town Meeting, showed concern about the visual appearance of the town. Builders were requested to put houses, barns, and other buildings "well back from the street". The Board of Trade, a forerunner of the Chamber of Commerce, was asked to prepare Claremont's first city plan in 1908, one year after the City was incorporated.

As the City Beautiful movement spread across the country following the 1893 Columbia Exposition in Chicago, Claremont's planning efforts came of age. During 1924, the Chamber of Commerce appointed the first Claremont Planning Commission, allocated \$500.00 for an "artistic" city plan, and hired David Allison and Charles Cheney to develop that plan.

Twenty years later, Claremont residents anticipated the kind of growth pressure that postwar activities in California would cause. Again, the Chamber of Commerce took the lead in 1944, creating the Postwar Planning Committee. This 77-member committee worked for over a year and made the following recommendations that laid the groundwork for planning decisions for subsequent decades: a street tree program, the creation of a Parks and Recreation and Street Trees Commission, the tightening of Claremont's zoning ordinance, a proposal for a community park, business district improvement, and street and public safety planning. The strength of the Planning Commission and the 1944 Postwar Planning Committee placed Claremont in a strong position to accept the kind of growth it deemed desirable.

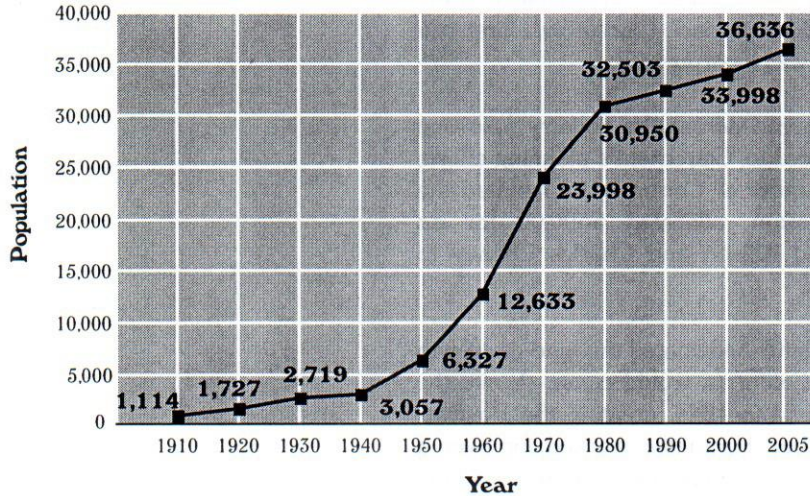
During the early 1950s, residents thought that the City needed additional legal tools to control its destiny. In 1954, Claremont hired Simon Eisner to draft a City master plan. The plan was adopted in 1956, making Claremont, a community of 6,000 residents, one of the first cities in California to adopt an official master plan. The plan dealt with land within the City boundaries and outside the original Village area.

In 1969, the City again initiated a General Plan program. Because the existing area of the City had been developed, much of the 1970 plan addressed the City's then-unannexed area north of Base Line Road and east of Mills Avenue. Hall and Goodhue Planning Consultants prepared the plan.

During the preparation of each plan, handling Claremont's population growth potential was a major concern. Claremont, the "City of living and learning", had a population of 3,073 in 1944 when the Postwar

Planning Commission was appointed. However, by 1950, the population had doubled to 6,327. The population again doubled in the next ten years, and in 1960, had reached 12,633. By 1970, the population reached 23,998, again doubling. During the 1970s, Claremont's population growth slowed, and the 1980 population was approximately 31,000 (see Figure 1-3).

**Figure 1-3
Population Growth 1910 to 2005**



Population

Claremont's significant growth occurred after World War II until about the 1980s. Population continues to increase, but not at the accelerated rates from the past. Claremont has never experienced a decline in population.

In 1981, a committee of residents, City staff, and representatives of local institutions prepared an updated General Plan which was, as set forth in that Plan, "a statement of appreciation for the physical results of good planning, together with implementation tools for maintaining it". During the planning process, Claremont citizens expressed what they considered distinctive about this community: the parks, trees, compatible industry and commercial development, historic areas, hillsides, healthy neighborhoods, collegiate atmosphere, small scale of structures, and the mix of people.

