

Notice and Agenda

Regular Meeting of the La Cañada Flintridge Planning Commission

Thursday, June 11, 2026 at 6:00 PM

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



Henry Oh, Chair
Samir Mehrotra, Vice-Chair
Nerses Aposhian, Planning Commissioner
Argam DerHartunian, Planning Commissioner
Ernest Koeppen, Planning Commissioner

How to View the Meeting Remotely

Regular Planning Commission meetings are streamed live for public viewing. However, please note that not all Special Planning Commission meetings are available for live streaming.

City Website Live Streaming at <https://lcf.ca.gov/city-clerk/agenda-minutes/>.

Comments from the Public

The public is encouraged to address the Planning Commission on any matter posted on the agenda or on any other matter within its jurisdiction. If you wish to address the Planning 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 Planning Commission may direct staff to investigate and/or schedule certain matters for consideration at a future Planning 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 office of the City Clerk at (818) 790-8880 or via [e-mail at tgarcia@lcf.ca.gov](mailto:tgarcia@lcf.ca.gov).

SB 343 – Any writings relating to an agenda item distributed to a majority of the Planning Commission less than 72 hours prior to the meeting will be available for public review in the City Clerk's Office 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 Planning Commission Regular Meeting

Preliminary Business

Call to Order

Next Resolution: 26-24

Roll Call

- Commissioner Aposhian
- Commissioner DerHartunian
- Commissioner Koeppen
- Vice-Chair Mehrotra
- Chair Oh

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 Planning 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 Planning Commission when the matter is considered. Please give a completed Public Comment Card to the Clerk prior to the beginning of the item.

Reordering of and Additions to the Agenda

Consent Calendar

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.

- 1) Approval of Minutes of the Planning Commission Regular Meeting of April 23, 2026
- 2) Approval of Minutes of the Planning Commission Regular Meeting of May 14, 2026

Continued Public Hearings

- 3) **Second-Floor Review (DEV-2026-0026) at 929 Descanso Drive:** A request to allow demolition of an existing residence and construction of a new 4,529 square-foot two-story residence inclusive of a front entry structure in excess of 12 feet in height and attached garage on a 14,079 square-foot non-hillside lot.

Recommendation: Adoption of Planning Commission Resolution No. 26-xx finding the project exempt from the California Environmental Quality Act and approving Second-Floor Review (DEV-2026-0026) for construction of a new 4,529 square-foot two-story residence inclusive of a front entry structure in excess of 12 feet in height at 929 Descanso Drive.

Public Hearings

- 4) **General Plan Amendment (PLAN-2026-0001):** Review and recommendation to the City Council on adoption of updates to the General Plan's Open Space and Recreation Element, Conservation Element and Circulation Element. This projects impacts properties citywide.

Recommendation: Adopt Resolution No. 26-XX recommending that City Council find the Project exempt from the California Environmental Quality Act and approve the General Plan Amendment (PLAN-2026-0001), adopting updates of the General Plan's Open Space and Recreation Element, Conservation Element, and Circulation Element.

Other Business

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.

Susan Koleda, AICP
Director of Community Development



REGULAR COMMISSION MEETING

CALL TO ORDER: Chair Oh called the Regular Meeting to order at 6:05 p.m.

ROLL CALL: Chair Oh, Vice Chair Mehrotra, Commissioners Aposhian, DerHartunian and Koeppen.

STAFF PRESENT: Director Koleda, Senior Management Analyst II Brancheau, Senior Management Analyst II Klein, and Management Analyst Karaguoizian.

PLEDGE OF ALLEGIANCE: Led by Chair Oh.

COMMENTS FROM THE PUBLIC: None.

REORDERING OF THE AGENDA: None.

CONSENT CALENDAR:

A **MOTION** was made by Chair Oh, seconded by Commissioner Aposhian and carried 5-0, to approve the Planning Commission meeting minutes from February 26, 2026, March 12, 2026, and April 9, 2026.

1. Approval of Minutes of the Planning Commission Meetings:

- a) Minutes of the Regular Planning Commission Meeting of February 26, 2026
 - b) Minutes of the Regular Planning Commission Meeting of March 12, 2026
 - c) Minutes of the Regular Planning Commission Meeting of April 9, 2026
- (Approved 5-0, as recommended)**

PUBLIC HEARINGS: None.

OTHER BUSINESS:

2. General Plan Finding of Conformance for Fiscal year 2026-2027 Capital Improvement Program

Senior Management Analyst II Klein gave a presentation and answered questions from the Commission.

The Public Hearing was opened at 6:25 p.m. No one wished to speak.

The Public Hearing was closed at 6:25 p.m.

A **MOTION** was made by Chair Oh, seconded by Vice Chair Mehrotra, and carried 5-0, to adopt Planning Commission Resolution No. 26-22, finding the Proposed Five-Year Capital Improvement Plan for Fiscal Year 2026-27 to Fiscal Year 20230-31 is in Conformance with the City of La Cañada Flintridge General Plan

CONCLUDING BUSINESS:

Comments from Commissioners:

Director Koleda confirmed the projects that would be reviewed by the Commission during the next few months.

Comments from Staff:

Director Koleda thanked the Commission for their patience as the new meeting recording software is launched.

ADJOURNMENT Chair Oh adjourned the Planning Commission regular meeting at 6:28 p.m.

Susan Koleda, Director of Community Development

Minutes approved by the Planning Commission on_____.



REGULAR COMMISSION MEETING

CALL TO ORDER: Chair Oh called the Regular Meeting to order at 6:00 p.m.

ROLL CALL: Chair Oh, Commissioners Aposhian, DerHartunian and Koeppen. Vice Chair Mehrotra was absent.

STAFF PRESENT: Assistant City Attorney Cohen, Director Koleda, Assistant Director Gardea, Assistant Planner Fabela, Senior Management Analyst II Brancheau and Management Analyst Karaguoizian.

PLEDGE OF ALLEGIANCE: Led by Chair Oh.

COMMENTS FROM THE PUBLIC: None.

REORDERING OF THE AGENDA: None.

CONSENT CALENDAR: None.

PUBLIC HEARINGS:

1. **Second-Floor Review (DEV-2025-0095)** - A request to demolish an existing one-story residence and allow a new 3,658 square-foot two-story residence, including a new attached garage at 4372 Bel Aire Drive.

Assistant Planner Fabela gave a presentation and answered questions from the Commissioners.

Chair Oh opened the public hearing at 6:21 p.m.

The following individual provided public comment: Nareg Khodadadi

Chair Oh closed the public hearing at 6:23 p.m.

A **MOTION** was made by Chair Oh, seconded by Commissioner DerHartunian, and carried 4-0 (Vice Chair Mehrotra was absent) to adopt proposed Planning Commission Resolution No. 26-20 finding the project exempt from the California Environmental Quality Act and approving Second-Floor Review (DEV-2025-0095) to allow a new 3,658 square-foot, two-story residence at 4372 Bel Aire Drive.

2. **Zone Change (PLAN-2025-0005)** - A request to repeal and replace Chapter 11.33 (Accessory Dwelling Units) of the La Cañada Flintridge Municipal Code to implement new state law.

Assistant Director Gardea gave a presentation and answered questions from the Commissioners.

Chair Oh opened the public hearing at 6:55 p.m.

There were no public comments.

Chair Oh closed the public hearing at 6:55 p.m.

A **MOTION** was made by Chair Oh, seconded by Commissioners DerHartunian, and carried 4-0, (Vice Chair Mehrotra was absent) to adopt proposed Planning Commission Resolution No. 26-21 finding the project Statutorily Exempt from the California Environmental Quality Act and recommending the City Council approve Zone Change (PLAN-2025-0005) to repeal and replace Chapter 11.33 (Accessory Dwelling Units) of the La Cañada Flintridge Municipal Code.

OTHER BUSINESS: None

CONCLUDING BUSINESS:

Comments from Commissioners:

Chair Oh and Commissioner Aposhian indicated that they will be unable to attend the next regular Planning Commission meeting.

Comments from Staff:

Director Koleda mentioned that the City Council will hold budget hearings next week and that Community Development has submitted CCI requests for a housing element consultant and additional staffing.

ADJOURNMENT Chair Oh adjourned the Planning Commission regular meeting at 7:04 p.m.

Susan Koleda Director of Community Development

Minutes approved by the Planning Commission on _____.

Planning Commission Agenda Report

Meeting Date: June 11, 2026

Subject: **Second-Floor Review (DEV-2026-0026) at 929 Descanso Drive:** A request to allow demolition of an existing residence and construction of a new 4,529 square-foot two-story residence inclusive of a front entry structure in excess of 12 feet in height and attached garage on a 14,079 square-foot non-hillside lot.

Presenter: Chris Gjolme, Planner

Proposed Action: Adopt Planning Commission Resolution No. 26-xx finding the project exempt from the California Environmental Quality Act and approving Second-Floor Review (DEV-2026-0026) for construction of a new 4,529 square-foot two-story residence inclusive of a front entry structure in excess of 12 feet in height at 929 Descanso Drive.

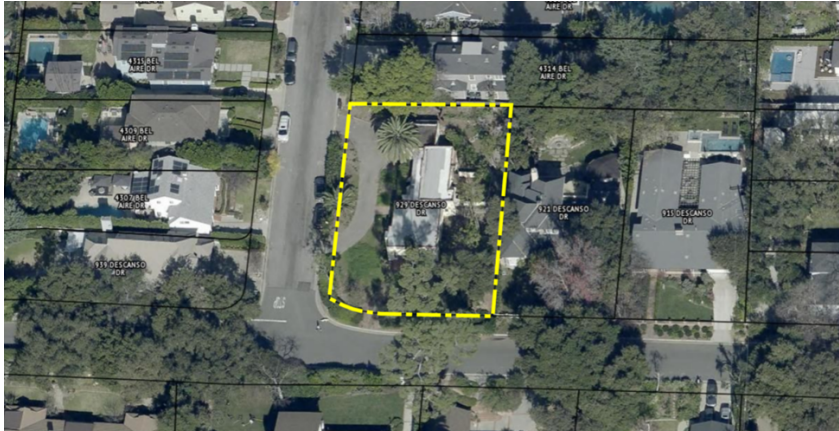
Environmental Impact: The proposed project is Categorically Exempt from the California Environmental Quality Act (CEQA), under pursuant to Section 15301 (Existing Facilities) and Section 15303 (New Construction or Conversion of Small Structures) of the CEQA Guidelines.

Discussion/Analysis:

Context

The 14,079 square-foot, rectangular site is at the north-east corner of Descanso Drive and Bel Air Drive, in the R-1-10,000 zone. The subject block extends over a quarter mile to the north to Foothill Boulevard and contains numerous properties. Contrarily, the block is much shorter to the east, with only three properties beyond the site before Descanso Drive's intersection with Beulah Drive.

Currently, the front of the residence orients to the south along Descanso Drive, consistent with the property's address. The shorter frontage is also along Descanso Drive; thus, Descanso Drive qualifies as the front of the lot, despite garage access via a semicircular driveway to the west along Bel Air Drive. This orientation would be retained as part of the project, with the new residence fronting along Descanso Drive.



Within the general neighborhood, there is variation in house styles and sizes, with a number of two-story residences proximate to the project site, including immediately adjacent homes to the north and east, the house across the street to the south and three residences across the street to the west.

A 22-inch oak tree is at the south-east corner of the lot. A smaller 16-inch oak tree is to the north, along the east side property line. Two other non-protected trees are along the north property line that would be removed as part of the project.

Project Description

The proposal involves demolition of the existing house and construction of a new two-story residence and attached garage. A JADU and basement are also proposed as part of the project. New driveway access would be created along Descanso Drive to the south. The existing semicircular driveway along Bel Air Drive to the west would be removed.

The first-floor footprint inclusive of the two-car garage and adjacent bike storage bay would comprise 2,872 square feet. The second floor would be recessed on all sides and centrally located relative to the footprint. It would include three bedrooms and comprise 1,657 square feet, increasing the overall size of the residence to 4,529 square feet, within the 4,538 square-foot limit for the lot. Unroofed decks are proposed along the west side of the second floor, accessed from the primary bedroom and bedroom #1 as indicated on the second floor plan. A 2,256 square-foot basement, exempt from floor area calculations, is also proposed, served by a light well along the west side that provides required egress.

The new home would be positioned forward of the existing structure, reducing the longstanding front setback from 39 feet to 31'-7" which would still meet the requirement for the lot. The lot's average width is 95 feet", which yields first and second-floor side setback requirements of 9'-6" and 19 feet (since the west side yard is an exterior/street side yard, a 19-foot setback is required at both levels). To the east, a 9'-6" setback is proposed at the first-floor level, increasing to 23'-11" at the second-floor level, which is almost five feet above the requirement. Setbacks to the east would be 20'-8" and 23'-8", respectively, which also exceed minimum requirements. The lightwell retaining wall is also subject to applicable setbacks considering its height, and would meet the 19-foot requirement. A rear setback of 38 feet is proposed as measured to a trellis structure attached to the residence. The rear setback would increase to 53'-9" as measured to the house. This meets and exceeds the 15-foot requirement.

The lot's size and width allow for a building height of up to 32 feet. The maximum building height for the project would be 29'-4". Angle-plane compliance would also be achieved along the east and west sides of the new home. In all, the project compares with main code standards as follows:

	STANDARD	EXISTING	PROPOSED
Floor Area	4,538 sf	2,042 sf	4,529 sf
Front SB:	31 feet	39 feet	31'-7"
East Side SB			
1st floor:	9'-6"	27'-8"	9'-6"
2nd floor:	19 feet	n/a	23'-11"
West Side SB			
Lightwell	19 feet	n/a	19 feet
1st floor:	19 feet	32'-8"	20'-8"
2nd floor:	19 feet	n/a	23'-8"
Rear SB:	15 feet	19'-10"	38 feet (trellis)
Height:	32 feet	n/a	29'-4"

The garage presents three parking bays to the south but is not subject to Large Garage Review since the combined width of the bays is less than 35 percent of the Descanso frontage (34 percent). The new driveway and a pedestrian walkway would increase the amount of front yard hardscape to the south, but not beyond 50 percent of the overall front yard area. The 22" oak tree at the corner of the property would be proximate to the east edge of the new driveway. However, the driveway's design includes a soft curvature which provides eight feet of separation from the tree, meeting the required protection buffer for new paving.

Second-Floor Review - Discussion

The new home is accented with Mediterranean/Italian details. The context and project description sections already addressed several site and area characteristics which indicate that the proposal is appropriate for the subject lot and immediate area, including:

- Compliant project floor area.
- Design and scale compatible with other two-story homes in the area.
- Building setbacks meeting all code requirements.
- Compliant building height below the code limit for the lot.

The purpose of Second Floor Review is to ensure that two-story homes are appropriately sited and designed. However, it is not intended to prohibit two-story homes or dictate a specific architectural style. The Planning Commission uses the adopted residential design guidelines to help judge these factors. The guidelines, however, are not intended to dictate an architectural style or to limit creative design solutions. The City's Residential Design Guidelines recognize Mediterranean/Italian as an architectural style common to La Cañada Flintridge. Character defining features of the style that are specified in the Guidelines include:

- low-pitched hipped roof typically covered by ceramic tiles
- upper story windows smaller and less elaborate than windows below
- first-story windows, doors or porches commonly with arches above them
- entrance area accented

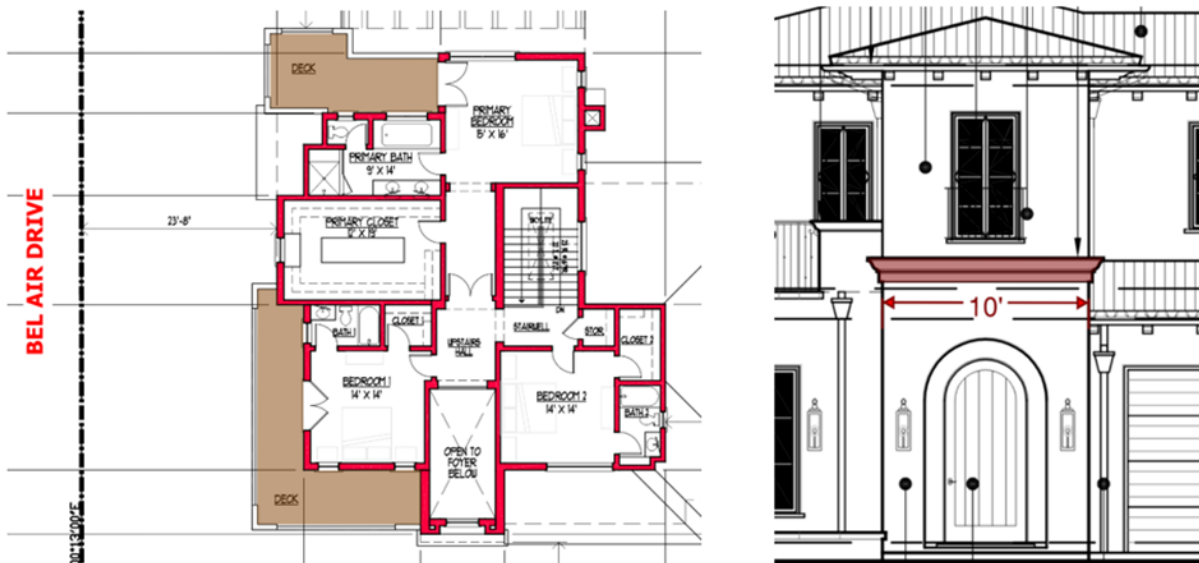
The proposal incorporates a number of these attributes into the design, so the proposal is consistent with the Guidelines in terms of the style proposed. Pursuant to City Zoning Code Section 11.11.050.A.3 – Second Floor Review, the Planning Commission may grant Second-Floor-Review approvals, subject to the following findings, which are contained within the draft Resolution for the project:

1. The two-story design includes adequate setbacks, screening, and modulation.
2. The two-story design preserves the existing scale and character of the surrounding neighborhood.
3. The two-story design protects public views, aesthetics, privacy, and property values of the neighbors.
4. The two-story design is consistent with the Residential Design Guidelines as adopted by resolution of the City Council.

As noted above, the two-story design provides compliant setbacks, and greater than required second-floor setbacks along the east and west sides. In plan view, there are several wall plane breaks to modulate the home's mass at both floor levels. Other two-story homes of varied design are found in the area, including Traditional, Spanish, Mediterranean, Craftsperson, etc. As such, the introduction of a Mediterranean/Italian style house is consistent with the design diversity of the neighborhood. While the corner lot lends to exposure of the new home, the site is surrounded by two-story homes on all sides and this would complement and mitigate the new home's increased scale and visibility.

In general, the site layout and floor plan limits potential privacy impacts and views onto neighboring properties. Considering that the two second-floor decks (highlighted in brown below) are located along the exterior side of the house, they are oriented toward the streets as opposed to neighboring homes. The primary bedroom deck also faces north, toward a neighboring two-story residence, but the intervening setback exceeds 53 feet. Moreover, the neighboring house is set back from Bel Air Drive, so the proposed deck aligns with the front yard and driveway, as opposed to having potential view of sensitive and private rear yard space.

The home's entry height would exceed 12 feet since it includes a first-floor foyer and volume space above (shown below). Although the City's Design Guidelines recommend against larger two-story entry structures, the scale of the proposed entry is not excessive, and it exhibits balanced and proportionate integration into the front elevation as evidenced by its limited width, lack of significant projection beyond the footprint and inclusion of a molding that provides a sense of delineation between floor levels. Thus, in this instance, alteration to the entry design is not necessary.



In short, although the project will alter the appearance and character of the subject lot, it will do so in

code-compliant fashion without undue visual, use or privacy impacts on the surrounding neighborhood. The City's Residential Design Guidelines address four primary considerations, which are italicized in bold font:

Neighborhood Compatibility - The home's traditional massing and Mediterranean/Italian design and accent combine with compliant setbacks that accommodate the increased size and scale of the new two-story home. The size of the home is proportionate to the site, while the overall visual scale of the home would not be excessive given the presence of two-story homes in the neighborhood, including adjacent homes to the north and east and homes across the street to the south and west.

Site Development - The house would be sited in the approximate location as the existing house and would employ an efficient and consolidated design that provides compliant setbacks on all sides, including second-floor side setbacks exceeding minimum requirements. Maximum building height would be below the 32-foot limit for the lot and comparable to other two-story homes in the area. New driveway access would be provided to the south along Descanso Drive.

Physical Design Components - The new building's footprint is placed within the bounds of the lot's configuration and includes a second floor of compliant size and scale. The high level of modulation and design details draw from Mediterranean/Italian architectural styles. The entry structure height is tempered by its limited width, lack of significant projection beyond the footprint and inclusion of a molding that serves as subtle delineation between floor levels.

Landscaping - Considering the site conditions, context, and lack of major view and privacy issues, landscaping is not regarded as a critical component. With this said, two protected oak trees would be retained, while introduction of additional shrubs and plantings would be required as part of the final landscape plan.

Recommendation:

Based on the above discussion, the proposed project is suited to the site and compatible with the residential character of the area. Therefore, staff recommends approval of the requested Second-floor Review, subject to the conditions of approval listed in Exhibit "A", attached to the draft Planning Commission Resolution.

Attachments:

1. Resolution
2. Project Plans



ATTACHMENT 1

CITY OF LA CAÑADA FLINTRIDGE

RESOLUTION NO. 26-XX

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF LA CAÑADA FLINTRIDGE FINDING THE PROJECT EXEMPT FROM THE CALIFORNIA ENVIRONMENTAL QUALITY ACT AND APPROVING SECOND-FLOOR REVIEW (DEV-2026-0026) FOR A NEW 4,529 SQUARE-FOOT TWO-STORY RESIDENCE INCLUSIVE OF A FRONT ENTRY STRUCTURE IN EXCESS OF 12 FEET IN HEIGHT AT 929 DESCANSO DRIVE

WHEREAS, an application for Second-floor Review (DEV-2026-0026) was filed by C.A. Stoddard and Associates, Inc. (hereinafter the “Applicant”) with the City of La Cañada Flintridge to allow construction of a new two-story residence inclusive of a front entry structure exceeding 12 feet in height at 929 Descanso Drive (AIN: 5814-011-027) (hereinafter referred to as “Application”), said request incorporated herein by reference; and

WHEREAS, the subject site has a General Plan Land Use designation of Low Density Residential (maximum of four dwelling units per acre) and is located within the R-1-10,000 Zone designation; and

WHEREAS, the subject site is a non-hillside parcel that comprises 14,079 square feet and is developed with a single-family residence and garage that would be demolished as part of the project; and

WHEREAS, it has been determined that the project is Categorically Exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Section 15301 (Existing Facilities) for demolition of the existing residence and garage and 15303 (New Construction or Conversion of Small Structures) for construction of a new two-story residence; and

WHEREAS, on June 11, 2026, a duly noticed public hearing on the Application was held before the City of La Cañada Flintridge Planning Commission; and

WHEREAS, the Planning Commission has reviewed the facts contained in the staff report dated June 11, 2026 regarding the Application for Second-Floor Review and heard and considered the testimony of the Applicant and the public; including any written correspondence received, with all testimony received being made a part of the public record; and

WHEREAS, all legal prerequisites to the adoption of this Resolution have occurred.

NOW THEREFORE, the Planning Commission of the City of La Cañada Flintridge does resolve as follows:

SECTION 1. The above recitals above are true and correct, and incorporated herein by reference.

