Notice and Agenda

Regular Meeting
of the
La Cañada Flintridge Sustainability and Resilience Commission

Tuesday, June 9, 2026 at 6:00 PM

City Hall
One Civic Center Drive
La Cañada Flintridge, CA 91011

Francis Pollara, Chair
Julie Kane-Ritsch, Vice Chair
Quemars Ahmed, Commissioner
Ahee Han, Commissioner
Lauren Oakes, Commissioner

Comments from the Public
The public is encouraged to address the Sustainability & Resilience Commission on any matter posted on the agenda or on any other matter within its jurisdiction. If you wish to address the Sustainability & Resilience Commission, you may do so during the **Comments from the Public** period noted on the agenda. Each person is allowed 3-minutes speaking time.

Pursuant to provisions of the Brown Act, no action may be taken on a matter unless it is listed on the agenda, or unless certain emergency or special circumstances exist. The Sustainability & Resilience Commission may direct staff to investigate and/or schedule certain matters for consideration at a future Sustainability & Resilience Commission meeting.

Agenda Materials
Copies of staff reports and supporting documentation pertaining to agenda items are available for public viewing and inspection at City Hall, 2nd Floor Lobby Area, during regular business hours, and on the City's website https://lcf.ca.gov. For further information regarding agenda items, please contact the Planning Division at (818) 790-8881.

SB 343 – Any writings relating to an agenda item distributed to a majority of the Sustainability & Resilience Commission less than 72 hours prior to the meeting will be available for public review at City Hall during normal business hours and/or posted on the City's website.

Levine Act - To promote transparency and fairness in government decision-making, the Levine Act imposes contribution prohibitions and disclosure requirements. Specifically, any elected or appointed City officer is prohibited from making or attempting to influence a decision in a proceeding involving a license, permit, or other entitlement for use if the officer received a contribution of more than $500 within the preceding 12 months from a party or their agent. (Gov. Code § 84308(c)(1).) Additionally, parties to proceedings involving a license, permit, or other entitlement for use pending before any elected or appointed City officer must disclose any campaign contributions exceeding $500 that they made within the preceding 12 months. (Gov. Code § 84308(e)(1).) For more information please visit: https://lcf.ca.gov/city-clerk/levine-act/.

Reasonable Accommodations
In compliance with the Americans with Disabilities Act and Government Code Section 54953(g), the City Council has adopted a "reasonable accommodations" policy to expedite accommodation requests. The policy can also be found on the City's website. Please contact the City Clerk's Office, (818) 790-8880 to make an accommodation request, or to obtain an electronic or printed copy of the policy.

6:00 PM Sustainability and Resilience Commission Regular Meeting

Preliminary Business

Call to Order

Roll Call
Commissioner Ahmed
Commissioner Han
Commissioner Oakes
Vice-Chair Kane-Ritsch
Chair Pollara

Pledge of Allegiance

Comments from the Public - Public Comment cards are in the holder on the wall in the lobby.
Limited to 3 minutes per speaker for items on the Consent Calendar, items not on the Agenda, or any issue within the subject matter jurisdiction of the Sustainability and Resilience Commission. Public comment is limited to a maximum of 20 minutes. Speakers not able to speak due to the 20-minute time limit will be provided with the opportunity to speak at the end of the meeting. Please give a completed Public Comment Card to the Clerk prior to the conclusion of this item. Speakers will be called in the order that public comment cards are received.

If the matter on which you wish to speak is an Agenda item (other than a Consent Calendar item), you will be provided the opportunity to address the Sustainability and Resilience Commission when the matter is considered. Please give a completed Public Comment Card to the Clerk prior to the beginning of the item.

Presentations: None

Reordering of and Additions to the Agenda

Consent Calendar: No Items
Items on the Consent Calendar will be enacted by one motion and roll call vote without individual discussion. If discussion is desired, the item will be removed and considered separately.

New or Continued Business

1) Consistency Review: General Plan Element Updates (Open Space & Recreation Element and Circulation Element)
Recommendation: Receive and File

2) Trails Council Report - Invasive Species
Recommendation: Receive and file

3) Sustainability Analyst - Request for Proposals
Recommendation: Receive and file

Concluding Business

- Commissioners' Comments

- Staff Comments

Adjournment

Motion to Adjourn
I certify under penalty of perjury that the agenda was posted on the City Hall bulletin board at One Civic Center Drive at least **72 hours** prior to the meeting, in accordance with Government Code Section 54954.2.

Antonio Gardea
Assistant Director of Community Development

CITY OF LA CAÑADA FLINTRIDGE

Sustainability and Resilience Commission Agenda Report

Meeting Date:	June 9, 2026
Subject:	Consistency Review: General Plan Element Updates (Open Space & Recreation Element and Circulation Element)
Presenter:	Antonio Gardea Assistant Director of Community Development
Proposed Action:	Receive and file
Environmental Impact:	Implementation actions will be assessed pursuant to the California Environmental Quality Act as authorized

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Background:

The City of La Cañada Flintridge approved their Climate Action and Adaptation Plan (CAAP) in 2024 to be a roadmap for local greenhouse gas (GHG) reduction and climate resilience efforts. Currently, in 2026, the City is updating the Circulation and Open Space & Recreation Elements of the General Plan, which consist of policies that guide the planning, operation and improvement of the city's transportation system (Circulation Element) and policies that guide the preservation, management and use of the city's open spaces and their resources (Open Space & Recreation Element).

The Sustainability Analyst reviewed both the Draft Circulation Element and the Draft Open Space & Recreation Element to identify areas where both elements align with, support, and complement the CAAP, as part of broader efforts to ensure consistency and alignment of the CAAP with the General Plan.

Discussion/Analysis:

The Sustainability Analyst completed a detailed crosswalk of the CAAP and the Draft Circulation Element and Draft Open Space & Recreation Element, respectively, and found the following:

- Both the Draft Open Space & Recreation Element and Draft Circulation Element are largely complementary to the CAAP and provide policy recommendations that advance greenhouse gas reduction and build resilience in La Cañada Flintridge.
    - The Open Space & Recreation Element outlines policies and regulations to prevent the degradation or loss of existing green space, thus broadly supporting all three strategies under CAAP Goal GC 2: Preserve, enhance, and acquire additional green space. The Open Space & Recreation Element mandates the implementation of two CAAP actions: conduct a comprehensive survey to identify potential areas for green space expansion (GC 2.1.1) and develop a Green Space Preservation Plan (GC 2.2.1).
    - The Open Space & Recreation Element directly supports and speaks to the CAAP strategies to address heat as a physical risk (CR 2.1) and mitigate wildfire risk by

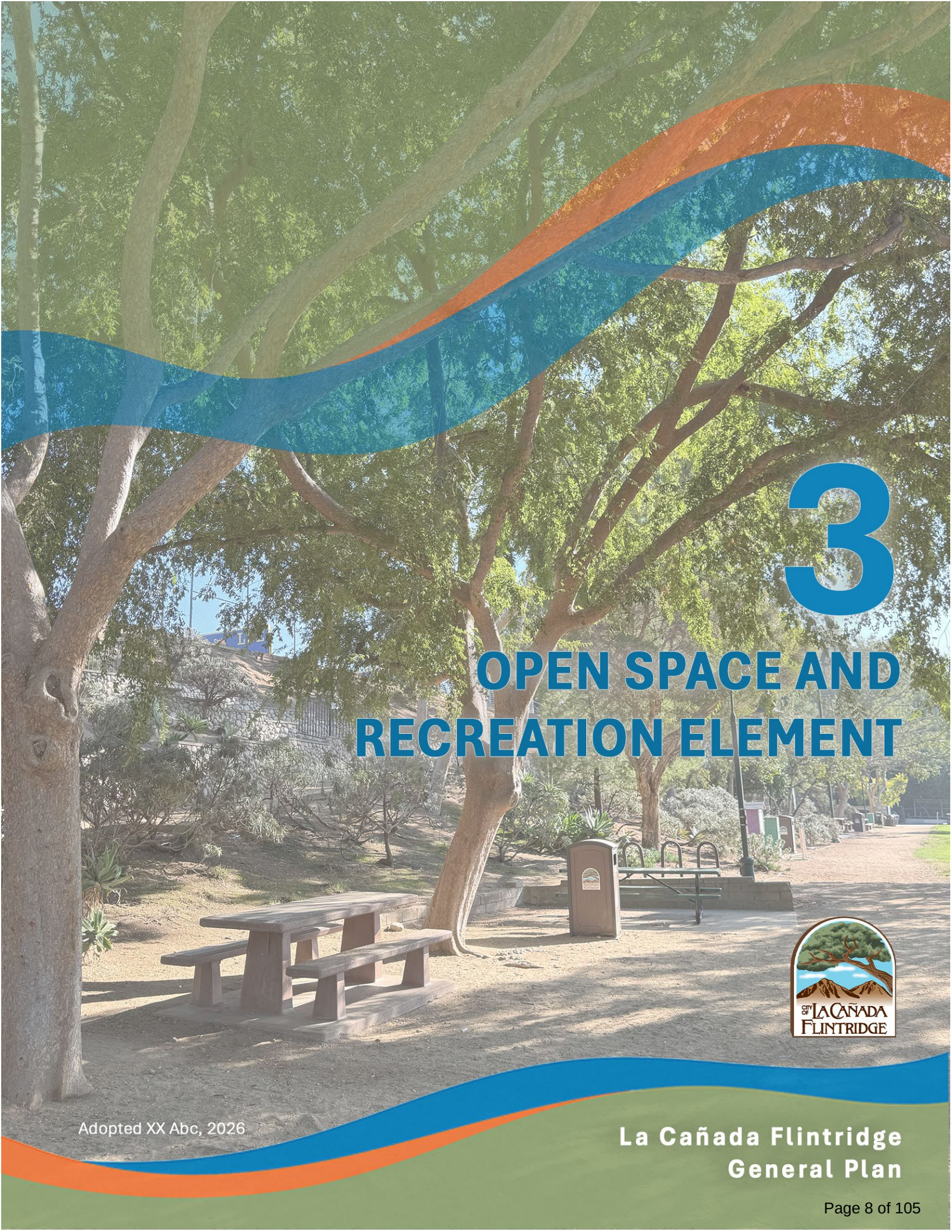
increasing defensible space (CR 3.1).
- The goals and policies related to multi-modal and active transportation in the Circulation Element are key mechanisms for reducing [vehicle miles traveled] (VMT) (CAAP Goal T 1) and fill gaps in the CAAP strategies to achieve that goal.
- The Circulation Element contains policies that support CAAP strategies and actions and provide implementation guidance across the CAAP's Energy, Green Community, and Transportation focus areas, which support the smooth function of the city's transportation infrastructure, in turn.

The Circulation and Open Space & Recreation Elements' policies are consistent with CAAP goals and strategies, and mention some of them directly. Their policies fill some gaps and provide implementation support and guidance for CAAP goals. Overall, the Circulation and Open Space & Recreation Elements and the CAAP function as a mutually reinforcing policy and implementation framework, which provides a strong foundation for progress towards the City's climate mitigation and resilience goals.

Recommendation:
Receive and file.

Attachments:
1. Draft General Plan Open Space & Recreation Element
2. Draft General Plan Circulation Element

Attachment 1



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OPEN SPACE AND RECREATION ELEMENT

Adopted XX Abc, 2026

La Cañada Flintridge General Plan

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INTRODUCTION

The Open Space and Recreation Element of the City of La Cañada Flintridge complies with California Government Code Sections 65560 and 65302(e) by providing a framework to preserve, manage, and enhance open spaces, including natural resources, recreation areas, and scenic and historic landscapes, thus contributing to health and wellbeing of the community.

INTRODUCTION

The City of La Cañada Flintridge is home to extensive natural open spaces, public parks, and areas dedicated to both public and private recreational facilities and trails. The City is strategically positioned between the foothills of the San Gabriel Mountains and the Angeles National Forest to the north, and the San Rafael Hills to the south.

Since its incorporation, the community has prioritized the preservation and protection of its open space areas. The City encompasses approximately 943 acres of parkland, which includes all areas designated as Parks and Recreation and Open Space on the Land Use Map. Of these 6.75 acres are categorized as public parks. Many of the undeveloped private lands, generally designated as Hillside Residential, are located on steep and visually prominent hillsides. These hillsides are home to significant environmental and aesthetic resources, and are traversed by numerous hiking, bicycling, and equestrian trails.

In addition to the open spaces within the City, substantial recreational facilities and open spaces are nearby, including the Angeles National Forest and the Hahamongna Watershed Park in Pasadena. The City's robust trail system connects to an extensive network of trails in Pasadena, Glendale, Altadena, other unincorporated areas of Los Angeles County and the Angeles National Forest.

Purpose

The purpose of the Open Space and Recreation Element is to create a framework guiding present and future decisions and investments in parks, trails, recreation, and community facilities across the City of La Cañada Flintridge, contributing to a high quality of life for residents. This element will set goals and policies to preserve, manage, and develop open spaces within the City. It aims to support residents' objectives of preserving and expanding the City's natural open spaces, recreation areas, and trails.

The City of La Cañada Flintridge is a built-out City which makes it challenging to find available vacant land for parks, and recreation and expansion of trail system. Therefore, the Open Space and Recreation Element aims to support the development and improvement of these facilities by focusing its goals and policies in preserving the existing facilities while finding new ways to add more of these spaces creatively.

Relationship with Other Elements

The Open Space and Recreation Element was developed to safeguard and effectively manage the open space resources and community facilities in the City of La Cañada Flintridge. This element aligns with other elements of the General Plan by implementing cohesive goals and guiding principles. In particular:

- Land Use Element: The Land Use Element outlines the proposed uses of land, their intensity, and location. The Land Use Element supports and complements the Open Space and Recreation Element by designating parcels for parks, recreation, and open space uses, and by aligning land use goals and policies to protect, manage, and enhance these areas.

- Circulation Element: The Open Space and Recreation Element may help plan for trails, bike routes, and pedestrian routes. The intercorrelation of these elements allows for a well-integrated transportation network and promotes the use of open spaces.

- Housing Element: The Open Space and Recreation Element contributes to the Housing Element by planning parks, recreation, and open space areas that new housing developments can benefit from, ensuring residents have access to open spaces and enhancing their quality of life.

- Conservation Element: The Open Space and Recreation Element and Conservation Element are interconnected, both focusing on the preservation and management of spaces. However, while the Conservation Element focuses on natural resource preservation, the Open Space and Recreation Element supports these efforts by designating protected areas and promoting environmentally responsible land management practices.

- Safety Element: The Open Space and Recreation Element can complement the Safety Element by preserving or proposing green spaces that mitigate natural hazards, such as floodplains, excessive heat, and fire-prone areas. It also supports community resilience by providing open areas that can be used for emergency evacuation or as buffer zones in disaster-prone regions.

- Noise Element: The Open Space and Recreation Element can serve to maintain natural buffer zones and green spaces that mitigate noise pollution, complementing the goals of the Noise Element.

- Air Quality Element: The Open Space and Recreation Element may complement the Air Quality Element by creating policies and goals that preserve open space to reduce pollution.

EXISTING CONDITIONS ANALYSIS

PARKLAND TYPOLOGY

Parks and open spaces play a crucial role in the City of La Cañada Flintridge, providing areas for recreation, relaxation, social gatherings, and outdoor enjoyment. To ensure these areas cater to various needs, cities commonly categorize parks by their size, intended use, and the populations they serve. Generally, cities feature a variety of park types, including mini parks, neighborhood parks, community parks, regional parks, and linear parks.

A PARK is a designated open space for public recreation and leisure typically improved with amenities such as lawns play areas and sports or picnic facilities. Unlike trails which are primarily linear corridors for movement parks serve as destinations for play relaxation and community gathering.

The City of La Cañada Flintridge is home to a variety of parks and open space areas that provide recreational opportunities for their residents. The City boosts of six parks, 18 trails, and five open space areas including the Descanso Gardens and the La Cañada Flintridge Country Club. The City is also in close proximity to the Angeles National Forest, Hahamongna Watershed Park, the San Rafael Mountains Open Space, and the Verdugo Mountains Open Space Preserves. The City's close proximity to these open spaces and the national forest add not only the recreational opportunities for the residents but contributes to their health and wellbeing.

Subsequent sections and TABLE 1 documents various parks in City of La Cañada Flintridge.

Mini Parks

Mini parks are typically less than an acre in size and are usually located within dense neighborhoods, making them a very short walking distance from residences, usually 5-minutes. These parks generally have limited facilities, such as benches, restrooms, and playgrounds. These may also be used as dog parks.

The City of La Cañada Flintridge has a total of four mini parks: Glenhaven Park, Mayor's Discovery Park, Winery Channel Trailhead Park, and Olberz Park. Glenhaven Park is equipped with tennis courts, a playground, and restrooms, catering to both active and passive recreational needs. Olberz Park provide benches and a gazebo, offering peaceful spots for relaxation. Mayors' Discovery Park boasts a discontinued water feature and restrooms. Although these parks are not the largest in size, as shown in TABLE 7, they offer a variety of amenities that enhance the community's quality of life.

Neighborhood Parks

Neighborhood parks are typically a few acres in size, ranging from one to ten acres, and generally serve residents within a 10 to 15-minute walk from homes. These parks often feature playgrounds, restrooms,

benches, walking paths, and sometimes basketball or tennis courts. The City of La Cañada Flintridge has two neighborhood parks: Memorial Park and Glenola Park. Memorial Park features a playground for children and convenient restrooms. Glenola Park provides benches and a small gazebo, offering peaceful spots for relaxation

Community Parks

Community parks typically serve more than one neighborhood and can range from 10 to 40 acres. These parks usually offer a wide array of amenities, including playgrounds, paths, trails, restrooms, picnic areas, and multiple sports facilities. They are often located within 2 to 3 miles of the neighborhoods they serve. The City of La Cañada Flintridge has no community parks at this point.

Regional Parks

Regional parks are typically more than 40 acres and serve more than just one neighborhood or City. These parks often feature picnic areas, athletic fields, event spaces, natural areas, and may have historical features. While the City of La Cañada Flintridge does not have a regional park, it is situated near Hahamongna Regional Park to the south, providing residents with an accessible recreational park.

Linear Parks

Linear parks are typically less than 20 acres and are typically known for their greenway and length. These parks tend to be narrow and run along City edges, major corridors, and large developments. These parks often include seating, trails, picnic areas, and lots of shade. The Southern California Edison easement within the City of La Cañada Flintridge may fit in this category but it is not owned by the City. However, many residents within the City of La Cañada Flintridge consider the numerous trails within the City linear parks.

Other Open Space

The City of La Cañada Flintridge is situated near several prominent open spaces that fulfill multiple roles.

- protect natural resources, such as plant and animal habitats and waterways
- preserve important viewsheds
- support resource protection including groundwater recharge zones
- serve as electrical transmission corridors
- offer both active and passive recreational opportunities
- support public health and safety by including debris basins, watersheds, unstable soil areas, and high wildfire risk zones and limiting development in these areas

The Angeles National Forest lies to the north and east sides of the City, while the Hahamongna Watershed Park is located southeast of the City boundary. Within the City, both public and private parks are available. These include Descanso Gardens, Cherry Canyon, and La Cañada Flintridge Country Club.

Angeles National Forest:

The City of La Cañada Flintridge borders the Angeles National Forest, providing accessible parkland within close proximity to La Cañada Flintridge residents.

National parks and national forests are established by an act of Congress. Proposals for these designations can come from the public, local or state officials, Indian tribes, members of Congress, or the National Park Service. To be considered, the proposed areas must possess nationally significant natural, cultural, or recreational resources. They must also be sustainable, feasible, and require management by the National Park Service.

Hahamongna Watershed Park

Hahamongna Watershed Park, located in the City of Pasadena, borders La Cañada High School and extends over 1,300 acres in the Arroyo Seco. This regional park serves Pasadena, La Cañada Flintridge, and neighboring cities. Within Hahamongna, visitors can enjoy athletic fields, bridle, bicycle, and hiking trails, as well as picnic and barbecue areas.

Gould Canyon/Lukens Connection Open Space

The Gould Canyon Open Space is a natural area that provides multiple trails for hiking and outdoor activities. It features rolling hills and scenic views. The Lukens Connection Trail runs through the open space area north and south.

Descanso Gardens

Spanning approximately 150 acres, Descanso Gardens, is a nationally accredited botanical garden recognized as a “museum of living collections” that is owned by the County of Los Angeles. It is home to a diverse array of native and exotic plants and offers residents and visitors the opportunity to explore historical exhibits, walking paths, and vibrant seasonal blooms.

Cherry Canyon

Located adjacent to Descanso Gardens, Cherry Canyon spans approximately 137 acres. It features an extensive network of trails that weave through its terrain, offering breathtaking views of the surrounding mountains and valleys.

La Cañada Country Club

This is a premier recreational facility situated in the scenic foothills of the City of La Cañada Flintridge. The approximately 88-acre private club maintains an 18-hole golf course, tennis courts, a swimming pool, fitness facilities, and dining options.

Winery Canyon Open Space

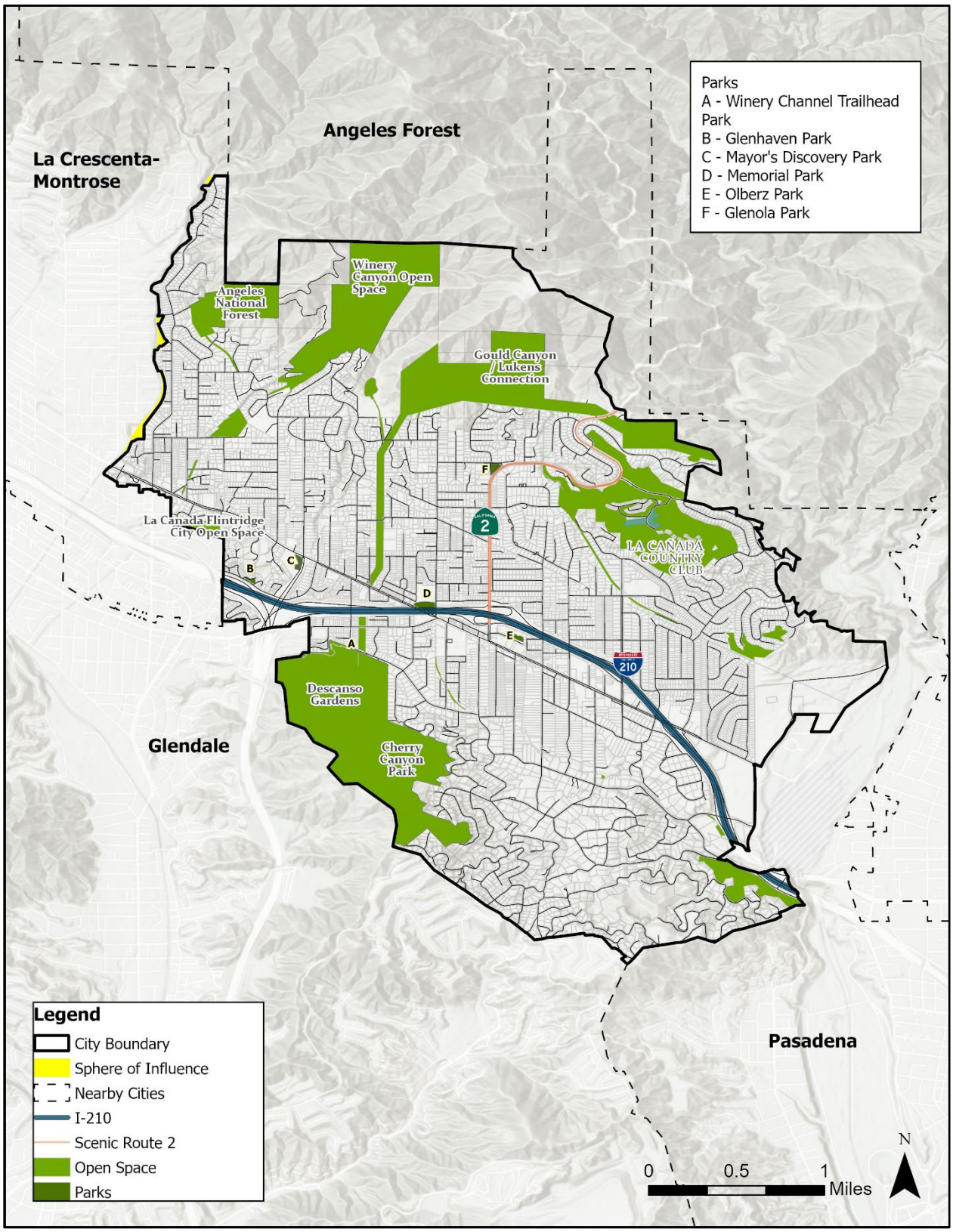
Positioned in the foothills of the San Gabriel Mountains, Winery Canyon Open Space encompasses approximately 343 acres. Through Winery Canyon Open Space runs the Hall Beckley Canyon Trail in the southern portion of the open space.

TABLE 1: PARKS AND OPEN SPACE

Park/Open Space Name	Acres
Parks in the City	
Mayor's Discovery Park	0.94 acres
Glenhaven Park	0.47 acres
Olberz Park	0.75 acres
Memorial Park	1.65 acres
Glenola Park	1.13 acres
Winery Channel Trailhead Park	1.81 acres
Park Total	6.75 acres
Other Open Space	
Descanso Gardens	150 acres
Cherry Canyon Park	137 acres
La Cañada Country Club	88 acres
Winery Canyon Open Space	343 acres
La Cañada Flintridge City Open Space*	5.4 acres
Gould Canyon/Lucken's Connection	64 acres
Los Angeles County Flood Control District	88.25 acres
US Government – Angeles National Forest	44 acres
Southern California Edison Easement**	17 acres
Open Space Total	936.65 acres
TOTAL Acreage	943.4

Note: The table excludes Hahamongna Watershed Park and portions of the Angeles National Forest outside of the City boundaries. The acreages are based on the GIS Data provided by the City of La Cañada Flintridge. These may differ from previous versions of the General plan.
*City owned vacant hillside property.
**Owned by Southern California Edison. Acreage is approximate.
Source: County of Los Angeles and City of La Cañada Flintridge, GIS Data

FIGURE 1:OPEN SPACE IN LA CAÑADA FLINTRIDGE



TRAIL SYSTEM

Trails are an important part of La Cañada Flintridge and have existed within the City since it was settled. When the hills of Flintridge were originally subdivided in the 1920s, bridle paths were included in the subdivision plans. Additionally, in 1996 the American Hiking Society has designated the City of La Cañada Flintridge as a "**Trail Town, USA**," ranking it among the top ten towns in the country.