Guiding Us Toward Our Vision: Using the General Plan

Under California law, every city must adopt a comprehensive, long-term General Plan to guide the physical development of the city's incorporated area and any surrounding unincorporated properties that have a bearing on that city. As described above, such planning is not just a state mandate; it simply makes good sense. State law further indicates that the General Plan is the primary document a jurisdiction must utilize to regulate land use. Consequently, the zoning ordinance, specific plans, and individual public and private development proposals must be consistent with General Plan goals, policies, and implementation measures.

General Plan Contents

To ensure that every city and county prepares General Plans that are comprehensive and long-term in perspective, state statutes establish requirements for the minimum contents of a General Plan. (Interested readers are referred to Sections 65350 through 65590 of the Government Code.) By law, a General Plan must contain the following seven "elements", or chapters, and must be internally consistent element to element. The required elements are:

- Land Use
- Circulation
- Housing
- Conservation
- Open Space
- Safety
- Noise

The Claremont General Plan contains eight elements. Figure 1-4 illustrates which of the eight elements make up the seven mandated elements and which elements address the main topics of the Community Vision statement.

The **Land Use, Community Character, and Heritage Preservation Element** focuses on the neighborhood component of Claremont and pulls together issues and goals from the other elements, laying the framework for balancing development with broader community aims.

The **Economic Development/Fiscal Element** addresses economic development, redevelopment, and the importance of fiscal balance between revenue and the provision of fundamental public services.

**Figure 1-4
General Plan Element and Vision Statement Consistency Matrix**

Claremont General Plan Elements	Claremont Vision Statement									
	State-Mandated Elements	Optional Elements	How We Live	How We Preserve Our Heritage	How We Maintain Our Diversity	How We Provide for Our Needs	How We Nurture the Individual	How We Protect Our Natural Environment	How We Get Around	How We Sustain Our Community
Land Use, Community Character, and Heritage Preservation	●	●	●	●	●			●		●
Economic Development/Fiscal		●			●	●				●
Community Mobility	●								●	●
Open Space, Parkland, Conservation and Air Quality	●	●			●			●		●
Public Safety and Noise	●							●		●
Human Services, Recreation Programs, and Community Facilities		●			●	●	●			●
Housing	●		●		●					●
Governance		●			●					●

Note: State-mandated elements are land use, circulation, housing, open space, conservation, safety, and noise.

The **Community Mobility Element** addresses issues, goals, and policies related to circulation, traffic congestion, parking management, walking, and biking.

The **Open Space, Parkland, Conservation, and Air Quality Element** examines both the natural and human-made environments, and establishes policies to protect those resources that distinguish and define Claremont. Topics addressed in this element include parks, natural resources, groundwater, and air quality.

The **Human Services, Recreation Programs, and Community Facilities Element** addresses cultural arts, recreation, educational institutions, water supply, wastewater, and stormwater drainage.

The **Public Safety and Noise Element** is concerned with identifying hazards present in the community, and ensuring that proper planning and emergency response services can mitigate the hazards. Sections in the element include emergency response services, natural and human-caused hazards, police and fire protection, and noise issues.

The **Housing Element** addresses issues, goals, and policies related to ensuring an adequate supply of housing opportunities for persons of all needs and income levels. Unlike the other elements, state law sets forth very specific regulations regarding the content of the Housing Element. The Housing Element must be updated every five years or as otherwise legislated by the state legislature.

The **Governance Element** addresses how Claremont residents and community groups involve themselves in the workings of local government. This element upholds Claremont's rich tradition of open and participatory government, and provides a context for identifying and eliminating barriers to public participation, especially for disabled, youth, seniors, and underrepresented groups, and for sustaining an inclusive and inviting governing atmosphere.