SECTION 2. *CALIFORNIA ENVIRONMENTAL QUALITY ACT.* The Planning Commission hereby finds as follows:

A. All aspects of the project were reviewed in accordance with the requirements of the California Environmental Quality Act (CEQA) and the CEQA Guidelines. Based on the extent of the project, it has been determined that the project is not subject to the California Environmental Quality Act (“CEQA”) pursuant to CEQA Guidelines Section 15301 (Existing Structures) for demolition of the existing residence and garage and 15303 (New Construction) for construction of a new two-story residence. The project is not located in a particularly sensitive environment. The proposed project is not a successive project, does not result in significant cumulative impacts, and will not have a significant effect on the environment due to unusual circumstances. The site is not located along a scenic resource (Angeles Crest Highway), is not listed as a hazardous waste site (Cortese List), and is not listed on the City’s Official Register of Historic Places. Therefore, the Planning Commission hereby directs that a Notice of Exemption be filed for the project.

B. The custodian of records for the Notice of Exemption and all other materials which constitute the record of proceedings upon which the Planning Commission’s decision is based, is the Director of Community Development of the City of La Cañada Flintridge. Those documents are available for public review in the Community Development Department of the City of La Cañada Flintridge located at One Civic Center Drive, La Cañada Flintridge, California, 91011, telephone (818) 790-8881.

SECTION 3. *Findings for Second-floor Review.* The Planning Commission hereby finds as follows:

A. The two-story design includes adequate setbacks, screening and modulation. The new residence provides compliant setbacks on all sides at the first-floor level and greater than required setbacks at the second-floor level, creating recess and offset between floor levels. The proposed residence would be traditionally massed, and articulated, and detailed/accented in a manner representative of Mediterranean/Italian architectural styles. Beyond two mature oak trees, existing site landscaping is not significant, but would be refurbished and enhanced as part of the project. The immediate area is characterized by numerous two-story homes of various designs, and most are readily visible from the street. Thus, the project does not warrant increased screening since it would fit within the prevailing neighborhood setting.

B. The two-story design preserves the existing scale and character of the surrounding neighborhood. The proposed home represents a change to the residential character of the lot, but would not convey an excessive or disruptive visual scale given

the number and design variety of two-story homes in the area, including adjacent homes to the north and east and across the street to the south and west. The total floor area proposed is supported by the lot's size while the appropriateness of the home's siting and basic scale is evidenced by provision of compliant setbacks and overall building height below code limits. While the proposal would alter the character of the subject property by introducing a new two-story residence, it would not overpower the site or compromise the street setting since the design is compatible with and built in proportion to the size of the subject parcel and would integrate appropriately with the broader pattern of development found in the area.

C. The two-story design protects public views, aesthetics, privacy, and property values of the neighbors. Major views through the site from the front and west side do not exist, as is the case with other properties in the immediate area. The new home would be visible considering the site is a corner lot, though not to an extent that public views or the visual quality of the neighborhood would be unduly compromised. Second-floor glazing is commensurate to the respective interior spaces while the second-floor decks have been positioned along the exterior side of the house, oriented toward and relating more to adjacent public streets than neighboring residences to the north and east which are well separated.

D. The two-story design is consistent with the Residential Design Guidelines as adopted by resolution of the City Council. The project reflects a blend of traditional massing and Mediterranean/Italian design as evidenced through use of low-pitched hipped roofs and ceramic tiles, upper story windows smaller and less elaborate than windows below, arched first-story windows and doors and a focal, accented entrance area. The scale of the proposed entry exhibits balanced and proportionate integration into the front elevation as evidenced by its limited width, lack of significant projection beyond the footprint and inclusion of a molding that provides delineation between the upper and lower sections of the entry. The home's placement and scale is appropriate for the site and compatible with the immediate area as well. The project would be achieved through a compliant building program, with setbacks, total floor area and building height within allowable code limits. In addition, it would not yield any significant adverse massing, view, or privacy effects. Thus, the primary objectives of the City's Residential Design Guidelines as related to Site Design, Physical Design Components, Neighborhood Compatibility and Landscaping (upon full implementation) would be upheld.

SECTION 4. Based on the above findings, the Planning Commission of the City of La Cañada Flintridge hereby approves Second-Floor Review (DEV-2026-0026) for the construction of a new two-story residence at 929 Descanso Drive, subject to the conditions of approval listed in Exhibit "A", attached to this resolution.

PASSED, APPROVED AND ADOPTED on this 11th day of June, 2026.

Henry Oh
Chair of the Planning Commission

ATTEST:

Susan Koleda, AICP
Secretary to the Planning Commission

EXHIBIT "A"
CONDITIONS OF APPROVAL
Second-Floor Review (DEV-2026-0026)
929 Descanso Drive / AIN: 5814-011-027

Standard Conditions:

1. Compliance with and execution of all conditions listed herein shall be necessary prior to obtaining final building inspection clearance and/or prior to obtaining any occupancy clearance. Deviation from this requirement shall be only by written consent of the Director of Community Development.
2. This approval is granted for the land or land use as described in the application and any attachments thereto, and as shown on the site plan submitted, labeled Second-Floor Review (DEV-2026-0026).
3. Prior to obtaining a building permit or when applicable initiation of use, the applicant and property owner shall file with the Secretary of the Planning Commission written acknowledgment of the conditions stated herein on forms provided by the Community Development Department.
4. All structures, site work and other features including but not limited to, buildings, roadways, parking areas, landscaping and other facilities shall be located and maintained as shown on the project plans labeled Second-Floor Review (DEV-2026-0026), except as otherwise stated in these conditions.
5. This approval will expire unless "start of construction" is commenced within 24 months after approval is granted and diligently pursued thereafter. The Director of Community Development may extend the original expiration date by as much as 12 months upon receipt of a written request from the applicant prior to expiration of the original approval if the approved project and applicable zoning standards are unchanged. Start of construction is defined as:
 - a. All zoning and related approvals are effective; and
 - b. All required building and grading permits for the project have been issued; and
 - c. The "foundation inspection" and "concrete slab or underfloor inspection" have been made and received approval from the Department of Building and Safety; i.e., all trenches must be excavated, forms erected, and all materials for the foundation delivered on the job and all in-slab or underfloor building service equipment, conduit, piping accessories and other ancillary equipment items must be in place. Nothing in this definition shall be construed to alter the applicable legal standards for determining when vested property rights to complete the project have arisen.

6. All applicable requirements of any law, ordinance, or regulation of the City of La Cañada Flintridge shall be complied with.
7. This approval is subject to the applicant paying all fees, deposits and assessments to the City of La Cañada Flintridge, as established by policy, ordinance or resolution of the City Council prior to occupancy or initiation of use. This includes payment for contracted staff services as invoiced to the city.
8. In the event the City determines that it is necessary to take legal action to enforce any of the provisions of these conditions, and such legal action is taken, the applicant agrees to pay any and all costs of such legal action, including reasonable attorney's fees, incurred by the City, even if the matter is not prosecuted to a final judgment or is amicably resolved, unless the City should otherwise agree with the applicant to waive said fees or any part thereof. The foregoing shall not apply if the permittee prevails in the enforcement proceeding.
9. The applicant shall defend, indemnify, and hold harmless the City and its officers, agents, and employees from any claim, action or proceeding against the City or its officers, agents, or employees to attack, set aside, void, or annul approval of this project. The City shall promptly notify the applicant of any such claim, action, or proceeding and shall cooperate fully in the defense.
10. An approval granted by the Planning Commission does not constitute a building permit or authorization to begin any construction. An appropriate permit issued by the Department of Building and Safety must be obtained prior to construction, enlargement, relocation, conversion, or demolition of any building or structure within the City.
11. All construction/contractor parking shall be on-site only. If it is deemed by the Director of Community Development that sufficient on-site parking may not be available, then on-street parking in front of the site will be permitted if it can be demonstrated that such parking will not interfere with the immediate neighbors and will not interfere with the public's use of the surrounding streets. If this cannot be found, then any additional construction vehicle or equipment parking must occur off-site at a location approved by the Director of Community Development. Approval of the off-site location shall be based on the submittal of a Parking Management Plan by the applicant that demonstrates that the site shall not interfere with the neighbors in the area or hinder the public's use of the surrounding streets. Contractors and construction workers will be required to carpool to the construction site. No construction, no deliveries and no movement of construction materials shall occur on Sundays or City recognized holidays.
12. Any subsequent substantive change to these approved plans by the Fire Department or any other agency having subsequent approval authority shall cause these plans to be returned to the Planning Commission for additional review and approval prior to permit issuance.

Planning Conditions:

13. The landscape and associated irrigation plan shall comply with the City's Water Efficient Landscaping Ordinance (Municipal Code Section 4.23) and the County of Los Angeles Fuel Modification Guidelines. All landscaping shall be installed on site and certified prior to Building Permit final and occupancy.
14. Unless this approval is appealed to the City Council, story poles shall be removed promptly (within one week) after expiration of the 15-day appeal period. Verification of this shall be required prior to submittal of the project for plan check OR prior to issuance of building permits for those projects where "at-risk" plan check is in process or has already been completed.
15. Prior to final inspection and clearance, a Certificate of Completion for Water Efficient Landscaping shall be submitted and approved.
16. Applicable tree protection guidelines shall be strictly adhered to during all phases of construction.

Public Works Conditions:

17. Provide a drainage plan and method of discharging onsite runoff to public right of way.
18. Project shall comply with the City's Low Impact Development Standards.
19. Record covenant with the Los Angeles County Registrar/Recorder's office for the maintenance of the Best Management Practices (BMPs) per the City's Low Impact Development (LID) before the issuance of any permits.
20. This project disturbs less than one acre of land; the project is subject to the following minimum construction requirements:
 - a) Sediments from areas disturbed by construction shall be retained on site, using structural drainage controls to the maximum extent practicable, and stockpiles of soil shall be properly contained to minimize sediment transport from the site to streets, drainage facilities, or adjacent properties via runoff, vehicle tracking, or wind;
 - b) Construction-related materials, wastes, spills, or residues shall be retained on site to minimize transport from the site to streets, drainage facilities, or adjoining properties by wind or runoff;
 - c) Runoff from equipment and vehicle washing shall be contained at construction sites unless treated to remove sediments and pollutants.

21. Remove existing driveway apron and replace with concrete, and shall conform to the provisions of Chapter 8.01 of the Municipal Code and the Standard Plans for Public Works Construction (SPPWC), latest edition.
22. Before any construction (including, but not limited to, drive approaches, sidewalks, curb and gutter, etc.), trenching or grading within public or private street right-of-way, the Applicant shall submit a street improvement plan consistent with the approved Site Plan and Conditions of approval and obtain encroachment permit(s) from the Public Works Department.
23. No above-ground structures are to be constructed within the public ROW.
24. Remove and replace damaged curb and gutter fronting the property.
25. Per the visibility triangle, to avoid sight obstruction, keep the vegetation to a maximum of 36" in height.

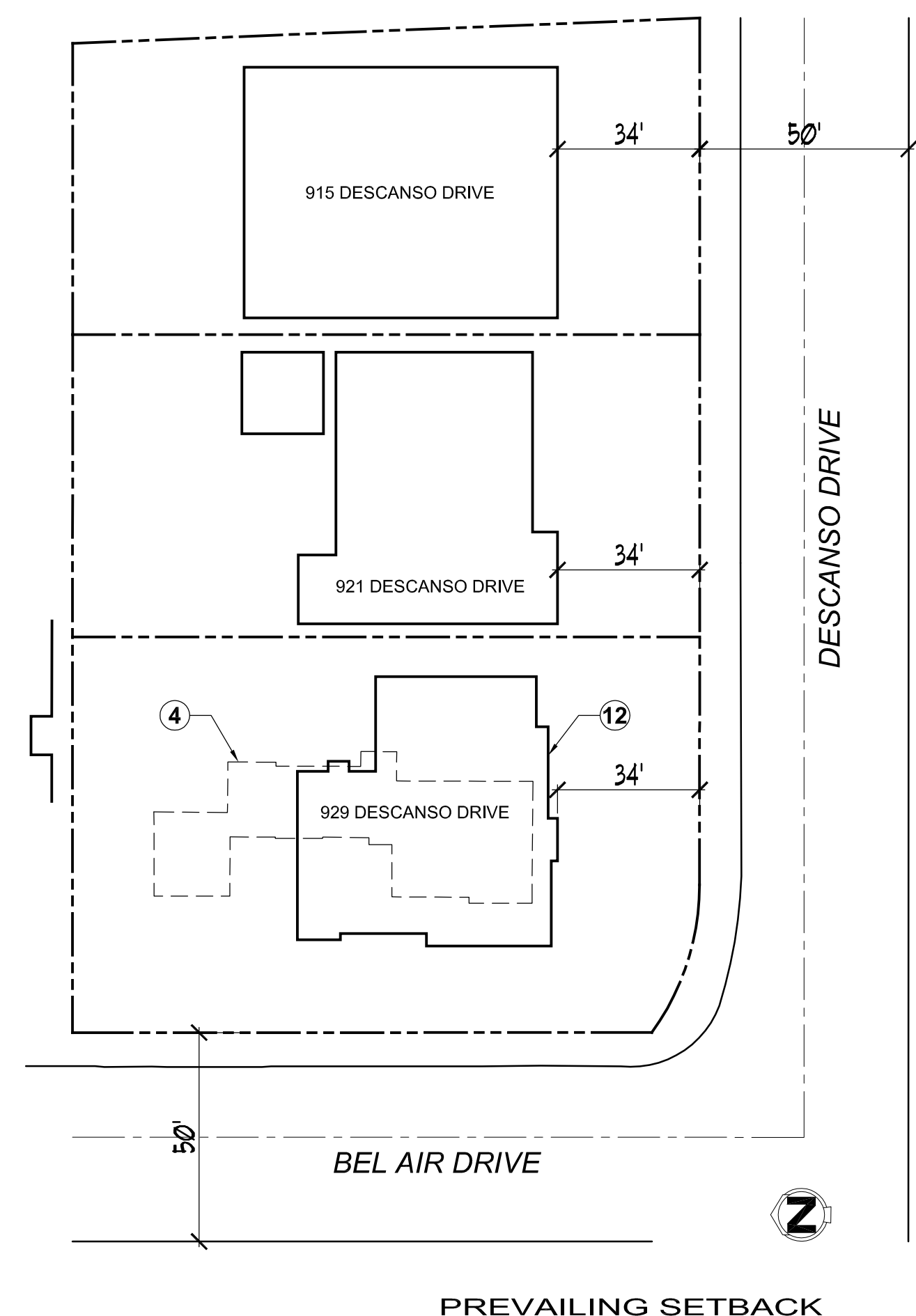
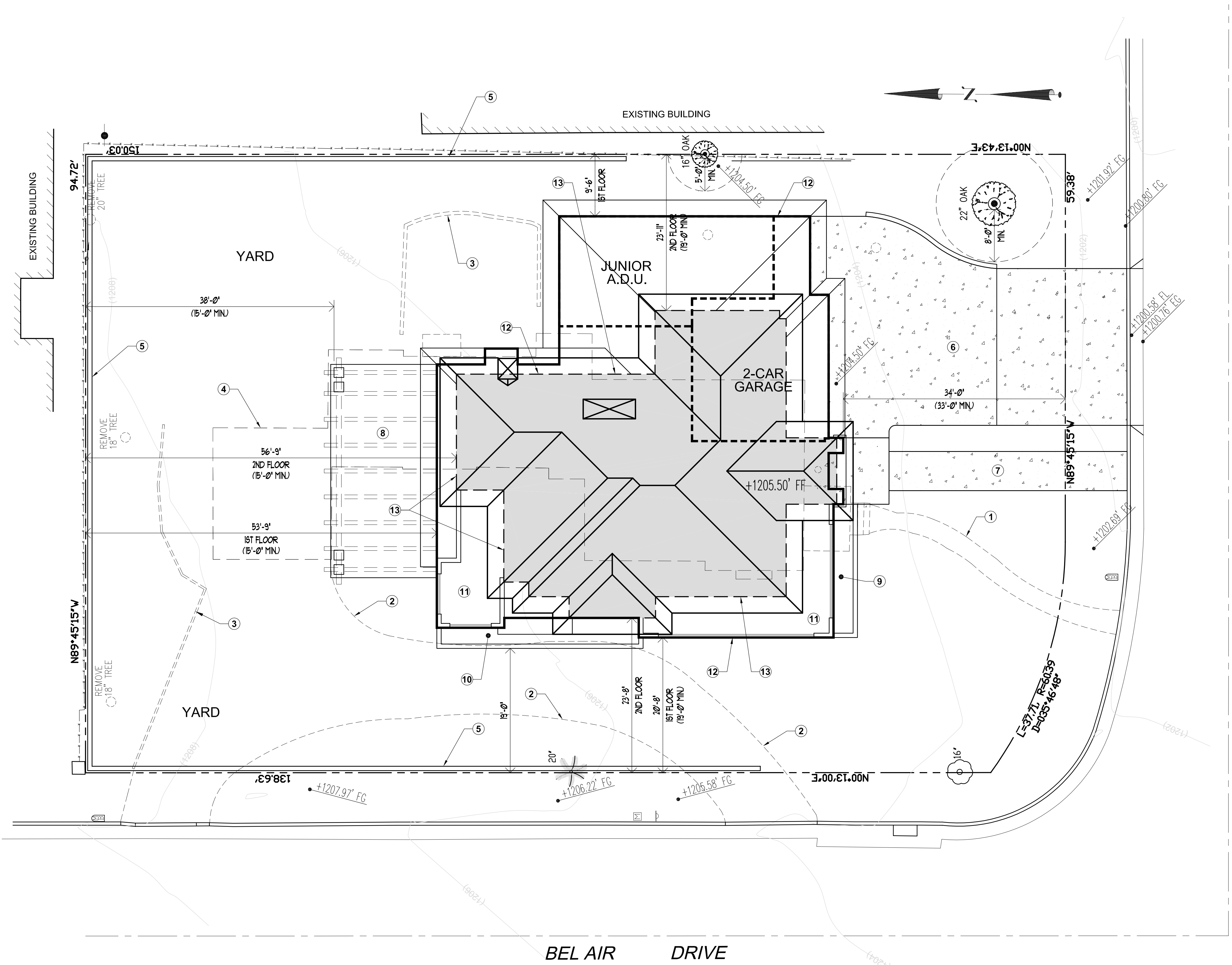
CONSTRUCTION & DEMOLITION (C&D) DEBRIS

26. Project shall comply with City's Construction and Demolition (C&D) Ordinance No. 494, per Chapter 9.14 of the City Municipal Code, to satisfy the City's Debris Management requirement.
27. Prior to Demolition and/or Building Permit issuance, the Applicant shall submit a Performance Security, calculated as the lesser of three percent (3%) of the total project valuation or \$10,000. The Performance Security is refunded upon the Applicant's submittal and approval of a Building Debris Management Report indicating that at least 65% of the total debris generated by the project was reused or recycled.
28. Prior to Final Building Inspection, Applicant shall submit a Building Debris Management Report and obtain Public Works approval. The Building & Safety Department will not complete the Final Building Inspection until the Public Works Department makes a determination regarding refund or forfeiture of the Performance Security.
29. Applicant must use a City-authorized and permitted waste hauler for all debris, including soil import/export, resulting from construction and demolition activities on the project. A list of authorized waste haulers will be provided to the Applicant.
30. Self-hauling of C&D debris must be authorized by the Department of Public Works prior to Building & Safety issuance of Demolition or Building permit(s). Applicant must submit a Debris Management Plan and a Haul Route Plan, execute a self-haul agreement, and fund a Haul Route Manager for monitoring of all self-hauling activities. Self-hauling approval must be acquired from the Public Works Department prior to issuance of any permit(s). (END OF CONDITIONS)



ATTACHMENT 2

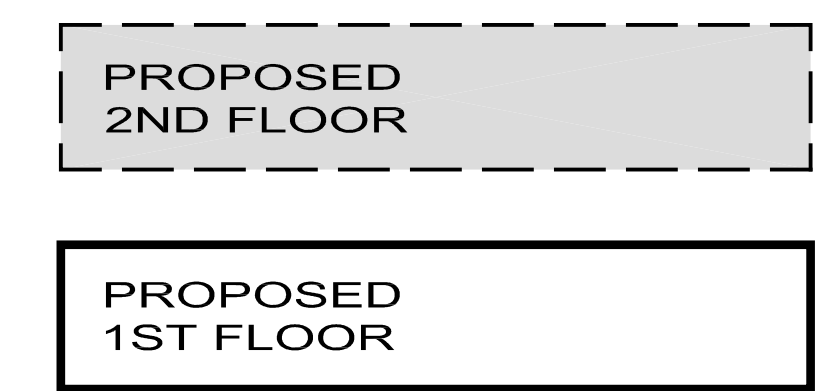
THIS DOCUMENT IS PROPERTY OF C.A. STODDARD A.I.A. & ASSOCIATES, INC. IT SHALL NOT BE USED IN REGARD TO ANY PROJECT OTHER THAN THAT DESCRIBED HEREIN WITHOUT THE WRITTEN PERMISSION OF C.A. STODDARD A.I.A. & ASSOCIATES, INC.



SITE PLAN KEY NOTES:

1. REMOVE EXISTING PATH
2. REMOVE EXISTING DRIVEWAY
3. REMOVE EXISTING GARDEN WALL
4. OUTLINE OF EXISTING HOME
5. NEW PERIMETER WALL 2'-6" +/- HT. (SEE PRELIMINARY GRADING PLAN)
6. NEW DRIVEWAY
7. NEW ENTRY PATH
8. TRELLIS PATIO
9. PLANTER
10. LIGHT WELL
11. 2ND FLOOR DECK
12. OUTLINE OF 1ST FLOOR
13. OUTLINE OF 2ND FLOOR

SITE PLAN LEGEND:

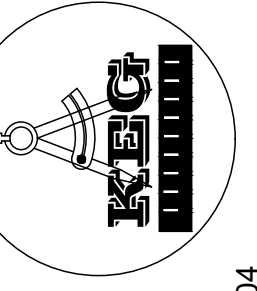


AREA CALCULATIONS:

LOT SIZE:	14,079 S.F.
MAX. ALLOWABLE:	4,538 S.F.
PROPOSED AREA:	
1ST FLOOR:	2,332 S.F.
2ND FLOOR:	1,657 S.F.
GARAGE:	540 S.F.
TOTAL:	4,529 S.F.
JUNIOR A.D.U.:	500 S.F.
BASEMENT:	2,256 S.F.

PRELIMINARY SITE PLAN
SCALE: 1/8"=1'-0"

REVISIONS:
<p>C.A. STODDARD A.I.A. & ASSOC. INC. ARCHITECTURE & PLANNING 4452 OCEAN VIEW BLVD. SUITE 200, MONTROSE, CA 91020 • (818) 249-8386 FAX: (818) 248-5236 • EMAIL: CSTODDARD@SBCGLOBAL.NET</p>
<p>PRELIMINARY SITE PLAN AMBARCHYAN RESIDENCE 929 DESCANSO DRIVE, LA CANADA-FLINTRIDGE, CA 91101</p>
<p>DATE: 04-2026 DRAWN BY: HW JOB NO. 26001</p>
<p>SHEET NO. A1.1</p>



KEG GROUP INC.