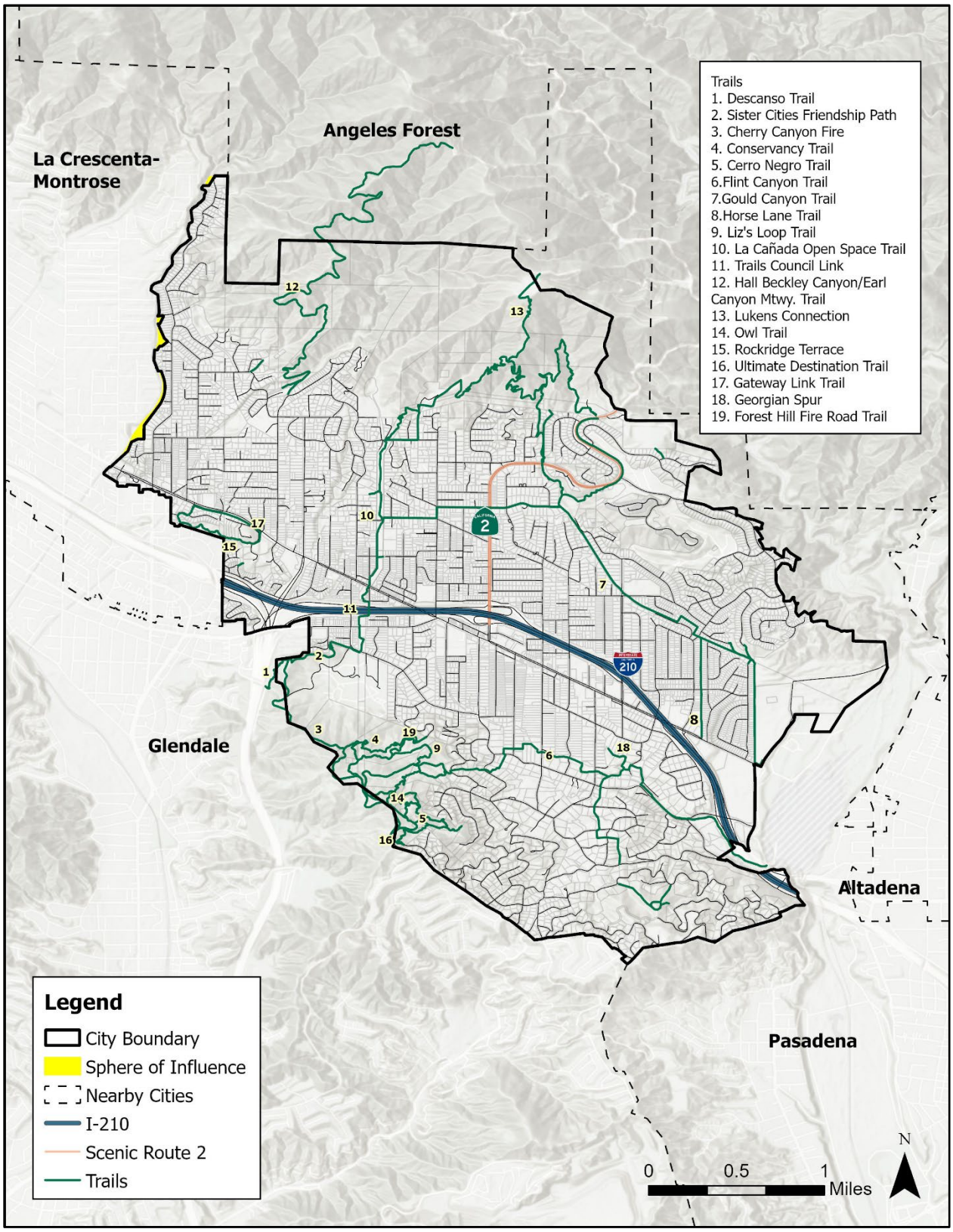
The City has placed a high priority in the preservation, maintenance, and expansion of the trail system within the City and in 2006 adopted the City of La Cañada Flintridge Trails Master Plan. This master plan was created by the La Cañada Flintridge Trail Council and adopted by the City. The Trail Council is a nonprofit, volunteer organization that was created in 1974 just two years before the official incorporation of the City of La Cañada Flintridge. The Trails Council spearheads many projects that include maintenance and trail restoration funded through donations, including funding from the City. La Cañada Flintridge has 19 trails totaling approximately 23 miles. TABLE 2 breaks down the trails located within the City and the length of each trail. As part of the General Plan, the City may evaluate the need to update the Trails Master Plan in collaboration with the Trails Council.

TABLE 2: EXISTING TRAILS

Park/Open Space Name	Length (Miles)	Trail Type
Cerro Negro Trail	1.16 miles	Equestrian, Pedestrian, Bicycle
Cherry Canyon Fire Road	1.14 miles	Equestrian, Pedestrian, Bicycle
Conservancy Trail	0.7 miles	Equestrian, Pedestrian, Bicycle
Descanso Trail	1.8 miles	Equestrian, Pedestrian, Bicycle
Flint Canyon Trail	2.4 miles	Equestrian, Pedestrian, Bicycle
Gateway Link Trail	0.35 miles	Equestrian, Pedestrian, Bicycle
Hall Beckley Canyon/ Earl Canyon Mtwy. Trail	3.61 miles	Equestrian, Pedestrian, Bicycle
Georgian Spur Trail	0.18 miles	Equestrian, Pedestrian, Bicycle
Gould Canyon Trail	2.9 miles	Equestrian, Pedestrian, Bicycle
Horse Lane Trail	0.56 miles	Equestrian, Pedestrian, Bicycle
La Cañada Open Space Trail	3.7 miles	Equestrian, Pedestrian, Bicycle
Liz's Loop Trail	0.39 miles	Equestrian, Pedestrian, Bicycle
Lukens Connection Trail	0.2 miles	Equestrian, Pedestrian, Bicycle
Owl Trail	0.5 miles	Equestrian, Pedestrian, Bicycle
Sister City Friendship Path	0.3 miles	Equestrian, Pedestrian, Bicycle
Trails Council Link	0.5 miles	Equestrian, Pedestrian, Bicycle
Ultimate Destination Trail	0.3 miles to 0.5 miles	Equestrian, Pedestrian, Bicycle
Rockridge Terrace	0.69 miles	Equestrian, Pedestrian, Bicycle
Forest Hill Fire Road Trail	0.7 Miles	Equestrian, Pedestrian, Bicycle
TOTAL Acreage	22.28	

Source: Trails Council and City of La Cañada Flintridge

FIGURE 2: TRAILS MAP



COMMUNITY FACILITIES

The Open Space and Recreation Element evaluates community facilities such as schools, athletic fields, libraries, and community centers within the City of La Cañada Flintridge. By assessing these facilities, the City can evaluate current availability and plan for future needs, as well as preserve existing facilities or establish agreements for their use. Given that the City is built out, creating new spaces and facilities may be challenging, making it even more important to effectively utilize and maintain existing facilities. Community facilities are essential for residents, providing valuable recreational opportunities and enhancing the quality of life in the City.

Schools

Within the City of La Cañada Flintridge there is a total of 12 schools, of which only four are public schools. The school breakdown within the City can be seen in TABLE 3 below. Schools are essential components of a community as they are areas that bring everyone together not just families with children. Many times, these schools may be used as meeting grounds, they are often positioned near parks and playgrounds, and athletic fields which allows for school to serve as ideal location for additional services such as food drives, health fairs, and more. The City of La Cañada Flintridge is served by the La Cañada Unified School District, which includes three elementary schools, a middle school, and a high school that share a campus. The City of La Cañada Flintridge and La Cañada Unified School District have a joint use agreement which is discussed further in the Recreation section of this Element.

TABLE 3: SCHOOLS IN LA CAÑADA FLINTRIDGE

School Name	School Type
La Cañada Middle/High School	Public
La Cañada Elementary School	Public
Paradise Canyon Elementary School	Public
Palm Crest Elementary School	Public
Flintridge Sacred Heart Academy	Private
Flintridge Preparatory School	Private
Foothill Progressive Montessori School	Private
La Canada Preparatory School	Private
Hogg's Hollow Preschool & Kindergarten	Private
St. Francis High School	Private
Crestview Preparatory School	Private
St Bede the Venerable Catholic School	Private
Lighted Window Preschool	Non-Profit
Source: City of La Cañada Flintridge	

Libraries and Community Centers

The City of La Cañada Flintridge only has one library located at 4545 North Oakwood Avenue serviced by the Los Angeles County Library Department and one Community Center located at 4469 Chevy Chase Drive, see FIGURE *9*. The Community Center, a property owned by the City, is operated by the non-profit organization Community Center of La Cañada Flintridge. They offer programs for all ages, including ceramic classes, S.T.E.M. programs for children, sports and fitness activities, arts programs, and camps during summer and school breaks. These programs provide residents with opportunities to engage with their community and stay active.

Active Recreation

Active recreation involves more vigorous and structured activities, often in organized teams, such as baseball, soccer, and football. The City of La Cañada Flintridge has ten athletic fields (see FIGURE 9 and TABLE 0) that are available for the public use through collaboration with the La Cañada Unified School District and an agreement with The Church of Jesus Christ of Latter-Day Saints to utilize their athletic fields as joint use facilities.

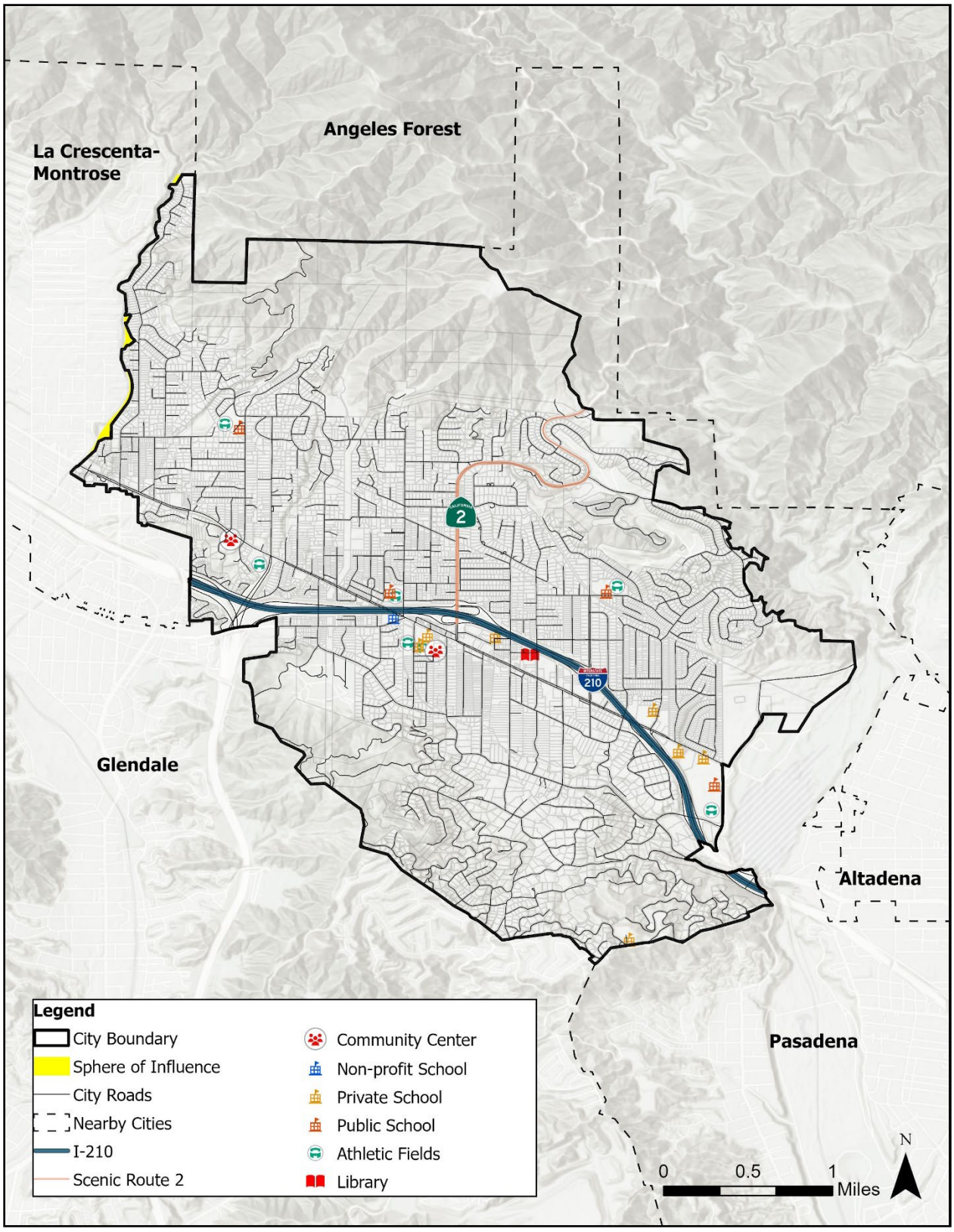
The trails are generally used for passive recreation and leisure activities that do not require intensive physical effort, such as walking. However, many residents and local teams in La Cañada Flintridge utilize the trail system to support various active recreational activities such as cross-country, cycling, and running making the trail system a part of active recreational facilities in the City.

Each year the City releases a master field use schedule for community sports groups in coordination with La Cañada Unified School District and The Church of Jesus Christ of Latter-Day Saints and allocates field permits to sports groups. Additionally, there are limitations to field use at the La Cañada High School Oak Grove Athletic Field which only allows the use of the field for soccer and children 8 and under. Similarly, the Cornishon Athletic Field only allows children 12 and under for specific activities and the Latter-Day Saints Athletic field is available for children 12 and under and is not open to the public on Sundays. The school fields are closed during the La Cañada Unified School District winter break. The 2025 amendment to the joint-use agreement between the City and La Cañada Unified School District adjusted field hours, shifting weekday use to start later and reserving certain fields for school sports, thereby reducing public access time. The City's Administrative Services Department and the Joint Use Committee must balance limited field availability against high demand from schools, community programs, and private sports teams.

TABLE 4: RECREATION FACILITIES IN LA CAÑADA FLINTRIDGE

Location	Field Type	Public Usage of School Facilities (Hours)	
		On School Days	On No-School Days
La Cañada High School Athletic Fields (Varsity, JV, Oak Grove)	Soccer, Football, Baseball	Monday, Wednesday, Friday 5:30 PM – 11:00 PM Tuesdays and Thursdays 6:00 pm – 11:00 pm	7:00 AM to 11:00 PM
Cornishon Athletic Field	Tennis Courts, Pickleball Courts, Baseball	3:00 PM – 11:00 PM	7:00 AM to 11:00PM
FIS Athletic Field (Upper and Lower Field)	Baseball, Soccer	Upper Field 3:15pm – 11:00 PM Lower Field 5:00 PM – 11:00 PM	7:00 AM to 11:00PM
Paradise Canyon Elementary Athletic Field	Soccer, Basketball	4:45 PM – 11:00 PM	7:00 AM to 11:00PM
La Cañada Elementary Athletic Field	Baseball, Basketball	4:45 PM – 11:00 PM	7:00 AM to 11:00PM
Latter-Day Saints Athletic Field	Baseball	Monday – Saturday non-school hours	7:00 AM to 11:00PM
Source: City of La Cañada Flintridge			

FIGURE 3: COMMUNITY FACILITIES MAP



PARK LAND GAP ANALYSIS

A parkland gap analysis is used to identify areas or demographic groups within a community that lack adequate access to parks and recreational open spaces. It compares where parks currently exist with where people live and how easily they can reach them using measures like walking distance (e.g., a 10-minute walk), population density, and demographic or equity indicators.

Park Ratio per 1,000 Residents

The City of La Cañada Flintridge has 6.75 acres of public park space for its population of 20,573 (2020 Decennial Census). This translates to a ratio of 0.33 park acres per 1,000 residents. The Los Angeles County average is 3.3 park acres per 1,000 residents[1]. Additionally, according to the National Recreation and Park Association's 2021 Agency Performance Review, a typical park and recreation agency in the U.S. serving 20,000 to 49,999 residents has one park for every 1,900 residents. The National Recreation and Park Association is an independent, non-profit organization and is the primary professional organization within the park planning. Based on County and National Park acreage-to-resident ratios, the City does not have sufficient parkland for its population. However, the City has more than 800 acres of open space and 24 miles of trails that residents may access or have visual relief from. While these are not traditional parkland spaces in terms of usability, these provide recreational opportunities such as trails for residents to enjoy (See TABLE 7 and TABLE 8). As part of the Open Space and Recreation Element, the City may assess existing parks and their infrastructure to ensure equitable access and maintain the quality and accessibility of the limited park space within the City.

5-minute and 10-minute Walkshed

A 5-minute (quarter mile) and 10-minute (half mile) walkshed assessment was conducted to further evaluate residents' access to six parks and ten trailheads within the City of La Cañada Flintridge (See FIGURE 0 and FIGURE 0). The parks within La Cañada Flintridge are located closely together on the west side of the city and near the central area close to Interstate 210. Therefore, only 59 percent of residents are within a 5- or 10-minute walkshed of parks within the city according to Park Serve[2]. However, due to the City's proximity to open space areas and parks outside of the city boundary, residents may access parks that may not be within the city limits.

According to FIGURE 0, there are gaps in park access in the northern and southern parts of the city. Although, to the north, Hall Beckley Canyon and Webber Canyon, along with some trails and the Angeles National Forest outside the City limits, may provide some access points that residents may access within a quarter or half mile radius. Nevertheless, not all residents are near these access points, making these spaces more of visual relief rather than usable green spaces. To the south, Cherry Canyon Park and Hahamongna Watershed Park, just outside the city boundary, offer additional green spaces for residents in the southern portion of the city. To the northeast is La Cañada Flintridge Country Club, which, despite having an entrance fee, may still provide visual relief for residents living nearby.

The city also has various trails and open spaces. FIGURE 0 shows access to trails via trailheads withing 5- and 10-minute walking distance. If trailheads and open spaces were considered, residents' access to parks across the city would significantly increase due to the extensive open spaces and trails within and near the city limits.

[1] Los Angeles County. Countywide Comprehensive Park & Recreation Needs Assessment: Appendix A- City of La Cañada Flintridge, Study Area Profile. Los Angeles County Department of Parks and Recreation, May 3, 2016.
[2] Trust for Public Land. ParkServe. Available at: https://www.tpl.org/parkserve. Accessed January 22, 2026.

Note that informal trail access has not been included in this analysis, although it may substantially increase access to parks and recreation.

FIGURE highlights priority areas for new park development in the La Cañada Flintridge region by integrating environmental, health, and demographic indicators based on the data provided by ParkServe. The areas marked in purple, particularly in the central and southeastern parts of the City, are identified as having the greatest need for additional parks space. These areas also experience overlapping challenges such as high heat exposure, elevated rates of physical inactivity, older adults, and children. According to American Community Survey (2021) La Cañada Flintridge's population includes approximately 15 percent aged 65 and older and 26 percent under 19, representing residents who often have limited access to personal vehicles. These age groups depend more heavily on walkable connections, nearby parks, and trail networks to reach recreation areas safely and independently, underscoring the need for well-connected, accessible open space throughout the city. Expanding green spaces in these zones would not only enhance equitable access to recreation but also help mitigate environmental health risks like urban heat and air pollution.

Equitable Access to Parks

In light of Senate Bill (SB) 1425 (2023), which requires cities to address equitable access to parks, open space, and recreational facilities as part of their General Plan updates, La Cañada Flintridge must ensure that all residents regardless of income, age, or ability, have fair access to quality recreational opportunities. While the CalEnviroScreen tool shows no disadvantaged communities within the City, equity extends beyond socioeconomic status to include fairness across age groups and abilities. SB 1425 highlights the importance of equitable park distribution, accessibility, and amenities to prevent disparities and to ensure that children, seniors, and individuals with disabilities have equal opportunities to enjoy safe, high-quality parks and open spaces.

La Cañada Flintridge has a Walk Score of 34 out of 100 and a Bike Score of 25 out of 100[3], indicating it is largely car-dependent with limited pedestrian and cycling infrastructure. The city's hilly terrain and dispersed land use pattern make walking and biking less convenient, highlighting the need for improved active transportation connections to parks, schools, and neighborhood destinations.

Los Angeles County 2022 Parks and Recreation Needs Assessment

According to the Los Angeles County 2022 Parks and Recreation Needs Assessment Plus, West San Gabriel Valley Regional Study Area Profile Report, the majority of La Cañada Flintridge residents live within a 5-mile drive of a regional recreation park. The entire city falls within a 5-mile drive of a Nature-Based Recreation Area entry. The report also indicates that a significant portion of La Cañada Flintridge residents are within a 0.5-mile walk of a trailhead or access point and within a 2.5-mile bicycle ride of a trailhead or access point. Resident of La Cañada Flintridge with vehicles and bicycles may have increased access to green spaces as they may reach these spaces faster than individuals without a vehicle. Overall, the City of La Cañada Flintridge is well positioned near green spaces.

[3] Walk Score. Cities and Neighborhoods. Available at: https://www.walkscore.com/cities-and-neighborhoods/. Accessed January 22, 2026.