Using the General Plan

Inasmuch as the General Plan is a community document intended for use by all residents of Claremont – not just City staff and decision-makers – the Plan has been written and organized for ease of use. Tables, diagrams, and maps help readers understand planning concepts, and sidebar notes define terms and direct users to elements addressing related topics or policies.

Key Terms Used

As stated above, goals and policies represent the Plan's foundation. A **goal** is an overall statement of community desires and consists of a broad statement of purpose or direction. For each goal in this General Plan, associated and more definitive policy statements follow. A **policy** provides guidance to the City Council, Planning Commission, other City commissions and boards, and City staff in their review of development proposals and the actions taken.

The organization of the General Plan allows users to turn to the section that interests them and quickly obtain a perspective of City policies on the subject. However, General Plan users should realize that the policies throughout all elements are interrelated and should be examined comprehensively. All of these policy components must be considered together when making planning decisions.

Some readers may find that the goals and policies do not fully articulate how the City will achieve its aims. Further articulation can be found in the Implementation Plan in Appendix A to the General Plan. The Implementation Plan identifies specific actions the City will undertake toward putting goals and policies into action. The Implementation Measures are intended to be reviewed and updated periodically to allow decision-makers to adjust to current community priorities and funding resources.

Related Plans and Programs

State law places the General Plan atop the hierarchy of land use planning regulations. Several local ordinances and other City plans must conform to General Plan policy direction and work to implement the Plan. Also, regional governmental agencies, such as the Southern California Association of Governments and the South Coast Air Quality Management District, have been established in recognition of the fact that planning issues extend beyond the boundaries of individual cities. Efforts to address regional planning issues such as air quality, transportation, and housing needs have resulted in the adoption of regional plans. The policies Claremont adopts are affected by these plans. The following paragraphs describe ordinances, plans, and programs which should be considered in association with the General Plan in development and planning decisions.

Federal Plans and Programs

National Pollutant Discharge Elimination System

As part of a multi-pronged effort to improve the quality of water resources nationwide, the federal government authorized the State Regional Water Quality Control Board and its regional offices such as the Los Angeles Regional Water Quality Control Board to set up programs to implement National Pollutant Discharge Elimination System (NPDES) goals. Under the NPDES Stormwater Permit issued to the County of Los Angeles and Claremont as co-permittees, most new development projects in the City are required to incorporate measures to minimize pollutant levels in stormwater runoff. Compliance is required at the time that construction permits are issued, as well as over the long term through periodic inspections. The Public Works Department enforces NPDES requirements, which are adopted as part of the Claremont Municipal Code.

National Flood Insurance Program

The Federal Emergency Management Agency administers the National Flood Insurance Program (NFIP). The NFIP provides federal flood insurance subsidies and federally financed loans for eligible property owners in flood-prone areas. Claremont has no mapped flood hazard areas.

Federal Endangered Species Act

The Federal Endangered Species Act (ESA), administered by the U.S. Fish and Wildlife Service, applies to federally listed species and habitat occupied by federally listed species. ESA Section 9 forbids specified acts that directly or indirectly harm listed species. Section 9 also prohibits "taking" any species of wildlife or fish listed as endangered. These restrictions apply to all federal agencies and all persons subject to United States jurisdiction.

U.S. Fish and Wildlife Service and California Department of Fish and Game

Both the U.S. Fish and Wildlife Service and the California Department of Fish and Game have regulations that protect wildlife and plant species. Special permits are required for alteration, dredging, or any activity in a lake or stream, as well as other activities that may affect fish and game habitat. Future development in natural habitat areas that has the potential to affect those habitats will be subject to the regulations of both of these federal and state agencies.