TEL: (818) 919-8133
EMAIL: KAMYAR@KAMRANA.COM
WEBSITE: KEGSURVEYING.COM
ADDRESS: 12838 KLING ST STUDIO CITY, CA 91604

PREPARED FOR

Arthur Ambarchyan

TOPOGRAPHY SURVEY

FOR

929 DESCANSO DR, LA CAÑADA FLINTRIDGE, CA 91011
FOR REVIEW

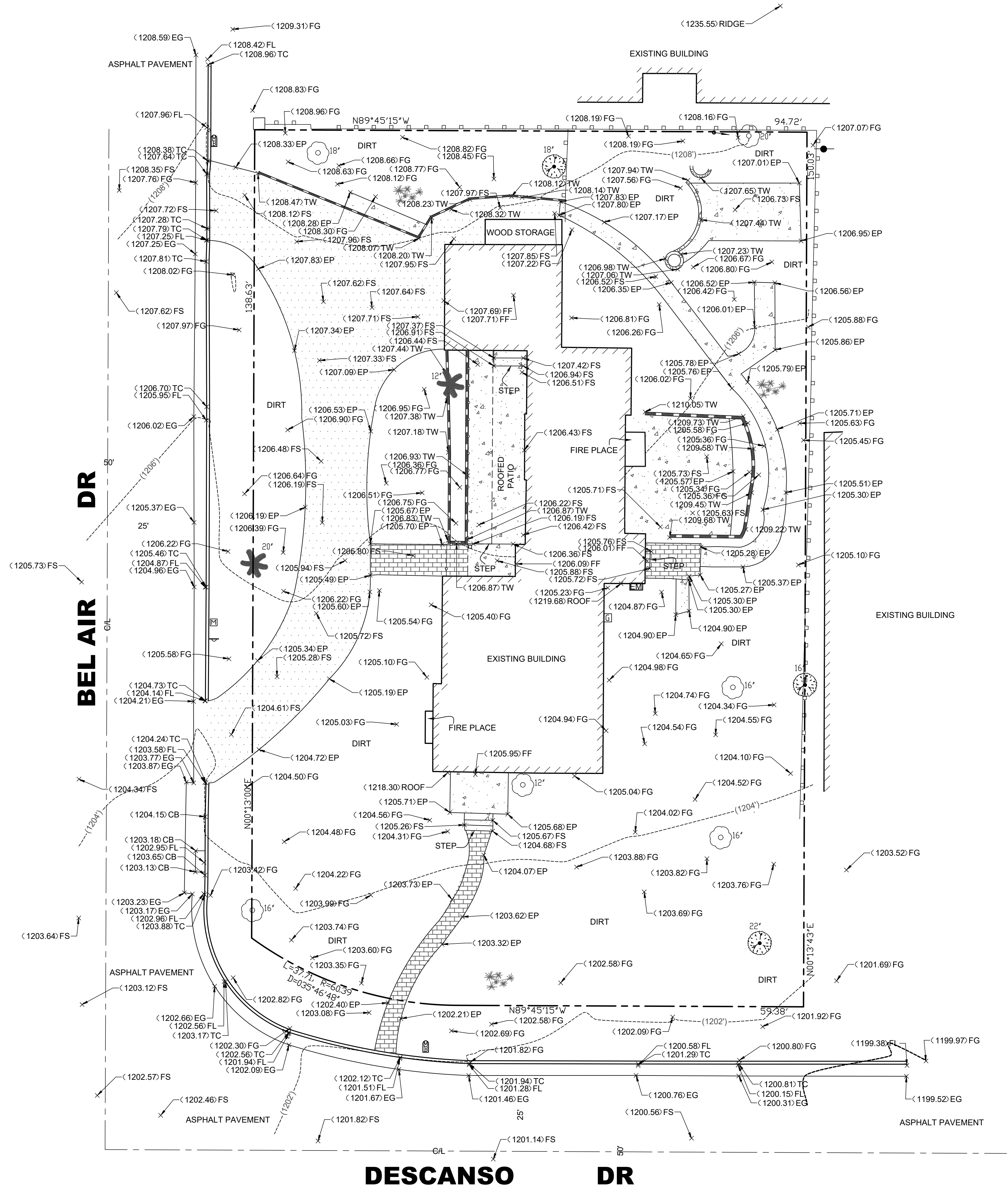
DATE: 12/30/2025

SCALE: 1" = 10'

SHEET NO.

TS-1

SHEET 1 OF 1



LEGEND		
SANITATION	MISCELLANEOUS	ABBREVIATIONS
M MAINTENANCE HOLE	○ MONITORING WELL	CB = CATCH BASIN
⊙ SEWER MAINT HOLE	○ SIGN	CL = CENTERLINE
⊙ SEWER CLEAN-OUT	⊙ GUARD POST	CF = CURB FACE
STORM WATER	⊙ NEWS STAND	CLF = CHAIN LINK FENCE
⊙ STORM DRAIN MH	⊙ PARKING METER	CONC = CONCRETE
⊙ CATCH BASIN	⊙ HANDICAP ACCESS	DWY = DRIVEWAY
POWER	⊙ MAIL BOX	EG = EDGE OF GUTTER
⊙ POWER MH	⊙ FD MONUMENT AS NOTED	EP = ELECTRIC
● POWER POLE	⊙ SPOT ELEVATION	EF = EDGE OF PAVEMENT
— GUY WIRE	⊙ AREA LIGHT	FF = FINISHED FLOOR
⊙ ELEC. VENT	— PLASTIC FENCE	FG = FINISHED GRADE
⊙ ELECTRIC PULLBOX	— WOOD FENCE	FL = FLOW LINE
WATER	— CHAIN LINK FENCE	FP = FIRE PLACE
⊙ WATER VALVE	— WROUGHT IRON FENCE	FS = FINISHED SURFACE
⊙ WATER METER	— STONE WALL	GA = GAS VALVE
⊙ FIRE HYDRANT	— CONCRETE BLOCK WALL	PA = PLANTER AREA
⊙ PULLBOX IRRIGATION	— BOUNDARY LINE	PD = PARKWAY DRAIN
GAS	— CONCRETE PAVEMENT	RRT = RAILROAD TIE
⊙ GAS VALVE	— ASPHALT PAVEMENT	TC = TOP OF CURB
⊙ GAS METER	— BRICK PAVEMENT	TW = TOP OF WALL
COMMUNICATIONS	— TREE	TPP = TOP OF PARAPET
⊙ TELEPHONE MH	— 22" OAK TREE	
⊙ CABLE T.V. BOX	— PALM TREE	
⊙ MULTI TRUNK		
		TRAFFIC CONTROL
		⊙ LIGHT STANDARD
		⊙ STREET LIGHT
		⊙ TRAFFIC STANDARD
		⊙ LIGHT & TRAFFIC STANDARD
		⊙ TRAFFIC SIGNAL PULLBOX
		— OHE OVER HEAD WIRE
		⊙ ELECTRIC METER

LEGAL DESCRIPTION:

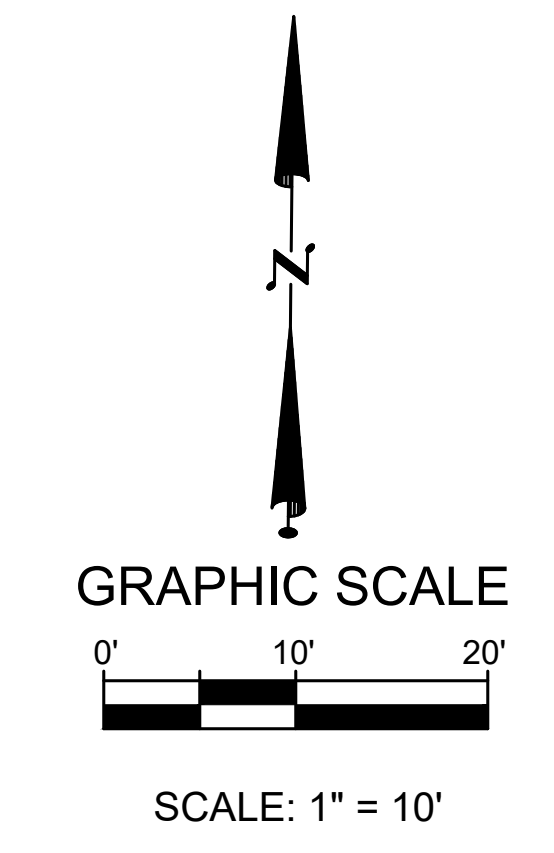
LOT'S A & B OF FLINTRIDGE TRACT, IN THE CITY OF LA CANADA FLINTRIDGE, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, RECORDED IN BOOK 52 PAGE 33 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.
APN: 5814-011-027

NOTES:

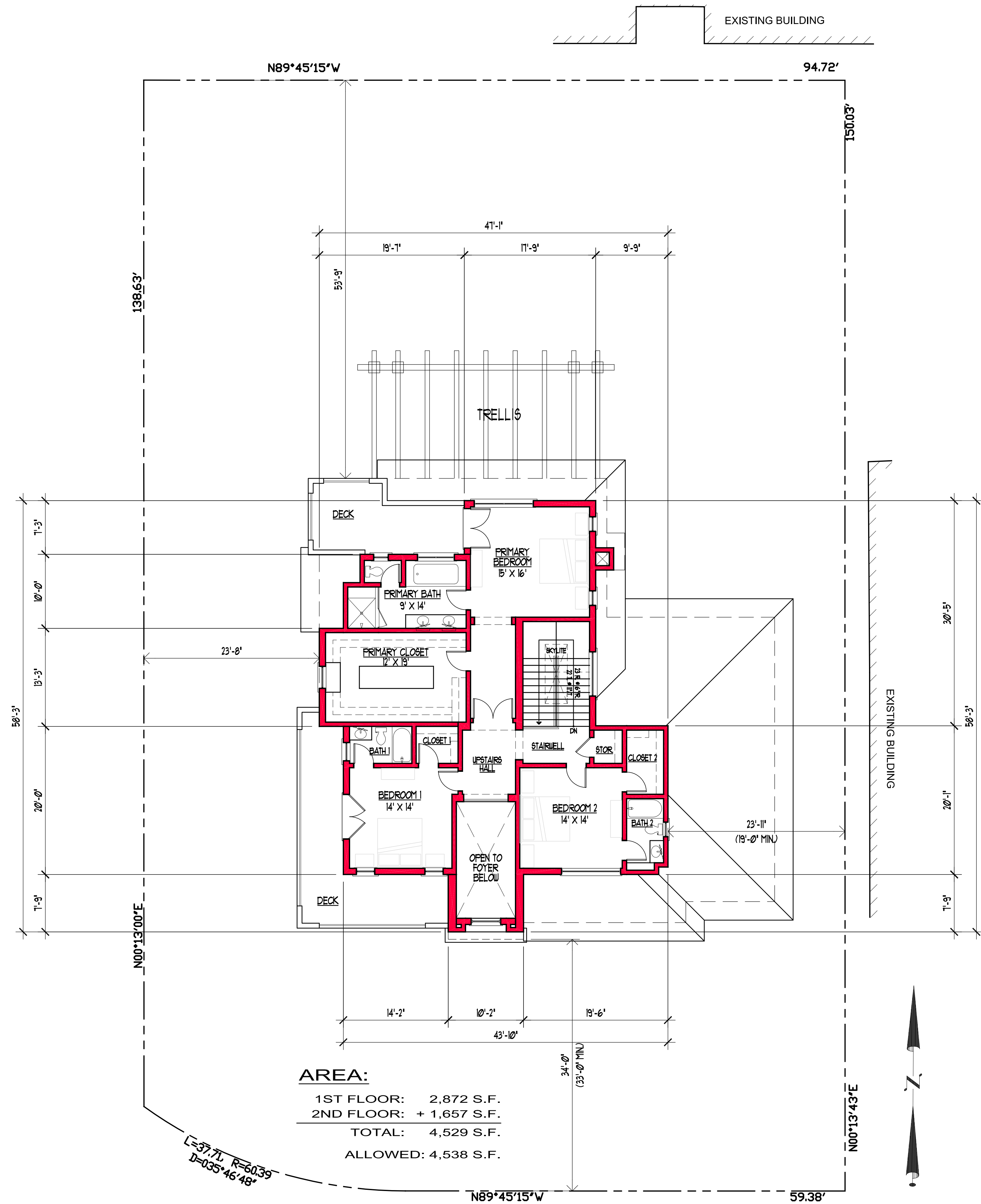
1. THE LEGAL DESCRIPTION, BOUNDARIES SHOWN HEREON ARE PER RECORD DATA OF PWF# 1822 P 2269/2270.
2. FOR PLOT THE EASEMENT IF ANY, OWNER NEED TO PROVIDE HYPER LINK OF PRELIMINARY TITLE REPORT.
3. TOTAL PROPERTY AREA: 14079 SQ. FT.

BENCHMRK:

TOP OF S&W LS 8294 IN DESCANSO DR AND CROSS ST BEL AIR DR ASSUMED AS BENCH MARK
ASSUMED ELEVATION : 1202.00 FT



THIS DOCUMENT IS PROPERTY OF C.A. STODDARD A.I.A. & ASSOCIATES INC. IT SHALL NOT BE USED IN REGARD TO ANY PROJECT OTHER THAN THAT DESCRIBED HEREIN WITHOUT THE WRITTEN PERMISSION OF C.A. STODDARD A.I.A. & ASSOCIATES INC.



AREA:
 1ST FLOOR: 2,872 S.F.
 2ND FLOOR: + 1,657 S.F.
 TOTAL: 4,529 S.F.
 ALLOWED: 4,538 S.F.

PRELIMINARY SECOND FLOOR PLAN
 SCALE: 1/8"=1'-0"

REVISIONS:

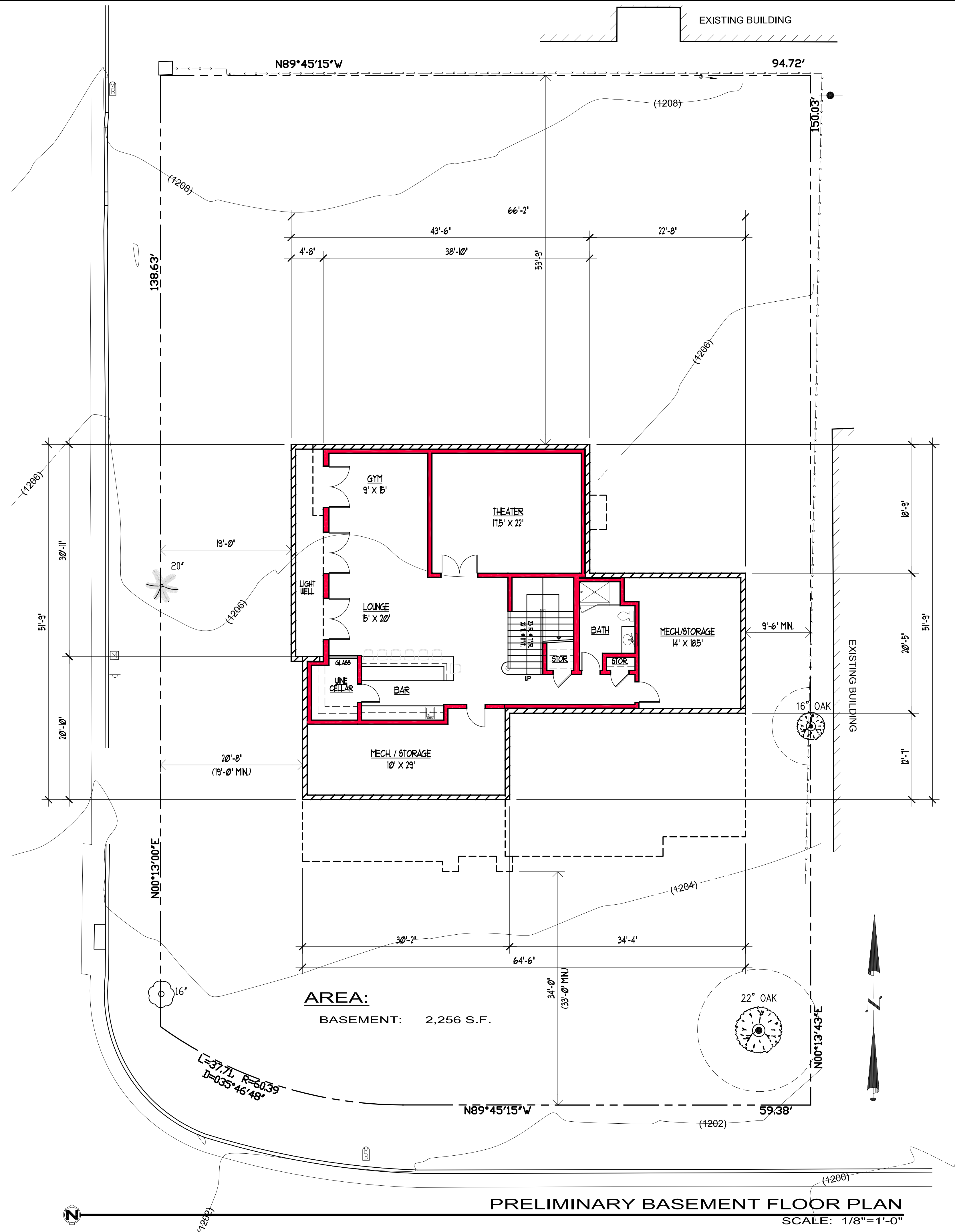
C.A. STODDARD A.I.A. & ASSOC. INC.
 ARCHITECTURE & PLANNING
 4452 OCEAN VIEW BLVD. SUITE 200, MONTROSE, CA 91020 • (818) 249-8386
 FAX: (818) 248-5236 • EMAIL: CSTODDARD@SBCGLOBAL.NET

PRELIMINARY SECOND FLOOR PLAN
AMBARCHYAN RESIDENCE
 929 DESCANSO DRIVE, LA CANADA-FLINTRIDGE, CA 91101

DATE: 04-2026
 DRAWN BY: HW
 JOB NO. 26001

SHEET NO.
A2.2

THIS DOCUMENT IS PROPERTY OF C.A. STODDARD A.I.A. & ASSOCIATES INC. IT SHALL NOT BE USED IN REGARD TO ANY PROJECT OTHER THAN THAT DESCRIBED HEREIN WITHOUT THE WRITTEN PERMISSION OF C.A. STODDARD A.I.A. & ASSOCIATES INC.



AREA:
BASEMENT: 2,256 S.F.

PRELIMINARY BASEMENT FLOOR PLAN
SCALE: 1/8"=1'-0"

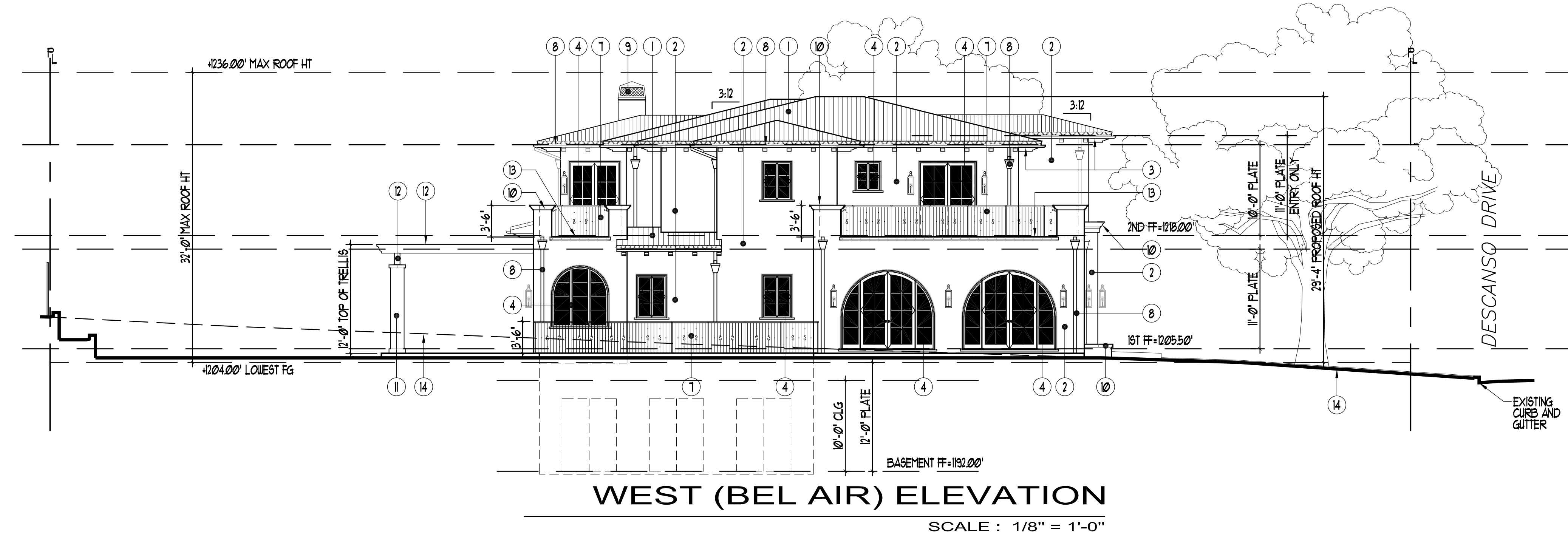
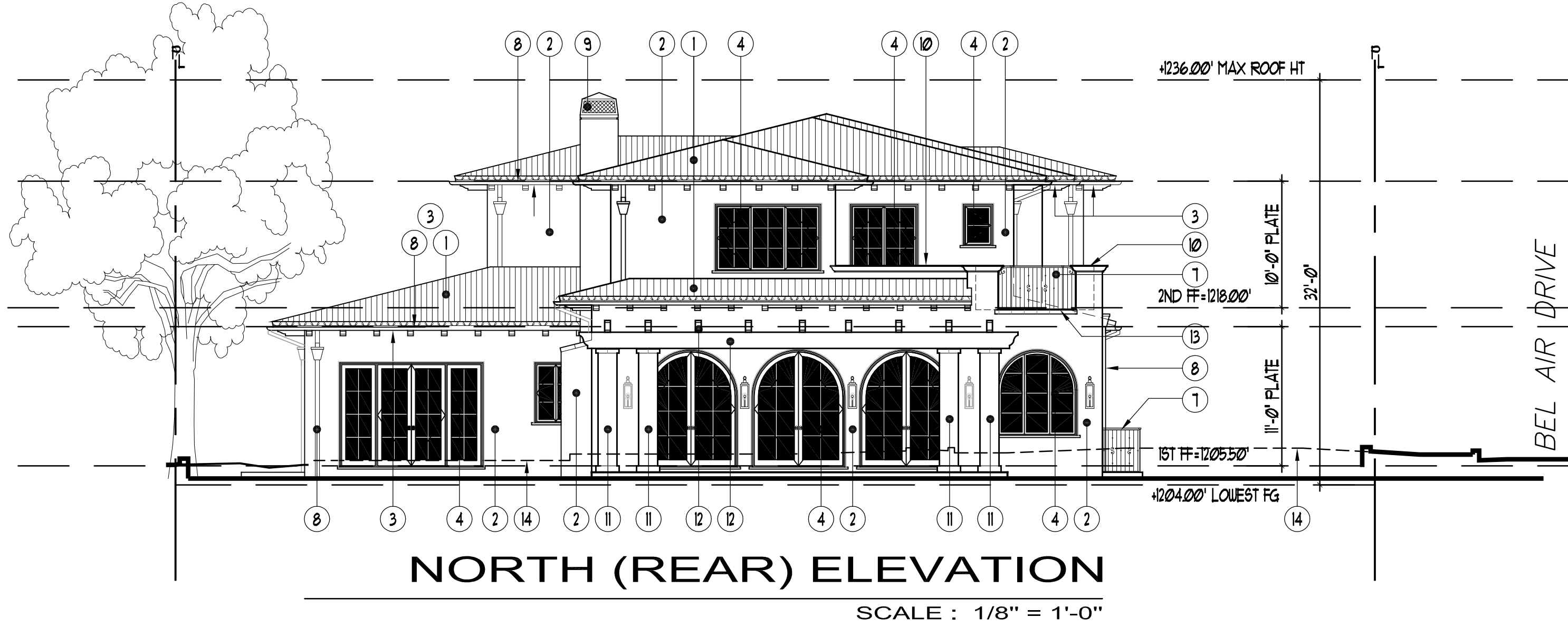
REVISIONS:

ARCHITECTURE & PLANNING
C.A. STODDARD A.I.A. & ASSOC. INC.
4452 OCEAN VIEW BLVD. SUITE 200, MONTROSE, CA 91020 • (818) 249-8386
FAX: (818) 248-5236 • EMAIL: CSTODDARD@SBCGLOBAL.NET

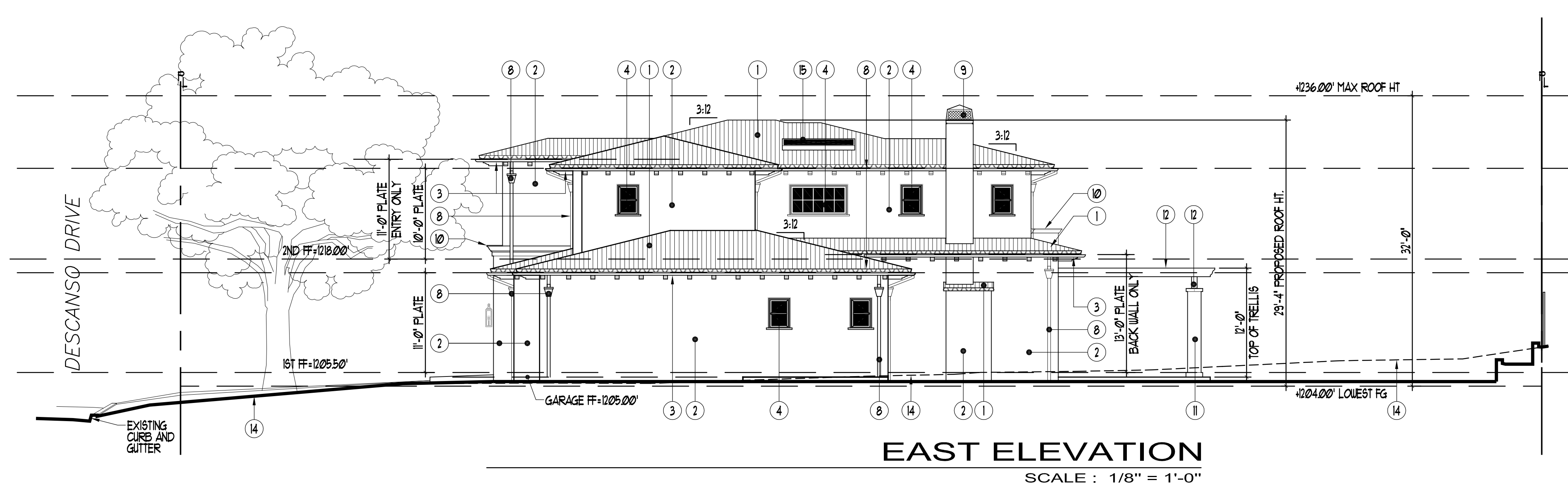
PRELIMINARY BASEMENT FLOOR PLAN
AMBARCHYAN RESIDENCE
929 DESCANSO DRIVE, LA CANADA-FLINTRIDGE, CA 91101

DATE: 04-2026
DRAWN BY: HW
JOB NO. 26001

SHEET NO.
A2.3



- ELEVATION KEYED NOTES**
 (S.B.O. = SELECTED BY OWNER)
1. 2-PIECE CLAY TILE CLASS 'A' ROOF
 2. 1/8" STUCCO, SMOOTH HAND-TROUFL FINISH
 3. STUCCO EAVE SOFFIT, SMOOTH HAND-TROUFL FINISH, WITH 6X SHAPED RAFTER TAILS AT 32" O.C.
 4. CLAD FRENCH DOOR / WINDOW, INSET IN 10X EXT. WALL
 5. CUSTOM FRONT ENTRY DOOR
 6. GARAGE DOOR, NAT. WHITE OAK, INSET IN 10X EXT. WALL
 7. 42" HT. WROUGHT IRON GUARDRAIL
 8. COPPER RAIN GUTTERS AND DOWNSPOUTS
 9. COPPER FIREPLACE TERMINATION CAP / CHIMNEY CAP W/APPROVED SPARK ARRESTER
 10. PRECAST WALL CAP MOLDING
 11. STUCCO COLUMN WITH PRECAST BASE & CAP
 12. TRELIS BEAM, PER STRUCTURAL
 13. PRECAST DECK EDGE
 14. EXISTING GRADE
 15. SKYLIGHT



THIS DOCUMENT IS PROPERTY OF C.A. STODDARD A.I.A. & ASSOCIATES INC. IT SHALL NOT BE USED IN REGARD TO ANY PROJECT OTHER THAN THAT DESIGNATED HEREIN WITHOUT THE WRITTEN PERMISSION OF C.A. STODDARD A.I.A. & ASSOCIATES INC.

Planning Commission Agenda Report

Meeting Date: June 11, 2026

Subject: **General Plan Amendment (PLAN-2026-0001):** Review and recommendation to the City Council on adoption of updates to the General Plan's Open Space and Recreation Element, Conservation Element and Circulation Element. This projects impacts properties citywide.

Presenter: Antonio Gardea, Assistant Director of Community Development

Proposed Action: Motion to adopt Resolution No. 26-XX recommending that City Council find the Project exempt from the California Environmental Quality Act and approve the General Plan Amendment (PLAN-2026-0001), adopting updates of the General Plan's Open Space and Recreation Element, Conservation Element, and Circulation Element.

Environmental Impact: With regards to the Circulation Element, the project is determined exempt from the provisions of the California Environmental Quality Act pursuant to Section 15061(b)(3) of the CEQA Guidelines (Common Sense Exemption), as it can be seen with certainty that the proposed activity will not have a significant effect on the environment.

With regards to the Open Space and Recreation Element and the Conservation Element, the project is determined exempt from the provisions of the California Environmental Quality Act pursuant to Section 15061(b)(3) of the CEQA Guidelines (Common Sense Exemption), as it can be seen with certainty that the proposed activity will not have a significant effect on the environment. In addition, the Project also qualifies for the Class 8 categorical exemption pursuant to CEQA Guidelines Section 15308, which applies to actions taken by regulatory agencies for the protection of the environment.

The City has examined the Exceptions to Categorical Exemptions identified within CEQA Guidelines Section 15300.2 and determined that none are applicable.

Background:

The General Plan Open Space and Recreation, Conservation and Circulation Elements were adopted in 2013 and have not been modified since adoption.

Discussion/Analysis:

The updates to the General Plan Open Space and Recreation, Conservation, and Circulation

Elements are to ensure consistency with current State requirements and reflect updated community priorities, environmental conditions, and planning practices. Each element serves a distinct role in guiding the City's long-term development and resource management.

Open Space and Recreation Element:

The Open Space and Recreation Element provides a framework for planning and maintaining parks, trails, recreation facilities, and community amenities to support a high quality of life. Pursuant to Government Code Sections 65560 and 65302(e), the Open Space Element must provide for the comprehensive identification, preservation, and management of open space lands, including areas for the preservation of natural resources, outdoor recreation, public health and safety, and scenic and cultural resources.

The update of the Open Space and Recreation Element finds that while La Cañada Flintridge has limited public parkland (6.75 acres), it benefits from an extensive network of approximately 943 acres of open space, 23 miles of trails, regional recreational resources, and a strong tradition of open space preservation that contributes significantly to community character and quality of life. The analysis identifies opportunities to improve equitable access to parks and recreation facilities, address shortages in athletic field capacity, strengthen trail and active transportation connections, and expand recreational opportunities through partnerships, joint-use agreements, and creative use of underutilized land.

The Open Space and Recreation Element is guided by four goals: (1) create a connected system of parks, trails, open spaces, and recreation facilities; (2) preserve and enhance open space resources, hillside character, and climate resilience; (3) expand recreation opportunities through partnerships and shared-use facilities; and (4) preserve and improve the City's trail network while strengthening regional connectivity. The Element also advances policies to preserve hillside and open space resources, enhance climate resilience, expand shade and tree canopy where appropriate, balance wildfire safety with environmental stewardship, and maintain a connected system of parks, trails, and open spaces that supports recreation, public health, and environmental sustainability for current and future residents.

Conservation Element:

The Conservation Element focuses on the identification, conservation, development, and utilization of natural resources, including water, soils, minerals, and biological resources. In accordance with Government Code Section 65302(d), the Conservation Element addresses the conservation of these resources for the long-term benefit of the community and supports sustainable environmental practices.

The update of the Conservation Element finds that La Cañada Flintridge's unique foothill setting contains a rich network of natural and cultural resources, including the Angeles National Forest, San Rafael Hills, Arroyo Seco watershed, native vegetation communities, wetlands, wildlife habitat, scenic vistas, and numerous historic resources that contribute to the City's character and environmental quality. The analysis identifies opportunities to strengthen water conservation and watershed protection, enhance habitat connectivity and wildlife movement, expand urban forestry and climate resilience efforts, preserve sensitive biological resources and scenic landscapes, and protect historic and cultural assets. Particular emphasis is placed on improving wildlife connectivity through the Angeles National Forest foothills, Arroyo Seco corridor, and Southern California Edison easement corridor, while balancing conservation goals with wildfire safety and community resilience.

The Conservation Element is guided by four goals: (1) preserve and conserve natural resources, including water, energy, and biological resources; (2) protect and strengthen habitat connectivity, biodiversity, and the urban forest while balancing wildfire risk reduction; (3) preserve natural

landforms, scenic resources, and the community's distinctive foothill character; and (4) protect and celebrate significant historic, cultural, and archaeological resources. The Element advances policies and actions focused on water conservation, stormwater management, renewable energy, waste reduction, habitat protection, wildlife corridor enhancement, urban tree canopy expansion, scenic view preservation, hillside protection, and historic resource stewardship to support long-term environmental sustainability, climate resilience, and community character.

Circulation Element:

The Circulation Element guides the development of the City's transportation system, including roadways, pedestrian and bicycle facilities, and other infrastructure, in a manner that is coordinated with land use planning. Pursuant to Government Code Section 65302(b), the Circulation Element must identify the general location and extent of existing and proposed transportation routes.

The Circulation Element update was a focused amendment rather than a comprehensive update. The amendments were primarily intended to address recent State legislation, including SB 932 related to multi-modal transportation planning and implementation of a multimodal plan and AB 98 related to goods movement and truck operations, update transportation planning information, incorporate current regional transportation initiatives, and update the City's bicycle facilities map, trails map, and transit map. The update also incorporated two new maps related to AB 98, including a designated truck route map and recommended locations for truck route signage. The City's existing roadway classifications, circulation network, and overall transportation framework remain largely unchanged.

The update places greater emphasis on multimodal mobility, including walking, bicycling, trails, transit access, and future active transportation planning to improve safety, connectivity, and access to schools, parks, commercial areas, and regional destinations. In addition to designated routes for goods movement, the update provides policy direction related to loading/unloading and deliveries along Foothill Boulevard and other commercial areas, recognizing the need to reduce conflicts between trucks, vehicles, pedestrians, bicyclists, and parking activities.

As a largely built-out community, the City has limited opportunities for expansion of infrastructure and public facilities. Accordingly, the updates to these elements focus more on the preservation and enhancement of existing resources, creative ways to increase park space, improved system connectivity, and coordinated planning.

California Environmental Quality Act (CEQA)

Exemption Memorandums were prepared for the proposed General Plan Element Updates in accordance with the CEQA and the State CEQA Guidelines (attached). The analysis concluded that the project is exempt from CEQA pursuant to Section 15061(b)(3) of the CEQA Guidelines (Common Sense Exemption), which applies where it can be seen with certainty that there is no possibility that the activity may have a significant effect on the environment. The proposed amendments consist primarily of policy updates, legislative compliance measures, and planning guidance and do not authorize or approve any specific development project or physical changes to the environment. As such, the updates will not result in direct or indirect environmental impacts.

Public Outreach

As part of a comprehensive public outreach and stakeholder engagement process, numerous actions were taken, including: a separate webpage was created for the project on the City website; a community survey was conducted from September 24, 2025, until November 4, 2025; a community workshop was held on October 28, 2025; a presentation was provided to the Parks and Recreation Commission on November 12, 2025; and a stakeholder meeting with the Arroyo Foothill

Conservancy was conducted on November 24, 2025. Pursuant to Senate Bill 18 a formal notice was sent to California Native American Tribes of the opportunity to consult on the City's General Plan Update. The draft Conservation Element was received by the Sustainability and Resilience Commission on May 12, 2026, the draft Open Space and Recreation Element was received by the Parks and Recreation Commission on May 26, 2026, and the draft Circulation Element Public Works and Traffic Commission on May 27, 2026. The Sustainability and Resilience Commission will also receive both drafts of the Open Space and Recreation Element and Circulation Element on June 9, 2026. The public hearing notice was published on May 21, 2026, and the updated General Plan Elements will be available for review prior to the City Council consideration.

Recommendation:

It is recommended that the Planning Commission adopt Resolution No. 26-XX recommending that City Council find the Project exempt from the California Environmental Quality Act and approve the General Plan Amendment (PLAN-2026-0001), adopting updates of the General Plan's Open Space and Recreation Element, Conservation Element, and Circulation Element.

Attachments:

1. Resolution No. 26-xx
2. CEQA Exemption Memo - Circulation Element
3. CEQA Exemption Memo - Conservation and Open Space Element
4. Draft General Plan Open Space and Recreation Element
5. Draft General Plan Conservation Element
6. Draft General Plan Circulation Element



ATTACHMENT 1

CITY OF LA CAÑADA FLINTRIDGE

RESOLUTION NO. 26-XX

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF LA CAÑADA FLINTRIDGE RECOMMENDING THE CITY COUNCIL FIND THE PROJECT EXEMPT FROM THE CALIFORNIA ENVIRONMENTAL QUALITY ACT AND APPROVE GENERAL PLAN AMENDMENT (PLAN-2026-0001) ADOPTING AN UPDATE OF THE GENERAL PLAN OPEN SPACE AND RECREATION ELEMENT, CONSERVATION ELEMENT, AND CIRCULATION ELEMENT AND

WHEREAS, Government Code Section 65300 requires that local agencies adopt General Plans containing specific mandatory elements that provide for the comprehensive, long-term physical development of the county or city; and

WHEREAS, Government Code Section 65358 permits the amendment of all or part of an adopted General Plan if the legislative body deems it to be in the public interest; and

WHEREAS, the City of La Cañada Flintridge General Plan Circulation Element, Conservation Element, and Open Space and Recreation Element were adopted in 2013 as part of the General Plan Update; and

WHEREAS, Government Code Section 65358 allows for the amendment of any mandatory element of the adopted General Plan not more than four times during any calendar year. The City's General Plan's Open Space and Recreation Element, Conservation Element, and Circulation Element have not been amended within calendar year 2026; therefore, the proposed amendment would not result in a violation of Government Code §65358(b); and

WHEREAS, the City now desires to update the Circulation Element in accordance with Government Code Section 65302(b); and

WHEREAS, the City now desires to update the Conservation Element in accordance with Government Code Section 65302(d); and

WHEREAS, the City now desires to update the Open Space and Recreation Element, in accordance with Government Code Section 65302(e); and

WHEREAS, the City has reviewed the General Plan Circulation Element, Conservation Element, and Open Space and Recreation Element Updates and finds that the Project consists of policy-level updates that do not authorize development, construction activities, or physical changes to the environment; and further finds, based on the whole record, that there is no possibility that the Project may have a significant effect on the environment and, therefore, the Project is exempt from the California

Environmental Quality Act pursuant to State CEQA Guidelines Sections 15061(b)(3) (Common Sense Exemption) and 15308 (Class 8 Categorical Exemption).

WHEREAS, a community survey was conducted from September 24, 2025, until November 4, 2025; a community workshop was held for the public on October 28, 2025; a presentation to Parks and Recreation Commission was held on November 12, 2025; and a meeting with Arroyo Foothill Conservancy on November 24, 2025 as part of a comprehensive public outreach and stakeholder engagement process.

WHEREAS, pursuant to Senate Bill 18 a formal notice was sent to California Native American Tribes of the opportunity to consult on the City's General Plan Update. On October 30, 2025, the Gabrieleño Band of Mission Indians – Kizh Nation contacted staff indicating no objection to the General Plan update[s];

WHEREAS, the documents were available to public review from May 12, 2026 to June 11, 2026; and

WHEREAS, the Planning Commission reviewed the facts contained in the staff report dated June 11, 2026, regarding the Open Space and Recreation Element Update, Conservation Element Update, and Circulation Element Update, and heard and considered the testimony of the public; including any written correspondence received, with all testimony received being made a part of the public record; and

WHEREAS, all legal prerequisites to the adoption of this Resolution have occurred.

NOW, THEREFORE, THE PLANNING COMMISSION OF THE CITY OF LA CAÑADA FLINTRIDGE DOES RESOLVE AS FOLLOWS:

Section 1. The above recitals above are true and correct, and incorporated herein by reference.

Section 2. CALIFORNIA ENVIRONMENTAL QUALITY ACT. Based upon the foregoing facts and based upon substantial evidence, the Planning Commission hereby recommends the City Council find as follows:

1. With regards to the Circulation Element, pursuant to the California Environmental Quality Act ("CEQA") and the City's Local CEQA Guidelines, an Exemption Memorandum for the project was prepared where it was determined that there is no possibility that the activity in question may have a significant effect on the environment. Based on that determination the project is exempt from CEQA pursuant to Section 15061(b)(3) of the CEQA Guidelines (Common Sense Exemption).

2. With regards to the Open Space and Recreation Element and the Conservation Element, pursuant to the California Environmental Quality Act ("CEQA") and the City's Local CEQA Guidelines, an Exemption Memorandum for the project was

prepared where it was determined that there is no possibility that the activity in question may have a significant effect on the environment. Based on that determination the project is exempt from CEQA pursuant to Section 15061(b)(3) of the CEQA Guidelines (Common Sense Exemption). In addition, the Project also qualifies for the Class 8 categorical exemption pursuant to CEQA Guidelines Section 15308, which applies to actions taken by regulatory agencies for the protection of the environment. The project will conserve biological resources and open space, support wildlife movements and habitat connectivity, promote climate resilience and sustainable resource management strategies, preserve parks, recreational resources and natural systems and minimize environmental impacts associated with future land use and development decisions. The City has examined the Exceptions to Categorical Exemptions identified within CEQA Guidelines Section 15300.2 and determined that none are applicable.

3. The Planning Commission finds that there is no substantial evidence that the revisions and updates to the General Plan Circulation, Conservation, and Open Space and Recreation Elements will have a significant effect on the environment and that the General Plan amendments are exempt from CEQA.

4. The custodian of records for the Notice of Exemption, Exemption Memorandum and all other materials which constitute the record of proceedings upon which the Planning Commission's decision is based, is the Director of Community Development of the City of La Cañada Flintridge. Those documents are available for public review at the Planning Department of the City of La Cañada Flintridge located at One Civic Center Drive, La Cañada Flintridge, California, 91011, telephone (818) 790-8881.

Section 3. The Planning Commission hereby finds that General Plan Amendment (PLAN-2026-0001) for the Open Space and Recreation Element (OSRE) Update is consistent with the goals, objective and policies of the General Plan, including 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 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, and 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.

Section 4. The Planning Commission hereby finds that General Plan Amendment (PLAN-2026-0001) for the Conservation Element (CNE) Update is consistent with the

goals, objective and policies of the General Plan, including CNE GOAL 1.0: Preserve and conserve natural resources in the community, CNE Goal 2: Preserve and strengthen habitat connectivity, native ecosystems, and the urban forest to support biodiversity, climate resilience, and community safety while balancing wildfire risk reduction, CNE Policy 2.1: Protect and enhance biological resources, including native vegetation communities, wildlife habitat, and ecological connectivity while balancing wildfire safety and protection of life and property, CNE Action 2.1.3: Require, through applicable zoning, development standards, and environmental review processes, that new development adjacent to sensitive biological resources or open space areas incorporates appropriate buffers, habitat-sensitive site design, and native landscaping compatible with adjacent ecosystems, while meeting wildfire defensible space requirements, and CNE GOAL 3: Preserve natural landforms, scenic resources, and community character that define the foothill setting.

Section 5. The Planning Commission hereby finds that General Plan Amendment (PLAN-2026-0001) for the Circulation Element (CE) Update is consistent with the goals, objective and policies of the General Plan, including 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 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 GOAL 6: Promote active and multi-modal (non-motorized) transportation and 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.

Section 6. Based on the above findings, the Planning Commission of the City of La Cañada Flintridge hereby recommends that the City Council find the project exempt from the California Environmental Quality Act and adopt General Plan Amendment (PLAN-2026-0001) for the update of the General Plan Open Space and Recreation Element, Conservation Element, and Circulation Element.

PASSED, APPROVED AND ADOPTED this 11th day of June, 2026.

Henry Oh,
Chair of the Planning Commission

ATTEST:

Susan Koleda, AICP
Secretary to the Planning Commission



ATTACHMENT 2

TECHNICAL MEMORANDUM

To: Susan Koleda, AICP, Director of Community Development
City of La Cañada Flintridge

From: Kiana Daniels, AICP, Environmental Project Manager
Kimley-Horn and Associates, Inc.

Date: May 19, 2026

Subject: City of La Cañada Flintridge - General Plan Circulation Element Update

PURPOSE

This Technical Memorandum evaluates compliance with the California Environmental Quality Act (“CEQA”) for the City of La Cañada Flintridge General Plan Circulation Element Update (“Project”). The Project consists of text amendments to the Circulation Element intended to address State law requirements and update transportation-related goals, policies, and implementation measures, including provisions related to multimodal transportation planning and truck circulation. The Project does not modify land use designations, increase development intensity or capacity, authorize roadway construction or physical improvements, approve development projects, or commit the City to a specific course of future action.

This memorandum documents the City’s CEQA determination and provides substantial evidence supporting the conclusion that the Project is exempt from CEQA.

STATUTORY AUTHORITY AND REQUIREMENTS

California Environmental Quality Act

CEQA requires a lead agency to determine whether a proposed activity is subject to environmental review. An activity is not subject to CEQA if it:

- Does not involve the exercise of discretionary powers by a public agency;
- Will not result in a direct or reasonably foreseeable indirect physical change in the environment; or
- Does not constitute a “project” as defined in State CEQA Guidelines §15378.

State CEQA Guidelines §15378 defines a “project” as an activity that may result in either a direct or reasonably foreseeable indirect physical change in the environment, including activities undertaken by a public agency, such as the adoption or amendment of a General Plan or elements thereof.

Because the Project involves discretionary adoption of a General Plan element update, it is considered a “project” under CEQA. Pursuant to State CEQA Guidelines §15061, once a project is determined to be subject to CEQA, the lead agency must determine whether the project is exempt. A project may be exempt if it falls within a statutory exemption, categorical exemption, or the common sense exemption.