FIGURE 4: 5- AND 10-MINUTE WALKSHED FROM PARKS

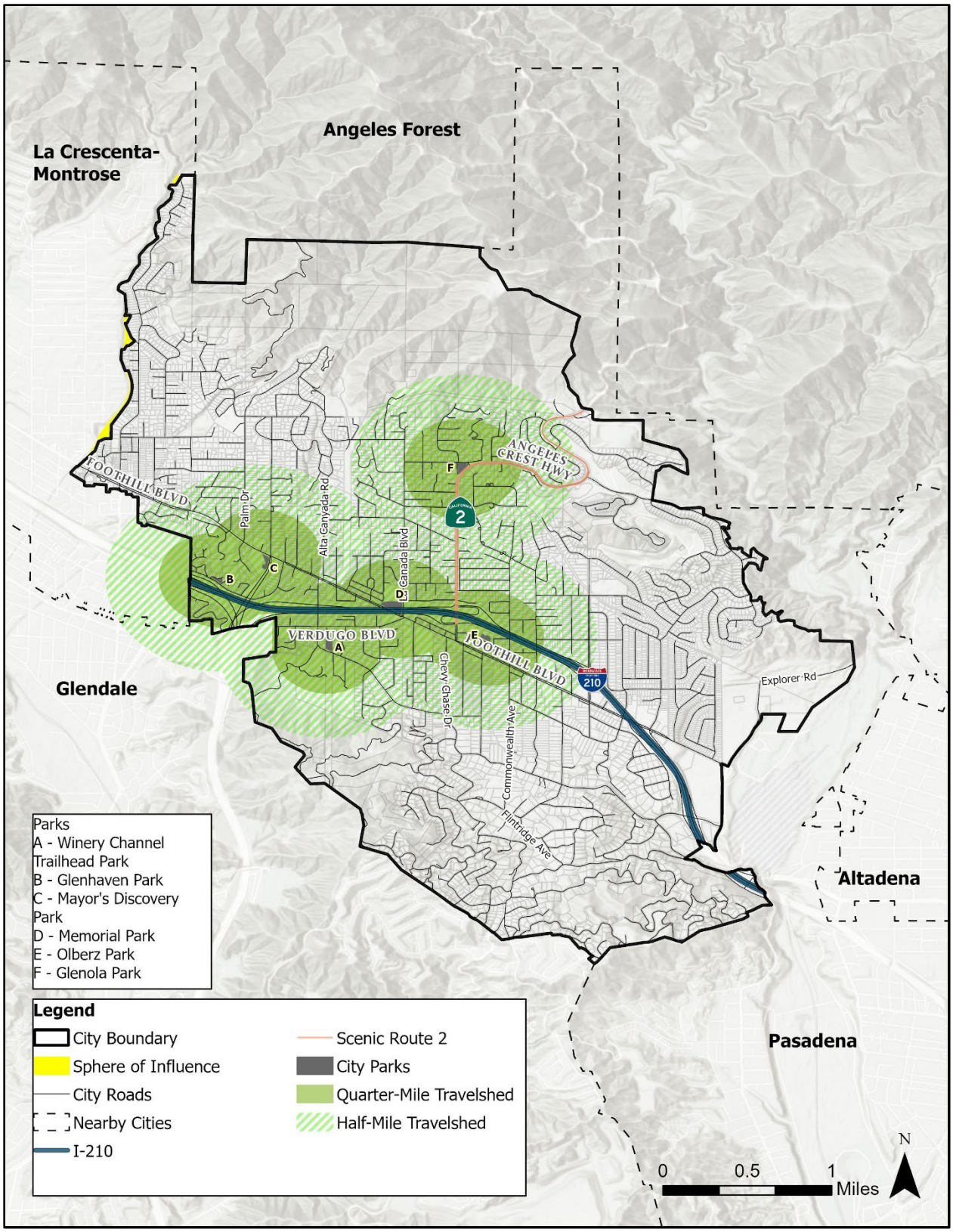


FIGURE 5: 5- AND 10-MINUTE WALKSHED FROM TRAIL HEADS

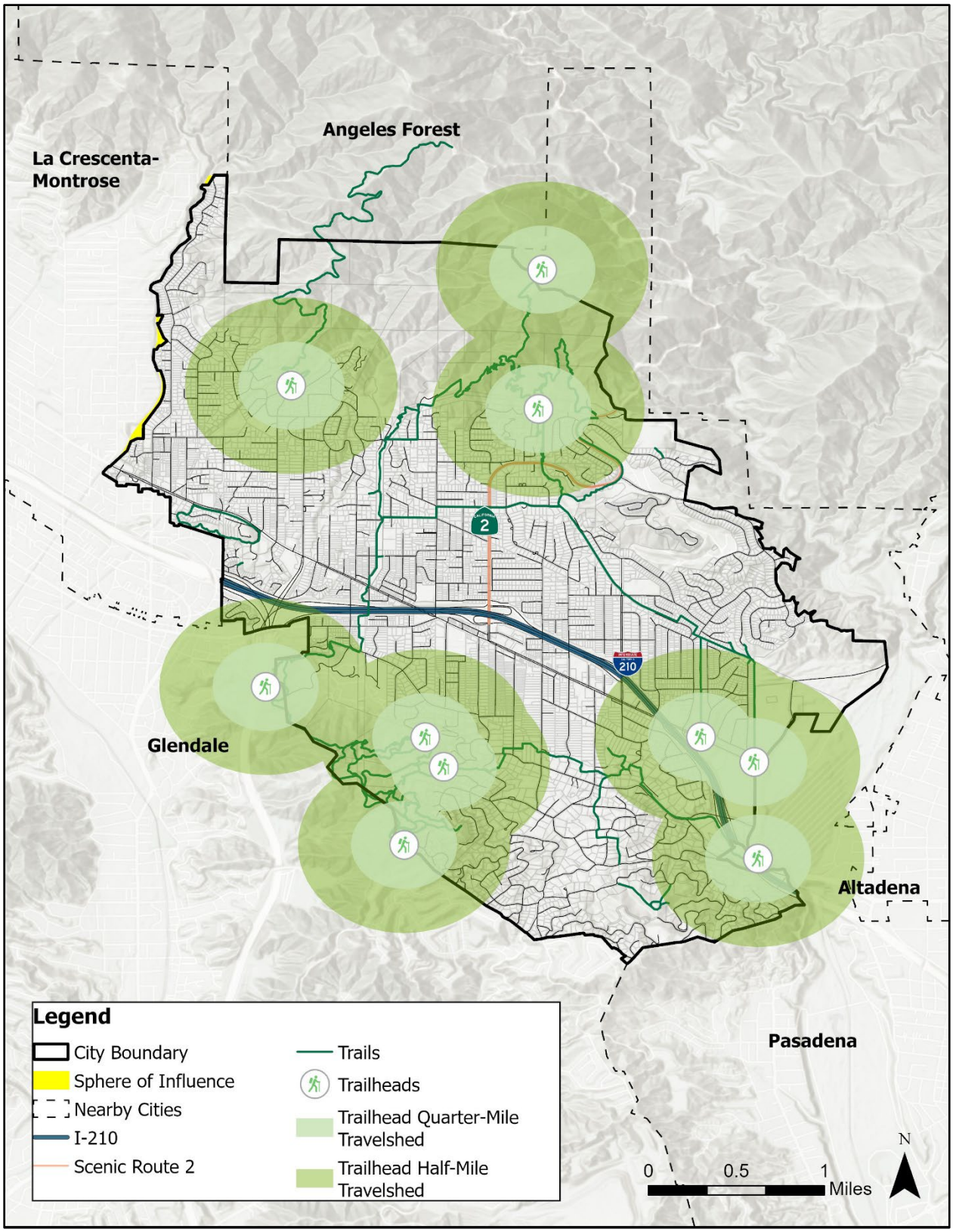
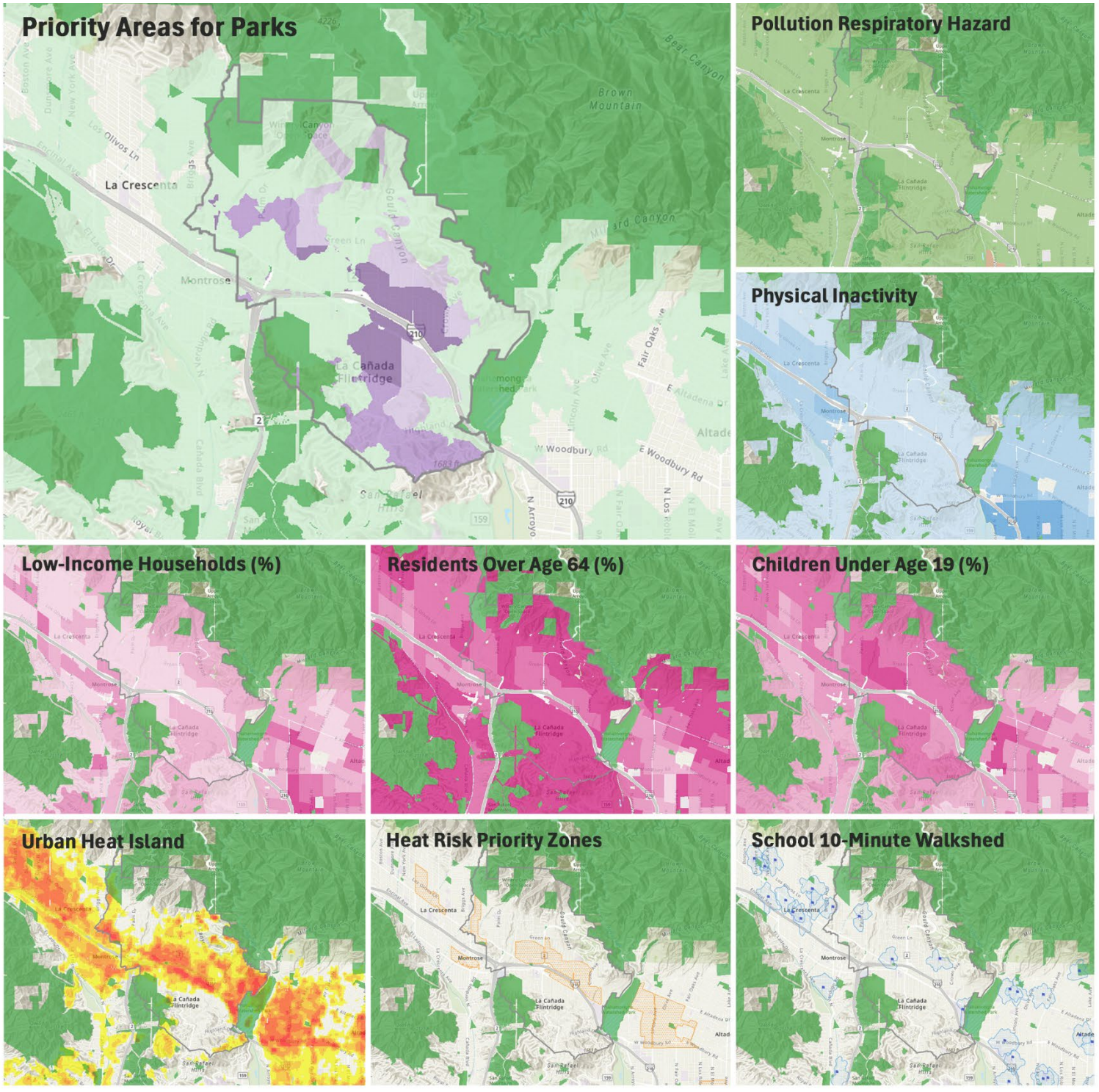


FIGURE 6: PRIORITY AREAS FOR PARKS



Gap in Athletic Fields

The lack of City-owned athletic fields and dependence on shared facilities with schools and churches indicates a shortage of athletic fields especially for teams serving children 12 and older, who must seek opportunities outside the city amid an already constrained supply of athletic fields in neighboring jurisdictions. Non-residents must pay surcharges to use athletic facilities in nearby cities such as Pasadena and Glendale, where local priority policies limit field access for outside users. According to each City's Open Space and Recreation Element, both jurisdictions face limited availability of athletic fields relative to community demand. Pasadena notes a shortage of regulation-sized fields and scheduling conflicts among youth leagues, while Glendale identifies capacity constraints and high utilization rates across its sports fields. Consequently, regional access to athletic fields remains competitive, further restricting options for La Cañada Flintridge teams seeking practice or game space outside City limits.

As part of the General Plan, it is important to explore creative and multifaceted strategies to expand access to athletic fields within a largely built-out community. Potential approaches may include partnerships with the La Cañada Unified School District for expanded joint-use agreements, repurposing underutilized public land or community spaces for multi-functional recreation, or investing in synthetic turf and lighting upgrades to extend play hours on existing fields. The City may also explore opportunities for strategic land acquisition to develop new athletic facilities, particularly in areas underserved by parkland or active recreation space. Additional strategies could involve shared-use partnerships with neighboring jurisdictions or organizations and the potential use of utility corridors or easements for informal recreational uses. Collectively, these options could help address growing community demand particularly for youth sports and align with long-term goals to enhance equitable access to high-quality recreational amenities.

Promoting Health and Well-Being

Access to open spaces, parks, trails, and nature reserves, play a crucial role in enhancing public health. Access to these areas encourages physical activity, which can help reduce the risk of obesity, heart disease, and other chronic conditions. Additionally, spending time in natural settings has been shown to reduce stress, improve mental health, and boost overall well-being. Green spaces also provide social benefits by serving as communal areas where people can gather, fostering a sense of community and social cohesion. The Open Space and Recreation element can serve as a tool to plan these types of spaces and to promote health and well-being. The availability and accessibility of open spaces are vital for promoting both physical and mental health in communities.

URBAN TREE CANOPY

Urban Heat Island Impact

The Urban Heat Island Effect describes the phenomenon in which urbanized regions exhibit higher ambient temperatures compared to nearby rural areas. This temperature disparity results from the substitution of natural vegetation with materials such as concrete, asphalt, and building structures. La Cañada Flintridge's 2024 Climate Action Plan has set a goal to conduct a heat study and map the results to identify areas within the City that could be classified as urban heat islands. Elevated temperatures pose significant health risks and place considerable strain on local infrastructure. Increased reliance on air conditioning can overwhelm the power grid, potentially leading to energy shortages and contributing to higher emissions.

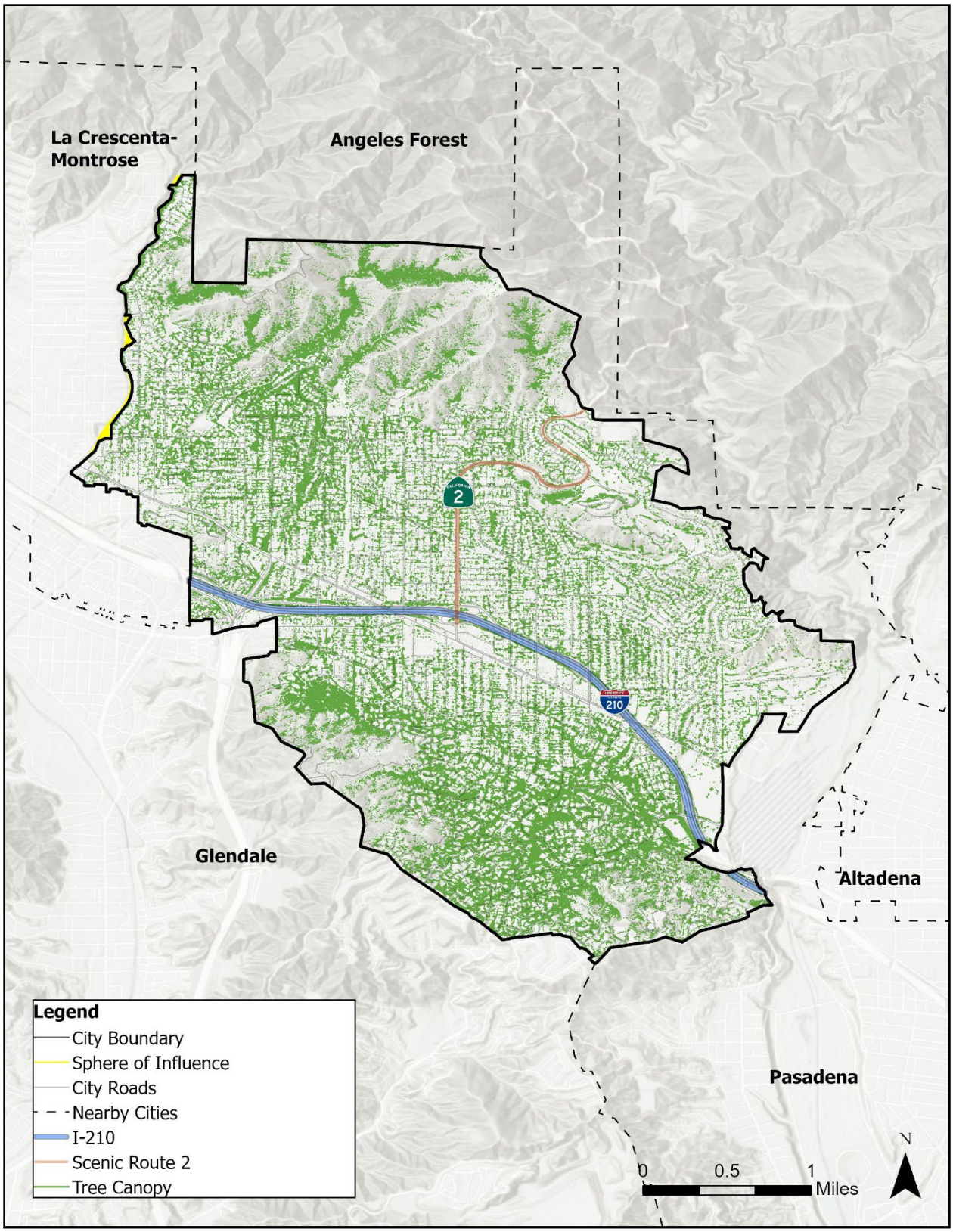
Urban tree canopy is the amount of shade produced by a tree or group of trees. The United States Department of Agriculture Forest Services in partnership with the National Oceanic and Atmospheric Administration (NOAA) and the California Department of Forestry and Fire Protection (CAL FIRE) developed a statewide Urban Tree Canopy database for California. According to this data, the City of La Cañada Flintridge has a 35.8% urban tree canopy with 1,983.8 acres of urban canopy. In comparison, Los Angeles County has about 20% urban canopy cover. As seen in FIGURE , majority of the City has some tree canopy cover with higher tree canopy coverage in the southern portion of the City.

Wildfire Versus Tree Canopy

In a very high fire hazard zone, having a dense tree canopy without proper upkeep can significantly increase the risk of wildfires. Overgrown and poorly maintained trees can accumulate dead branches, leaves, and other debris, all of which contribute to highly flammable fuel that can easily ignite and spread fire. This not only endangers the natural landscape but also poses severe threats to structures and the safety of the community. Therefore, it is crucial to strike a balance between preserving open spaces and tree canopies and ensuring sufficient fire safety measures. Regular tree maintenance, such as trimming, removal of dead wood, and creating defensible spaces, helps mitigate these hazards. By adopting a proactive approach to tree management, the City can maintain its green spaces and natural beauty while prioritizing the safety and well-being of its residents and infrastructure.

The California Department of Forestry and Fire Protection develops wildfire hazard severity maps that also identify the agencies responsible for responding to wildfire incidents within these designated zones. The entire City of La Cañada Flintridge is located withing a very high fire hazard severity zone. In August 2025, the City initiated a wildfire prevention strategy by utilizing grazing animals. Funded by CAL FIRE's Wildfire Prevention Grant Program, the City will deploy goats and sheep for targeted grazing to manage vegetation on 58.7 acres of City-owned land within the Gould Canyon area.

FIGURE 7: URBAN TREE CANOPY



Additionally, the City advises residents to maintain a 30-foot fire-resistant zone around their homes to serve as a wildfire defense system. This involves removing debris, flammable items, and dry leaves within this 30-foot perimeter. La Cañada Flintridge also holds an annual Community Preparedness Day event to discuss wildfire prevention. The city has also initiated a No Parking during Red Flag Warning Program[4] in response to past fire events to have clear access to roads during emergencies. Red flag warning in Los Angeles County are issued when humidity is below 15 percent and there are sustained winds of 25 mph or greater.

The Los Angeles County Fire Department, which serves the City of La Cañada Flintridge, conducts an Annual Defensible Space Inspection Program[5]. Through this program, the Los Angeles County Fire Department provides defensible space clearance notices to property owners in High and Very High Fire Hazard Severity Zones within its jurisdiction. As all homes in La Cañada Flintridge are located within a very high fire hazard severity zone, they are subject to these inspections. This program aims to reduce the risk of wildfires and enhance the safety of communities.

The Los Angeles County Fire Department also provides Plant Selection Guidelines by Zone for Fuel Modification. These guidelines classify the type of plants that can be selected within specific zones: Zone A (within 30 feet of a structure or property line), Zone B (30 to 100 feet from a structure), and Zone C (100 to 200 feet from a structure or adjacent to access roads). Adhering to this plan is crucial for reducing fire hazards, creating defensible space, mitigating fire spread, maintaining visual appeal, and ensuring that the selected plants are well-suited to the local environment. All new development, and major expansions of existing property within the city is subject to the Fuel Modification requirements.

The City of La Cañada Flintridge has implemented a four-year grid trimming program, ensuring that all trees within the City's right-of-way or on City property are trimmed at least once every five years. As part of this General Plan, the City may evaluate this program to determine if the trimming should occur more frequently. Additionally, the City provides a public form to request the evaluation of a tree for further trimming, watering, or in cases where a tree is damaged or at risk of falling. The City's Municipal Code, specifically Chapter 11.40, addresses the preservation, protection, and removal of trees on private property. This code mandates that protected private trees can only be removed by an authorized arborist or the homeowner with approval of a permit. It also provides residents with a replacement tree chart and lists penalties for illegal tree removal. Protected trees within La Cañada Flintridge include certain Oaks and Sycamore trees with a diameter of 12 inches or greater in R-1 Single Family Residential Zones, Deodar Cedars within the Historic Deodar District, any tree over five feet in height in non-R-1 zones, and all trees on public property or within the right-of-way. The City has established tree preservation and protection guidelines to help residents effectively manage and protect trees on their private property.

The comprehensive measures implemented by the City of La Cañada Flintridge, together with the Los Angeles County Fire Department and CAL FIRE, form a robust strategy to combat wildfire risks and create defensible space. By enforcing municipal codes for tree preservation and protection, conducting annual defensible space inspections, and providing plant selection guidelines, the City ensures that its policies align with best practices in wildfire prevention. The innovative use of targeted grazing for vegetation management, along with community initiatives like maintaining fire-resistant zones around homes and hosting annual preparedness events, further

[4] City of La Cañada Flintridge. Red Flag Warning Program. Available at: https://lcf.ca.gov/public-safety/redflaginfo/. Accessed January 22, 2026.
[5] Los Angeles County Fire Department. Defensible Space Program. Available at: https://fire.lacounty.gov/fire-hazard-reduction-programs/. Accessed January 22, 2026.

empowers residents to take proactive steps in safeguarding their properties. Collectively, these efforts foster a safer, more resilient community capable of withstanding the dangers posed by wildfires.

To better protect residents from extreme heat, La Cañada Flintridge may consider prioritizing investments in public infrastructure. This could include using heat-efficient materials, providing shade and hydration options at bus shelters, establishing designated cooling centers for extreme heat events, and introducing cool pavements. Cool pavements are innovative surfaces designed to reduce the heat absorbed and emitted by traditional pavement materials. These pavements use materials with higher solar reflectance (albedo) and better heat dissipation properties. By reflecting more sunlight and absorbing less heat, cool pavements can significantly lower surface temperatures and reduce the urban heat island effect. Additionally, cool pavements can improve comfort for pedestrians and cyclists, enhance the durability of pavement by reducing thermal stress, and potentially lower energy costs for nearby buildings by mitigating surrounding heat. Implementing cool pavement solutions could involve using lighter-colored or specially coated materials in streets, sidewalks, and parking lots. Within this General Plan, the City may consider conducting an inventory of the pavement within the City to identify any potential improvements.

GOALS, POLICIES, AND ACTIONS

GOALS POLICIES AND ACTIONS

The goals, policies, and actions in the Open Space and Recreation Element promote the expansion, preservation and enhancement of the City's open space, recreation, and trails resources. They emphasize and support the interrelationship between all General Plan elements to achieve a community whose parkland resources also support land use, circulation, conservation, and safety elements.

OSRE Goal 1.0: Create an integrated, connected system of parks, recreation facilities, open space, and trails that serve residents of all ages and abilities while protecting the City's natural resources.

OSRE Policy 1.1: Plan, develop, and maintain a cohesive parkland system that balances active recreation, passive open space, trails, and natural resource protection and reflects community needs and demographic trends.

OSRE Action 1.1.1: Use walkshed analysis, demographic data, heat exposure, and age-based needs to identify priority areas for park, trailhead, or micro-open-space investments, with a focus on neighborhoods outside 5- and 10-minute access areas.

OSRE Action 1.1.2: Develop ordinance in accordance with the Quimby Act to require inclusion of permanently dedicated open space and/or recreation facilities within new residential developments.

OSRE Action 1.1.3: Work with the school district to assess existing athletic fields to identify opportunities for targeted upgrades such as surface improvements, synthetic turf, lighting, or scheduling efficiencies to increase usable hours and accommodate community demand.

OSRE Action 1.1.4: Incorporate multi-functional design principles into the planning and improvement of recreation facilities to support shared use by multiple age groups, programs, and activities.

OSRE Action 1.1.5: Include inclusive and accessible play equipment in new parks and park improvements so children of all abilities can safely play and participate together.

OSRE Policy 1.2: Pursue creative use of traditional, nontraditional, and shared spaces to expand recreation and open space opportunities.

OSRE Action 1.2.1: Evaluate opportunities to acquire land for active recreational facilities such as courts on underutilized parcels, parking areas, or for sale properties along or near Foothill Boulevard.

OSRE Action 1.2.2: Evaluate the possibility of a trail linking the completed Foothill Link with proposed Rockridge Terrace Trail in Trails Master Plan (2006).

OSRE Action 1.2.3: Evaluate design and funding options for the Community Center site to determine whether it could be jointly used, reconfigured, or redeveloped to expand athletic field capacity or support active recreation needs while maintaining community programming, in coordination with the facility operator and other relevant partners.

OSRE Action 1.2.4: Evaluate the Southern California Edison (SCE) utility easement as a potential multi-use open space corridor by assessing utility constraints, ecological opportunities, recreation compatibility, access, and parking. The evaluation shall prioritize preservation of the existing trail connection and explore low-impact recreation uses such as outdoor fitness elements, community gardens, and passive open space, alongside pollinator-friendly habitat improvements, while maintaining utility access and neighborhood compatibility.

OSRE Action 1.2.5: Evaluate opportunities to utilize underutilized or vacant land including JPL parking lot leased from the Flintridge Riding Club and other similar sites for active recreational facilities. The evaluation may also consider shared or structured parking solutions to support recreational uses and JPL parking needs, and to provide buffering between proposed facilities and nearby residential areas.

OSRE Policy 1.3: Strengthen physical and functional connections between parks, open spaces, trails, neighborhoods, schools, and regional destinations through coordinated pedestrian, bicycle, and trail planning.

OSRE Action 1.3.1: In coordination with Circulation Element, create a comprehensive multimodal plan that integrates pedestrian and bicycle facilities to improve connectivity, safety, and access to parks, recreational facilities and trails.

OSRE Policy 1.4: Pursue diverse, reliable funding strategies to support the acquisition, development, enhancement, and long-term maintenance of parkland and recreational facilities.

OSRE Action 1.4.1: Develop a funding program for acquisition and/or development of parkland property and facilities that includes a variety of methods, such as grants, easements, land donations, and gift annuities.

OSRE Action 1.4.2: Maintain readiness to pursue parkland acquisition opportunities by identifying priority opportunity sites, evaluating financing options including voter-approved bonds, and preparing funding strategies and partnerships that enable the City to act quickly when land becomes available.

OSRE Action 1.4.3: Pursue opportunities to secure first right of purchase or negotiation for properties that could support future parkland, open space, or trail connections when such properties become available.

OSRE Action 1.4.4: Develop and adopt an ordinance in accordance with the Quimby Act establishing requirements and options for parkland and/or trail dedication, or in-lieu fees for new development and expansions of existing structures exceeding 30 percent.

OSRE Action 1.4.5: Pursue grant funding, cost-sharing arrangements, and partnerships to support the planning, acquisition, development, improvement, and maintenance of parks and usable open space on City-owned and non–City-owned land, consistent with community needs and available resources.

OSRE Policy 1.5: Improve public awareness and use of parks, trails, recreational resources and programs through clear, accessible, and up-to-date information.

OSRE Action 1.5.1: Continue to work with citizens, non-profit organizations, volunteer groups, and other community partners to identify and acquire land and provide needed active and passive parks, recreation, and age-specific programs.

OSRE Action 1.5.2: Develop brochures, maps, a website, and other informational material that inform the community about the parks, recreational opportunities, trail system and their linkages with regional systems, as well as available programs including youth, senior, and family-oriented offerings, within the City.

OSRE Goal 2.0: Preserve, protect, and enhance open space areas within and adjacent to the City to maintain hillside character, conserve scenic and natural landscapes, support public health and safety, and promote climate resilience.

OSRE Policy 2.1: Conserve and manage open space through land use designation, development controls, and coordinated planning to maintain hillside character, protect scenic landscapes, and support compatible low-impact public access.

OSRE Action 2.1.1: Continue to preserve all publicly owned open space committed to open space land or utility right-of-way by designating them as Open Space on the General Plan Land Use Map, while allowing compatible low-impact recreational uses where consistent with utility requirements, public safety, and environmental constraints.

OSRE Action 2.1.2: Continue to maintain the semi-rural, hillside character of the community by regulation and development control, thus preserving the unique setting and significant resources in the San Gabriel Mountains and San Rafael Hills.

OSRE Action 2.1.3: Continue to designate owned recreational and open space areas that are designed and approved as an integral part of a land use development as Open Space on the General Plan Land Use Map to reflect their intended long-term use. Such designation does not imply public ownership or public access unless otherwise provided through approval conditions or agreements.

OSRE Action 2.1.4: Continue to preserve and enhance non-vehicular access from the City to the Angeles National Forest trails and open lands remaining in the San Rafael Hills and San Gabriel Mountains, in coordination with the federal Angeles Forest Plan.

OSRE Action 2.1.5: Coordinate planning and management of open space areas with the Conservation Element to support wildlife movement, habitat continuity, and rewilding opportunities, while maintaining the primary open space functions of public access, scenic preservation, and community benefit.

OSRE Policy 2.2: Provide and preserve open space areas that protect public health and safety while maintaining natural landscapes, vegetation, and watershed functions and allowing compatible recreational uses.

OSRE Action 2.2.1: Identify areas subject to natural hazards such as earthquake fault zones, earthquake-induced landslides, wildfires, debris and mudflows, and unstable slopes, and designate undeveloped areas subject to such hazards as open space areas in order to minimize risk to people and property.

OSRE Action 2.2.2: Discourage new development and intensification within open space areas designated for public safety, allowing only low-impact, safety-compatible uses such as trails, passive recreation, emergency access, and hazard mitigation improvements, that do not increase exposure to hazards or interfere with emergency response.