Clean Water Act

Congress passed the Federal Water Pollution Control Act Amendments of 1972 and the Clean Water Act (CWA) of 1977 to provide for the restoration and maintenance of the chemical, physical, and biological integrity of the nation's lakes, streams, and coastal waters. Primary authority for the implementation and enforcement of the CWA (33 U.S.C. 1251) now rests with the U.S. Environmental Protection Agency (EPA) and, to a lesser extent, the U.S. Army Corps of Engineers. In addition to the measures authorized before 1972, the CWA implements a variety of programs, including: federal effluent limitations and state water quality standards; permits for the discharge of pollutants and dredged and fill materials into navigable waters; and enforcement mechanisms. Section 404 of the CWA is the principal federal program that regulates activities affecting the integrity of wetlands. Section 404 prohibits the discharge of dredged or fill material in jurisdictional waters of the U.S. unless permitted by the Corps under individual permits, general permits, or unless the discharge is exempt from regulation.

California State Plans and Programs

California Environmental Quality Act (CEQA)

The California Environmental Quality Act (CEQA) was adopted by the state legislature in 1970 in response to a public mandate for thorough environmental analysis of projects impacting the environment. The provisions of the law and environmental review procedure are described in the CEQA Law and Guidelines. CEQA is the instrument for ensuring that environmental impacts of local development projects are appropriately assessed and mitigated, and if not fully mitigated, ensuring that project benefits to the community are substantial. The Planning Division reviews projects for conformance with CEQA.

California Endangered Species Act

The California Endangered Species Act (CESA) generally parallels the main provisions of the federal Endangered Species Act and is administered by the California Department of Fish and Game. CESA prohibits the "taking" of listed species except as otherwise provided in state law. Any future development in Claremont hillsides that has the potential to affect wildlife will be subject to the restrictions contained in CESA.

California Noise Insulation Standards (Title 24)

In 1974, the California Commission on Housing and Community Development adopted noise insulation standards for residential buildings (Title 24, Part 2, California Code of Regulations). Title 24 establishes standards for interior room noise (attributable to outside noise sources). The regulations also specify that acoustical studies must be prepared whenever a residential building or structure is proposed to be located near an existing or adopted freeway route, expressway, parkway, major street, thoroughfare, rail line, rapid transit line, or industrial noise source, and where such noise source or sources create an exterior CNEL³ (or Ldn) of 60 dB or greater. Such acoustical analysis must demonstrate that the residence has been designed to limit intruding noise to an interior CNEL (or Ldn) of at least 45 dB. The City of Claremont Building Division enforces Title 24, which is adopted as part of the Claremont Municipal Code.

³ See the Chapter 6, Public Safety and Noise Element for a discussion of these noise metrics.

Seismic Hazards Mapping Act

California's 1990 Seismic Hazards Mapping Act requires the State Geologist to compile maps identifying and describing seismic hazard zones throughout California. Guidelines prepared by the State Mining and Geology Board identify the responsibilities of state and local agencies in the review of development within seismic hazard zones. Development on a site that has been designated as a seismic hazard zone requires a geotechnical report, and local agency consideration of the policies and criteria established by the Mining and Geology Board. Over the years, the program has expanded to include mapping of seismic-related hazards such as liquefaction- and landslide-prone areas. The Public Safety and Noise Element discusses seismic hazards associated with faults and those identified on state seismic hazard maps. Claremont contains both liquefaction and landslide-prone areas. The Public Safety and Noise Element contains maps and data identifying these areas.

Surface Mining and Reclamation Act of 1975

The Surface Mining and Reclamation Act of 1975 provides for reclamation of all surface mining operations on private and public lands to a suitable, post-mining land use, and requires financial assurances to guarantee successful reclamation of mined lands. This Act requires mine operators to create reclamation plans. Reclamation plans assure that:

- Adverse environmental effects are prevented or minimized and mined lands are reclaimed to a useable condition readily adaptable for alternate land uses;
- Production and conservation of minerals are encouraged, while considering recreation, watershed, wildlife, aesthetic, range, and forage values; and
- Residual hazards to public health and safety are eliminated.

Regional and County Level Plans and Programs

SCAG Regional Comprehensive Plan and Guide

The Southern California Association of Governments (SCAG) undertakes regional planning for the six-county SCAG region of Los Angeles, Orange, Riverside, San Bernardino, Imperial, and Ventura counties. SCAG's efforts focus on developing regional strategies to minimize traffic congestion, protect environmental quality, and provide adequate housing. The *Regional Comprehensive Plan and Guide* sets forth broad goals intended to be implemented by participating local and regional jurisdictions and the South Coast Air Quality Management District. SCAG has adopted companion documents to the *Regional*

Comprehensive Plan and Guide, most notably the *Regional Transportation Plan* (see below).