CEQA ANALYSIS

Common Sense Exemption (State CEQA Guidelines §15061(b)(3))

The Project qualifies for the common sense exemption under State CEQA Guidelines §15061(b)(3), which applies where it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment. The following substantial evidence supports this determination:

- **Policy-Level Action Only.** The Project consists solely of updates to goals, policies, and implementation measures within the Circulation Element of the General Plan. The Project does not approve, authorize, or commit the City to any specific development project, construction activity, or physical alteration of the environment.
- **No Physical Environmental Change.** Adoption of the Project would not result in any direct physical change to the environment. The Project also would not create a reasonably foreseeable indirect physical change because it does not modify land use designations, increase allowable development intensity, or increase development capacity.
- **No New Truck Routes or Freight Facilities.** The Project does not establish new truck routes, expand roadway capacity, or introduce new freight corridors within the City. Rather, the Project formally identifies and incorporates existing regional truck facilities and circulation patterns already serving the City, including Interstate 210 and State Route 2, which currently function as the principal facilities accommodating regional truck movement through and adjacent to the City. The Project is intended to codify and recognize existing transportation infrastructure and circulation patterns and does not create new roadway alignments, authorize physical improvements, or alter the operational function of the transportation system. Because the Project merely documents and incorporates existing transportation facilities and circulation conditions, adoption of the Project would not result in physical changes to the environment or reasonably foreseeable indirect impacts.
- **No Commitment to Future Action.** The Project establishes broad planning and policy guidance but does not commit the City to a definite course of action or authorize specific development projects. Any future actions implementing the policies contained in the updated Circulation Element would require separate discretionary approvals and environmental review under CEQA, as appropriate.
- **No Growth-Inducing Effects.** The Project does not increase allowable residential density, land use intensity, development capacity, or roadway capacity and would not facilitate or induce growth beyond that already anticipated under the City’s existing General Plan framework.
- **Future Implementation Activities Subject to Separate Review.** Any future capital improvements, roadway modifications, signage programs, traffic operational changes, or other physical implementation measures arising from the updated policies would require separate review and environmental analysis under CEQA, as appropriate.

Based on the foregoing, it can be seen with certainty that adoption of the Project would not have a significant effect on the environment.

CONCLUSION

The Project consists of policy-level updates to the City’s Circulation Element that do not authorize or result in direct or reasonably foreseeable indirect physical changes to the environment. The Project establishes a planning framework intended to guide future decision-making and does not approve development projects, authorize construction activity, or commit the City to a definite course of action. Any future actions implementing the updated policies would remain subject to separate discretionary review and environmental analysis under CEQA, as appropriate.

Based on the foregoing and in light of the whole record, it can be seen with certainty that the Project would not have a significant effect on the environment. Accordingly, the Project is exempt from CEQA pursuant to the common-sense exemption set forth in State CEQA Guidelines §15061(b)(3).

Pursuant to State CEQA Guidelines §§15061 and 15062, a Notice of Exemption (NOE) has been prepared for the Project and will be filed with the Los Angeles County Clerk and the California Office of Land Use and Climate Innovation upon Project approval.



ATTACHMENT 3

TECHNICAL MEMORANDUM

To: Susan Koleda, AICP, Director of Community Development
City of La Cañada Flintridge

From: Kiana Daniels, AICP, Environmental Project Manager
Kimley-Horn and Associates, Inc.

Date: May 19, 2026

Subject: City of La Cañada Flintridge - General Plan Conservation Element and Open Space and Recreation Element Update

PURPOSE

This Technical Memorandum evaluates compliance with the California Environmental Quality Act (“CEQA”) for the City of La Cañada Flintridge General Plan Conservation Element and Open Space and Recreation Element updates (“Project”). The Project consists of text amendments to the Conservation Element and Open Space and Recreation Element intended to address current State law requirements and update goals, policies, and implementation measures related to conservation, biological resources, habitat connectivity, parks, recreation facilities, trails, open space preservation, and environmental stewardship. The Project includes updates associated with recent State legislation, including Senate Bill (SB) 1425 and Assembly Bill (AB) 1889, and incorporates updated background information, resource inventories, and planning policies. The Project does not modify land use designations, increase development intensity or development capacity, authorize park construction, approve trail expansion projects, authorize habitat restoration activities, approve land acquisition, or commit the City to a specific course of future action. This memorandum documents the City’s CEQA determination and provides substantial evidence supporting the conclusions that the Project is exempt from CEQA.

STATUTORY AUTHORITY AND REQUIREMENTS

California Environmental Quality Act

CEQA requires a lead agency to determine whether a proposed activity is subject to environmental review. An activity is not subject to CEQA if it:

- Does not involve the exercise of discretionary powers by a public agency;
- Will not result in a direct or reasonably foreseeable indirect physical change in the environment;
or
- Does not constitute a “project” as defined in State CEQA Guidelines §15378.

State CEQA Guidelines §15378 defines a “project” as an activity that may result in either a direct or reasonably foreseeable indirect physical change in the environment, including activities undertaken by a public agency, such as the adoption or amendment of a General Plan or elements thereof.

Because the Project involves discretionary adoption of General Plan element updates, it is considered a “project” under CEQA.

Pursuant to State CEQA Guidelines §15061, once a project is determined to be subject to CEQA, the lead agency must determine whether the project is exempt. A project may be exempt if it falls within a statutory exemption, categorical exemption, or the common sense exemption.

CEQA ANALYSIS

Common Sense Exemption (State CEQA Guidelines §15061(b)(3))

The Project qualifies for the common sense exemption under State CEQA Guidelines §15061(b)(3), which applies where it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment. The following substantial evidence supports this determination:

- **Policy-Level Action Only.** The Project consists solely of updates to goals, policies, background information, and implementation actions within the Conservation Element and Open Space and Recreation Element of the General Plan. The Project does not approve, authorize, or commit the City to any specific development project, construction activity, or physical alteration of the environment.
- **No Physical Environmental Change.** Adoption of the Project would not result in any direct physical change to the environment. The Project also would not create a reasonably foreseeable indirect physical change because it does not modify land use designations, increase allowable development intensity, increase development capacity, or authorize physical improvements.
- **Resource Identification and Planning Framework Only.** The Project updates resource inventories and planning information related to biological resources, wildlife connectivity, open space areas, recreation facilities, urban tree canopy, watersheds, and other environmental resources. These updates are informal and policy-oriented in nature and are intended to guide future planning decisions. The Project itself does not authorize implementation actions, site disturbance, or construction.
- **No Commitment to Future Action.** The Project establishes broad planning and policy guidance but does not commit the City to a definite course of action or authorize specific projects. References within the updated Elements to future opportunities involving trail improvements, park enhancements, habitat restoration, wildlife corridor improvements, land acquisition, urban forestry programs, or recreational facility improvements are conceptual planning strategies only and do not constitute approvals of physical activities.
- **No Growth-Inducing Effects.** The Project does not increase allowable residential density, land use intensity, development capacity, or infrastructure capacity and would not facilitate or induce growth beyond that already anticipated under the City’s existing General Plan framework.

- **Future Implementation Activities Subject to Separate Review.** Any future capital improvements, park development activities, trail construction, habitat restoration projects, land acquisition actions, wildlife corridor improvements, or other physical implementation measures arising from the updated policies would require separate review and environmental analysis under CEQA, as appropriate.
- **Environmentally Protective Purpose.** The Project strengthens policies related to conservation of natural resources, preservation of biological resources, enhancement of habitat connectivity, preservation of open space resources, equitable access to parks and recreation facilities, and long-term environmental stewardship.

Based on the foregoing, it can be seen with certainty that adoption of the Project would not have a significant effect on the environment.

Class 8 Categorical Exemption (State CEQA Guidelines §15308)

The Project also qualifies for the Class 8 categorical exemption pursuant to State CEQA Guidelines §15308, which applies to actions taken by regulatory agencies for the protection of the environment. The Project satisfies the requirements of this exemption for the following reasons:

- **Regulatory Action.** Adoption of General Plan elements constitutes an exercise of the City’s regulatory authority to guide land use and environmental protection through policies and standards.
- **Environmental Protection Objective.** The Project is intended to protect and enhance environmental resources by:
 - Conserving biological resources and open space;
 - Supporting wildlife movement and habitat connectivity;
 - Promoting climate resilience and sustainable resource management strategies;
 - Preserving parks, recreational resources, and natural systems; and
 - Minimizing environmental impacts associated with future land use and development decisions.
- **Preventative Function.** The updated Elements establish planning policies intended to avoid or reduce environmental degradation and preserve environmental resources, consistent with the purpose of the Class 8 exemption.

Exceptions to Categorical Exemptions (State CEQA Guidelines §15300.2)

State CEQA Guidelines §15300.2 identifies circumstances in which categorical exemptions do not apply. Each exception has been evaluated as follows:

- A. **Location.** The exception states, “Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the project is to be located. A project that is ordinarily insignificant in its impact on the environment may, in a particularly sensitive environment, be significant. Therefore, these classes are considered to apply all instances except where the project may impact an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.”

This exception applies only to Classes 3, 4, 5, 6, and 11 and is therefore not applicable to the Class 8 exemption.

- B. **Cumulative Impact.** This exception states, “All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time, is significant.”

The Project does not result in incremental physical changes to the environment. As a policy-level update that does not authorize development or physical disturbance, the Project does not contribute to cumulative environmental impacts.

- C. **Significant Impact Due to Unusual Circumstances.** The exception states, “A categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.”

The Project involves routine updates to General Plan elements intended to maintain consistency with current planning objectives and State requirements. The Project does not involve unusual circumstances, and there is no reasonable possibility that the Project would result in significant environmental impacts because it does not authorize physical changes to the environment.

- D. **Scenic Highways.** This exception states, “A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway.”

The Project will not result in damage to scenic resources because it does not involve physical construction or environmental alteration.

- E. **Hazardous Waste Sites.** This exception states, “A categorical exemption shall not be used for a project located on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code.” Government Code Section 65962.5 refers to the Hazardous Waste and Substances Site List, commonly known as the Cortese List.

The Project is not a site-specific development and does not involve disturbance of any property listed pursuant to Government Code §65962.5 (Cortese List).

- F. **Historical Resources.** A categorical exemption shall not be used for a project that may cause a substantial adverse change in the significance of a historical resource, as defined in State CEQA Guidelines §15064.5.

The Project does not involve physical activity or site-specific modifications that could result in a substantial adverse change to a historical resource, as defined in State CEQA Guidelines §15064.5.

CONCLUSION

The Project consists of policy-level updates to the City’s Conservation Element and Open Space and Recreation General Plan that do not authorize or result in direct or reasonably foreseeable indirect physical changes to the environment. The Project establishes a planning framework intended to guide future decision-making and does not approve development projects, authorize construction activity, or commit the City to a definite course of action. Any future actions implementing the updated policies

would remain subject to separate discretionary review and environmental analysis under CEQA, as appropriate.

Based on the foregoing and in light of the whole record, it can be seen with certainty that the Project would not have a significant effect on the environment. Accordingly, the Project is exempt from CEQA pursuant to the common-sense exemption set forth in State CEQA Guidelines §15061(b)(3). Additionally, the Project qualifies for the Class 8 categorical exemption pursuant to State CEQA Guidelines §15308 because it constitutes an action taken by a regulatory agency for the purpose of protecting the environment.

Pursuant to State CEQA Guidelines §§15061 and 15062, a Notice of Exemption (NOE) has been prepared for the Project and will be filed with the Los Angeles County Clerk and the California Office of Land Use and Climate Innovation upon Project approval.



ATTACHMENT 4

3

OPEN SPACE AND RECREATION ELEMENT



Adopted XX Abc, 2026

La Cañada Flintridge
General Plan



Table of Contents

INTRODUCTION	4
PARKLAND TYPOLOGY	7
TRAIL SYSTEM	12
COMMUNITY FACILITIES.....	14
PARK LAND GAP ANALYSIS	17
URBAN TREE CANOPY.....	23
GOALS POLICIES AND ACTIONS	28



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.

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 boasts 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.

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.

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,

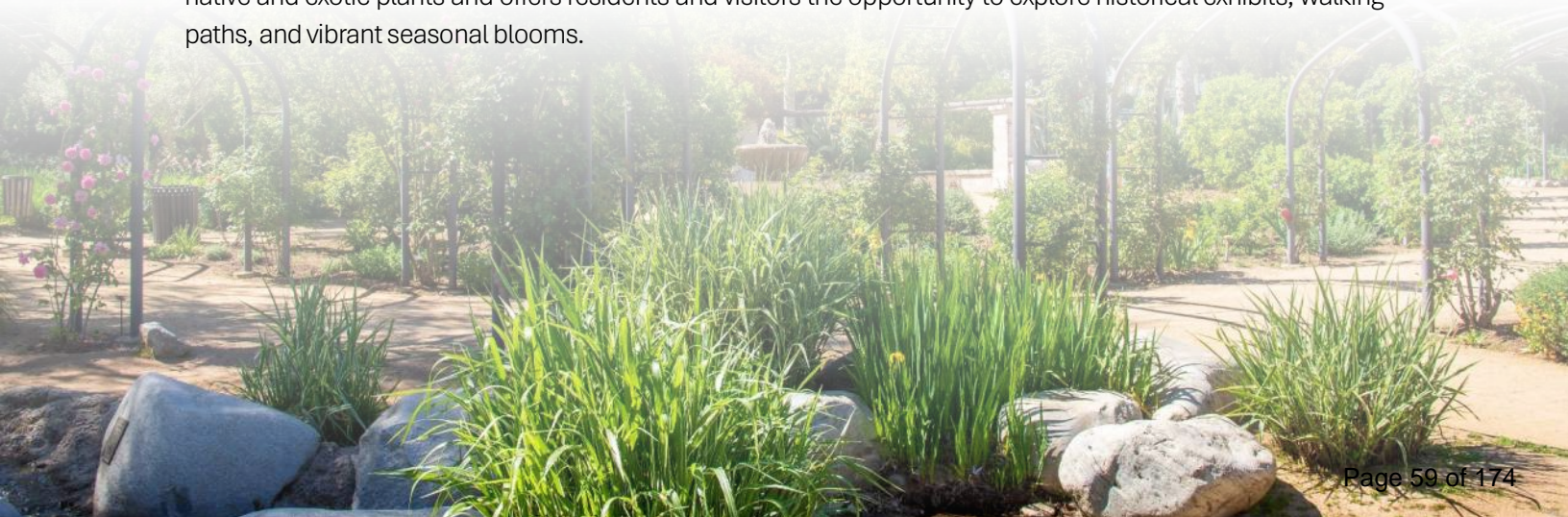
and neighboring cities. Within Hahamongna, visitors can enjoy athletic fields, bridle, bicycle, and hiking trails, as well as picnic and barbecue areas.

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.

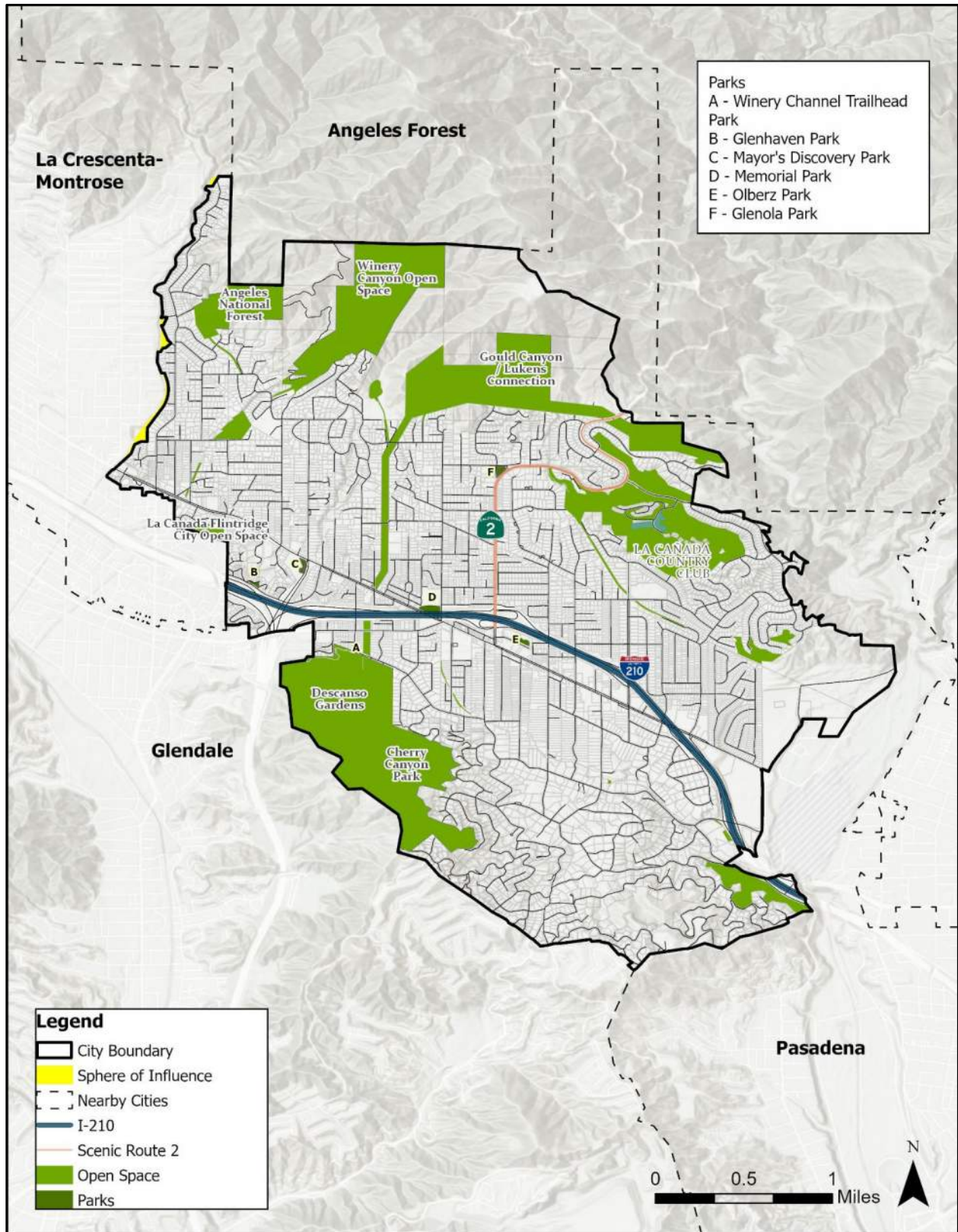
Winery Canyon Open Space

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
<p>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.</p> <p>*City owned vacant hillside property.</p> <p>**Owned by Southern California Edison. Acreage is approximate.</p> <p>Source: County of Los Angeles and City of La Cañada Flintridge, GIS Data</p>	

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.

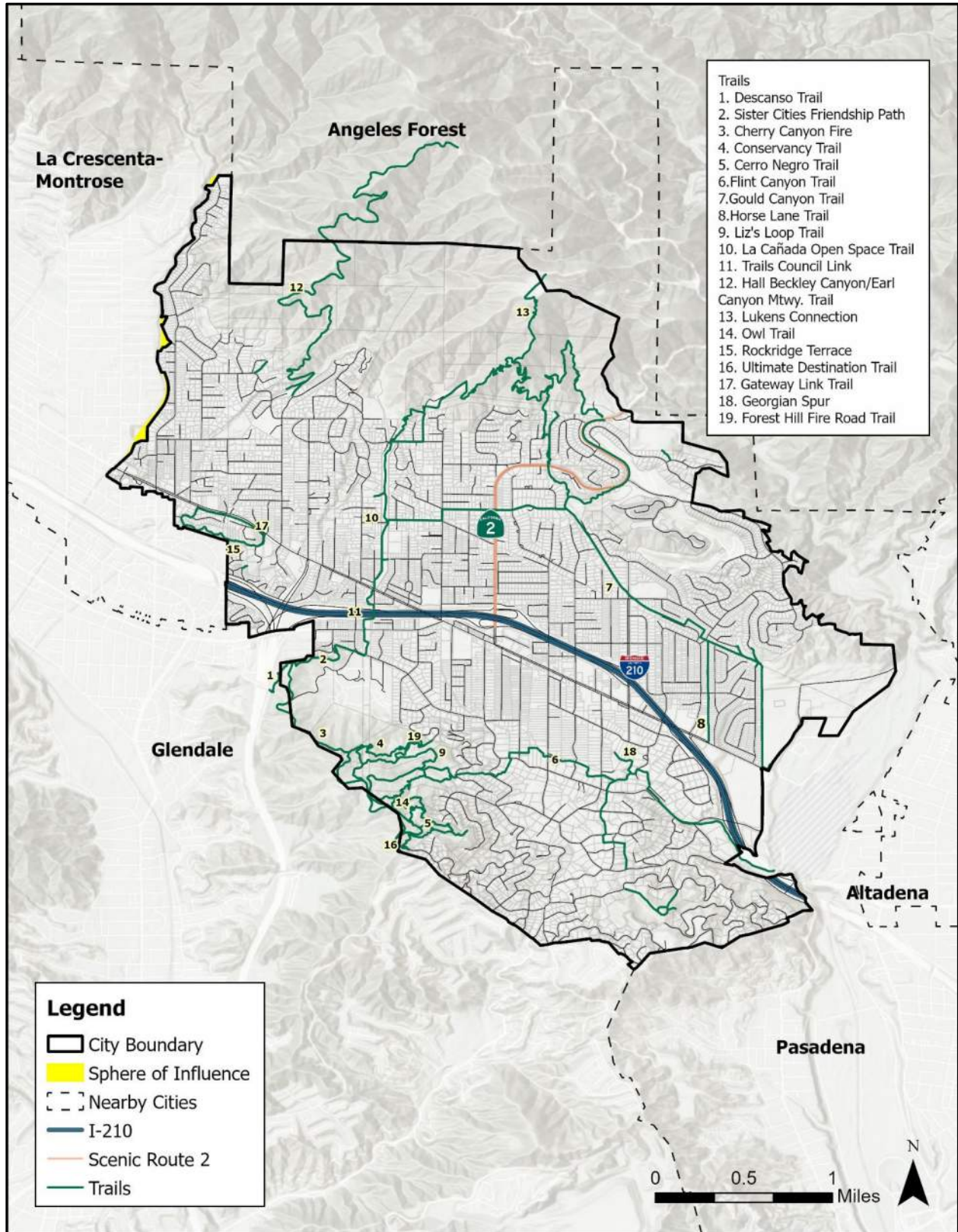
The City has placed a high priority in the preservation, maintenance, and expansion of the trail system within the City and in 2006 adopted the City of La Cañada Flintridge Trails Master Plan. This master plan was created by the La Cañada Flintridge Trail Council and adopted by the City. The Trail Council 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.