OSRE Action 2.2.3: Adopt a risk-based approach to tree trimmings and brush clearance that considers tree species, location, wildfire risk, emergency access routes, and environmental conditions to determine appropriate trimming frequency.

OSRE Action 2.2.4: Enforce restrictions on unauthorized off-road vehicles including e-bikes, from operating within the City limits, except where such use is expressly permitted under applicable regional, state, or federal plans.

OSRE Policy 2.3: Design, manage, and retrofit open space, parks, and trails to reduce wildfire risk, mitigate heat, and support long-term climate resilience while protecting ecological function.

OSRE Action 2.3.1: Incorporate shade and heat mitigation measures into park and trail planning, design, and improvements by combining fire-resistant tree species, strategic canopy placement, shade structures, and complementary cooling strategies in high-use areas such as trailheads, seating areas, play spaces, and pathways.

OSRE Action 2.3.2: Apply fire-resilient and climate-responsive design measures to new parks, recreational facilities, trailheads, and incorporate phased retrofits into existing facilities, prioritizing improvements through the City's Capital Improvement Program and applicable grant funding.

OSRE Action 2.3.3: Coordinate the planning, design, and management of open space, parks, and trails with Public Works, emergency response agencies, Los Angeles County, and other relevant land management agencies to support wildfire prevention, emergency access, evacuation readiness, trail safety, and hazard mitigation.

OSRE Policy 2.4: Plan and site recreational facilities in a manner that balances community demand with neighborhood compatibility, public health, and quality of life.

OSRE Action 2.4.1: Evaluate opportunities to expand recreational facilities to meet community demand by prioritizing locations along major corridors, shared-use sites, or non-residential areas, and away from existing residential neighborhoods.

OSRE Action 2.4.2: Require site-specific noise studies and enhanced siting and design review for new pickleball facilities or the conversion of existing courts located within approximately 600 feet of residential uses, to evaluate potential noise impacts and identify appropriate mitigation measures prior to approval.

OSRE Goal 3.0: Provide and enhance park and recreation opportunities within the City.

OSRE Policy 3.1: Expand access to park, recreation, educational, and cultural opportunities by supporting shared use of facilities, coordinated programming, and collaboration with public agencies, schools, utilities, non-profit organizations, and private partners, in a manner that responds to community needs and available resources.

OSRE Action 3.1.1: Cooperate with public agencies, public utilities, and private organizations, including the Los Angeles County Flood Control District, the Los Angeles County Fire Department, Los Angeles County Department of Parks and Recreation, La Cañada Unified School District (LCUSD), and SCE to promote the use and development of public recreation uses on their land. Such facilities are important to the City's efforts in providing a balanced recreation program.

OSRE Action 3.1.2: Evaluate and, where feasible, expand joint-use agreements with LCUSD and other public or institutional partners to increase access to athletic fields and active recreation facilities.

OSRE Action 3.1.3: Continue to partner with the facility operator of the Community Center of La Cañada Flintridge to provide and expand recreation and enrichment programs for seniors, youth, and teens, including after-school classes and regularly assess community needs to refine and update offerings.

OSRE Goal 4.0: Preserve, improve, and expand existing trails and promote coordinated and comprehensive trail systems for hikers, bicyclists, and equestrians.

OSRE Policy 4.1: Plan, implement, and manage the trail system through Trails Master Plan to guide trail development, mapping, public access, shared use, and long-term stewardship.

OSRE Action 4.1.1: Support the Trails Council in updating the Trails Master Plan in coordination with the County and nearby cities. Any new or planned trail routes, as well as significant additions or modifications, shall be reviewed and approved by the City Council and/or County Board of Supervisors as appropriate.

OSRE Action 4.1.2: Use the Trails Master Plan as the primary implementation document for the General Plan's goals and policies related to trails, trail connectivity, and trail-related planning and improvements.

OSRE Action 4.1.3: Support the Trails Council in creating, maintaining and periodically updating the Trails Map as the Trails Master Plan is implemented, and make it available for public reference and use through various mediums such as:

- Posting on City-website
- Print copies available at City Hall, Community Center, and Library
- Posting simplified versions at major trailheads and Parks with trail access

- Posting QR Code for easy download of map at various locations

OSRE Action 4.1.4: Update the Trails Map administratively as the Trails Master Plan is implemented.

OSRE Action 4.1.5: Incorporate trail etiquette, shared-use guidance, and safety information into the Trails Map and associated public-facing materials as part of future map updates, trailhead signage, and digital resources.

OSRE Action 4.1.6: Amend the Trails Master Plan or Trails Map as implementation documents without requiring a General Plan amendment, unless such changes would create an inconsistency with the General Plan's goals, policies, or other applicable provisions.

OSRE Action 4.1.7: Use the Community Development Department Project Review Procedure: Trails (as included in Trails Master Plan or as modified by the Community Development Director, whichever is the latest update) when reviewing proposed development that is located adjacent to or within current trails, existing trail easement(s), or proposed trail location(s), to evaluate and require mitigation of potential impacts on the trail system.

OSRE Action 4.1.8: Promote safe and compatible shared use of trails through signage, education, and trail design, and consider user conflicts and emergency access needs when planning trail improvements or permitting trail events.

OSRE Action 4.1.9: Establish a coordinated trail maintenance program for vegetation management, erosion control, and post-fire or storm recovery among public works, fire, nonprofit organizations, and applicable land managers to support safe, sustainable trail use.

OSRE Policy 4.2: Implement the Trails Master Plan through dedication of land, targeted purchases, easements, joint-use and shared-access agreements, development conditions and design integration, or other appropriate methods.

OSRE Action 4.2.1: Coordinate with public agencies, public utilities, and private organizations to identify opportunities for trail access or trail facilities on their lands through joint-use agreements, licenses, easements, or other mutually beneficial arrangements.

OSRE Action 4.2.2: Provide planning coordination, mapping information, design guidance, and permitting support to partner agencies and organizations to facilitate trail planning and implementation consistent with the Trails Master Plan.

OSRE Action 4.2.3: Establish and enforce coordinated sustainable trail maintenance practices among public agencies, public utilities, private organizations, and adjacent property owners to maintain recreational trails in good repair and prevent loss of use or access due to encroachment or interference.

OSRE Action 4.2.4: Maintain efforts to work with regional organizations, such as the Santa Monica Mountains Conservancy, to secure funding for the ongoing implementation of the Trails Master Plan.

OSRE Action 4.2.5: Pursue grant funding, active transportation and multimodal funding sources, and cost-sharing arrangements, and partner with public agencies, utilities, and non-profit organizations to support the planning, construction, maintenance, and implementation of trail facilities on both City-

owned and non–City-owned land, coordinating trail planning where appropriate with the City's multimodal planning efforts.

OSRE Action 4.2.6: Assemble the right-of-way and create improvements for a circular trail to connect Mayors' Discovery Park, the Rockridge conservation area, the Link Linear Park on Foothill Boulevard, and the YMCA.

OSRE Action 4.2.7: Install and maintain trail signage that promotes safety and courtesy between all trail users, including equestrians, hikers, and bicyclists, and provides information regarding the trails and their use.

OSRE Action 4.2.8: Preserve the City's core circular trail by maintaining continuous public access, protecting the trail alignment from encroachment or discontinuity during development and infrastructure projects, coordinating with regional agencies to maintain connections to regional trail networks, and prioritizing maintenance, signage, and wayfinding to reinforce its function as a primary loop and connector.

OSRE Policy 4.3: Manage the City's trail system to support public safety and long-term usability by preparing for, responding to, and recovering from wildfire, flooding, mudslides, and other hazard events in coordination with emergency response agencies and applicable land managers.

OSRE Action 4.3.1: Following wildfire, mudslide, flooding, or other hazard events, conduct coordinated post-event assessments of trails to evaluate safety, erosion, slope stability, and access conditions, and prioritize phased reopening, repairs, or realignments in coordination with Fire, Public Works, and applicable land managers.

OSRE Action 4.3.2: Implement procedures for temporary trail closures, on-site signage, and public notification following hazard events, and provide timely updates through City communication platforms regarding trail conditions, closures, and reopening status.

OSRE Action 4.3.3: Incorporate hazard-resilient design and adaptive improvements into post-event trail repairs such as erosion control, drainage enhancements, slope stabilization, vegetation management, and fire-resilient materials, to reduce future damage and improve long-term trail performance.

Attachment 2

6.0

CIRCULATION ELEMENT

6.1 Introduction

The Circulation Element of La Cañada Flintridge's General Plan is intended to guide the development of the City's circulation system in a manner that is compatible with the Land Use Element. Due to the importance of a well-planned circulation system, the State has mandated the adoption of a citywide Circulation Element since 1955. The current State mandate for a Circulation Element is found in Government Code section 65302(b), which states that the General Plan shall include:

> ... a circulation element consisting of the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, and other local public utilities and facilities, all correlated with the land use element of the plan.

To help meet the future demands and achieve balanced growth, the City has adopted specific goals, objectives, and policies, which serve as the basis for the Circulation Element.

6.1.1 Related Plans and Programs

6.1.1.1 Connect SoCal 2024

The Southern California Association of Governments Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), currently known as Connect SoCal 2024, serves as the long-range regional vision for transportation, land use, mobility, and sustainability across Southern California. It identifies the region's transportation priorities and major projects over a 20- to 30-year horizon, including highways, transit, active transportation, and goods movement improvements. The RTP/SCS itself does not directly fund projects, but it establishes the framework and priorities that guide future funding decisions.

Projects generally need to be included in or consistent with the RTP/SCS to be eligible for many federal and state funding programs.

6.1.1.2 Connect SoCal Project List

The Connect SoCal 2024 Project List provides the long-range regional transportation investment framework for Southern California and includes both funded and future transportation projects. At its core is the Federal Transportation Improvement Program (FTIP), which identifies near-term federally funded and regionally significant projects programmed for implementation within the first six years of the plan. State-funded transportation projects included in the State Transportation Improvement Program (STIP), including the Regional Transportation Improvement Program (RTIP), are reviewed for consistency with the RTP/SCS before inclusion in the FTIP. Together, these programs create an integrated framework in which the RTP/SCS establishes regional transportation priorities, while the FTIP, STIP, RTIP, and specialized funding programs such as the Highway Safety Improvement Program (HSIP) provide mechanisms for project funding and implementation.

Several regional transportation improvement projects are included in Connect SoCal 2024 Project List under FTIP projects meaning the funding has been identified for these projects. These include:

- The Foothill Boulevard Link Bikeway and Pedestrian Greenbelt Project is approximately 1.5 miles of Class II bike lanes along Foothill Boulevard between Briggs Avenue and Alta Canyada Road, along with bike and bus facility improvements, a raised median, and approximately 0.5 miles of pedestrian greenbelt enhancements including lighting and landscaping.

- I-210 Soundwall Improvement Project includes the design and construction of multiple soundwall segments along Interstate 210 to reduce freeway noise impacts on nearby residential communities. Improvements include segments along the north side of I-210 between Waltonia Drive and Glenhaven Drive, La Granada Way and Vista Place, La Cañada Boulevard and Angeles Crest Highway, and Commonwealth Avenue to west of Oakwood Avenue.

- I-210 Eastbound Soundwall Phase 2 Project includes the design and construction of an additional soundwall segment along the eastbound side of I-210 as part of the Soundwall Project Phase 2 program to further reduce traffic noise impacts within the City.

- I-210 Bridge Overpass Soundwall Improvement Project includes soundwall improvements along eastbound and westbound I-210 near the

Alta Canyada Road and Foothill Boulevard bridge overpasses. The project is intended to reduce existing traffic noise levels affecting surrounding neighborhoods in La Cañada Flintridge.

6.1.1.3 Congestion Management Program (CMP)

Under California State law, every county with an urbanized area of 50,000 or more must adopt a Congestion Management Program (CMP). The CMP has been implemented locally by the Los Angeles County Metropolitan Transportation Authority (Metro). The Los Angeles County CMP identifies major corridors to monitor levels of service and congestion throughout the County. Corridors include all freeways, selected major arterial roadways, and intersections. La Cañada Flintridge contains the following roadways and intersections that are monitored as part of the CMP program:

- Foothill (Interstate 210 [I-210]) Freeway
- Glendale (State Route 2 [SR-2]) Freeway
- Angeles Crest Highway (SR-2)
- Angeles Crest Highway/I-210 Westbound Ramp Intersection

The intersection of Angeles Crest Highway/I-210 Westbound Ramps operate at level of service (LOS) A during the AM peak hour and LOS B during the PM peak hour. CMP monitoring methodologies are distinct from those used to determine roadway LOS in this General Plan.

6.2 Setting

The City is situated between the foothills of the San Gabriel Mountains and the Angeles National Forest to the north, and the San Rafael Hills to the south. A well-established roadway network allows residents and commuters to travel within the City and provide connectivity to surrounding cities such as Glendale, Pasadena, and Los Angeles. La Cañada Flintridge is served by two major regional freeways (I-210 and SR-2), a local roadway network with relatively few arterial streets, and several transit lines.

6.3 Baseline Circulation System

This section describes the City's local roadway system, transit system, bicycle paths, goods movement infrastructure, and parking availability. Since La Cañada Flintridge is predominantly a hillside residential community with

limited through arterial access, the street system is comprised of primarily residential and residential collector roadways, with only a few arterials. The City also has a network of riding and hiking trails that traverse the community.

6.3.1 Regional Freeways

The two freeways that traverse the City are under the jurisdiction of the California Department of Transportation (Caltrans) and provide regional access to the greater Los Angeles area:

Foothill Freeway approaching SR-2

- The Foothill Freeway, I-210, is a regional east–west limited-access facility between Interstate 5 (I-5) in Sylmar to the west and Pasadena and San Bernardino County to the east. In the City, the I-210 Freeway has four travel lanes in each direction with interchange ramps at the Glendale (SR-2) Freeway, Angeles Crest Highway (SR-2), Gould Avenue (half-interchange), Foothill Boulevard (half-interchange), and Berkshire Place.
- The Glendale Freeway, SR-2, is a regional north–south limited-access facility that extends from the I-210 in the City to Glendale and Los Angeles in the south. In the City, SR-2 has four to five travel lanes in each direction with interchange ramps at the I-210, Verdugo Boulevard, and Foothill Boulevard.

6.3.2 Roadway Classifications

Five general roadway classifications are used to designate the public streets within the roadway network of La Cañada Flintridge: Primary, Major, Collector, Residential Collector, and Local Residential. The first four of these categories are considered part of the City's General Plan circulation network because their function is to move traffic efficiently from one part of the City to another as well as in and out of the City. Local residential streets and private roadways, in contrast, provide direct access to adjacent properties.

Foothill Boulevard at Verdugo Boulevard

Figure CE-1 illustrates the Primary, Major, Collector, and Residential Collector roadways. Foothill Boulevard east of I-210, while classified as a Major Roadway, is indicated as a "Special Major" Roadway because of its limited width. Figure CE-2 illustrates the typical cross-sections of all of the roadway classifications in the City. The following sections describe the classifications.

6.3.2.1 Primary Roadway

This classification has an ideal 80-foot curb-to-curb width within a 100-foot right-of-way. A four-lane, divided roadway can be provided within this street section, based on the typical section shown in Figure CE-2. However, the actual design may vary depending on the specific roadway needs. In some cases, the curb-to-curb width may change to best accommodate the overall transportation system and topography, but the right-of-way needs are expected to remain constant. The following are the roadways designated as Primary Roadways in the City:

- Foothill Boulevard is the only regional arterial street in the City. It traverses the City in a generally east–west orientation with two travel lanes in each direction. It is a Primary Roadway west of the I-210 interchange. Foothill Boulevard is generally divided by a raised or painted median. The street is the primary commercial thoroughfare and provides access to the downtown area of the City. It also has a half-interchange to/from the east with the I-210 Freeway near its eastern terminus.
- Verdugo Boulevard provides east–west access between the communities of Montrose and La Crescenta to the west and the downtown area to the east. It is a Primary Roadway only west of Alta Canyada Road. With two travel lanes in each direction, Verdugo Boulevard is divided by a painted median. The arterial has a half-interchange with the SR-2 Freeway to/from the south.
- Angeles Crest Highway provides north–south access to the downtown area at its south end and the Angeles National Forest to its north. It serves as SR-2 north of the I-210 Freeway. It has two travel lanes in each direction within the City and is divided by a raised or painted median. Angeles Crest Highway has a full-access interchange with the I-210 Freeway.

6.3.2.2 Major Roadway

A Major Roadway generally has an ideal 80-foot right-of-way width, but the street width may vary to accommodate the distinctive transportation needs of the specific area. There is one Special Major section on Foothill Boulevard, east of Crown Avenue. This section needs to provide a higher function than a Residential Collector, but has existing right-of-way and roadway constraints. The following are the roadways designated as Major Roadways:

- Foothill Boulevard east of the I-210 interchange is classified a Major Roadway to its terminus at Oak Grove Drive. It is divided by double yellow striping.
- Verdugo Boulevard east of Alta Canyada Road is classified a Major Roadway, with one lane in each direction from Alta Canyada Road to Foothill Boulevard and is divided with double yellow striping.
- Alta Canyada Road south of Foothill Boulevard provides north–south access to the west of the downtown area toward Descanso Gardens south of Verdugo Boulevard. It has one lane in each direction and is divided by double yellow striping.
- Descanso Drive provides east–west access southwest of the downtown area to Descanso Gardens south of Verdugo Boulevard. It has one lane in each direction and is divided by double yellow striping.
- Gould Avenue north of Foothill Boulevard provides north–south access to the east of the downtown area with one travel lane in each direction. It has a half-interchange (to/from the west) with the I-210 and is divided by a painted median.
- Oak Grove Drive provides north–south access along the far eastern edge of the City. It has two travel lanes in each direction with raised and painted medians. The street primarily provides access to the NASA Jet Propulsion Laboratory (JPL), La Cañada High School, and the Flintridge Riding Club. Only a portion of Oak Grove Drive is within La Cañada Flintridge city limits.
- Berkshire Place between Berkshire Avenue and Oak Grove Drive provides east–west access to the I-210 via a full interchange west of Oak Grove Drive. It has one travel lane in each direction west of the eastbound freeway ramps and two lanes in each direction east of these ramps. Berkshire Place is divided by double yellow striping.

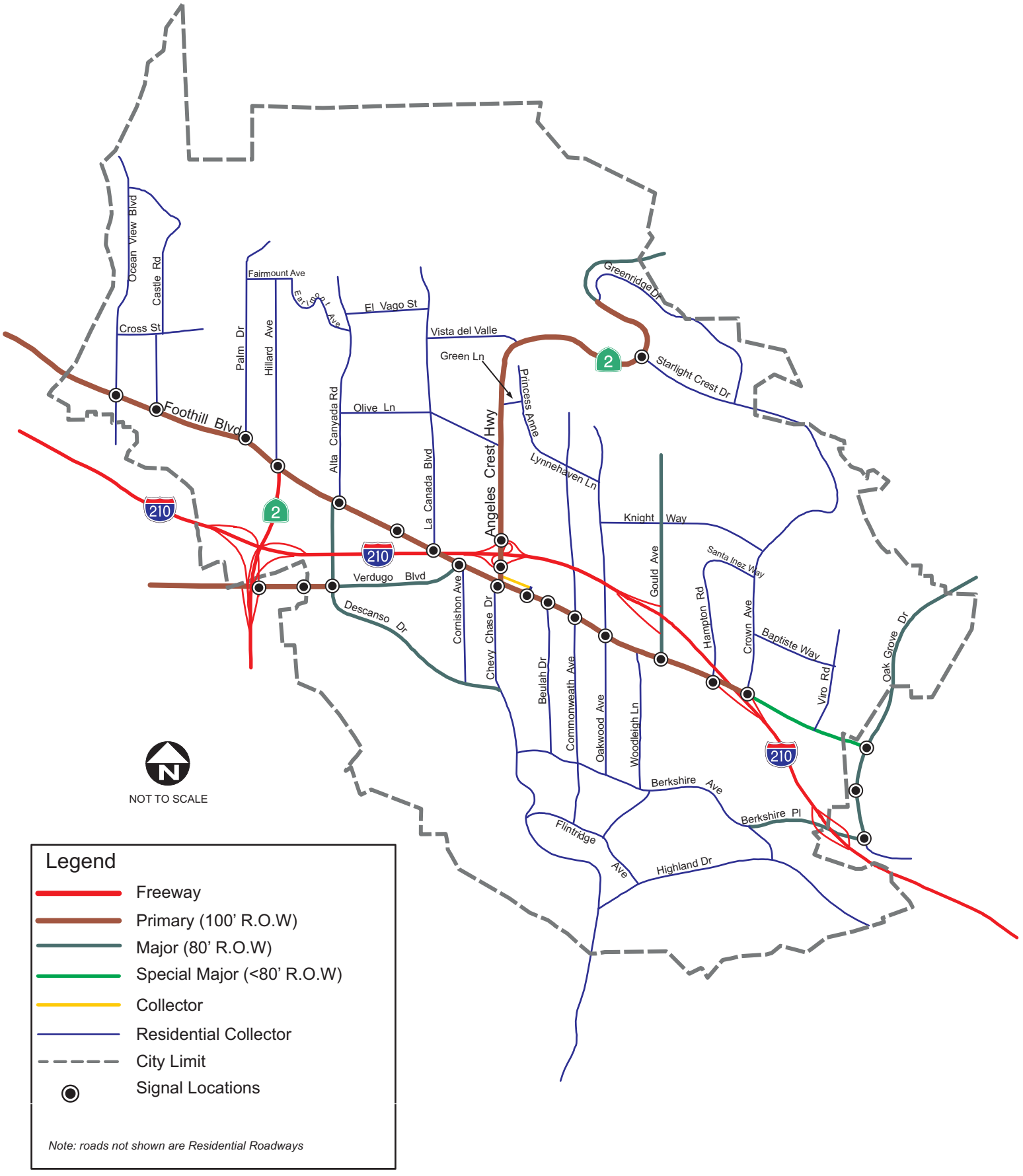


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Figure CE-1
Roadway Classification Map

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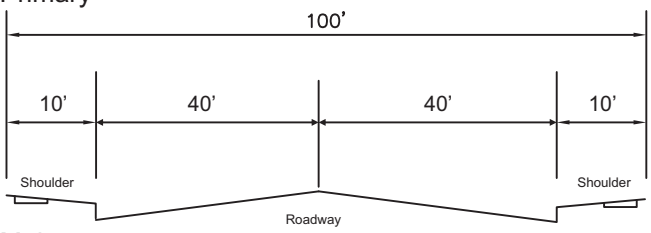
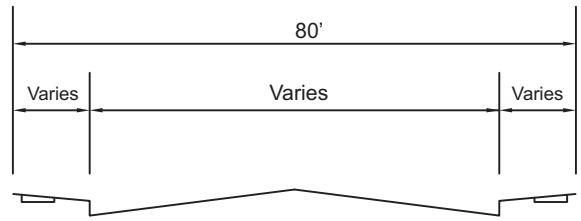
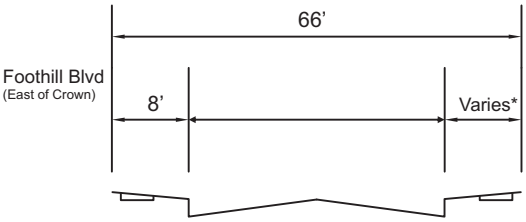
Primary



Major

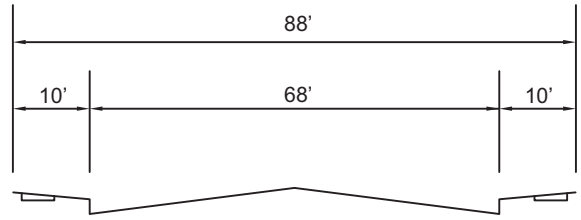


Special Major

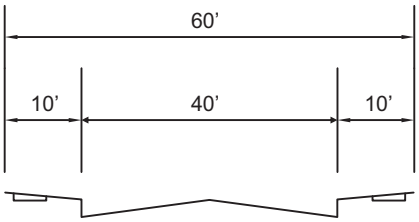


(*) Sidewalk and Bike Path Through the “Hill” Section

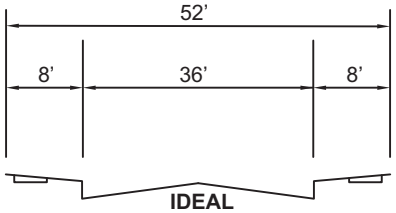
Collector

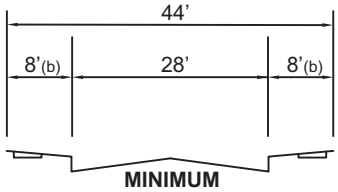


Residential Collector



Local Residential





(b) Shoulder should be improved if parking, bicycle use or pedestrians are to be accommodated

* Note: Images are Not to Scale

6.3.2.3 Collector

Collector roadways are designed to carry traffic between local streets and the arterial street network. The typical right-of-way dimension is 88 feet with a 68-foot curb-to-curb width. The typical designated roadway width allows for on-street parking or a center left-turn lane. Currently, the only collector roadway in the City of La Cañada Flintridge is Town Center Drive east of Angeles Crest Highway (45 feet curb to curb), providing parallel capacity to Foothill Boulevard. It has one travel lane in each direction, with a painted median, and is located south of the I-210 Freeway.

6.3.2.4 Residential Collector

Residential Collector roadways are residential in nature due to surrounding development but are also designed to carry traffic between local streets and the arterial street network. The typical right-of-way dimension is 60 feet with a 40-foot curb-to-curb width. However, some streets have different widths and are still classified as Residential Collectors. The typical designated roadway widths allow for on-street parking or, in rare cases, a left-turn lane. Examples of residential collectors are: Oakwood Avenue north of Foothill, Lynnhaven west of Oakwood Avenue, Hillard Avenue north of Foothill Boulevard, Alta Canada Road north of Foothill Boulevard, and La Canyada Boulevard north of Foothill to El Vago Street.