Congestion Management Plan

The Congestion Management Plan (CMP) is a program adopted by the state legislature and approved by the voters in 1990 through Proposition 111. As a new approach to addressing congestion concerns, the CMP was created for the following purposes:

- To link land use, transportation, and air quality decisions
- To develop a partnership among transportation decision-makers on devising appropriate transportation solutions that include all modes of travel
- To propose transportation projects which are eligible to compete for state gas tax funds

The Los Angeles County Metropolitan Transportation Authority (Metro) is responsible for preparing the County's CMP. Metro is required by state law to monitor local implementation of all CMP elements. Local jurisdictions are required to monitor arterial congestion levels, monitor transit services along certain corridors, and implement an adopted trip reduction ordinance and land use analysis program.

Regional Transportation Plan

The *Regional Transportation Plan* (RTP) is a component of the *Regional Comprehensive Plan and Guide* prepared by SCAG to address regional issues, goals, objectives, and policies for the Southern California region into the early part of the 21st century. The RTP, which SCAG periodically updates to address changing conditions in the Southland, has been developed with active participation from local agencies throughout the region, elected officials, the business community, community groups, private institutions, and private citizens. The RTP sets broad goals for the region, and provides strategies to reduce problems related to congestion and mobility.

In recognition of the close relationship between the traffic and air quality issues, the assumptions, goals, and programs contained in the Plan parallel those used to prepare the Air Quality Management Plan.

Air Quality Management Plan

The federal Clean Air Act requires preparation of plans to improve air quality in any region designated as a nonattainment area. The Air Quality Management Plan, or AQMP, prepared by the South Coast Air Quality Management District, first adopted in 1994 and updated on a three-year cycle, contains policies and measures designed to achieve federal and state air quality standards within the South Coast Air

Basin. The assumptions and programs in the AQMP draw directly from regional goals, objectives, and assumptions in SCAG's *Regional Comprehensive Plan and Guide*.

San Gabriel River Watershed Management

The County of Los Angeles Department of Public Works (DPW) leads the planning and implementation of watershed management in Los Angeles County, including the San Gabriel River Watershed. The DPW works with stakeholders in the watersheds' future, integrates flood protection, and manages natural resources, water conservation, and efforts to improve the quality of storm water runoff and groundwater.

The goals of the DPW related to watershed management are to:

- Generate partnerships and coalitions among diverse groups of watershed stakeholders
- Bring together teams of local leaders and stakeholders for each watershed
- Take steps to clean up water that flows to rivers, lakes, and oceans
- Conduct and sponsor research in collaboration with education and professional institutions
- Assist in securing funding for watershed management priorities, including applying for grants whenever possible
- Prepare studies and develop master plans for each watershed
- Become a central source of information for residents, stakeholders, and other government agencies
- Provide solutions to flooding problems
- Promote legislation and policies that encourage watershed management practices

Local Plans and Programs

Claremont Land Use and Development Code

The City's Land Use and Development Code (LUDC) divides Claremont into areas, called zoning districts, and establishes regulations for each district with respect to permitted uses, allowable density, building height, development character, etc. The LUDC consists of a map delineating zone district boundaries, plus text that explains the purposes of each district, specifies permitted and conditional uses, and establishes development and performance standards. The LUDC serves as the primary tool to achieve the goals, policies, and development expectations established in Claremont's Land Use Plan. All decisions made on development applications pursuant to the LUDC must be consistent with the General Plan.

Village Expansion Specific Plan

The Village Expansion Specific Plan is designed to expand The Village in a way that preserves the character, ambiance, and economic vitality of downtown. Expanding The Village also allows for the creation of a transit-oriented neighborhood that places residential and retail/commercial uses in proximity to regional commuter rail service and other public transit.