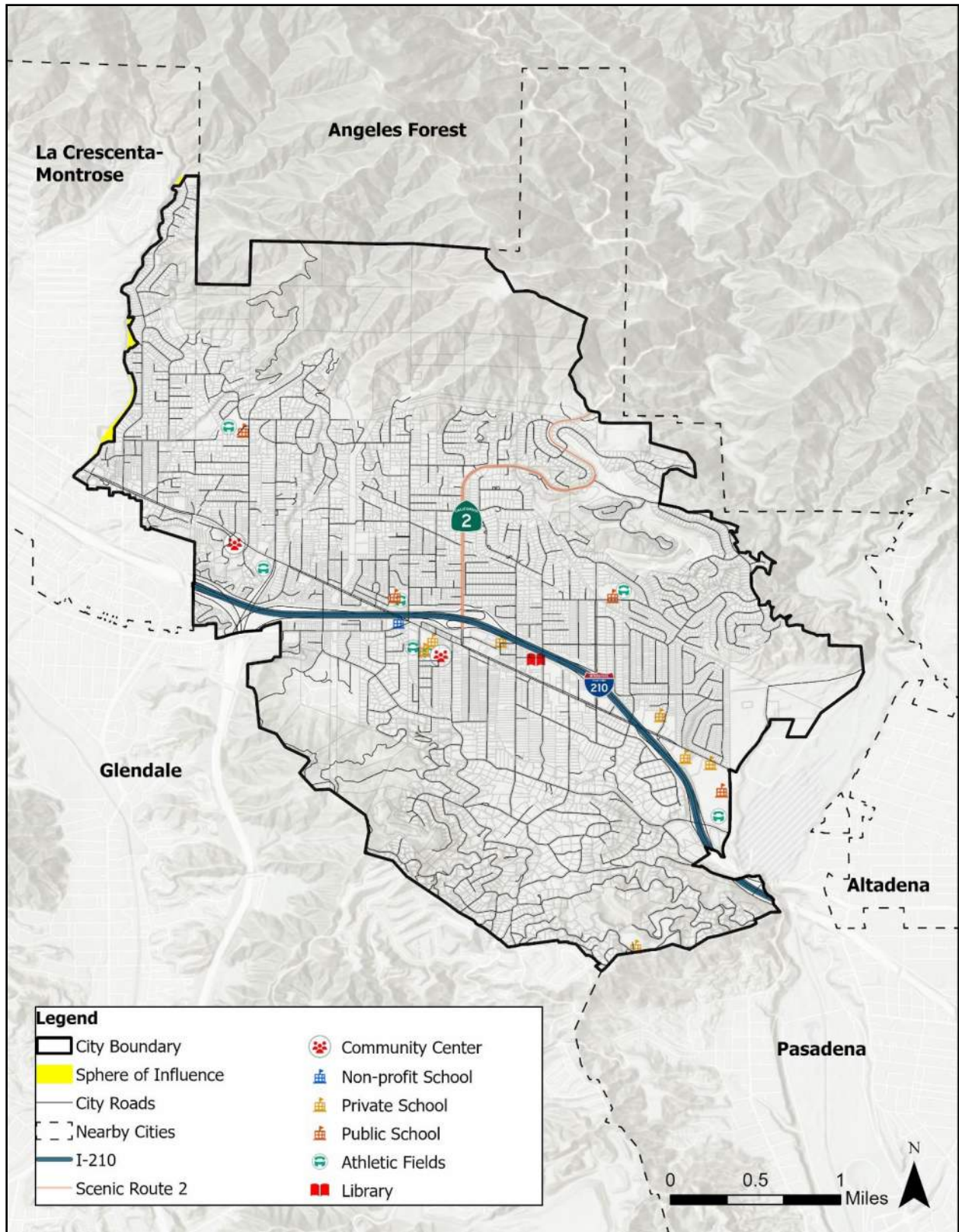
The trails are generally used for passive recreation and leisure activities that do not require intensive physical effort, such as walking. However, many residents and local teams in La Cañada Flintridge utilize the trail system to support various active recreational activities such as cross-country, 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	<u>Monday, Wednesday, Friday</u> 5:30 PM – 11:00 PM <u>Tuesdays and Thursdays</u> 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	<u>Upper Field</u> 3:15pm – 11:00 PM <u>Lower Field</u> 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	<u>Monday – Saturday</u> 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 residents¹. 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 Serve². 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 100³, 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

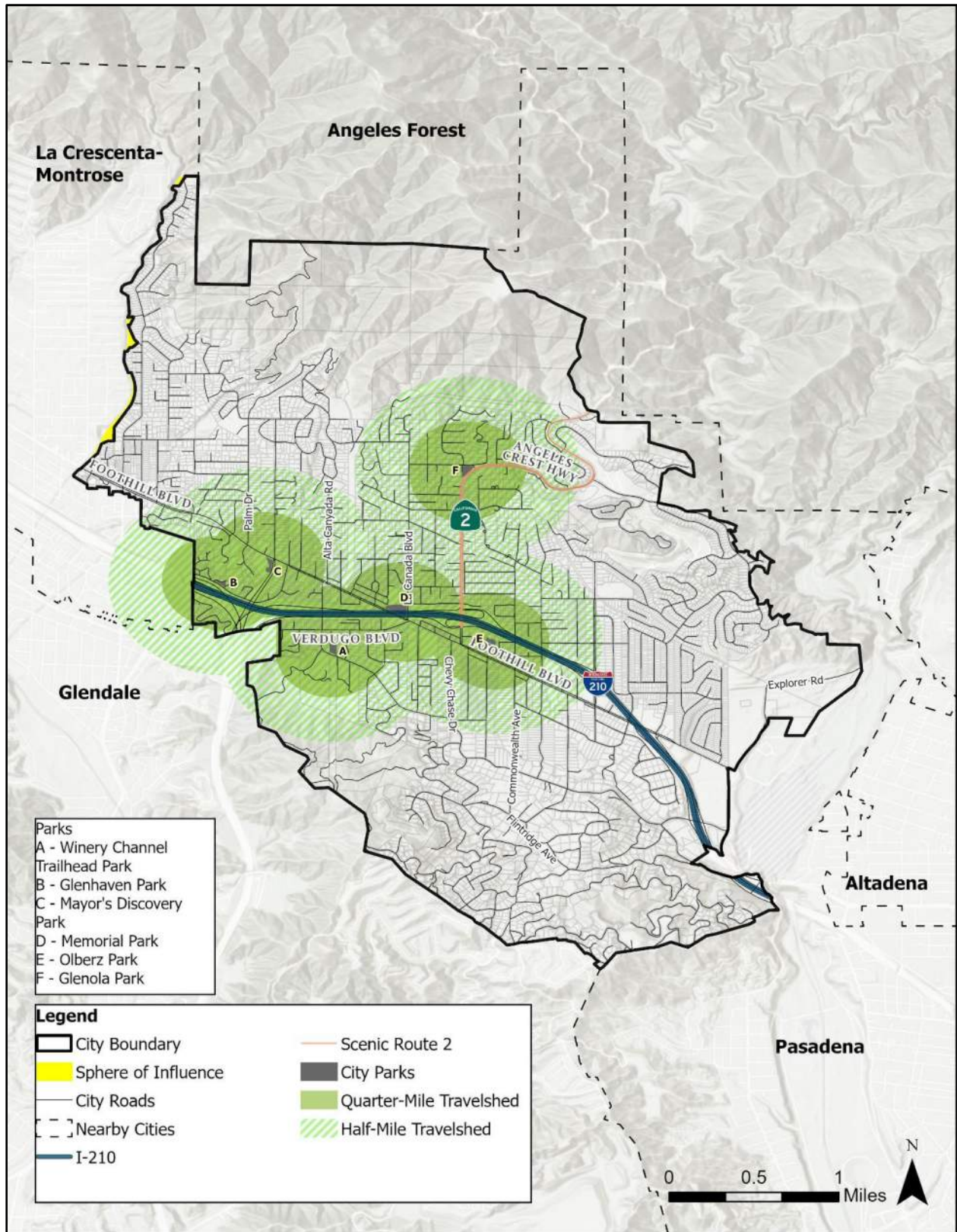


FIGURE 5: 5- AND 10-MINUTE WALKSHED FROM TRAIL HEADS

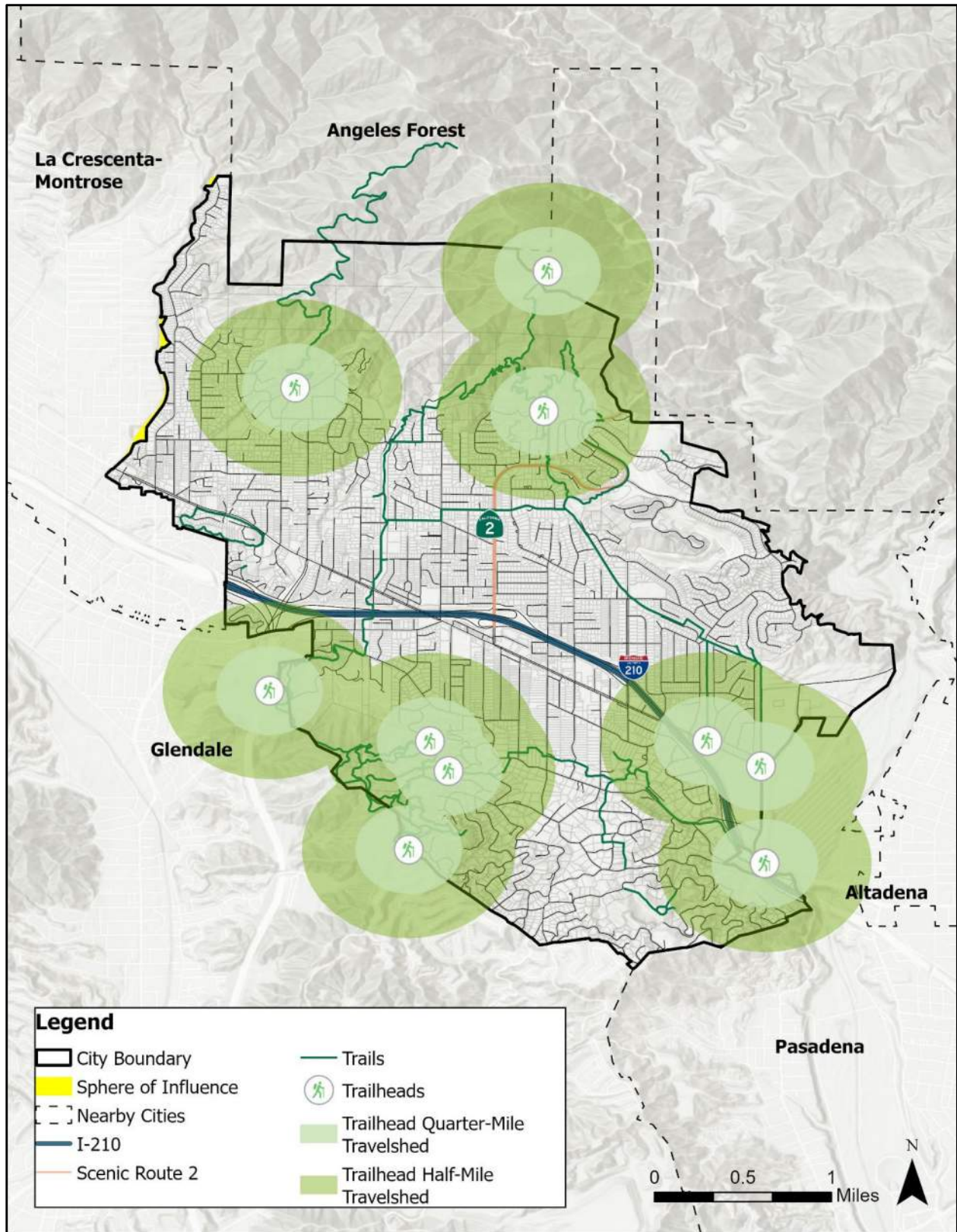
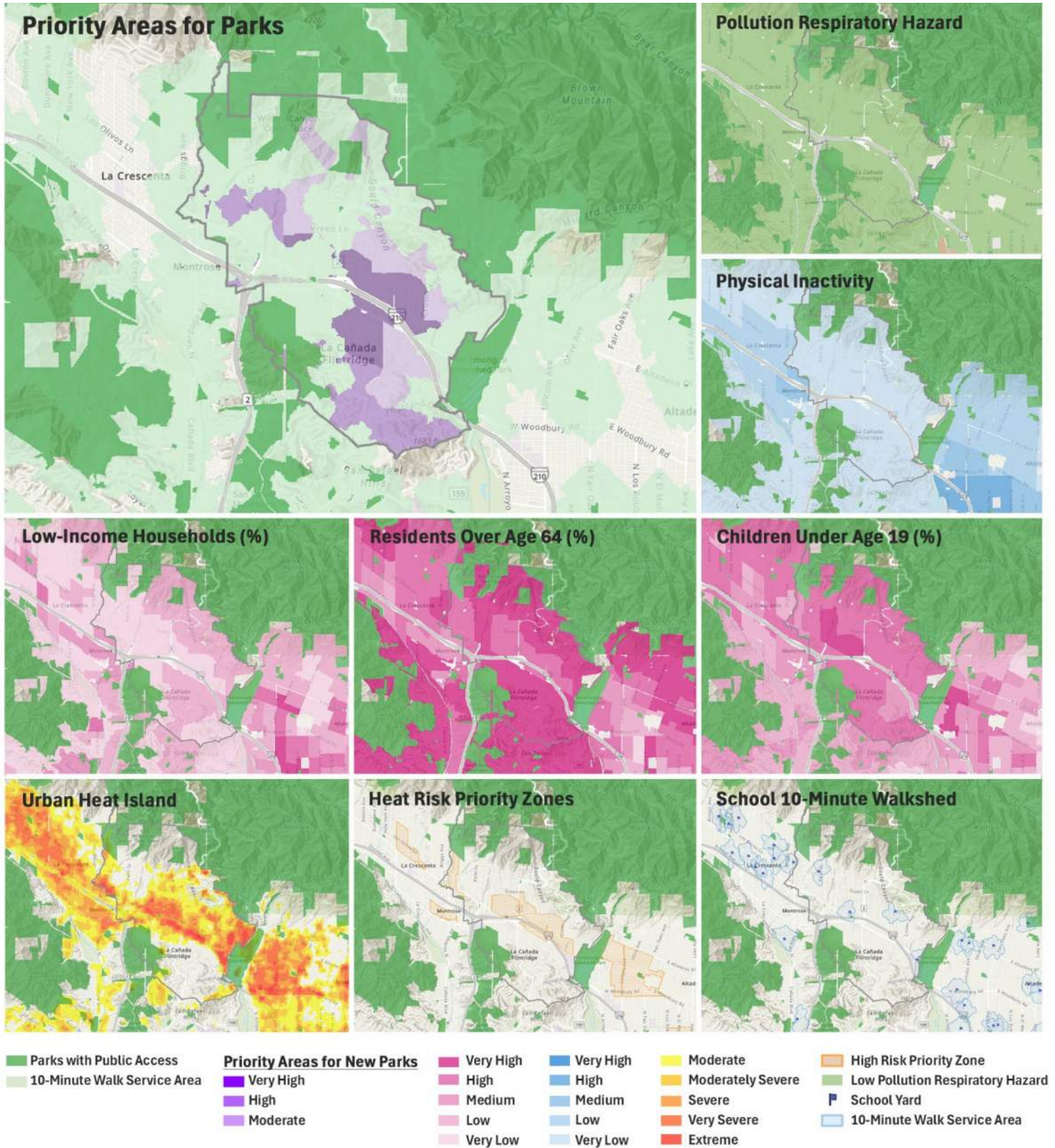


FIGURE 6: PRIORITY AREAS FOR PARKS



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

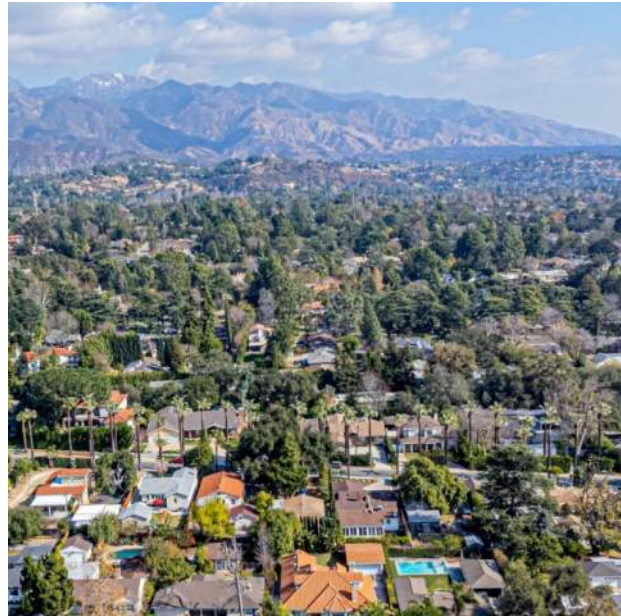
Access to open spaces, parks, trails, and nature reserves, play a crucial role in enhancing public health. Access to these areas encourages physical activity, which can help reduce the risk of obesity, heart disease, and other chronic conditions. Additionally, spending time in natural settings has been 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 2**, majority of the City has some tree canopy cover with higher tree canopy coverage in the southern portion of the City.

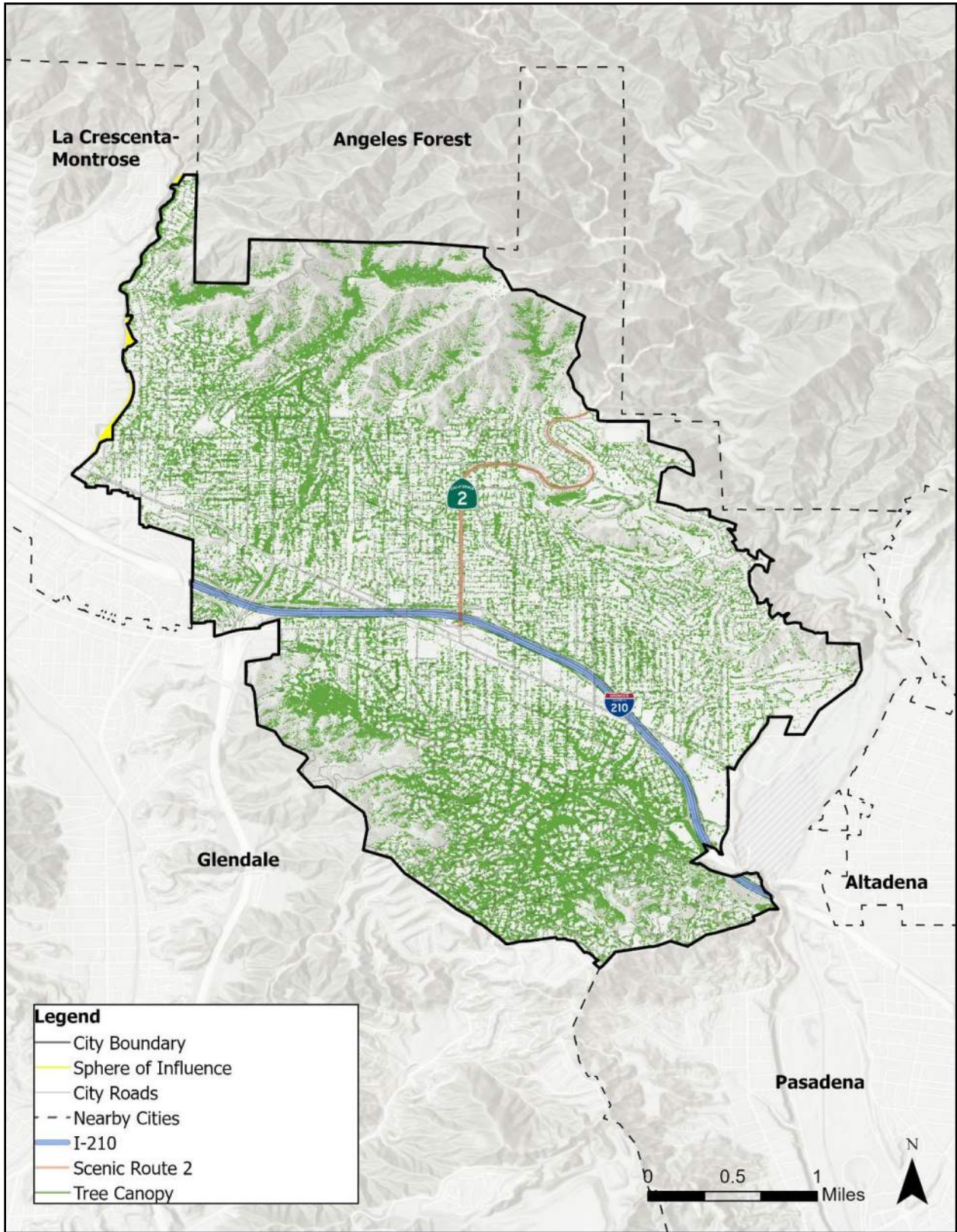


Wildfire Versus Tree Canopy

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 within 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 Program⁴ 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 Program⁵. 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 5

4

CONSERVATION ELEMENT



Adopted XX Abc, 2026

La Cañada Flintridge
General Plan



Table of Contents

INTRODUCTION	4
HYDROLOGY	7
BIOLOGICAL RESOURCES	11
WILDLIFE CONNECTIVITY	14
VEGETATION	5
WETLANDS	7
GEOLOGY AND SOILS	9
CULTURAL AND HISTORICAL RESOURCES	12
ENERGY CONSERVATION	15
SCENIC VISTAS	16
GOALS POLICIES AND ACTIONS	18



INTRODUCTION

The Conservation Element of the City of La Cañada Flintridge complies with California Government Code Section 65302(d) by establishing policies to conserve and protect natural resources, including land, water, wildlife, vegetation, and air quality, while guiding development in a manner that supports long-term environmental health and resilience.



INTRODUCTION

The City of La Cañada Flintridge is home to a variety of trees, wildlife, mountains, and valleys which contribute to the unique character, beauty and desirability of the City. The Conservation Element is a required component of the City's General Plan to identify and preserve natural and cultural resources within the City and to create programs and actions to protect these resources. The word conservation can be defined as the careful preservation, protection, or planned management of a natural resource to prevent its exploitation, destruction, or neglect (Merriam-Webster, Inc. 2025). To ensure the community remains healthy and vibrant, it is essential to conserve natural and cultural resources.

Purpose

The Conservation Element aims to identify significant natural and cultural resources within the City and its surrounding areas that are impacted by the activities of residents, workers, and visitors. It provides policies and programs to safeguard these resources and promote their sustainable use. This section covers topics such as water, energy, biological resources, as well as topographic, visual, cultural, historical, and paleontological resources. Air quality is specifically addressed in Chapter 8, the Air Quality Element. The Conservation Element underscores the City's commitment to sustainable and environmentally friendly decision-making during the planning period, acknowledging the interconnectedness of all General Plan elements in achieving the City's sustainability goals.



Relationship with Other Elements

The Conservation Element was developed to effectively identify and preserve natural and cultural resources 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 Conservation Element identifies these natural and cultural areas that are later delineated for open space or recreation purposes in the Land Use Element.
- **Circulation Element:** The Conservation Element informs the Circulation Element by identifying natural areas, such as wildlife corridors, that should be considered when designing transportation corridors or improvements.
- **Housing Element:** The Conservation Element supports the Housing Element by determining natural or cultural areas that may need to be protected from future development, thereby identifying potential open space areas.
- **Open Space and Recreation Element:** The Conservation Element and Open Space and Recreation Element are interconnected, both focusing on the preservation and management of spaces. However, while the Open Space and Recreation Element supports these efforts by designating protected areas and promoting environmentally responsible land management practices, the Conservation Element focuses on natural and cultural resource preservation.
- **Safety Element:** The Conservation Element can enhance the Safety Element by identifying factors such as watersheds, surface waters, groundwater basins, wetlands, soils, geology, and vegetation that are important during natural disasters like floods and wildfires, thereby enabling both elements to effectively complement each other through comprehensive goals.
- **Noise Element:** The Conservation Element identifies natural resources such as wildlife that may be harmed by noise pollution. The Conservation Element may create policies that target noise reduction which inform the Noise Element.
- **Air Quality Element:** The Conservation Element complements the Air Quality Element by their shared goal of protecting and enhancing the environmental quality within the City.