6.3.2.5 Local Residential

Local residential roadways provide direct access to adjacent properties, short distance intra-neighborhood traffic, and access to higher classification roads and streets. The ideal local residential right-of-way is 52 feet wide, while the minimum is shown as 44 feet wide. "Ideal" and "minimum" cross-sections are shown in Figure CE-2, giving the preferred design compared to existing conditions in some locations. Although many existing areas do not meet this ideal, it may be beneficial to have a desired street section for new development or redevelopment. The ideal cross-section may not always be feasible but would provide for multiple modes of transportation including pedestrians, bicyclists, and vehicles. It can be beneficial to obtain the ideal right-of-way for short sections, even if the overall street improvements are not provided until a future date. The minimum right-of-way provides an interim section, which can allow a phased widening for areas that fall below the minimum standard and for which widening to the ideal is not feasible in the foreseeable future, and does not mean the entire width of right-of-way will be paved. The City may allow flexibility in the Local Residential cross-sections

in consideration of several factors, including terrain and developable lands areas, context of the roadway in comparison to land uses, among others.

6.3.2.6 Private Roadways

Private roadways are neighborhood roadways not dedicated to the City and not maintained by the City. These streets are typically maintained by a homeowners' association. They must be designed to City standards for emergency access and accessibility.

6.3.3 Roadway Capacities

Table CE-1 presents the maximum operational daily traffic capacity for each roadway classification within the City. The roadway capacities were developed by the Florida Department of Transportation based on road width, number of lanes, and other characteristics, and are used by many jurisdictions across the country.

Table CE-1. Typical Daily Roadway Capacity by Roadway Classification

Roadway Classification	Typical Number of Lanes per Direction	Maximum Operational Daily Roadway Capacity
Primary Roadway	2	32,900
Major Roadway	1	15,600
Collector	1	15,600
Residential Collector	1	12,600
Local Residential	1	5,000

Source: Florida DOT

6.3.4 Existing Transit System

The City of La Cañada Flintridge is presently served by several bus lines provided by a number of transit systems: Metro, Los Angeles Department of Transportation (LADOT), Pasadena Area Rapid Transit (ARTS), Glendale Beeline, and the City of La Cañada Flintridge (LCF). There is also a Dial-A-Ride service available to seniors and disabled persons. Major bus stops include the park-and-ride lot located on Verdugo Boulevard, adjacent to the SR-2 Freeway southbound on-ramp, and JPL. Several bus lines have termini there, and many serve La Cañada Flintridge. The LCF Shuttle is the primary bus line serving the City, with 37 stops along Foothill Boulevard. This service is provided by the City. Figure CE-3 illustrates these routes.

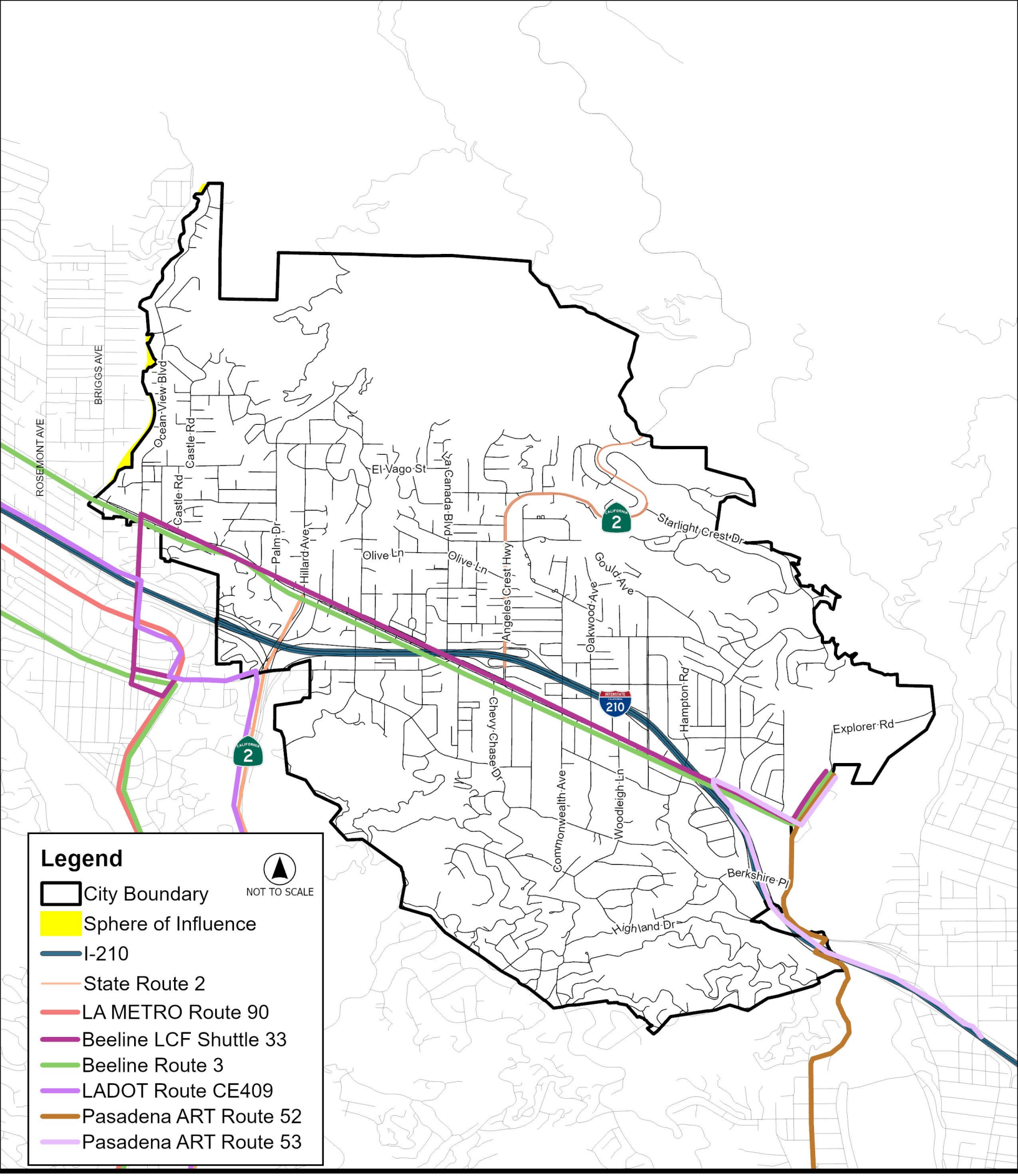


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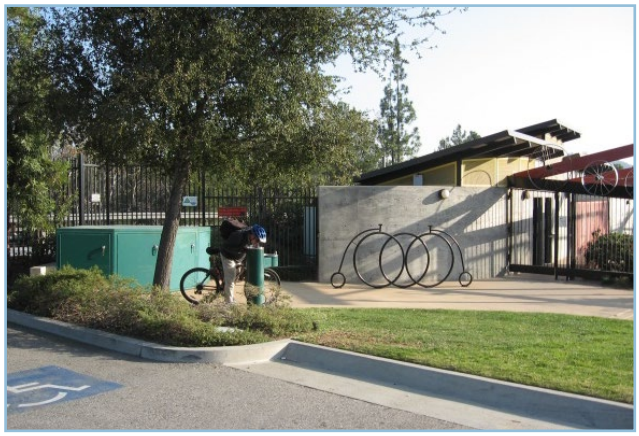
Figure CE-3
Transit Route Map

6.3.5 Existing Bikeway Facilities

The City recognizes that a safe and effective bikeway network enhances the quality of life for residents, visitors, and employees and encourages bicycle travel for recreation and as an alternative form of transportation. Bikeways are included in the management of the circulation network and are classified according to the location of the facility within the right-of-way. Bikeway classifications include:

- Class I Bikeway: Bike paths provide for bicycle travel on a paved right-of-way completely separated from vehicular or pedestrian traffic.
- Class II Bikeway: Bike lanes are striped and stenciled onto a vehicular street. Vehicles are prohibited from entering the bike lane except within 200 feet of making a right turn or turning on or off of the road.
- Class III Bikeway: Bike routes provide for shared use with pedestrian or vehicular travel and are identified only by posted signage. Class III bike routes typically share the road alongside vehicular traffic.

Existing bicycle facilities in La Cañada Flintridge are identified on Figure CE-5 and include:



Bicyclist at Mayor's Discovery Park

- Class II bike lanes on Town Center Drive, Oak Grove Drive, Descanso Drive, and Berkshire Place east of the I-210 Freeway.
- Class II Bike lane on Foothill Boulevard east of SR 2 Ramp to west of Alta Canyada.
- Class I Bike lane on south side of Foothill west of SR 2 to east of La Canada Plaza (link Project.
- Class III route on Berkshire Drive and Chevy Chase Drive between Berkshire Drive and Descanso Drive. Commonwealth north of Foothill to Lynnhaven
- Bicycle racks, bike lockers, and restrooms located at Mayor's Discovery Park.

The Los Angeles County Metropolitan Transportation Authority (Metro) identified a key gap in the 2006 Metro Bicycle Transportation Strategic Plan, along Foothill Boulevard between Wentworth in the City of Los Angeles and

Oak Grove in La Cañada Flintridge. There is an existing Class II route along a portion of this gap, extending from Briggs Avenue to Pennsylvania Avenue, west of the City. As bicycle facilities within the City are completed, the locations may be submitted to Metro for inclusion on the Countywide map. (Link Project)

6.3.6 Existing Trails Network

The City provides access to open space via a network of multi-use trails that enhances the quality of life for the community. The trails network is incomplete at this time, and several projects are planned to link trails in the northern and southern portions of the City, with enhanced connections to the regional trail network. The La Cañada Flintridge Trails Master Plan was adopted on March 6, 2006 by the City Council. According to the Trails Master Plan's trails inventory, there are approximately 24 miles of existing hiking and riding trails. Approximately 4 miles of trails are maintained by the City; these trails are currently on City-owned, Southern California Edison (SCE) right-of-way, or Caltrans property. The remaining 20 miles of trails are on County, SCE, federal, and privately owned property; these trails are maintained by the County. Figure CE-4 shows the active trail system in La Cañada Flintridge. The City also adopted a Trails Ordinance in 2006, which outlines conduct on City and non-City owned trails and on property adjoining and abutting trails.

6.3.7 Truck Circulation

The City does not have any designated truck routes. Trucks utilize the freeways, State routes, and Foothill Boulevard as functional truck routes. Commercial trucks with three or more axles or over 4½ tons are prohibited from using Angeles Crest Highway. Given the predominance of local streets in the City and the absence of a grid arterial system, there is not expected to be high demand for through truck traffic on City streets. Truck traffic in La Cañada Flintridge is associated almost exclusively with local deliveries or pick-ups. Due to the absence of designated truck routes, the legal truck route is the shortest distance to the origin/destination from the I-210 or SR-2 freeways, both regionally designated truck routes.

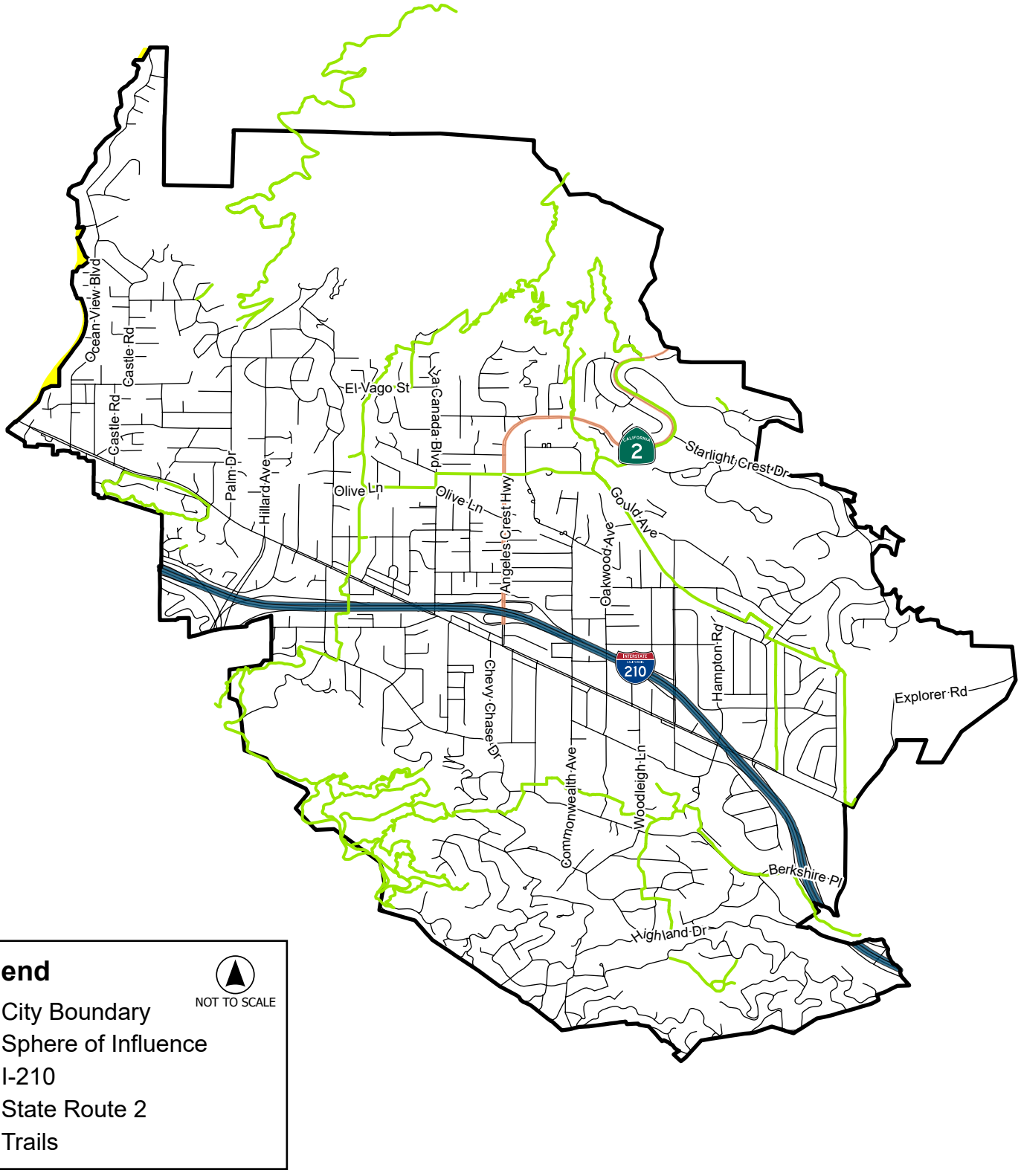


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Figure CE-4 Existing Trails Map

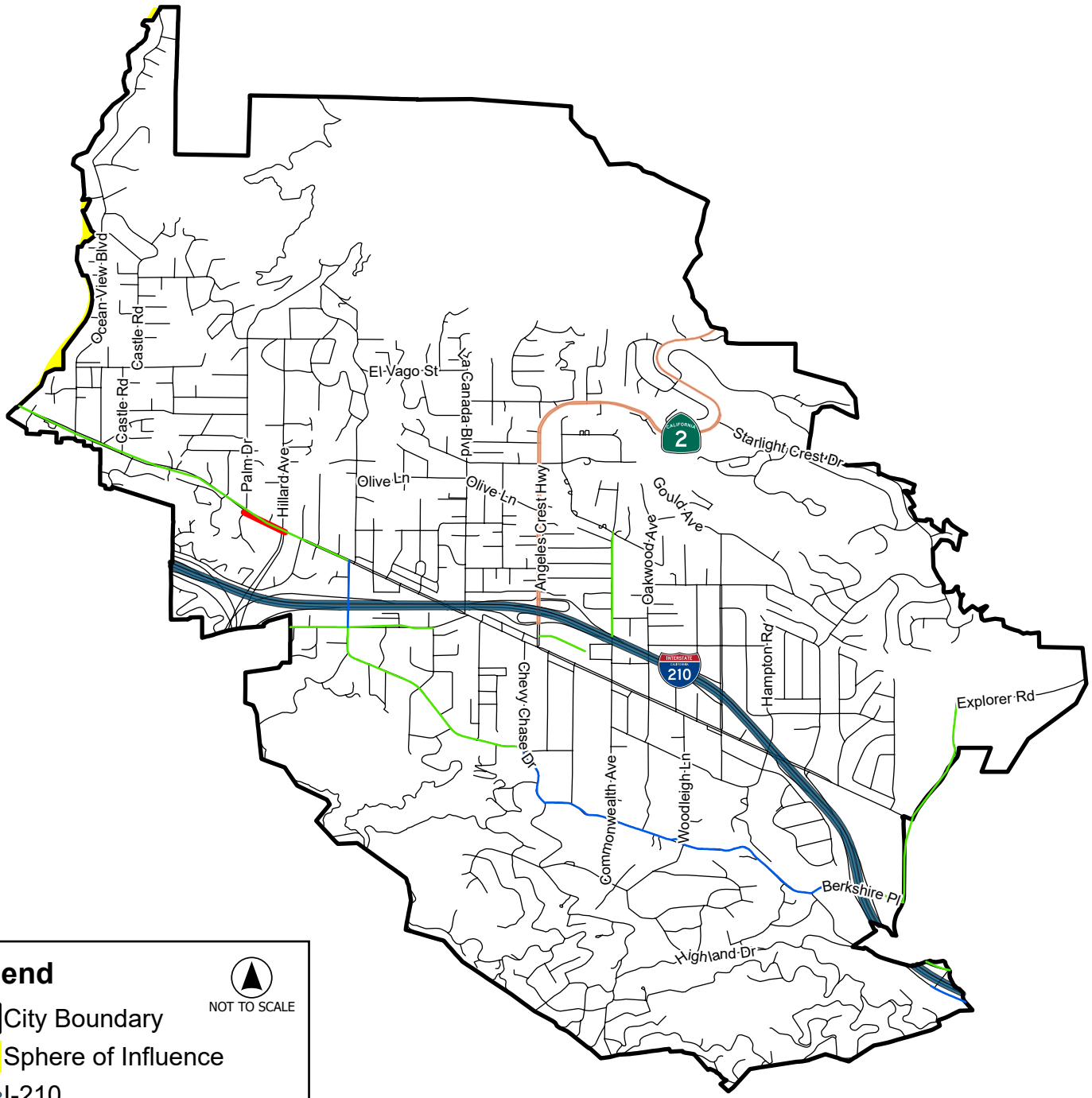

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Figure CE-5 Existing Bike Route Map

6.3.8 Parking Facilities

6.3.8.1 General Parking Provisions

Chapter 8.10.020 of the City's Zoning Code describes the off-street parking requirements, regulations, and design standards for various categories of residential, commercial, office, and other development projects within the City. On-street parking is currently permitted on most streets with a few exceptions: commercial parking is prohibited at night on City streets, and all parking is prohibited on Foothill Boulevard and Angeles Crest Highway at night except by permit. Diagonal on-street parking is available in portions of the downtown area along Foothill Boulevard and Town Center Drive.

Diagonal Parking on Foothill Boulevard

A *Comprehensive Parking Strategy Report* was completed in 2008. The purpose of the report is to evaluate parking conditions along and adjacent to Foothill Boulevard, ensure that parking supply can be managed to meet parking demand in the business district, and identify opportunities to increase parking supply where possible and needed. The report included short-term strategies, code change recommendations, and long-term strategies that will enhance parking availability, which are summarized below.

- Short-term strategies include adding signage and improving the appearance of the CalTrans public parking lot, adding signage for the Farmer's Market on Foothill Boulevard, reducing the length of bus stops, improving curb markings, and limiting parking to 2 hours along Foothill Boulevard during peak usage periods.
- Code change recommendations include simplifying parking requirements and developing a streamlined process for shared parking between businesses in order to optimize parking availability and minimize curb cuts for entry ways to parking lots.
- Long-term strategies include studying the possibility of reverse angled parking in order to increase safety in the Old Town area and establishing agreements between owners of neighboring properties to share parking.

6.3.8.2 Park and Ride Facilities

There are two Park and Ride facilities located in the City of La Cañada Flintridge. One is located on Verdugo Boulevard adjacent to the SR-2 Freeway southbound ramps at the far western edge of the City. This facility serves commuters who carpool and those who utilize the Commuter Express Line 409 to and from downtown Los Angeles during peak periods. The second facility is located at the Mayor's Discovery Park, at the intersection of Foothill Boulevard and the SR-2 Freeway ramps.

6.3.9 Traffic Conditions and Level of Service

This Circulation Element evaluates general traffic flows and levels of service for roadways in the City. Roadway analysis is generally quantified using the total traffic counted during a typical weekday, called the Average Daily Traffic (ADT). Specific intersection traffic analysis is typically reserved for more specific types of analysis, such as for new development projects or a Specific Plan area. Intersection traffic analyses use weekday peak-hour traffic volumes as a measure of the performance of intersections at their highest periods of utilization. This Circulation Element does not evaluate the performance of intersections.

6.3.9.1 Level of Service Definitions

Level of service is a measure of transportation system performance based upon the ratio of traffic volume relative to the capacity of the roadway or intersection. Roadway capacity is a factor of the number of travel lanes, the presence of left-turn pockets, parking, and other specific attributes. The volume-to-capacity ratio (V/C) indicates the overall performance of the roadway or intersection and corresponds to a rating of A through F, identifying its level of capacity utilization and relative level of congestion. LOS A represents free-flow traffic with little or no delay, whereas LOS F represents a breakdown of traffic flow and a high incidence of delay. Table CE-2 defines and describes the level of service criteria for roadway segments. The City's acceptable level of service is LOS C or better.

Table CE-2. Level of Service (LOS) Criteria and Definitions

LOS	Interpretation/Definition	Volume-to-Capacity Ratio
A	Free-flow speeds prevail. Vehicles are almost unimpeded in their ability to maneuver within the traffic stream.	0.00–0.60
B	Reasonably free-flow speeds are maintained. The ability to maneuver within traffic is only slightly restricted.	0.61–0.70
C	Flow with speeds at or near free-flow speed of the roadway. Freedom to maneuver within the traffic stream is noticeably restricted, and lane changes require more care and vigilance on the part of the driver.	0.71–0.80
D	Speeds begin to decline slightly with increasing flows. In this range, density begins to increase somewhat more quickly with increasing flow. Freedom to maneuver within the traffic stream is noticeably limited.	0.81–0.90
E	Operation at capacity with no usable gaps in the traffic stream. Any disruption to the traffic stream has little or no room to dissipate.	0.91–1.0
F	Breakdown of the traffic flow with long queues of traffic. Unacceptable conditions.	>1.0

Source: Los Angeles County METRO 2004 Congestion Management Program

6.3.9.2 Existing Roadway Conditions—Daily Traffic

Average Daily Traffic volumes are measured as an indicator of daily roadway usage. The ADT can be used to determine adequate capacity and appropriate roadway classification for roadways in the City. Table CE-3 presents 2009 ADT volumes for selected roadway segments in the City of La Cañada Flintridge, along with the daily level of service for each segment.

Table CE-3. Existing Daily Traffic Volumes and Level of Service (2009[1])

Roadway	Location	Roadway Classification	Total Lanes	Capacity	ADT	V/C[2]	LOS
Angeles Crest Hwy	North of Foothill Blvd	Primary Roadway	4	32,900	16,912[3]	0.51	A
Foothill Blvd	East of Ocean View Blvd	Primary Roadway	4	32,900	23,643	0.72	C
Foothill Blvd	East of Hillard Ave	Primary Roadway	4	32,900	15,600	0.47	A
Foothill Blvd	East of Verdugo Blvd	Primary Roadway	4	32,900	21,362	0.65	B
Foothill Blvd	East of Gould Ave	Primary Roadway	4	32,900	22,670	0.69	B
Descanso Dr	West of Chevy Chase Dr	Major Roadway	2	15,600	4,460	0.29	A

Roadway	Location	Roadway Classification	Total Lanes	Capacity	ADT	V/C[2]	LOS
Gould Ave	North of I-210 Westbound Ramp	Major Roadway	2	15,600	5,926	0.38	A
Oak Grove Dr	South of Foothill Blvd	Major Roadway	4	31,200	11,709	0.38	A
Verdugo Blvd	East of Alta Canyada Rd	Major Roadway	2	15,600	8,333	0.53	A
Alta Canyada Rd	North of Foothill Blvd	Residential Collector	2	12,600	1,417	0.11	A
Berkshire Ave	East of Commonwealth Ave	Residential Collector	2	12,600	2,346	0.19	A
Chevy Chase Dr	South of Berkshire Ave	Residential Collector	2	12,600	2,976	0.24	A
Chevy Chase Dr	South of Foothill Blvd	Residential Collector	2	12,600	2,150	0.17	A
Commonwealth Ave	South of Foothill Blvd	Residential Collector	2	12,600	1,144	0.09	A
Crown Ave	North of Santa Ynez Way	Residential Collector	2	12,600	1,833	0.15	A
Cornishon Ave	South of Foothill Blvd	Residential Collector	2	12,600	1,907	0.15	A
Highland Dr	East of Chevy Chase Dr	Residential Collector	2	12,600	2,043	0.16	A
Hillard Ave	North of Foothill Blvd	Residential Collector	2	12,600	1,900	0.15	A
La Cañada Blvd	North of Fairview Dr	Residential Collector	2	12,600	1,535	0.12	A
Ocean View Blvd	North of Foothill Blvd	Residential Collector	2	12,600	4,917	0.39	A

[1] Although the baseline for the EIR used 2007 data, the 2009 data provided here is not worse than the 2007 data used and therefore the EIR considered the worst-case scenario.
[2] Volume-to-capacity ratio
[3] 2008 ADT, 2009 ADT not available

6.4 Issues and Opportunities

Several issues and opportunities to address and improve circulation in the City were identified as a part of the General Plan update.

6.4.1 Roadway Network

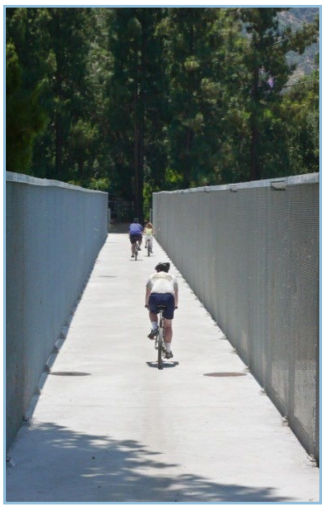
As seen in Table CE-3, all of the study roadway segments are currently operating at LOS C or better. Because there will be future traffic growth on the City's roadways, it is important that the City adopt an LOS impact standard for its roadways and intersections. An LOS impact standard will allow the City to

evaluate proposed projects based on the amount by which they degrade the operations of the City's transportation system. Because many of the City's roadways are operating at very good levels of service, projects should be evaluated based on their incremental impact on traffic operations on a specific roadway, regardless of the roadway's LOS.