Redevelopment Plan

The Redevelopment Agency of the City of Claremont administers one redevelopment project area citywide, which is governed by a Redevelopment Plan. The Plan does not dictate parcel-by-parcel future development; rather, the Plan authorizes a variety of tools that the Agency may use to eliminate blight while pursuing land use goals specified in the Plan and the Claremont General Plan. The Redevelopment Plan identifies the following additional and/or more specific goals and objectives for the Redevelopment Agency:

- Eliminate blight in the project areas.
- Provide adequate streets, curbs, gutters, street lights, landscaping, and directional/informational signage.
- Underground unsightly overhead utility lines.
- Promote pedestrian use in The Village, promote mass transit for the community, and provide appropriate vehicular circulation in the Project Area.
- Strengthen retail and other commercial functions in the Project Area to increase employment and revenues.
- Provide adequate parking in and adjacent to The Village.
- Encourage economic and social activity within The Village consistent with the maintenance of a small-scale, small-town atmosphere and image.
- Enhance the role of The Village by strengthening civic, community, and cultural functions.
- Strengthen the economic base of the Project Area and community by preplanning and/or installing needed site improvements in industrial areas to stimulate new industrial development, employment, and economic growth compatible with the overall goals and policies of the City.
- Preserve historically and/or architecturally worthwhile structures and sites.
- Establish planning, zoning, design, and environmental standards that will make the Project Area desirable locations for development.
- Increase and improve the City's supply of very-low, low-, and moderate-income residential uses.

Senior Master Plan

In 2002, the Committee on Aging and local organizations serving seniors crafted the Senior Master Plan to streamline and fill gaps in services for seniors. According to the Claremont Senior Master Plan, by 2020, one-third of Claremont's population will be comprised of seniors of age 55 and over who will be, on average, older and more racially diverse than Claremont's seniors in 2002. This is due to higher life expectancy and growth in the minority population. In preparation for an increase in the number senior residents, Claremont, in collaborative effort with community organizations, provides services in accordance to the Senior Master Plan. The goals of the Master Plan aim to fill the gaps in the following five service areas: At-Home and Community Services, Health Services, Legal and Protective Services, Successful Aging, and Transportation.

Youth Master Plan

Claremont values its youth and families. This is exemplified in the City's Youth Master Plan, which serves as a guideline for improving services to its youth and families by promoting diversity, and delivering safe and constructive programs. The vision statement of the Youth Master Plan is to provide safe, healthy experiences that guide the youth to become responsible and contributing members of the City.

Claremont Hills Wilderness Park Management Plan

The Claremont Hills Wilderness Park Management Plan provides guidelines and policies regarding the management of open space and wilderness areas located within the boundaries of the Claremont Hills Wilderness Park. The guidelines and policies are consistent with the Claremont General Plan, Hillside Zoning Ordinance, and the deed restrictions on the property(ies) located within the park.

Claremont Hills Wilderness Vegetation Management Plan

The Claremont Hills Wilderness Park Vegetation Management Plan recognizes the potential threat of wildfires in the hillsides. The plan has been created to improve the fire safety for residents and firefighters without compromising environmental concerns, and to manage the fire/flood cycle which characterizes most urban/wildland interface areas. The plan specifically addresses several fuel management strategies including, but not limited to, brush clearance, maintenance of established roadways, and the creation of fuel reduction zones.

Claremont Register of Structures of Historic and Architectural Merit

The Claremont Register of Structures of Historic and Architectural Merit (Register) is a comprehensive historic resource inventory of sites and structures in various areas of the City. First adopted in 1980, the Register includes approximately 1,000 properties. Owner consent is not required for listing. Applicable to properties listed on the Register is a mandatory, 90-day delay before issuance of a demolition permit. The intent is to allow the City time to explore alternatives with the applicant, such as relocation or adaptive reuse, and possible mitigation to reduce possible adverse impacts from demolition. The City continues to add properties to the Register as they are nominated and warrant listing.