An aerial photograph of a river valley with dense green and brown vegetation. The river winds through the center. Overlaid on the image are two stylized, wavy bands: a blue band and an orange band, positioned above and below the river respectively. The text 'EXISTING CONDITIONS ANALYSIS' is centered in white, bold, uppercase letters.

EXISTING CONDITIONS ANALYSIS

HYDROLOGY

Watersheds

A watershed is an area of land where streams and rainfall drain into a common place, like a river, or ocean. Watersheds include not just water, but also the people, wildlife, and vegetation living within them. The Los Angeles River Watershed is approximately 824 square miles long, spanning the entirety of the City of La Cañada Flintridge (see [FIGURE 1](#)). An important sub-watershed of the Los Angeles River watershed, the Arroyo Seco, is located in central Los Angeles County, between the San Gabriel Mountains and the Los Angeles River. Lying partially within the watershed are the Angeles National Forest and the cities of Los Angeles, South Pasadena, Pasadena and La Cañada Flintridge, as well as the unincorporated area of Altadena. The watershed runs a 22-mile course in a deeply incised canyon, beginning under Strawberry Peak in the San Gabriel Mountains and draining into the Los Angeles River near downtown Los Angeles. The Arroyo Seco drops from an elevation of nearly 6,100 at its headwaters on Strawberry Peak to 320 feet at its confluence with the Los Angeles River, draining 47 square miles. Prior to widespread development in the watershed, the lower Arroyo Seco south of Devil's Gate Dam was fed by numerous springs and small creeks coming out of the surrounding hills. However, this discharge combined with the highly permeable soils of the Arroyo floodplain was often not enough to sustain Arroyo's flow year-round. In many dry summers, the Arroyo dried up in stretches, only to reappear above the surface where geologic conditions forced groundwater to the surface.

The Los Angeles Regional Water Quality Control Board (RWQCB) is responsible for regulating the Los Angeles Watershed. The City of La Cañada Flintridge currently holds a National Pollutant Discharge Elimination System (NPDES) permit which allows the City to pursue feasible measures for stormwater pollution prevention. Stormwater refers to rainwater runoff that flows through both natural landscapes and urban areas. The NPDES permit enables the City to implement programs such as public outreach, illicit discharge and illicit connection eliminations, development planning and construction, industrial facilities inspections, and public agency activities that achieve the City's necessary water-quality standards (City of La Cañada Flintridge, 2025).

Surface Waters

The main surface water bodies within the Planning Area include the Arroyo Seco Reaches and tributaries of Bear Canyon, which all fall within the Arroyo Seco Watershed, a sub watershed of the Los Angeles River Watershed (EPA, 2025). Within the City, streams flow through several canyons and across the foothills and flatlands. A significant sub-watershed of the Arroyo Seco within the City is Flint Wash, draining approximately 5.5 square miles of the City. The lower three-quarters of a mile of Flint Wash is a natural, unlined channel with intermittent bank modifications. Approximately 2,000 feet of this length falls in La Cañada Flintridge, with the remaining falling in Pasadena. Most of the unlined portion in La Cañada Flintridge is on private property. The rest of Flint Wash is a series of lined channels draining over five square miles of La Cañada Flintridge.

Surface waters of the Arroyo Seco are contaminated by urban runoff. Urban runoff refers to rainwater or melted snow that runs through streets, parking lots, sidewalks and other urban areas collecting pollutants such as chemical and debris from these surfaces and then flows into storm drains and water ways and in turn may pollute existing water bodies. The Arroyo Seco is listed on the Clean Water Act Section 303(d) list of impaired waterways since at least 2018 due to trash in unspecified urban stormwater, urban runoff, and pathogens. The Clean Water Act originally enacted 1972 set water quality standards, created a permit system to control the discharge of pollutants, created funding for sewage treatment plants, and aims to protect wetlands.



Groundwater Basins

A groundwater basin is a natural underground reservoir where water is stored within the spaces of permeable rocks and sediments. These basins collect and hold groundwater, which is utilized for drinking water, irrigation, and industrial purposes. The City of La Cañada Flintridge lies within the San Fernando Valley and the Raymond Groundwater Basin (see **FIGURE 2**).

The San Fernando Valley Groundwater Basin spans an area of 226 square miles. It is bordered by the Santa Susana Mountains to the north and northwest, the San Gabriel Mountains to the north and northeast, the San Rafael Hills to the east, the Santa Monica Mountains and Chalk Hills to the south, and the Simi Hills to the west (California Department of Water Resources, 2004). The Upper Los Angeles River Area Watermaster manages the basin, which serves several public water agencies, including the City of Burbank Water Division, City of Glendale Department of Water and Power, City of Los Angeles Department of Water and Power, City of San Fernando Water Department, and Crescent Valley County Water District Metropolitan Water District. The basin's storage capacity is estimated at 3,670,000 acre-feet¹.

The Raymond Groundwater Basin covers a surface area of 40.9 square miles. It is bounded by the San Gabriel Mountains to the north, the San Rafael Hills to the southwest, the Pickens Canyon Wash to the west, and the Raymond Fault to the southwest (California Department of Water Resources, 2004). Managed by the Raymond Basin Management Board, this basin serves the public water agencies of La Canada Irrigation District, Kinneloa Irrigation District, San Gabriel County Water District, City of Pasadena, City of Alhambra, and City of Arcadia. The basin's storage capacity is calculated at 1,450,000 acre-feet².

Water Quality and Resources

The Safe Drinking Water Act, initially passed in 1974 and amended in 1996, establishes water standards for over 90 contaminants and mandates consumer confidence reports from all community water systems. Community water systems are defined as those that serve the same individuals year-round. The City of La Cañada is served by four water districts, La Cañada Irrigation District, Liberty Utilities, Valley Water Company, and Crescenta Valley Water District. The consumer confidence reports provide information about water sources and water contaminants such as lead and copper. These reports are readily available to the public and residents of the City.

The City of La Cañada Flintridge Municipal Code (Municipal Code) Chapter 4.23 Water Efficient Landscaping acknowledges the limitation of state water resources and emphasizes conservation. Municipal Code Chapter 4.23 applies to new construction projects with a landscape area larger than 500 square feet, as well as rehabilitated landscape projects with an area equal to or greater than 2,500 square feet.

¹California Department of Water Resources, B118 Basin Boundary Description San Fernando Valley Groundwater Basin. https://water.ca.gov/-/media/DWR-Website/Web-Pages/Programs/Groundwater-Management/Bulletin-118/Files/2003-Basin-Descriptions/4_012_SanFernandoValley.pdf

² California Department of Water Resources, B118 Basin Boundary Description Raymond Groundwater Basin. https://water.ca.gov/-/media/DWR-Website/Web-Pages/Programs/Groundwater-Management/Bulletin-118/Files/2003-Basin-Descriptions/4_023_Raymond.pdf

FIGURE 1: WATERSHEDS

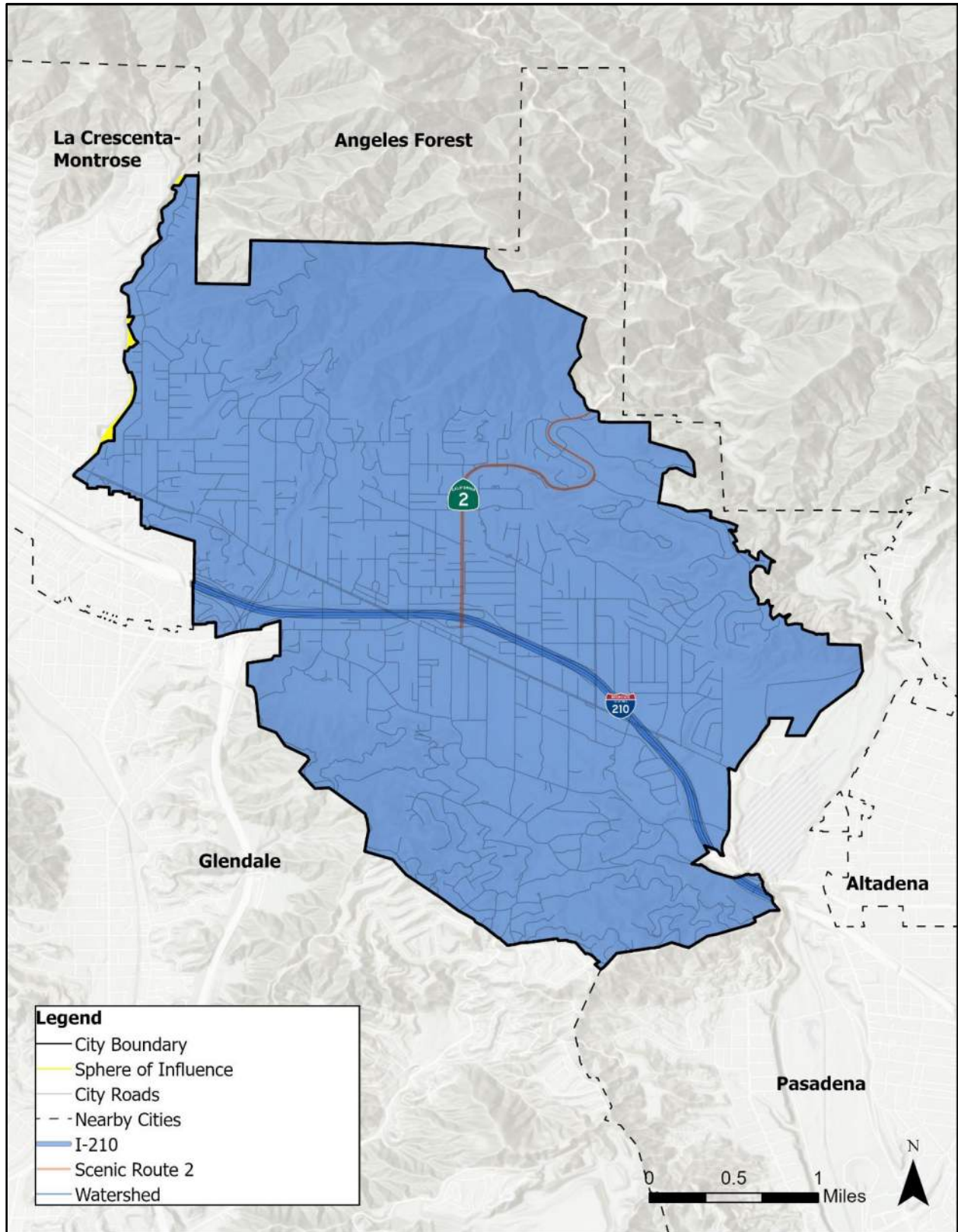
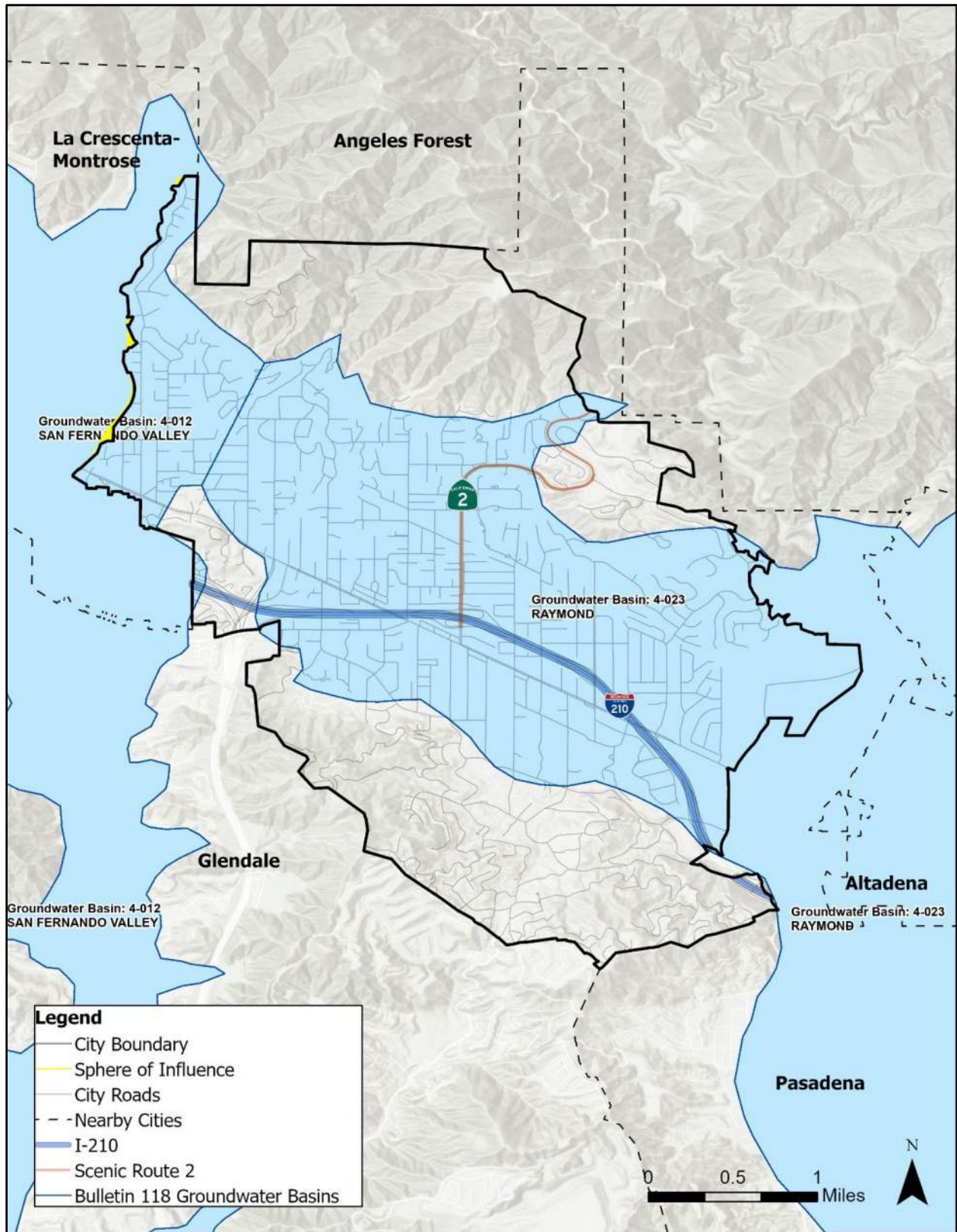


FIGURE 2: GROUNDWATER BASINS



BIOLOGICAL RESOURCES

This section discusses the existing biological resources of the Planning Area to guide the General Plan Element Update. The Planning Area is primarily developed with suburban uses, situated between large open space natural areas. Open space areas that contain notable biological resources include Cherry Canyon, the San Rafael Hills, and Angeles National Forest in the northern portion of the City. Large natural communities within the Planning Area are home to variety of biologically-sensitive and significant plant and animal species.

Special Status Species and Natural Communities

Special-Status Species and Natural Communities are plants, animals, and habitat types that are recognized by federal, state, or local agencies as being rare, threatened, endangered, or otherwise sensitive to human or environmental pressures. The Habitat Conservation Division (HCD) of the California Department of Fish and Wildlife (CDFW) maintains the California Natural Diversity Database (CNDDDB).³ CNDDDB is used to gather and distribute data on the status and locations of rare and endangered plants, animals and vegetation types. A query of special status species occurrences was conducted on the CNDDDB RareFind BIOS Viewer for the Planning Area.⁴ A list of CNDDDB and USFWS occurrences are identified in **TABLE 1**.

The CNDDDB and USFWS lists eleven species occurrences within the Planning Area. These species include four plants (plummer’s mariposa lily, greata’s aster, parry’s spineflower, and the sonoran maiden fern) six animal species (southern California legless lizard, coast range newt, least bell’s vireo, American peregrine falcon, and the silver-haired bat), the San Gabriel chestnut snail and Crotch’s bumble bee. Plant species occurrences are primarily concentrated to the San Rafael Hills and Cherry Canyon, however the special status species vertebrates and invertebrates have a wider occurrence range into urban, residential portions of the Planning Area.

This list includes species that are identified by USFWS and the CNDDDB. Further surveys must be conducted for project-specific CEQA review within the Planning Area to compile a more detailed, exhaustive list of special-status species.

TABLE 1: SPECIAL STATUS SPECIES OCCURRENCES IN THE PLANNING AREA

Species	Scientific Name	Federal Status	State Status	Other Status
Southern California legless lizard	<i>Anniella stebbinsi</i>	None	None	CDFW: SSC USFS: S
Plummer’s mariposa lily	<i>Calochortus plummerae</i>	None	None	None
Greata’s aster	<i>Symphyotrichum greatae</i>	None	None	None
San Gabriel Chestnut snail	<i>Glyptostoma gabrielense</i>	None	None	None
Crotch’s bumble bee	<i>Bombus crotchii</i>	None	Candidate endangered	IUCN: EN
Coast Range newt	<i>Taricha torosa</i>	None	None	USFS: S

³ The California Natural Diversity Database: A Natural Heritage Program for Rare and Species and Vegetation, Roxanne Bittman, October 2001. Accessed October 2025.

U.S. Fish and Wildlife Services, Environmental Conservation Online System, CDFW, CNDDDB. 2025. Accessed: October 2025



Species	Scientific Name	Federal Status	State Status	Other Status
Parry's spineflower	<i>Chorizanthe parryi</i> var <i>parryi</i>	None	None	None
Sonoran maiden fern	<i>Pelazoneuron puberulum</i> var <i>sonorense</i>	None	None	None
Least bell's vireo	<i>Vireo belli pusillus</i>	Endangered	Endangered	IUCN: NT
American peregrine falcon	<i>Falco peregrinus anatum</i>	Delisted	Delisted	USFS: S
Silver-haired bat	<i>Lasionycteris noctivagans</i>	None	None	IUCN: LC

USFS: S – U.S. Forest Service, Sensitive.
 IUCN: EN – International Union for Conservation of Nature, Endangered.
 IUCN: LC – International Union for Conservation of Nature, Least Concern.
 IUCN: NT – International Union for Conservation of Nature, Near Threatened.
 CDFW: SSC – California Department of Fish and Wildlife, Species of Special Concern
 Source: U.S. Fish and Wildlife Services, Environmental Conservation Online System, CDFW, CNDDDB.

Critical Habitat

Critical habitats are sites within a specific geographic area occupied by the species that contain the physical or biological features that are essential to the conservation of endangered and threatened species, and that may need special management or protection.⁵

A search was conducted on the U.S. Fish & Wildlife Service's Information for Planning and Consultation (IPaC) online tool for the Planning Area to determine critical habitats for species listed under the Endangered Species Act that are threatened, endangered or that are candidates, or proposed for listing. The IPaC results indicate that there are designated critical habitats for ten endangered species in the Planning Area, as shown in **TABLE 2**. These species have different designations of critical habitat status: none, proposed and final. However, no critical habitat units fall within the boundaries of the Planning Area.

Final designated critical habitats have been identified within surrounding parts of the region for species including the Southwestern willow flycatcher (*Empidonax traillii extimus*), Santa Ana sucker (*Catostomus santaanae*), and Braunton's milk-vetch (*Astragalus brauntonii*), however no final designated critical habitats intersect within the Planning Area as confirmed by IPaC review.

TABLE 2: CRITICAL HABITAT SUMMARY – IPAC REVIEW FOR THE PLANNING AREA

Species	Status	Critical Habitat Status
California Condor	Endangered	Final critical habitat designated
California Spotted Owl	Proposed Endangered	No critical habitat designated
Least Bell's Vireo	Endangered	Final critical habitat designated
Southwestern Willow Flycatcher	Endangered	Final critical habitat designated
Southwestern Pond Turtle	Proposed Threatened	No critical habitat designated
Western Spadefoot	Proposed Threatened	No critical habitat designated
Monarch Butterfly	Proposed Threatened	Proposed critical habitat under review
Braunton's Milk-vetch	Endangered	Final critical habitat designated

⁵ U.S. Fish and Wildlife Service, Critical Habitat, March 2017. Accessed October 2025.



Species	Status	Critical Habitat Status
Nevin’s Barberry	Endangered	Final critical habitat designated
Slender-horned Spineflower	Endangered	No critical habitat designated
California Condor	Endangered	Final critical habitat designated
California Spotted Owl	Proposed Endangered	No critical habitat designated
Least Bell’s Vireo	Endangered	Final critical habitat designated
Source: U.S. Fish and Wildlife Service (USFWS). 2025. IPaC Resource List for Los Angeles County. Accessed via https://ipac.ecosphere.fws.gov/		

Current information from the U.S. Fish and Wildlife Service (2025) indicates that no federally designated or proposed critical habitat overlaps with the Planning Area. Therefore, while several listed species may occur regionally, no direct conflicts with direct habitat are anticipated. Smaller-scale projects and activities will still be required to determine and evaluate potential impacts to listed species and their habitats, including any updated critical habitat designations that may occur in the future.

In addition to the critical habitat for endangered species search, the IPaC review indicated that there are bald and golden eagles within the Planning Area. Bald eagles are protected under the Bald and Golden Eagle Protection Act and the Migratory Bird Treaty Act. IPaC review indicates that the bald eagle nor the golden eagle is a Bird of Conservation Concern (BCC) in the Planning Area. A BCC is defined as a migratory and non-migratory bird species (beyond those already designated as federally threatened or endangered) that represent the highest conservation priorities.⁶ Although neither bird is listed as a BCC, their presence warrants attention because of the Bald and Golden Eagle Protection Act (16 U.S.C. 668-668d) requirements.⁷

To comply with the Bald and Golden Eagle Protection Act to reduce impacts from human-induced alterations around potential nest sites, activities within the Planning Area should follow appropriate regulations and consider implementing appropriate avoidance and minimization measures. The National Bald Eagle Management Guidelines provides timing and activity-specific distance recommendations when designing projects to avoid and minimize nesting bald eagle impacts, and site-specific recommendations regarding nesting golden eagles can be found through contacting the regional Migratory Bird Office and Ecological Services Field Office. However, as indicated above, the golden eagle and bald eagle are not listed as a BCC for the Planning Area, and site-specific CEQA review will be conducted as subsequent development occurs to minimize or eliminate potential impacts to nesting golden eagles and bald eagles.

⁶ U.S. Fish and Wildlife. Birds of Conservation Concern. [Birds of Conservation Concern 2021 | FWS.gov](#). May 19, 2021. Accessed October 2025.

⁷ U.S. Fish and Wildlife. Bald and Golden Eagle Protection Act. [Bald and Golden Eagle Protection Act | U.S. Fish & Wildlife Service](#). Accessed October 2025.



WILDLIFE CONNECTIVITY

Human development and ecological connectivity can be balanced by identifying and conserving areas supporting native wildlife and their habitats. Maintaining connectivity between large blocks of natural habitat and open space is critical to facilitate the movement of wildlife species between these areas. Furthermore, the value of wildlife movement corridors should be analyzed at all scales, from the state-wide down to more localized movement within the Planning Area. Senate Bill (SB) 1425 (2022) and Assembly Bill (AB) 1889 (2024) together strengthen the role of General Plans in supporting wildlife connectivity and movement. SB 1425 requires cities to consider how open space contributes to climate resilience, including preserving habitat corridors and reducing fragmentation. AB 1889 builds on this by mandating that the Open Space Element specifically identify wildlife corridors, assess barriers to movement, and incorporate strategies to protect or restore habitat linkages using the best available science and coordination with the California Department of Fish and Wildlife. Together, these laws ensure that land use planning actively supports biodiversity, ecosystem function, and species adaptation to climate change.