6.4.2 Trip Reduction

Reducing the number of vehicle trips on the City's streets has several important benefits. Not only can it improve the efficiency of the circulation system and mitigate the need for costly infrastructure improvements, it can also reduce air pollution and greenhouse gas (GHG) emissions. The City will encourage trip reduction by promoting use of alternative modes of transportation, including walking, transit, and bicycling; encouraging smart growth principles in new and redeveloped projects; and encouraging employers to implement transportation demand management strategies, such as carpooling.

6.4.3 Bicycle Network



Cyclists crossing I-210

The City currently does not have a bike master plan and will aim to adopt either an Active Transportation Plan or a Multi-modal Plan.

The Active Transportation Program (ATP) was created by Senate Bill 99 (Chapter 359, Statutes of 2013) and Assembly Bill 101 (Chapter 354, Statutes of 2013) to encourage, promote and increase active modes of transportation. Administered by the Division of Local Assistance, Office of State Programs, the ATP receives funding annually from the Road Maintenance and Rehabilitation Account, as mandated by Senate Bill 1 (SB 1) (Chapter 2031, statutes of 2017). By consolidating disparate programs, such as the Transportation Alternatives Program (TAP), Bicycle Transportation Account (BTA), and Safe Routes to School (SRTS), into one single program the ATP streamlines efforts toward advancing California's status as a national leader in fostering active transportation. The ATP supports the development of a community wide bicycle, pedestrian, safe routes to school, or active transportation plans in addition to capital projects and non-infrastructure projects such as education and encouragement activities. However, the ATP is significantly focused on providing funding to disadvantaged communities. It should be noted that the City does not have any disadvantaged communities.

6.5 Circulation Plan

The Circulation Plan embodies the approach the City will take to ensure safe and convenient operation of the circulation system and identifies improvements required to accommodate traffic from planned development. As described in the Land Use Element, the proposed changes in land use designations will only moderately increase mixed-use densities along Foothill Boulevard. Development under the Mixed-Use designation, as proposed in the Land Use Element, will not cause significant increases in vehicle trips because development in these areas is expected to attract seniors, and the use of alternative modes of transportation will be encouraged through design and land use planning. Instead, most of the future growth in traffic will be related to regional rather than local growth, and it will occur mainly on Foothill Boulevard.

To mitigate the effects of long-term traffic growth, the use of active, alternative modes of transportation, such as transit, bicycling, and walking, is encouraged to reduce dependency on automobile transportation. The City also recognizes that a safe, well-connected, and aesthetically pleasing bicycle, pedestrian, and equestrian network enhances the quality of life for those who live, work, and recreate in La Cañada Flintridge. As a part of implementation of the Circulation Plan, the City will promote the concept of complete streets, which are transportation facilities that are planned, designed, operated, and maintained to provide safe and efficient mobility for users of all ages and abilities, including bicyclists, pedestrians, transit riders, and motorists. Due to geometric constraints, construction of sidewalks are limited within the City.

6.5.1 Master Plan of Streets

The Master Plan of Streets is established with hierarchical roadway designations, physical design standards for the roadway designations, and service standards. The Master Plan of Streets is shown in Figure CE-1. Review of daily traffic volumes and roadway capacities under the General Plan build-out indicates that, with the exception of one location, the Master Plan of Streets is adequate to accommodate future growth.

CE Policy 1.2.1 states that the City Council may adopt, based on the recommendations of the City Engineer, a threshold of significance for traffic growth impacts on City roadways and intersections. Transportation Study Guidelines were adopted in November 2025 for vehicle miles traveled and level of service assessment. Thus, a development may have significant traffic impacts if the increment of growth in congestion generated by the development exceeds the adopted threshold for any City roadway or intersection.

Prior to the adoption of the thresholds of significance for traffic impacts in the City, the CMP was used to determine which locations in the Master Plan of Streets would be significantly impacted under General Plan build-out conditions. As specified in Appendix B.9.1 of the CMP, a significant impact occurs when traffic demand on a facility increases by two percent of capacity (change in V/C ≥ 0.02), causing LOS F (V/C > 1.00). If the facility is already at LOS F, a significant impact occurs when traffic demand on the facility increases by 2 percent of capacity (V/C ≥ 0.02). Development should be monitored and evaluated as it occurs to determine its impacts on the City's street system.

6.5.2 Public Transportation Plan

A key component of the Circulation Plan is the promotion of public transit as an alternative mode of transportation. Increasing the use of this mode of transportation will produce a number of benefits for the community, including reduced traffic, less need for costly roadway improvement projects, improved air quality, and a reduction in GHG emissions.

The City will continue to fund the free City of La Cañada Flintridge Foothill Boulevard Shuttle along Foothill Boulevard and will enhance its level of service as part of continued development of the Downtown Village Specific Plan (DVSP) and new mixed use development, as efficient public transportation service is complementary to a pedestrian-oriented area. As development continues in the DVSP area the City should consider providing transit service along Town Center Drive. The City also will pursue improved and expanded connections to the regional transit system.

6.5.3 Bicycle Transportation Plan

As discussed in section 6.4.3, the City currently doesn't have a Bicycle Master Plan and will pursue adopting either an Active Transportation Plan or a Multi-modal Plan. However, the City has implemented several bikeway projects in the City (see Figure CE-5).

The future planning efforts should incorporate connections to regional bicycle networks identified by Los Angeles County and Metro. Existing and planned bicycle facilities may include connections along corridors such as Foothill Boulevard, Ocean View Boulevard, Verdugo Boulevard/Honolulu Avenue, and Highland Drive/Woodbury Road, many of which connect to neighboring jurisdictions and regional routes.

Foothill Link Bikeway and Pedestrian Greenbelt Project

In 2010, the City pursued and was awarded a Metro Call for Projects Grant in the amount of $2,038,067 to construct a new greenbelt along the south side of Foothill Boulevard between Leata Lane and the Glendale Freeway (SR-2) ramps located at Hillard Avenue. Approximately 0.5 mile of Class I "Bike Path" and 1.5 miles of Class II "Bike Lane" were built to connect existing bike route networks in La Crescenta, Montrose (Glendale), and Pasadena. Wider pedestrian paths, landscape buffers, and pedestrian level lighting alongside the bike path as well as an enhanced bus stop were also constructed.

The City has also implemented bike facilities along Foothill Boulevard, Verdugo Boulevard, and Alta Canada Drive. Completed in 2023, the Foothill Link Bikeway project upgraded the existing eastbound bike lane (basic striped unprotected) to a curb-level eastbound bike path. The project also includes landscaping, signal work, lighting, resurfacing, a landscaped median, and removed some (not heavily used) parking spaces on the westbound side. The City is also working with Caltrans, City of Glendale, and Los Angeles County, to transform Foothill Boulevard into active transportation friendly corridor between Lowell Avenue and Oak Grove Drive. Additionally, the City is working with Caltrans to enhance safety and manage speeds along Angeles Crest Highway (ACH), from the I-210 freeway on/off ramps to the city limits. Improvements under consideration include introduction of bike lanes and sidewalks.

Pursuant to SB 932 (2022), the City shall continue to support the development of a balanced, multi-modal transportation network that improves mobility, safety, and accessibility for all users, including pedestrians, bicyclists, transit riders, seniors, youth, and persons with disabilities. The effort should identify existing conditions, completed and missing bicycle facilities, network gaps, priority corridors, safety concerns, connectivity opportunities, and implementation strategies for bicycle, pedestrian, transit, trail, and micromobility improvements. The evaluation should also consider changing mobility trends, roadway

conditions, safety needs, and current state requirements related to complete streets and multi-modal planning.

The multi-modal planning effort should evaluate opportunities to improve access to schools, parks, commercial areas, civic destinations, transit stops, and regional trail systems while considering the City's unique hillside context, roadway constraints, emergency access needs, and community character. The plan should also identify opportunities for traffic calming, Safe Routes to School improvements, enhanced crossings, wayfinding, first/last-mile connections, and coordination with adjacent jurisdictions to close gaps in the regional active transportation network.

A Trails Master Plan, maintained by the La Cañada Flintridge Trails Council, catalogues the extensive trail network that primarily serves recreational purposes, including walking, hiking, bicycling, and equestrian use. These trails are generally intended as recreational amenities rather than primary commuter facilities. However, certain trail segments may be evaluated as part of the City's broader multi-modal network to support local connectivity and commuting opportunities. Any such use should be balanced with trail preservation, user safety, environmental considerations, and compatibility with recreational and equestrian activities. The City shall continue to prohibit motorized vehicle use on trails, except for authorized maintenance, emergency, or accessibility-related uses where permitted.

To comply with SB 932 requirements, the City shall initiate preparation of an Active Transportation Plan or a Multi-modal Plan within two years of adoption of the updated Circulation Element and establish measurable implementation actions tied to funding, capital improvement programming, and future roadway projects. Future circulation improvements should consider complete streets principles where feasible and context appropriate, while balancing mobility, safety, emergency access, evacuation needs, neighborhood character, and preservation of the City's recreational trail system. The City may also continue pursuing grants and coordinating with regional agencies, Metro, Caltrans, neighboring jurisdictions, Los Angeles County, and major institutional partners and major employers such as the Jet Propulsion Laboratory (JPL), as well as connections to Park-and-Ride facilities, to advance multi-modal improvements and strengthen regional connectivity.

6.5.4 Truck Access

Assembly Bill 98 (AB 98), effective January 1, 2026, requires cities and counties to address goods movement and truck routing within their Circulation Elements to reduce conflicts between truck traffic and sensitive land uses. The law primarily focuses on warehouse and logistics-related truck activity. It also requires

jurisdictions to identify and evaluate truck routes that support regional goods movement. Although La Cañada Flintridge is not a logistics or industrial community, regional truck traffic does travel through the City due to its location within the Foothill Transportation Network and its connections to surrounding communities and mountain areas. The City does not currently contain warehouse or logistics facilities and does not intend to introduce logistics or warehouse land uses in the foreseeable future. As a result, the City's approach to AB 98 compliance focuses on managing regional through-truck traffic while protecting residential neighborhoods, maintaining community character, and minimizing impacts to sensitive receptors.

Caltrans provides California Truck Network Map for State highways which is the official government source for truck route information. Within the City, Interstate 210 is a designated truck route and falls under National Network Route. The State Route 2 (Angeles Crest Highway), north of Interstate 210, is also identified as a designated truck route with special restrictions where in, commercial vehicles with three or more axles, or a gross vehicle weight of 9,000 pounds or more are prohibited on this portion of SR-2. These highways function as the principal corridors intended to accommodate regional truck movement through the area.

Truck traffic on Foothill Boulevard is intended primarily to support local-serving commercial activity, including deliveries to businesses located within the City. The City does not support the use of Foothill Boulevard or local residential streets as bypass routes for regional cut-through truck traffic attempting to avoid designated State truck routes.

The City recognizes that SR-2 serves a unique regional function as a critical connection to foothill and mountain communities located north of La Cañada Flintridge. The City is currently in discussions with Caltrans regarding the potential future relinquishment or dedication of portions of SR-2 to the City. Future coordination between the City and Caltrans may address roadway operations, truck management strategies, signage, safety improvements, and context-sensitive design treatments along the corridor. Figure CE-6 shows the designated truck routes for the City of La Cañada Flintridge.

To minimize neighborhood impacts and maintain roadway safety, the City intends to continue directing regional truck traffic to Interstate 210 and SR-2 while discouraging unnecessary truck circulation on local streets and commercial corridors not intended for heavy freight movement. The City may consider additional enforcement measures, signage, and operational controls to reduce unauthorized cut-through truck traffic.

Figure CE-7 shows potential locations of signage to restrict freight trucks on local streets, Foothill Boulevard, and other roadways with commercial uses. These signs are intended to clearly direct truck drivers toward designated truck routes and away from sensitive receptors. However, a more detailed analysis should be done to create a signage location plan and the design of the signage. The City may also evaluate truck size limitations on local commercial corridors, such as restricting access to trucks exceeding 40 feet in length except where necessary for local deliveries, emergency access, or utility operations.

Sample signage for truck size limits and prohibited routes

Consistent with AB 98, the City will continue to evaluate truck routing, roadway operations, and goods movement impacts as part of future transportation planning efforts. The City's approach emphasizes concentrating truck traffic on appropriate regional corridors while minimizing conflicts with homes, schools, parks, trails, and other sensitive land uses.

6.5.5 Loading Unloading on Foothill Boulevard

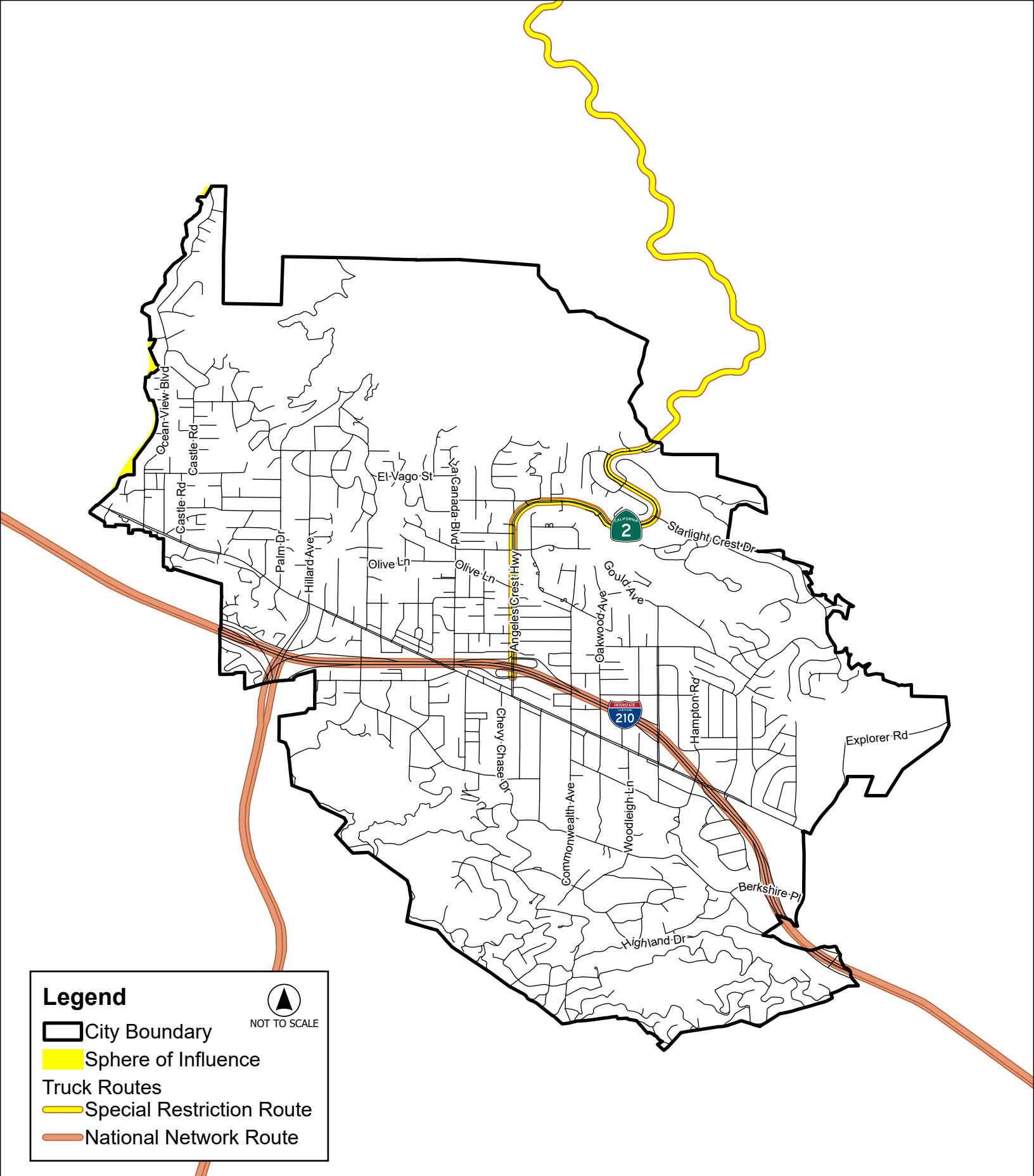
Loading and unloading activity along Foothill Boulevard and adjacent commercial areas has emerged as an important circulation, parking, and business operations issue within the City. Many of the commercial properties along Foothill Boulevard were developed incrementally over time and are located on relatively small or shallow parcels with limited on-site loading areas. As a result, loading and unloading activity frequently occurs within parking lots, drive aisles, sidewalks, or on-street parking spaces, or center median striping, which can create circulation conflicts, reduce parking availability, interrupt bicycle and pedestrian movement, and contribute to localized congestion along the corridor. These challenges are especially pronounced during peak business hours and delivery periods when curb space is already in high demand for customer parking, rideshare activity, and short-term access.

As part of the ongoing Zoning Code Update, the City is evaluating new off-street loading standards intended to improve safety, support efficient business operations, and reduce circulation conflicts within commercial areas. The proposed standards establish minimum loading requirements for commercial, mixed-use, office, and multifamily development based on building size and use type. The standards also establish dimensional, access, screening, and operational requirements for loading spaces to help loading and unloading activities occur on-site rather than within public rights-of-way. Proposed provisions require loading areas to be located away from street frontages where

feasible, provide adequate maneuvering space on-site, and minimize impacts on adjacent residential uses through screening and design treatments.

The City also recognizes that the unique parcel configuration and small-scale commercial character along portions of Foothill Boulevard may limit the ability of some businesses to provide dedicated loading areas on-site. In some locations, shared parking lots, rear access areas, or coordinated loading arrangements between adjacent businesses may provide opportunities to accommodate loading and unloading activity more efficiently while reducing the need for trucks to stop within travel lanes or occupy on-street parking spaces. Shared loading and service areas may also create opportunities to preserve curbside space for customer parking, passenger pick-up and drop-off activity, outdoor dining, bicycle parking, and pedestrian improvements. However, due to varying site conditions and parcel constraints, not all commercial properties may be able to accommodate off-street loading facilities.

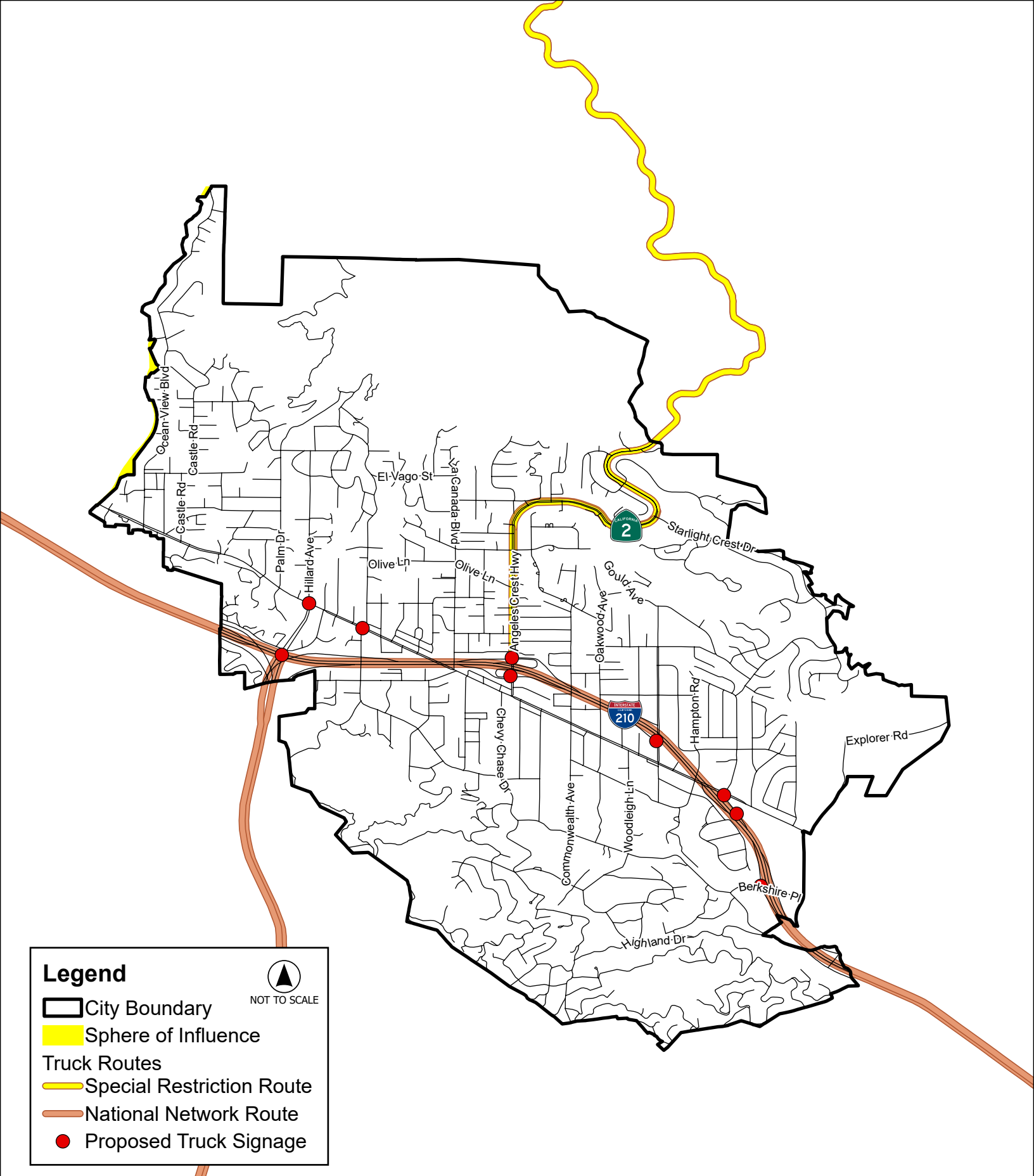
To improve circulation efficiency and reduce conflicts between loading activity and roadway operations, the City's overall policy direction is to prioritize off-street loading and unloading wherever feasible. On-street loading should generally be discouraged except where physical site constraints or existing development patterns make off-street accommodations impractical. Future development, redevelopment, and property improvements along Foothill Boulevard and other commercial corridors should incorporate site planning strategies that support internal loading access, shared service areas, and efficient circulation patterns while minimizing impacts to sidewalks, travel lanes, and public parking supply. The City may also continue evaluating curb management strategies, delivery timing practices, and operational improvements to balance loading needs with parking demand, business activity, pedestrian comfort, and overall corridor functionality.



Kimley»Horn

General Plan
City of La Cañada Flintridge

Figure CE-6 Designated Truck Routes Map



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General Plan
City of La Cañada Flintridge

Figure CE-7 Proposed Truck Signage Map

6.6 Future Conditions of Traffic Flow

The potential traffic and circulation impacts related to the adoption of the updated General Plan are determined by forecasting future daily traffic volumes and calculating future daily V/C ratios for all major roadways. Future daily traffic volumes were developed using SCAG's RTP (2004[2]) Regional Model and adjusted to reflect changes in the land use proposed as part of the General Plan update. Table CE-5 summarizes the forecast daily traffic volumes, capacities, V/C ratios, and LOS for 20 roadways roadway segments. As shown in Table CE-5, none of the studied roadway segments is anticipated to be significantly affected by the General Plan build-out.

Table CE-5. Future Daily Traffic Volumes and Level of Service (2030)

Roadway	Location	Roadway Classification	Total Lanes	Capacity	ADT	V/C[1]	LOS
Angeles Crest Hwy	North of Foothill Blvd	Primary Roadway	4	32,900	16,900	0.51	A
Foothill Blvd	East of Ocean View Blvd	Primary Roadway	4	32,900	25,200	0.77	C
Foothill Blvd	East of Hillard Ave	Primary Roadway	4	32,900	24,100	0.73	C
Foothill Blvd	East of Verdugo Blvd	Primary Roadway	4	32,900	29,600	0.90	D
Foothill Blvd	East of Gould Ave	Primary Roadway	4	32,900	28,600	0.87	D
Descanso Dr	West of Chevy Chase Dr	Major Roadway	2	15,600	9,100	0.58	A
Gould Ave	North of I-210 Westbound Ramp	Major Roadway	2	15,600	7,700	0.49	A
Oak Grove Dr	South of Foothill Blvd	Major Roadway	4	32,900	17,700	0.57	A
Verdugo Blvd	East of Alta Canyada Rd	Major Roadway	2	15,600	9,500	0.61	B
Alta Canyada Rd	North of Foothill Blvd	Residential Collector	2	12,600	2,900	0.23	A
Berkshire Ave	East of Commonwealth Ave	Residential Collector	2	12,600	3,500	0.28	A
Chevy Chase Dr	South of Berkshire Ave	Residential Collector	2	12,600	5,400	0.43	A
Chevy Chase Dr	South of Foothill Blvd	Residential Collector	2	12,600	4,600	0.37	A
Commonwealth Ave	South of Foothill Blvd	Residential Collector	2	12,600	3,100	0.25	A

[2] The baseline for the Circulation Element and Environmental Impact Report was developed in 2007 and was based on SCAG's 2004 RTP, which was the most current data.

Roadway	Location	Roadway Classification	Total Lanes	Capacity	ADT	V/C[1]	LOS
Crown Ave	North of Santa Ynez Way	Residential Collector	2	12,600	7,200	0.57	B
Cornishon Ave	South of Foothill Blvd	Residential Collector	2	12,600	4,600	0.37	A
Highland Dr	East of Chevy Chase Dr	Residential Collector	2	12,600	6,700	0.53	A
Hillard Ave	North of Foothill Blvd	Residential Collector	2	12,600	4,600	0.37	A
La Cañada Blvd	North of Fairview Dr	Residential Collector	2	12,600	4,400	0.35	A
Ocean View Blvd	North of Foothill Blvd	Residential Collector	2	12,600	8,600	0.68	B

[1]Volume-to-capacity ratio

Bold indicates location with significant project impact based on Los Angeles County Congestion Management Program (CMP) threshold of significance.

6.7 Planned Improvements

6.7.1 City of La Cañada Flintridge Capital Improvement Program

The City's Capital Improvement Program (CIP), which outlines the City's infrastructure needs for the future, contains a list of municipal projects scheduled to receive funding and be constructed within a 5-year period. The CIP includes all capital projects planned within the City, their funding sources, and their schedule of implementation, including those that implement the General Plan.

6.7.2 Foothill Boulevard Districts

In 1991, the City prepared and approved the Foothill Boulevard Master Plan (FBMP) to guide future development of Foothill Boulevard and to provide recommendations for identified issues that were considered impediments to revitalization. The vision described in the FBMP was to preserve and enhance a small-scale pedestrian-oriented atmosphere with a village character, while enhancing economic vitality, use, and circulation efficiency.

The FBMP identified five districts along the entire length of Foothill Boulevard within the City, each with its own mix of uses and unique characteristics, and provided policy direction for future development and redevelopment within those districts. The Foothill Boulevard Districts are included in the Circulation Element because they incorporate public improvements to support the land use policies for each district and the overall vision for Foothill Boulevard. Four of the five original districts include West Gateway, The Link, Old Town, and Michigan Hill Districts. The adopted DVSP, described below, implements the fifth district, called the Downtown District. Figure CE-8, Foothill Districts, displays the boundaries of the five districts on Foothill Boulevard.

Foothill Boulevard in The Link District

6.7.2.1 Downtown Village Specific Plan

The DVSP incorporates and supports many of the goals, policies, and design principles of the Foothill Boulevard Master Plan. The City's Design Options Manual and Community Planned Development (CPD) Ordinance also contain many elements of the Foothill Boulevard Master Plan. The DVSP, which was adopted in 2000, identifies several transportation-related improvements to better serve downtown land uses (existing and proposed) and improve local access and circulation. The new North Road and associated north–south connecting streets would allow for additional local streets to provide alternate routes and relief to Foothill Boulevard. The DVSP retains the current number of lanes on Foothill Boulevard, both at mid-block locations and at intersections. Some of the key improvements outlined in the DVSP include the following:

- Retain Foothill Boulevard as a four-lane roadway throughout the downtown area.
- Implement various improvements at specific locations. Some of these improvements are described in greater detail below.

Town Center Drive (The North Road)

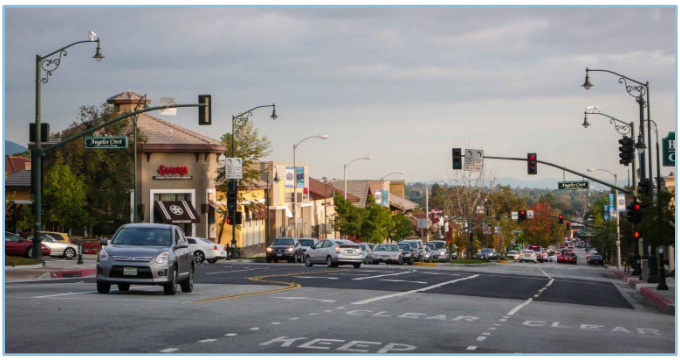
The North Road, now named Town Center Drive, is a new collector street with one lane in each direction and a striped center two-way left-turn lane and/or median. The North Road has one striped bicycle lane in each direction. As

conceived in the DVSP, the North Road is intended as alternative access for the general public to the businesses along Foothill Boulevard.

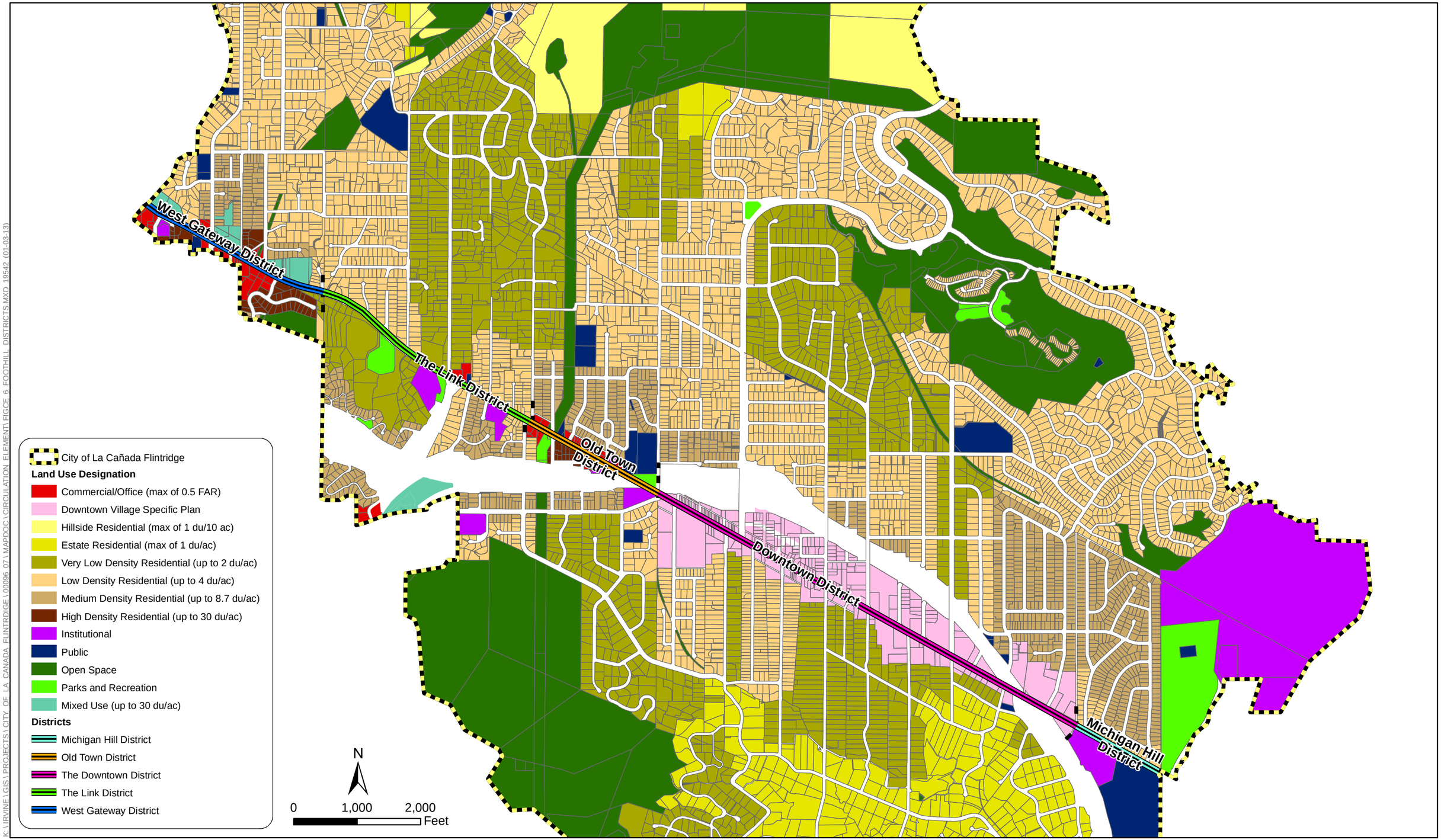
The first segment of North Road, connecting Angeles Crest Highway to approximately Beulah Drive (Civic Center Drive) south of the I-210 Freeway, was constructed as part of the Town Center development.

Angeles Crest Highway/Chevy Chase Drive at Foothill Boulevard

The intersections of Angeles Crest Highway and Chevy Chase Drive with Foothill Boulevard are currently offset. While the DVSP contemplated the realignment of these two intersections to eliminate the offset, the City completed a project in 2008 that signalized the Chevy Chase intersection and operates the two signals as one intersection with full coordination between the two. The City recognizes that the closely spaced traffic signals have resulted in less-than-satisfactory operation and will continue to pursue optimal signal timing and configuration to reduce driver delay. As the Town Center and Downtown Village areas develop further, it will be important to monitor congestion along Foothill Boulevard, evaluate alternatives, and make intersection improvements when volumes increase. Developers should be responsible for their share of needed traffic signal improvements along Foothill Boulevard.



Eastbound on Foothill Boulevard at Chevy Chase Drive and Angeles Crest Highway



Source : City of La Canada Flintridge, May 10, 2003

Jones & Stokes

Figure CE-8
Foothill Districts
City of La Cañada Flintridge

6.7.3 SR-710 Transportation Improvement

The Long Beach Freeway (I-710) currently terminates 6 miles south of the I-210/SR-134 Freeway interchange in Pasadena, at Valley Boulevard just north of the San Bernardino Freeway (I-10) in Alhambra. On October 12, 2019, Governor Newsom signed Assembly Bill No. 29 removing Route 710 between Alhambra Avenue in the City of Los Angeles and California Boulevard in the City of Pasadena from the California freeway and expressway system on January 1, 2024.

6.7.4 Public Facilities

In addition to the circulation infrastructure, the Circulation Element also addresses other public infrastructure and utilities that support the existing and planned land uses and development in the City necessary for implementation of the General Plan, such as storm drain facilities, the wastewater collection and transmission system, and the water supply and distribution system.

6.7.4.1 Storm Drain Facilities

Existing drainage facilities were originally constructed by either the Los Angeles County Flood Control District (LACFCD) or the Los Angeles County Department of Public Works (LACDPW). After the City incorporated in 1976, the LACFCD continued to own and operate its facilities because LACFCD is responsible for flood control. The ownership and operation of the LACDPW drainage facilities became the responsibility of the City.

In addition to its storm drain and channel facilities, the LACDPW also owns and operates eight (8) debris basins within the City: Mullaly, Pickens, Halls Canyon, Winery Canyon, Hay Canyon, Big Briar, Gould Upper, and Gould Canyon.

The City has regular Capital Improvement Program (CIP) projects to maintain and upgrade its drainage facilities. The City also reviews new development to ensure no drainage problems are created.

6.7.4.2 Wastewater Collection and Transmission

The City is included within two Los Angeles County Sanitation Districts (LACSD): District 28 (generally north of Foothill Boulevard) and District 34 (generally south of Foothill Boulevard). Prior to the establishment of public sewer assessment districts, the City was served primarily by private septic

sewage disposal systems (also known as onsite wastewater treatment systems or OWTSs). However, there existed limited public sewer systems. The La Cañada Country Club (LCCC) and approximately 400 associated dwelling units are served by the Water Reclamation Plant (WRP) Outfall within District 28. The westerly portion of the City is served by the Crescenta Valley Water District (CVWD). Some properties located adjacent to the City of Pasadena boundary have access to the Pasadena sewer system.

In April 1997, the LACSD completed the Foothill Boulevard Main Trunk Sewer enabling the commercial establishment on Foothill Boulevard to have access to a public sewer system.

In 1998, the first Assessment District (AD 98-1) was formed allowing for the construction of a public sewer system. The boundaries of AD 98-1 consist generally of the southerly boundary of the LCCC to the north, Foothill Boulevard to the south, Gould Avenue to the west, and the east City Limit to the east (not including the Jet Propulsion Laboratories (JPL). The construction of AD 98-1 was completed in 1998.

In 2002, the second Assessment District (AD 02-1) was established. The boundaries of AD 02-1 consist generally of the north City Limit to the north, Foothill Boulevard to the south, La Cañada Boulevard to the west, and Gould Avenue to the east. The construction of AD 02-1 was completed in 2005.

In 2004, the third Assessment District (AD 04-1) was established. AD 04-1 is divided into two areas: A and B. The boundaries of Area A consist generally of the north City Limit to the north, Foothill Boulevard to the south, Ocean View Boulevard to the west, and Palm Drive to the east. The boundaries of Area B consist generally of the north City Limit to the north, Foothill Boulevard to the south, Palm Drive to the west, and La Cañada Boulevard to the east. The construction of AD 04-1 was completed in 2008.

AD 98-1, AD 02-1, and AD 04-1 (Area B) are all served by District 28 of the LACSD. Because of existing topography, AD 04-1 (Area A) is served by the City of Los Angeles via conveyance through CVWD sewer facilities.

Between 2005 and 2009, several types of sewer systems were proposed to the residents of the Flintridge area (south of Foothill Boulevard) to complete the public sewer system for the remainder of the City. Based on several City-sponsored studies, it was determined at that time that the cost of any public sewer system in the Flintridge area would be substantially more costly on a "per household" basis than the public sewer systems previously constructed in other areas of the City. Despite this increased cost, prior to the economic recession of 2008, there was considerable interest among the residents of Flintridge to form assessment districts for the construction of a public sewer system. At that time,

the Flintridge area was generally divided into three geographic districts: District 4 (generally between Berkshire Avenue and Foothill Boulevard with deeper bedrock for gravity sewers), District 5 (generally between Berkshire and south to Glendale with shallower bedrock), and District 6 (generally west of District 4 between Foothill Boulevard and I-210). In District 5, based on studies and surveys of the residents, a Low Pressure System (LPS) was proposed as the public sewer system. In 2009, ballots were issued to the residents of District 5 for the formation of Sewer Assessment District AD 09-1 for the construction of the LPS system. However, by 2009 the effects of the 2008 recession had impacted public sentiment for the expenditure of funds for a public sewer system, and there was a majority protest against the formation of that Sewer Assessment District. While no assessment ballots were issued for Districts 4 or 6, resident surveys conducted post-recession established that a majority of residents in District 4 would not have supported a public sewer assessment primarily due to the high costs involved. Currently, there are no plans for a public sewer system in the Flintridge area.

Due to the high cost of public sewers in the Flintridge area and the current economic environment, the existence of residential OWTSs will continue in the Flintridge area for the foreseeable future. The City embraces its responsibility as the Qualifying Local Agency under the California Water Code regarding the regulation of OWTSs within the City. The City's regulatory role is important to the community for multiple reasons. For public health reasons, the City desires to protect against the illicit discharge of liquid wastes into the public drainage facilities. The City's regulatory role, however, is also important to ensure that residents with properly functioning OWTSs are not burdened by overregulation or unreasonable restrictions on the use and enjoyment of their property just because their properties are serviced by an OWTS instead of a public sewer system. It is the policy of the City to remain the agency responsible for the implementation and enforcement of applicable local code requirements with respect to OWTSs and to carefully monitor the activities of any agency (e.g., the Los Angeles County Health and/or Building Department) to which the City delegates any such responsibilities to ensure that the residents are treated in a fair and reasonable manner in conjunction with applicable regulations.

6.7.4.3 Water Supply and Distribution

The City does not own or operate any water company; instead, it is served by four (4) water companies: CVWD, La Cañada Irrigation District (LCID), Mesa Crest Water Company (MCWC), and Valley Water Company (VWC). The CVWD obtains a portion of its water from the local wells in the Verdugo Basin and the Los Angeles Department of Water and Power (LADWP). LCID and VWC obtain a portion of their water from the Monk Hill portion of the Raymond Basin. The Raymond Basin has an area of approximately 40 square miles

bounded by the San Gabriel Mountains to the north, the San Rafael Hills to the west, and the Raymond Fault on the south and east. The majority of the City is located within the basin's boundaries.

All four of the water purveyors purchase imported water supplies through the Foothill Municipal Water District (FMWD), a member agency of the Metropolitan Water District (MWD) of Southern California. FMWD is a water wholesaler and its only source of water is through MWD's Weymouth Plant in La Verne. CVWD gets 40 percent of its water from FMWD. LCID gets 90 percent of its water from FMWD. MCWC gets 100 percent of its water from FMWD. VWC gets 75 percent of its water from FMWD.

CVWD serves the western portion of the City. LCID serves the central and northern portions of the City. MCWC serves the northeasterly portion of the City. VWC serves the central and southern portions of the City.

6.8 Goals, Objectives, and Policies

The goals, objectives, and policies in the Circulation Element establish the policy foundation to guide future circulation- and transportation-related decision making to achieve the community's *Vision 2030*.

CE GOAL 1: Maintain a safe, multi-modal, efficient, economical, and aesthetically pleasing circulation system providing for the circulation of people, goods, and services to serve the existing and future needs of the City of La Cañada Flintridge.

CE Objective 1.1: Assure that local and regional traffic demands are met in a way that is consistent with and preserves the City's character as reflected in Vision 2030.

CE Policy 1.1.1: Establish and maintain a circulation network that supports the Land Use Element of the General Plan.

CE Policy 1.1.2: Coordinate improvements to the City's circulation system with appropriate local, county, regional, State, and federal transportation plans and programs.

CE Policy 1.1.3: Develop and periodically evaluate multi-modal transportation planning efforts, including an Active Transportation Plan or a Multi-modal Plan in the City, which are designed and operated to enable safe and convenient access for all users of all ages and abilities, including pedestrians, bicyclists, motorists, transit riders, equestrians, persons with disabilities, and micromobility users where appropriate.

CE Policy 1.1.4: Participate in transportation planning efforts that involve other governmental agencies, mandated programs, and regulations in order to minimize potential environmental impacts related to transportation in and around the City.

CE Policy 1.1.5: Oppose any SR-710 tunnel or surface freeway extension that would increase traffic volumes on the I-210 Freeway through La Cañada Flintridge due to the air quality, noise, and traffic congestion impacts on the community that such alternatives would create. Encourage the development of multi-modal transportation alternatives in lieu of a direct connection between the SR-710 and I-210 freeways that address regional transportation needs without significantly impacting the City.

CE Objective 1.2: Establish and periodically evaluate a Level of Service (LOS) impact standard by which to evaluate new developments and substantial redevelopments for their potential impacts on and contribution to the City's congestion management concerns.

CE Policy 1.2.1: The City Council may adopt, based on the recommendations of the City Engineer, a threshold of significance for traffic growth impacts on City roadways and intersections.

CE Policy 1.2.2: Require new developments to conform to LOS standards and project impact criteria of the City of La Cañada Flintridge and other mandated programs. This includes mitigation of traffic impacts to the surrounding street system.

CE Policy 1.2.3: Pursue right-of-way acquisition to meet the City's adopted standards. In non-residential areas, density bonuses may be considered in conjunction with right-of-way dedication. Right-of-way upgrades will serve to benefit not only vehicles, but all forms of transportation. Although dedication of right-of-way is anticipated to be the primary means to upgrade right-of-way widths, the City may consider alternatives to right-of-way acquisition, such as easements, alternate routes, and designated access roads.

CE Policy 1.2.4: In order to maintain the residential character of its streets, the City may allow flexibility to the Standard Street Sections (Figure CE-2) in consideration of available right-of-way, the context of the roadway in comparison to its surrounding land uses, and impacts or benefits of multiple modes of transportation.

CE Objective 1.3: Enhance community character by maintaining aesthetically-pleasing streets with low traffic volumes.

CE Policy 1.3.1: Encourage the development of aesthetic streetscapes that are consistent with the low-density, residential character of the community to promote a positive City image and provide visual relief.

CE Policy 1.3.2: Installation of street lights in previously unlit areas may be initiated at the request of homeowners by a petition to the City, with approvals to be determined by staff based on criteria to be established in advance by the City Council, such as where lighting is warranted for safety reasons. Appeals of staff determinations shall be referred to the appropriate Commission for consideration. The City's determination shall provide for the mitigation of lighting impacts if necessary.

CE Policy 1.3.3: Encourage developments that contribute to balanced land uses and that serve to reduce overall trip lengths (e.g., jobs and housing balance, locating retail in closer proximity to residents and patrons).

CE Policy 1.3.4: Ensure that effective Transportation Demand Management (TDM) measures and programs are being implemented within the City.

Objective 1.4: Evaluate funding options and prioritization of capital improvements that support transit and non-motorized transportation to reduce VMT and GHG emissions, while maintaining economic vitality and sustainability.

CE Policy 1.4.1: Before funding transportation improvements that increase roadway capacity and vehicle miles travelled (VMT), evaluate the feasibility and effectiveness of funding projects that support alternative modes of transportation and reduce VMT, including transit services and infrastructure, and bicycle, trails, and pedestrian facilities, Safe Routes to School improvements, first/last-mile connections, traffic calming, and multi-modal corridor enhancements.

CE Policy 1.4.2: The City may require that when Proposition A funds are traded, congestion management credit commensurate with the level of funds traded will be given to the City.

CE GOAL 2: Facilitate alternatives to automobile travel, including public transportation, bicycling, ridesharing, walking, and equestrians, that support land use plans, meet transportation needs, and reduce vehicle-related and GHG emissions.

CE Objective 2.1: Promote transit-supportive uses where appropriate.

CE Policy 2.1.1: Ensure that new mixed use, commercial, and multiple-family residential developments incorporate project design features that promote the use of alternative modes of transportation, such as proximity to transit, pedestrian and bicycle facilities, preferential parking for low-/no-emission vehicles, etc.

CE Policy 2.1.2: Provide and coordinate the provision of pedestrian and bicycling enhancements, such as sheltered benches and bike racks, wayfinding, enhanced crossings, shade features, and micromobility-

supportive infrastructure along major roadways, within the DVSP, and near schools, parks, transit stops, and civic destinations.

CE Policy 2.1.3: Continue to provide information about transportation issues, projects, and processes to community members and other stakeholders, especially to those traditionally underserved by transportation services.

CE Objective 2.2: Continue to improve transit service in the City to achieve trip reductions, improve air quality and reduce GHG emissions, and facilitate pedestrian and non-motorized travel.

CE Policy 2.2.1: Encourage the use of transit along Foothill Boulevard and specifically to and from the DVSP by enhancing the LCF shuttle service. Work to increase shuttle frequency and service hours.

CE Policy 2.2.2: Work with Metro and all other transit providers serving the City to respond to increases in demand for transit.

CE Policy 2.2.3: Work with Metro and Pasadena ARTS to enhance transit connections to the Metro system.

CE Policy 2.2.4: Work with regional and local transit providers to enhance customer service and system ease-of-use by supporting development features such as:

a. a Regional Pass system to reduce the number of different passes and tickets required of system users;
b. "Smart Bus" technology, using global positioning satellite (GPS) and electronic displays at transit stops, to provide customers with "real-time" arrival and departure time information (and to allow the system operator to respond more quickly and effectively to disruptions in service); and
c. a regional on-line trip planning program.

CE Policy 2.2.5: Upgrade and maintain the transit system infrastructure to enhance public use, including:

a. ensuring transit stops are safe, convenient, clean and efficient;
b. ensuring transit stops have clearly marked street-level designation and are accessible;
c. ensuring transit stops are safe, sheltered, benches are clean, and lighting is adequate; and
d. placing transit stops along transit corridors within mixed-use or transit-oriented development areas at intervals of three to four blocks, or no less than one-half mile.

CE Policy 2.2.6: Work with regional and local transit providers to create an interconnected transportation system that encourages a shift in travel from

private passenger vehicles to alternative modes, including public transit, ride sharing, carsharing, bicycling, and walking.

CE GOAL 3: Provide and maintain public infrastructure and utilities that support existing and planned land uses and development in a cost-effective and responsible manner.

CE Objective 3.1: Continue to improve and expand public infrastructure and utilities in the City as determined necessary.

CE Policy 3.1.1: Determine public infrastructure and utility needs to implement the General Plan and prioritize them through the City's CIP.

CE Policy 3.1.2: Evaluate existing public infrastructure and utilities to determine facilities and identify ongoing maintenance and/or replacement needs, and prioritize and implement them through the City's CIP.

CE Policy 3.1.3: Require new development to install curbs and gutters, including all land divisions and substantial redevelopment of properties other than single-family residences where feasible and appropriate.

CE Policy 3.1.4: Implement policies for the preservation of natural conditions leading to retention of stormwater where it occurs.

CE Objective 3.2: Work closely with local water companies and districts and sewer districts in determining and meeting community needs for water, sewer, and stormwater service.

CE Policy 3.2.1: Continue to promote the opportunity for the construction of public sewers, where determined feasible.

CE Policy 3.2.2: Work closely with solid waste disposal companies in providing trash pick-up services, and reduce the per capita production of solid waste as defined in the City's Source Reduction and Recycling Element.

CE Policy 3.2.3: Work closely with the Los Angeles County Flood Control District in determining and meeting community needs for flood control facilities and maintenance.

CE Policy 3.2.4: Improve the existing storm drainage system by correcting identified deficiencies, where feasible and appropriate. Require new developments to upgrade storm drains to handle the increased runoffs generated from a development site.

CE Policy 3.2.5: Develop and implement a public education program that identifies the health hazards and penalties for improper disposal of graywater to assure the City's compliance with the requirements of the California Plumbing Code, the Clean Water Act, and the National Pollution Discharge Elimination System (NPDES) statutes.

CE Objective 3.3: Work closely with telecommunication and energy companies in determining and meeting the community's needs.

CE Policy 3.3.1: Encourage providers of cable television, broadband Internet, and other communication services consult with the City and with affected property owners before placing physical equipment, except cables, on telecommunications company infrastructure within the City.

CE Policy 3.3.2: Establish a communications protocol so that City officials and staff are apprised of all requests by telecommunication companies for the location of communication towers and monopoles on public and private properties.

CE Policy 3.3.3: Work closely with telecommunication companies to ensure the adequate provision of personal wireless service signal in the City on public or private property.

CE Policy 3.3.4: Encourage energy providers to develop a more energy efficient infrastructure, including solar power, LED lighting, time-of-day usage, equipment replacement, and other energy-reducing programs.

CE GOAL 4: Maintain and enhance accessibility to public facilities and services for persons with special mobility needs, emergency services, commercial deliveries, and other users.

CE Objective 4.1: Enhance the walkability of the City.

CE Policy 4.1.1: Pursue the development of sidewalks and/or ADA-compliant "walkable paths" in the vicinity of schools to provide adequate pedestrian access. The location of the sidewalks and/or ADA-compliant "walkable paths" will include consideration of the Suggested Routes to School Plans and connection to present or future bus or shuttle service in the area.

CE Policy 4.1.2: Provide sidewalk access from residential to commercial areas per the Downtown Village Specific Plan (DVSP) and increase the safety and attractiveness of such areas for pedestrians. Establish priorities for installation and identify funding and developer improvement opportunities to assure implementation of these sidewalk access plans.

CE Policy 4.1.3: Recommend sidewalk and/or ADA-compliant "walkable paths" in new development areas where public safety objectives will be served, at the discretion of the Planning Commission. Similar recommendations for public safety within existing developments should continue to be reviewed by the Public Works and Traffic Commission.

CE Policy 4.1.4: Encourage and recommend commercial, residential, and mixed-used developments to enhance walkability through pedestrian-friendly site and access design.

CE Policy 4.1.5: Identify additional safe and convenient locations for pedestrians to cross Foothill Boulevard, including consideration of mid-block crosswalks, and improve their visibility.

CE Policy 4.1.6: Undertake an evaluation of existing and proposed pedestrian and bicycle facilities, trail connections, and multi-modal corridors to improve access and linkages.

CE Objective 4.2: Ensure the accessibility and safety of all vehicle facilities in the City.

CE Policy 4.2.1: Take advantage of opportunities to control vehicle speeds through sound engineering practices, based on the particular conditions of a given area. Seek to keep apprised of new technologies, which then can be considered for implementation.

CE Policy 4.2.2: Maintain clear roadsides for safe vehicular, emergency vehicle, pedestrian, bicycle, and equestrian travel. Property owners shall be required to clear from their properties, debris, litter, brush, weeds, and low overhanging branches that intrude onto the adjacent rights-of-way.

CE Policy 4.2.3: Coordinate with Caltrans to improve public notification during freeway incidents in order to alleviate potential congestion on City streets.

CE Policy 4.2.4: Continue to work with Caltrans and State officials to enforce the prohibition of commercial trucks with three or more axles or over 4½ tons from using Angeles Crest Highway through the City and pursue and maintain runaway vehicle preventative measures.

CE Policy 4.2.5: Investigate and adopt strategies to discourage the use of local roads by through truck traffic.

CE Policy 4.2.6: Establish ordinances or land use permit conditions limiting the hours when deliveries can be made in off-peak hours in high traffic areas.

CE Policy 4.2.7: Investigate and adopt strategies to improve vehicular circulation around public and private schools and school-owned facilities located within the City.

CE Policy 4.2.8: Develop and implement a citywide program that encourages safe driving habits, including outreach to teens and senior citizens.

CE GOAL 5: Enhance the aesthetics, economic vitality, and circulation efficiency of Foothill Boulevard.

CE Objective 5.1: Enhance the appearance and use of Foothill Boulevard through a series of distinctive districts that incorporate public improvements

to support the land use policies for each district and the overall vision for Foothill Boulevard.

CE Policy 5.1.1: *West Gateway.* Recognize the Ocean View at Foothill Boulevard intersection as a major entry for the City, and plan for the development of a significant entry statement there. Such entry statement could include landscaping and parkway enhancements, and may require the acquisition of additional public right-of-way at this intersection. Pursue the implementation of landscaping and parkway enhancements for Foothill Boulevard and the unsightly drainage facilities in West Gateway. Either separately or in conjunction with an Active Transportation Plan or a Multi-modal Plan, the City should work to redesign Foothill Boulevard and implement traffic-calming measures.

CE Policy 5.1.2: *The Link.* Pursue the implementation of a linear park extending from the YMCA west to the commercial district, using excess right-of-way on the south side of the street and screening the high retaining wall. Also pursue the creation of a multi-use pedestrian/bike parkway along the south side of Foothill Boulevard between Mayor's Discovery Park and the YMCA, with possible further extension to the west. Either separately or in conjunction with an Active Transportation Plan or a Multi-modal Plan, the City should work to redesign Foothill Boulevard and implement traffic-calming measures, including a center median on Foothill Boulevard in the Walls area and landscaping.

CE Policy 5.1.3: *Old Town.* Pursue parkway landscaping improvements that encourage pedestrian use and reduced traffic speeds while maintaining adequate emergency vehicle access.

CE Policy 5.1.4: *DVSP – Foothill Boulevard Improvements.* Pursue parkway improvements to provide visual enhancement to Foothill Boulevard as well as the Angeles Crest at Foothill Boulevard intersection. Pursue opportunities for improved access to off-street parking in the western portion of the DVSP by: working with property owners and developers to encourage reciprocal parking arrangements and removal of barriers to reciprocal access to such parking; revising the Zoning Code to permit removal of such barriers to encourage access to off-street parking; and investigating opportunities for development of additional publicly owned or leased parking. Continue pursuing streetscape enhancements according to the DVSP.

CE Policy 5.1.5: *Michigan Hill.* Establish a program for sidewalk, guardrail, trash receptacle, and landscaping improvements for this district; and continue to pursue long-term funding opportunities for the undergrounding of overhead utilities in this area. Continue to improve bus stop facilities in this area, installing bus shelters where feasible and appropriate.

CE Objective 5.2: Enhance traffic flow along Foothill Boulevard.

CE Policy 5.2.1: Extend the North Road from its current terminus to Rinetti Lane to provide parallel capacity to Foothill Boulevard.

CE Policy 5.2.2: Develop an integrated intersection and traffic signal improvement plan for Foothill Boulevard that balances the need between progressive traffic movements, at reasonable speeds, with the need for safe and convenient pedestrian crossings. Require developers to contribute their fair share to these planned improvements to maintain and improve traffic conditions at acceptable levels.

CE Policy 5.2.3: Evaluate the need for additional signals, and consider alternatives to additional traffic signals, at cross streets to Foothill Boulevard that facilitate pedestrian access to the Boulevard and enhance the levels of service at these intersections. Any new signals shall be incorporated into the integrated signal synchronization program so as not to conflict with the objectives of congestion management and speed control.

CE Policy 5.2.4: At locations where trails cross Foothill Boulevard, maintain signage and ensure that safety measures include horse crossing capabilities.

CE Policy 5.2.5: Make improvements to key intersections along Foothill Boulevard, such as Angeles Crest Highway and Ocean View Boulevard, as right-of-way becomes available.

CE Policy 5.2.6: Investigate and adopt strategies to discourage the use of Foothill Boulevard by regional through traffic.

CE Policy 5.2.7: Pursue consolidation of closely intersecting streets in connection with new development.

CE Objective 5.3: Enhance parking efficiency and utilization along Foothill Boulevard to promote the City's commercial vitality.

CE Policy 5.3.1: Pursue the recommendations of the *Comprehensive Parking Strategy Report*, including short-term and long-term strategies and code changes to enhance parking availability. Recommendations include:

a. adding signage and improving the appearance of the Cal Trans public parking lot across;
b. adding signage for the Farmer's Market on Foothill Boulevard;
c. reducing the length of bus stops;
d. improving curb markings, limiting parking to 2 hours along Foothill Boulevard during peak usage periods;
e. simplifying parking requirements in the Code;
f. developing a streamlined process for shared parking between businesses in order to optimize parking availability and minimize curb cuts for entry ways to parking lots;
g. studying the possibility of reverse angled parking in the Old Town area; and
h. establishing agreements between owners of neighboring properties to share parking.

CE Policy 5.3.2: Investigate and consider adopting curb parking time limits along Foothill Boulevard during peak usage periods in areas with insufficient parking supply when feasible and appropriate for the adjacent land uses.

CE Objective 5.4: Improve the management of loading and unloading activity along Foothill Boulevard to reduce circulation conflicts, support business operations, and enhance pedestrian safety and curbside functionality.

CE Policy 5.4.1: Prioritize off-street loading and unloading facilities for commercial, mixed-use, and multifamily development wherever feasible to minimize impacts on public streets, sidewalks, bicycle facilities, and on-street parking.

CE Policy 5.4.2: Encourage shared access arrangements, shared loading areas, rear access arrangements, and coordinated service access between adjacent properties where site conditions and parcel configurations limit the ability to provide dedicated on-site loading facilities.

CE Policy 5.4.3: Manage curbside loading activity along Foothill Boulevard and other commercial corridors to balance delivery needs with parking demand, pedestrian access, rideshare activity, outdoor dining, and overall circulation efficiency.

CE Policy 5.4.3: Encourage site design and operational strategies that minimize truck maneuvering conflicts, blockage of travel lanes, and obstruction of sidewalks and pedestrian access areas during loading and unloading activities.

CE GOAL 6: Promote active and multi-modal transportation.

CE Objective 6.1: Support bicycle and other active transportation modes as viable forms of transportation by providing a comprehensive network of bikeways pedestrian facilities, trail connections, and supporting infrastructure.

CE Policy 6.1.1: Develop, maintain and periodically evaluate an Active Transportation Plan or a Multi-modal Plan, that shows access to primary destinations for commuting, schools, and recreational activities. The City shall evaluate whether updates, expansion, or consolidation into a broader Multi-modal Transportation Plan are warranted to address changing mobility needs, State requirements, safety concerns, ADA accessibility, and multi-modal connectivity opportunities.

CE Policy 6.1.2: Encourage developments and improvements which facilitate the implementation of high quality, desirable bicycle routes and multi-modal connections. The City shall prioritize implementation of context-appropriate bicycle facilities, including separated bikeways, buffered bike lanes, Class II and Class III routes, shared-use connections, and trail linkages where feasible and appropriate.

CE Policy 6.1.3: Pursue funding opportunities to upgrade and expand bicycle and multi-modal facilities that meet or exceed established standards including Safe Routes to School, Active Transportation Program (ATP), Congestion Mitigation and Air Quality (CMAQ), Metro, Caltrans, and other regional, State, and federal funding opportunities. First priority for upgrade or improvements shall be given to those routes that serve commuting and school access needs in order to improve the opportunities for bicycling as a viable transportation alternative.

CE Policy 6.1.4: Encourage existing public and private developments and destinations to incorporate adequate, convenient, and secure bicycle-related support facilities to strengthen the City's policy to improve bicycling as a viable transportation alternative, such as:

a. construction of weatherproof bicycle facilities where feasible, and at a minimum, bicycle racks or covered, secure parking near the building entrances; and
b. provision and maintenance of changing rooms, lockers, and showers at large employers or employment centers.

CE Policy 6.1.5: Link the City's bicycle and multi-modal network to the regional system to maintain connectivity to adjacent jurisdictions, regional trails, transit services, employment centers, and major destinations such as JPL and Park-and-Ride facilities.

CE Policy 6.1.6: Improve bicycle and pedestrian access to schools within the City, including pursuing Safe Routes to School funding for planned

bikeways, sidewalks, crossings, ADA accessibility, lighting, traffic calming, trail access, and other active transportation improvements near schools.

CE Policy 6.1.7: Assist in the development and delivery of specific bicycle safety programs that will serve to meet the goal of providing a safe, efficient transportation system. Such programs should include public education on safety and rules of the road, appropriate signage, and information regarding proper sharing of roadways and trails by a variety of users.

CE Policy 6.1.8: Identify priority projects, network gaps, and multi-modal improvements needed to support a safer and more connected transportation system.

CE Objective 6.2: Preserve, improve, expand, and complete the trails system and promote safe, coordinated, and comprehensive trail systems for hikers, bicyclists, and equestrians.

CE Policy 6.2.1: Update the Trails Master Plan in coordination with the Open Space and Recreation Element and utilize it as the implementing document for the General Plan regarding trails and trail-related issues.

CE Policy 6.2.2: Maintain and expand the trails system due to its importance as a component of the City's commitment to the increase of non-motorized mobility and reduction of dependence on automobiles for local trips.

CE Policy 6.2.3: Preserve, improve, and expand the trails system in conjunction with the goals, objectives, and policies within the Open Space and Recreation Element of the General Plan.

CE Policy 6.2.4: Maintain and update the Trails Map as the Trails Master Plan is implemented and make it available for public reference and use. Amend the Trails Map by a separate resolution of the City Council as additional routes, trails, and facilities are deemed appropriate. Amendment of either the Trails Master Plan or Trails Map will not require amendment of the General Plan unless the changes would create inconsistency with the General Plan's goals, objectives, and policies.

CE Policy 6.2.5: Seek to gain easements from roadways to trails to improve accessibility of the trail system.

CE Policy 6.2.6: Coordinate the provision of equestrian circulation and safety enhancements, such as equestrian accessible cross walk buttons, traffic buffers, visible and horse-friendly cross walk markings and materials, and warnings before and after trail crossings.

CE Policy 6.2.7: Continue to prohibit motorized vehicle use on trails, except for authorized maintenance, emergency response, accessibility-related uses where permitted, and other official purposes approved by the City.

CE Objective 6.3: Pursue the integration of the non-motorized transportation system.

CE Policy 6.3.1: Pursue the creation of linkages between any new bikeways and the City's trails system shown in Figure CE-4.

CE Policy 6.3.2: Enhance the trail crossings to improve safety and visibility, including provision of markings on the street to alert motorists of horses crossing, and provide regular cleanup in order to clear foliage.

CE Objective 6.4: Implement multi-modal transportation actions that support a balanced transportation system, improve accessibility and safety for all users, and reduce reliance on single-occupancy vehicle travel.

CE Policy 6.4.1: Initiate preparation of an Active Transportation Plan or a Multi-modal Plan within two years of adoption of the updated Circulation Element and aim for full implementation of the plan within 20 years, including a 5-year goal to reduce fatalities by at least 20 percent.

CE Policy 6.4.2: Incorporate measurable implementation actions into future multi-modal transportation planning efforts, including prioritization of projects, funding strategies, capital improvement coordination, and periodic monitoring of implementation progress.

CE Policy 6.4.3: Coordinate with neighboring jurisdictions, Metro, Caltrans, Los Angeles County, regional agencies, schools, and major employers to improve regional multi-modal connectivity and close gaps in the active transportation network.

C.4-I: Track and share progress through a public-facing dashboard and regular updates to the City Council, detailing project status, funding, and safety outcomes.

CE GOAL 7: Manage truck movement to support regional connectivity while protecting neighborhoods and community character.

Objective CE- X.1: Concentrate regional truck traffic on appropriate State and regional corridors while minimizing cut-through truck traffic on local streets.

CE Policy- 7.1.1: Direct regional truck traffic to designated truck routes, including Interstate 210 and State Route 2, consistent with State and regional transportation planning objectives.

CE Policy- 7.1.2: Prohibit the use of Foothill Boulevard and local residential streets as bypass routes for regional through-truck traffic not serving destinations within the City.

CE Policy- 7.1.3: Support truck access necessary for local-serving commercial deliveries, emergency services, utility operations, and essential community functions.

CE Objective- 7.2:

Reduce potential conflicts between truck traffic and residential neighborhoods, schools, parks, trails, and other sensitive land uses.

CE Policy- 7.2.1: Minimize truck traffic impacts on sensitive receptors through roadway management, operational controls, signage, and context-sensitive transportation improvements.

CE Policy- 7.2.2: Support enforcement of designated truck routes and truck restrictions to reduce unauthorized truck traffic on local streets.

CE Policy- 7.2.3: Evaluate operational strategies, including truck length restrictions and directional signage, to improve safety and reduce neighborhood impacts along local commercial corridors.

CE Objective- 7.3: Maintain regional connectivity while supporting the City's long-term land use and community character goals.

CE Policy- 7.3.1: Coordinate with Caltrans and neighboring jurisdictions regarding truck route planning, roadway operations, and regional goods movement.

CE Policy- 7.3.2: Recognize State Route 2 as a critical regional connection to foothill and mountain communities and maintain appropriate truck access to avoid unnecessary increases in regional vehicle miles traveled (VMT).

CE Policy- 7.3.3: Avoid the introduction of logistics and warehouse land uses that would substantially increase heavy truck traffic within the City.

CITY OF LA CAÑADA FLINTRIDGE

Sustainability and Resilience Commission Agenda Report

Meeting Date: June 9, 2026

Subject: Trails Council Report - Invasive Species

Presenter: Antonio Gardea, Assistant Director of Community Development

Proposed Action: Receive and file

Environmental Impact: None

Fiscal Impact: None

Background:
The rehab of trails to remove invasive plant species is a complementary strategy under the Green Community focus area which emphasizes enhancing biodiversity in existing green spaces.

Discussion/Analysis:
John Thompson with the Trails Council prepared the attached report dealing with control of invasive species that affect habitat and fire safety in the open space areas of the City. The report was submitted to the Trails Council at the May meeting and reflects Mr. Thompson's latest observations.

Recommendation:
Receive and file.

Attachments:
1. Trails Council - Invasive Species Control Report

Attachment 1

Prospects for controlling invasive non-native species of concern at Cherry Canyon and elsewhere in the La Cañada trail system

an interim report to the La Cañada Trails Council
by John L. Thompson
**revised* June 2, 2026

At the March 2026 meeting of the La Cañada Trails Council, one of the directors asked if there might be anything we could do to deal with some of the invasive species at Cherry Canyon, particularly those for which control might be feasible. Such plants fall roughly within a category for invasive plants known as "early detection" — undesirable plants in a given location that are detected before they spread beyond all hope of control. As a preliminary response to that question, this report that identifies several candidate species that I have begun to look for, count, and map since our March meeting.

I have included in this report a copy of my working map for these species. The map has two sections. The northern section attends to the Open Space Trail, most notably that section that ascends and traverses the southeastern flank of Mt. Lukens, with segments that connect trailheads at El Vago Street, Harter Lane, and (if the trail is restored) the Angeles Crest Highway. The southern section focuses on Cherry Canyon. These trails comprise the semi-wild segments of our trail system, in contrast to the neighborhood trails, which are by no means unimportant but which are also adjacent to neighborhoods and yards. As such, these neighborhood trails are far more prone to host additional species introduced from backyard plantings and are less likely to be prized for their natural or semi-wild character. Moreover, at least some of the invasives that are sparsely present in Cherry Canyon are widespread in our neighborhoods.

There are many non-native and invasive species for which attempts at control — much less extirpation — can only be regarded as a lost cause. My assessments are based on the assumption that it is worth the effort to counteract some of our invasives not to eliminate them once and for all, but to eliminate them only in our semi-wild areas. Assuredly, these species will recur. But they will recur and spread far more readily if we do nothing to challenge the toehold they now have.

For all these species, I've included a link to the "weed report" on the California Invasive Plants Council (Cal-IPC) website, which offers further descriptions of the plant as well as a summary of various means of control and a ranking of their efficacy. I have also linked to the distribution map found at their respective Calflora.org species pages, which itself has many other links.

As I try to document in the following species accounts, there are several species in our semi-wild parkland areas that have decent prospects for ongoing control. Without intervention, these plants will surely expand their range and impact. I think that the City of La Cañada Flintridge would do well to expand the scope of its care for these areas and trails by delegating responsibility for monitoring and controlling selected species to its department of public works or to some other city agency. It's also my opinion, based on a review of many studies of these highly tenacious species and on my conversations with professional botanists, that the City should review and adapt its policies on the use of herbicides, conforming of course to the environmental safeguards that are mandated in California.

SKELETON WEED • *Chondrilla juncea* ..... Cal-IPC weed report • Calflora map

Skeleton Weed is a pest in many parts of the world and is out of control in parts of California's central valleys. But it is far less common in L.A. County. It was discovered in Cherry Canyon in 2014 and reported to the Pest Control Division of the L.A. County Agricultural Commissioner. Additional irruptions have been located elsewhere in the City, and it is to be expected that outbreaks will continue to recur. However, agents of L.A. County Ag. have been fairly quick to respond on a regular basis. Accordingly, Skeleton Weed may be taken a prime example of the success of early detection, at least so far as concerns the City of La Cañada.

Chondrilla juncea: *flower, fruit, and telltale spotting on bristly stem.*

Warning about Chondrilla juncea *in agricultural area of Western Australia.*

TREE TOBACCO • *Nicotiana glauca* . . . . . Cal-IPC weed report • Calflora map

Native to South America, Tree Tobacco is now found in many temperate climates worldwide. It is widespread in the Central Valley and Bay Area, but it is especially common in the coastal counties of Southern California. It frequently occurs in any untended urban or suburban open space, including in the Arroyo Seco and along the roadsides of La Cañada. It's favored by hummingbirds, but all parts of the plant are toxic to humans. It is fully capable of living up to its designation as a tree: not far from the west end of Devil's Gate Dam, there is a specimen at least 20' tall, with a trunk that measures ~5" in diameter.

The numbers of *N.glauca* in the semi-wild parklands of La Cañada are not yet overwhelming. To date, I have found 3 limited infestations of *N.glauca* on the Open Space Trail above Harter Lane, and 15–20 locations in Cherry Canyon. All locations are marked on the map.

Nicotiana glauca: *flowers, leaves, trunks — all at Cherry Canyon*

Two *Nicotiana glauca* below Forest Hill Fire Road (34.1965, -118.2057).

CASTOR BEAN • *Ricinus communis* . . . . . Cal-IPC weed report • Calflora map

Castor Bean is the source of a highly useful commercial oil as well as of ricin, a potent toxin. It has spread worldwide as a commercial crop, as an ornamental plant in some places, and also as an invasive pest. In California, it is especially common in the southern coastal counties.

There are some astonishing infestations of Castor Bean nearby. In the Arroyo Seco, the Altadena hillside east of the JPL bridge is a veritable forest of these plants. And the Pasadena hillside above the north end of Linda Vista Drive (where it makes a sweeping turn to the south) has some impressively robust plants.

But the numbers of *R.communis* in the semi-wild parklands of La Cañada are not yet overwhelming. My current survey has (so far) found no infestations of *R.communis* on the Open Space Trail above Harter Lane, and only ~3 locations in Cherry Canyon. But there are surely more.

Medium-size *Ricinis communis* "tree" adjacent to the Sugar Loaf trailhead. This particular plant has since been flush-cut by (presumably) L.A. County crews.

Ricinus communis: leaves, flowers, and fruit

FOUNTAIN GRASS • *Pennisetum setaceum* . . . . . Cal-IPC weed report • Calflora map

Fountain Grass is a popular ornamental grass that can be seen in many yards in So. California. It is highly tolerant of drought. As a bunch grass, it grows in dense clumps that exclude other plant species, and the bunches can gradually coalesce, producing a monoculture. It is not only particularly flammable, it also recovers quickly from fire and thus increases its spread.

Locally, there are places where *P.setaceum* has begun to dominate hillsides. One such slope is on Figueroa Street, half a mile south of Chevy Chase Drive, where colonies of California Bells and Stinging Lupine are being crowded out by Fountain Grass. The hillside on the north section of JPL has a lot of Fountain Grass. And where the Angeles Crest Highway makes a sweeping curve below the stoplight at Starlight Crest Drive, both sides of the highway are thick with Fountain Grass.

Unfortunately, another unchecked invasion of Fountain Grass is along the Open Space Trail on the steep southeast slopes of Mt. Lukens (photos on next page). Eradicating *P.setaceum* from our trails on Mt. Lukens is surely a lost cause, particularly in view of the extent of the infestation and the steepness of the slopes.

Fountain Grass on Ultimate Destination Trail

Cherry Canyon, however, may be more hopeful. Although I have only recently begun to look more carefully for this species, in the south section of the Park, I have so far found only one area where a small number of plants are established — along the Ultimate Destination Trail, on a south-facing slope. To be sure, there is a much larger patch of Fountain Grass not far off, at the base of Sugar Loaf Drive and, in all likelihood, also planted in nearby yards.

The north section of Cherry Canyon may have more to worry about, insofar as there seems to be a fair number of plants appearing adjacent to Edison's high-voltage transmission tower at the top of the Conservancy Trail, where the trail meets the end of the access spur road.

Fountain Grass on Ultimate Destination Trail

Fountain Grass on switchbacks of Open Space Trail, above Harter Lane

Fountain Grass above Open Space Trail, above Harter Lane

TREE OF HEAVEN • *Ailanthus altissima*. . . . . Cal-IPC weed report • Calflora map

Tree of Heaven is regarded as "one of the worst invasive plant species in Europe and North America" [here]. It grows and spreads rapidly, can reach a height of nearly 70 feet, and is notoriously difficult to extirpate. It's widespread throughout California, with the exception of our deserts and our higher mountain ranges. Locally, there have been numerous observations around the perimeter of the Arroyo Seco (including Hahamonga, Devil's Gate, Brookside, and the lower arroyo), but there are few if any Calflora records from La Cañada.

Until recently. While looking for other invasives in mid-April, I found what I believe are two instances of *Ailanthus altissima* in Cherry Canyon, not far above the Sugar Loaf trailhead. These plants are not huge, but they are unlikely to disappear on their own.

Tree of Heaven just west of Sugar Loaf trailhead

Tree of Heaven just west of Sugar Loaf trailhead

CITY OF LA CAÑADA FLINTRIDGE

Sustainability and Resilience Commission Agenda Report

Meeting Date: June 9, 2026

Subject: Sustainability Analyst - Request for Proposals

Presenter: Antonio Gardea, Assistant Director of Community Development

Proposed Action: Receive and file

Environmental Impact: None

Fiscal Impact: None.

Discussion/Analysis:
On May 12, 2026, a brief report was presented to the Sustainability and Resilience Commission (attached). The Commission discussed the status of the Sustainability Analyst contract and made a motion to continue the item due to the pending City Council budget hearings. At the June 3rd budget hearing, the City Council stated that no consultant was necessary for the Sustainability and Resilience Commission and confirmed with staff that the existing contract would end June 30, 2026. The City Council also did not approve the requested contract increase (CD - 8) nor any of the related Council Consideration Items (CD 8–12) requested by the Commission. Therefore, given the direction of the City Council, no further discussion on a Request for Proposals is needed.

Recommendation:
Receive and file.

Attachments:
1. Agenda Report of May 12, 2026

Attachment 1

CITY OF LA CAÑADA FLINTRIDGE

Sustainability and Resilience Commission Agenda Report

Meeting Date: May 12, 2026

Subject: Request for Proposals (Sustainability Analyst) - Discussion

Presenter: Antonio Gardea
Assistant Director of Community Development

Proposed Action: Discuss and provide recommendation

Environmental Impact: None

Discussion/Analysis:
On April 15, 2025, the City Council established the Sustainability and Resilience Commission (SRC) and on October 21, 2025, approved contract with Cascadia Consulting Group for the Sustainability Analyst services ($75,623) through June 30, 2026, to provide support to the SRC.
As part of the Fiscal Year, Mid-Year Budget Review, a contact amendment was approved at the March 3, 2026 City Council meeting for unanticipated tasks. The additional funding ($40,000) was allocated to cover additional research, subcommittee meetings, and special meetings requested by the SRC prior to forwarding budget requests to the City Council. The current contract term expires on June 30, 2026. For the upcoming fiscal year budget, the Community Development Department budget request includes Sustainability Analyst services consistent with an anticipated cost of $100,000 for FY 2025-2026. Council Consideration Item requests include those forwarded from the Sustainability and Resilience Commission.
Staff requests direction from the Commission on whether or not a new Request for Proposal (RFP) for the Sustainability Analyst consultant should be issued. A typical timeline from the issuance of the RFP to City Council approval of a professional services agreement is approximately four months. If an RFP is issued and the existing contract not renewed, the Commission should be aware there will be several months without a Sustainability Analyst consultant, which will limit the work of the Commission.

Recommendation:
Discuss and provide a recommendation on whether a new Request for Proposal for the Sustainability Analyst consultant should be issued.

Attachments:
None