The Planning Area has the potential to support a variety of wildlife species, including birds, riparian-dependent species, and pollinators. Many terrestrial mammal species with varying home range sizes are also known to occur in the region and may also move through the Planning Area, including racoon, bobcat, deer, coyote, and mountain lion. Although the Planning Area is largely built out, large blocks of natural habitat occur in the areas surrounding the City and may facilitate the movement of wildlife through the region. Notably, the northern portion of the Planning Area occurs within the foothills of the San Gabriel Mountains, which connects wildlife populations well beyond the City to the Angeles National Forest in the north. The eastern portion of the Planning Area occurs within the Arroyo Seco watershed; the Arroyo Seco River, fed by Flint Wash, conveys flows to the south and provides habitat for a variety of riparian species along the vegetated corridor. The San Rafael Hills also occur along the southern portion of the Planning Area and contains canyons and streams that eventually drain into the Arroyo Seco.

Terrestrial Connectivity

California Department of Fish and Wildlife (CDFW) provides mapping of wildlife connectivity and natural habitat blocks throughout the state. These terrestrial connectivity maps provide spatial data on wildlife, vegetation, and habitat connectivity, summarized in 2.5-square-mile hexagons, to support biodiversity conservation and climate resilience planning. The blocks are ranked on the scale of 1 to 5 as follows.

- 1 - Limited Connectivity Opportunity
- 2 - Large Natural Habitat Areas
- 3 - Connections with Implementation Flexibility
- 4 - Conservation Planning Linkages
- 5 - Irreplaceable and Essential Corridors

As shown in **Error! Reference source not found.**, the Planning Area is mapped with a Connectivity Ranking of 1, due to its limited opportunities for connectivity and existing built condition. However, several small areas of natural habitat are mapped within the Planning Area, including areas along the northern foothills, along the Arroyo Seco to the east, and within the San Rafael Hills to the south. While the landscape of natural habitat within these mapped areas should be preserved to maintain the persistence of wildlife within the Planning Area, any potential connections between these areas should also be identified, enhanced, and protected to maximize wildlife movement within and well beyond the Planning Area.

FIGURE 3: TERRESTRIAL CONNECTIVITY MAP





Potential Penetration Corridors

CDFW provides data on Natural Landscape Blocks, which are areas of relatively intact habitat identified through the California Essential Habitat Connectivity analysis. Large Natural Landscape Blocks are defined as contiguous habitat areas greater than 2,000 acres that remain minimally fragmented by roads or development and function as core areas for regional biodiversity, wildlife movement, and ecosystem resilience. Smaller Natural Areas or landscape blocks are habitat areas less than 2,000 acres that, while excluded from the statewide large-block designation, still provide important local ecological functions and can serve as stepping-stones that support fine-scale wildlife movement and connectivity.

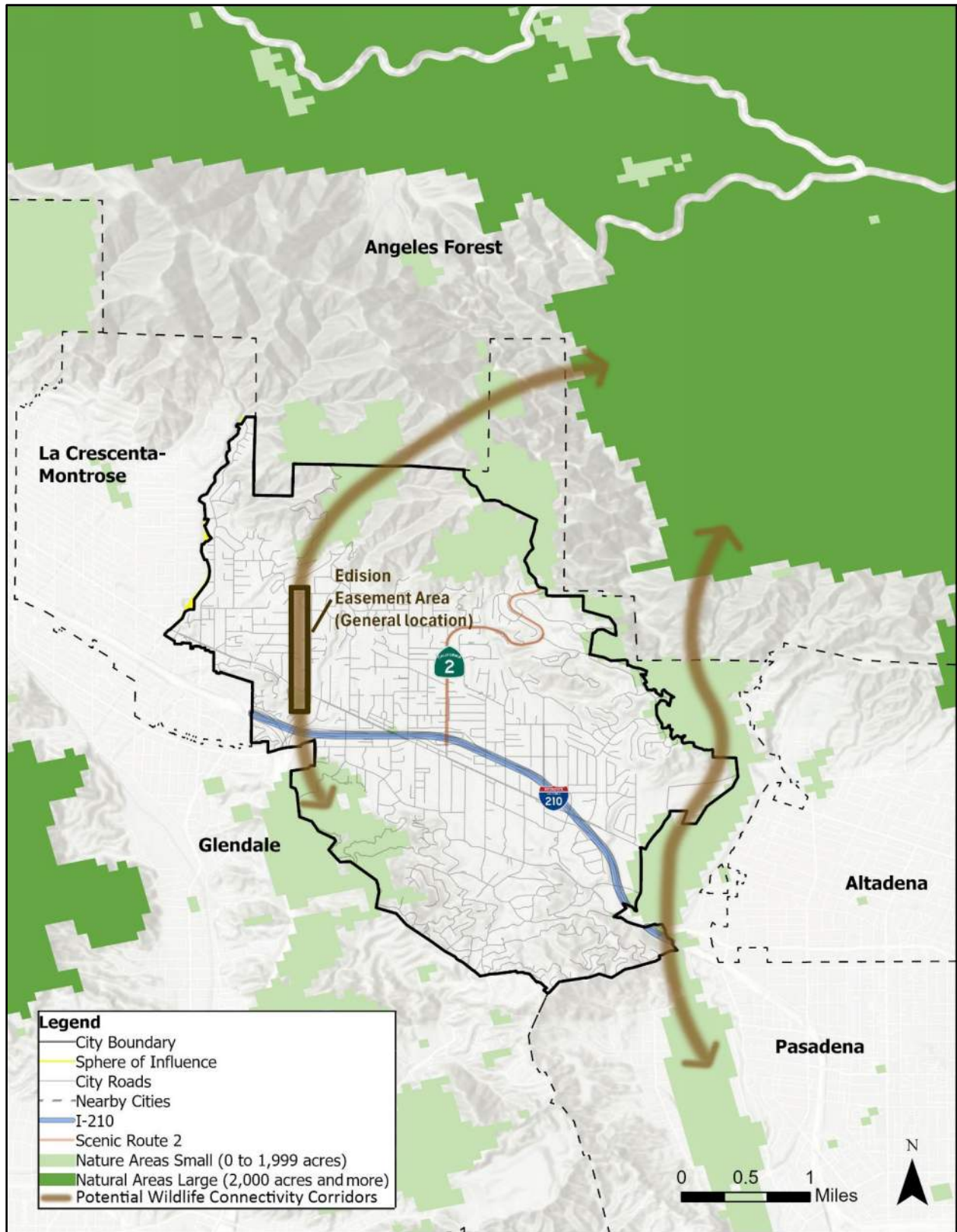
In La Cañada Flintridge, large Natural Landscape Blocks are concentrated along the City's northern boundary within the Angeles National Forest and the San Gabriel Mountains, forming part of a regionally significant habitat network that supports wide-ranging species such as mountain lion, mule deer, bobcat, and coyote (refer to **FIGURE 4**). Smaller natural areas along the foothill interface, including portions of the San Rafael Hills and Verdugo Mountains, contribute to local habitat value and are particularly important for species such as mule deer, smaller mammals, reptiles, and birds that rely on continuous or semi-continuous cover for daily movement, foraging, and dispersal. While these areas do not meet the size threshold for large Natural Landscape Blocks, they provide meaningful local habitat, ecological value, and opportunities for connectivity between larger regional open spaces. Incorporating these smaller blocks into planning efforts supports fine-scale habitat connectivity, advances the intent of SB 1425 and AB 1889, and reinforces biodiversity and ecosystem function within and adjacent to the City's developed areas.

Opportunities

Based on the current built condition of the Planning Area, two main opportunities have been identified to support wildlife movement as shown in **FIGURE 4**. An approximately one-mile-long Southern California Edison (SCE) transmission easement runs north-south across the City, from the bottom of the foothills to the Interstate 210 (I-210) freeway; this easement contains transmission structures along the approximately 0.75 miles long corridor and supports a network of hiking trails for community members. Because the easement is restricted from major development due to utility maintenance requirements, this stretch of semi-open space experiences significantly less direct human disturbance compared to its immediate surroundings (e.g., commercial and residential development, vehicular traffic), making wildlife more likely to occur along this alignment. This alignment has the potential to support wildlife movement between the northern foothills and southern portions of the Planning Area. Habitat restoration compatible with utility maintenance requirements within the easement has the potential to support pollinators, which may also move through adjacent areas with suitable vegetation. Although there is a potential connection from foothills to the San Rafael Hills via the SCE easement, further coordination with SCE, land managers (i.e., habitat conservancies), and other stakeholders should be explored to identify opportunities to address the existing obstruction of I-210 to encourage passage through the entire corridor.

The eastern portion of the Planning Area also serves as a buffer to the Arroyo Seco corridor. Although the majority of the streambed lies outside of the Planning Area and within the adjacent municipality, interjurisdictional coordination is encouraged to manage the buffer areas within the Planning Area as well as the areas directly within the Arroyo Seco corridor. Through this partnership, protection and/or restoration of these areas, including the buffer areas, would help to encourage wildlife's use of the corridor for movement and inhabitation.

FIGURE 4: POTENTIAL PENETRATION CORRIDORS



VEGETATION

The Planning Area is composed of a mosaic of urban and varied non-urban landscapes. According to the California Department of Forestry and Fire Protection, the vegetation communities within the Planning Area, as seen in **FIGURE 5**, included annual grassland, coastal oak woodland, coastal scrub, mixed chaparral, desert wash, lacustrine, montane hardwood, sierran mixed conifer and urban development. The majority of the Planning Area is considered urban, with a total coverage of approximately 3,835 acres. Most vegetation communities occur in the northern portions of the Planning Area like Winery Canyon, and southern areas like Cherry Canyon Park and Descanso Gardens. See **TABLE 3** for a list of vegetation communities and corresponding acreages within the Planning Area.

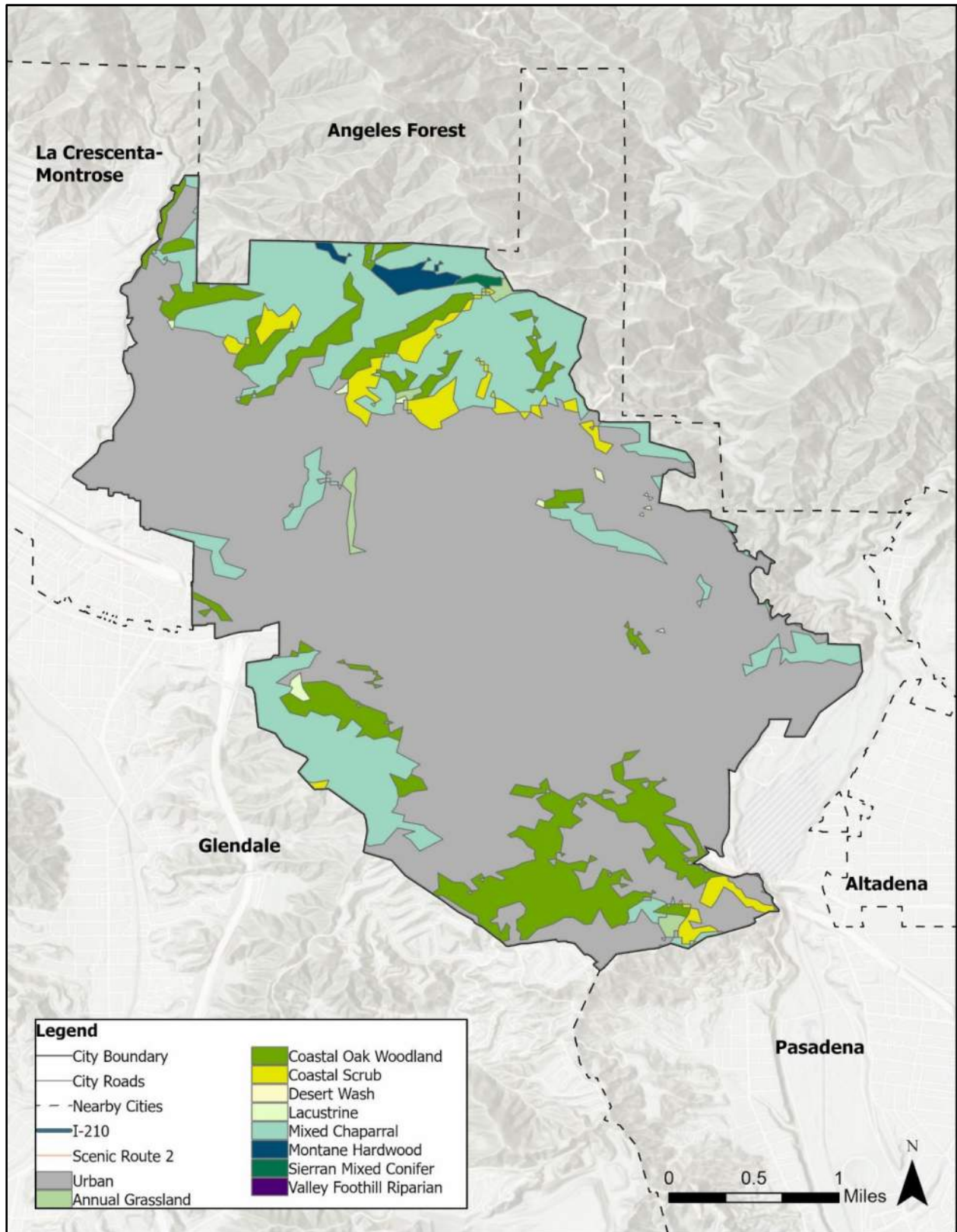
- Coastal Oak Woodland:** Coastal oak woodland consists of an overstory that has deciduous and evergreen hardwoods approximately 15-70 feet tall sometimes mixed with scattered conifers. They are comprised of slow-growing, long-lived trees. This vegetation type provides a habitat for at least 60 species of mammals and 110 species of birds observed during the breeding season in California where oaks form a significant part of the canopy or subcanopy .
- Coastal Scrub:** Coastal Scrub is comprised of low to moderate-sized shrubs with mesophytic leaves, flexible branches, semi-woody stems growing from a woody base, and a shallow root system. These can range up to 7 feet tall with a canopy cover usually around 100 percent. No single species is typical of all Coastal Scrub stands.
- Mixed Chaparral:** Mixed Chaparral is a structurally homogeneous brushland type dominated by shrubs with thick, stiff, heavy cutinized evergreen leaves. Shrub height and crown cover can vary considerably due to the age of last burn, soil, and precipitation. It is a floristically rich type that supports approximately 240 species of woody plants.
- Urban:** The structure of urban vegetation varies, with five types of vegetative structure defined: tree grove, street strip, shade tree/lawn, lawn, and shrub cover. The urban residential zone is characterized by a denser and more varied mosaic of vegetation shade trees, lawns, hedges and planted gardens; approximately 40 percent of the land’s surface is covered by impervious material. Suburban areas with mature vegetation closely approximate the natural environment. Wildlife includes California quails, wrentits, black tailed deer, ringtail, black-tailed jackrabbit, gopher snake, and western fence lizard.

TABLE 3: VEGETATION COMMUNITIES

Vegetation Type	Acres	Percent
Annual Grassland	27 acres	Less than 1%
Coastal Oak Woodland	529.2	9.6%
Coastal Scrub	131	2.4%
Desert Wash	Less than 1 acre	Less than 1%
Lacustrine	11.1	Less than 1%
Mixed Chaparral	959.5	17.3%
Montane Hardwood	31.9	Less than 1%
Sierran Mixed Conifer	6.3	Less than 1%
Urban	3,835	69.3%
Valley Foothill Riparian	Less than 1 acre	Less than 1%
Total	5,531	100.0%

Source: California Department of Forestry and Fire Protection, GIS Mapping and Data Analytics, 2018.

FIGURE 5: VEGETATION COMMUNITIES



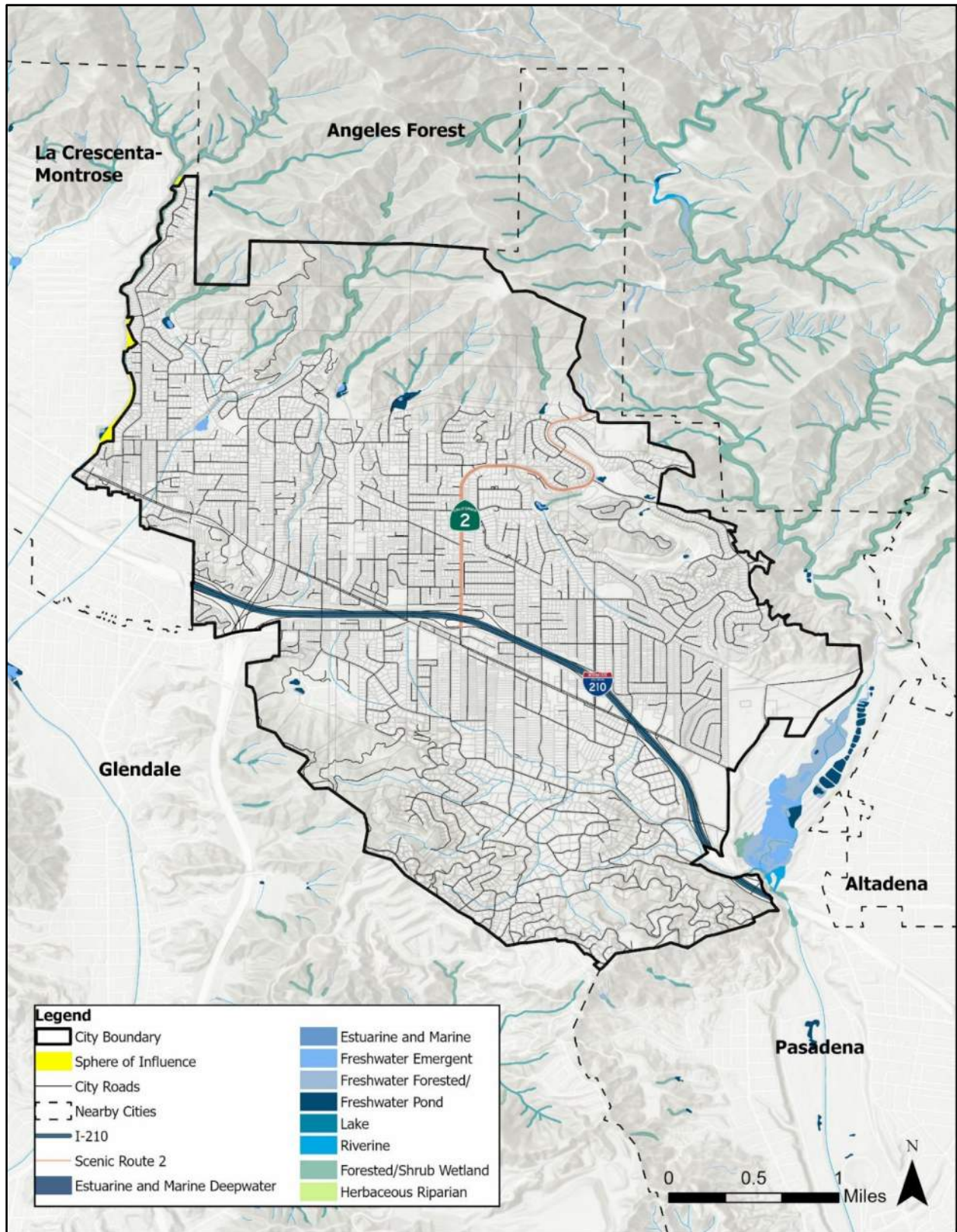
WETLANDS

According to the National Wetlands Inventory (NWI)⁸, there are four different types of wetlands throughout the Planning Area, including freshwater emergent wetland, freshwater forested/shrub wetland, freshwater pond and riverine. These wetlands and their location throughout the Planning Area are shown on **FIGURE 6**, and are described below.

- **Freshwater Emergent Wetland:** This wetland falls under a Palustrine (P) System, which includes all nontidal wetlands dominated by trees, shrubs, persistent emergent, emergent mosses, or lichens where salinity due to ocean-derived salts is below 0.5 ppt. It is further classified as Emergent (EM), meaning it is characterized by erect, rooted, herbaceous hydrophytes. Vegetation is present for most of the growing season in most years, and freshwater emergent wetlands are usually dominated by perennial plants. Three freshwater emergent wetlands are found within the Planning Area, mostly dispersed throughout the northern portion of the Planning Area and connected to larger wetlands like riverines.
- **Freshwater Forest/Shrub Wetland:** There are four freshwater forest/shrub wetlands throughout the Planning Area. These wetlands are concentrated within the northern portion of the Planning Area between ridges at the base of the San Gabriel Mountains and connected to larger riverines and smaller freshwater ponds.
- **Freshwater Pond:** A freshwater pond is a body of standing artificial or natural water that is usually smaller than a lake. Three freshwater ponds are found throughout the Planning Area, found mostly in open space or natural areas like at the base of the San Gabriel Mountains, and within the southern-central portion of the City in Descanso Gardens. Freshwater ponds are often connected to other wetlands within the Planning Area such as riverines.
- **Riverine:** Riverine wetlands include all wetlands and deepwater habitats contained within a channel, except for wetlands dominated by vegetation, and habitats with a high salinity (over 0.5 ppt). Riverine wetlands appear as channels of water that connect to the sea or smaller bodies of water, such as lakes or streams. Two large riverine wetlands flow throughout the Planning Area, primarily in the northern and southern portions. The riverines form a network of water channels that connect to smaller freshwater ponds or freshwater wetlands in the Planning Area.

⁸ U.S. Fish and Wildlife. National Wetlands Inventory. [Wetlands Mapper | U.S. Fish & Wildlife Service](#). 2025. Accessed October 2025.

FIGURE 6: WETLANDS



GEOLOGY AND SOILS

The Planning Area is located on the Transverse Range province of southern California (FIGURE 7). The Transverse Ranges extend from the western part of the southern California coast, where the Santa Ynez mountains plunge under the Pacific Ocean at Point Arguello, to the eastern end of the Little San Bernardino Mountains, in central Riverside County, and even to points beyond. The total length of the Transverse Ranges exposed above sea level is about 300 miles and is characterized by great topographic contrasts, including much of the highest ground in southern California.⁹

More specifically, the Planning Area is defined within the San Gabriel Mountains range: a bold, high mass that extends from the east end of the Ventura basin near Newhall to Cajon Canyon northeast of San Bernadino, about 60 miles. This range is lens-shaped in plan and rises to general altitudes of 5,000 to 9,000 feet. The range is bounded on all sides by major faults and is composed of plutonic igneous rocks of late Mesozoic age, together with a very complex series of older plutonic, metasedimentary, and meta-volcanic rocks. The Verdugo Mountains and San Rafael Hills form a ridge, 15 miles long and 3 miles wide, that is an upfaulted sliver of crystalline rocks along the south side of the western San Gabriel Mountains¹⁰. This ridge forms a part of the east boundary of the San Fernando Valley, northeast of Los Angeles.

Within the San Gabriel Mountain range, the Planning Area rests on the Crescenta Valley: a south-ward-sloping piedmont plain formed at the foot of the San Gabriel Range, flanked on the southeastern border by the San Rafael Hills.¹¹ This creates a varied topography throughout the Planning Area with elevations ranging from 970 feet in low-lying areas to about 2,400 feet at the highest neighborhood on the northern side. Crescenta Valley is composed of soil attributed to the Hanford and Vista-Amargosa soil associations (FIGURE 8). Low-lying areas rest upon Hanford soils, while upland regions are supported by Vista-Amargosa soil. Hanford soils are composed of loam and sandy loam soils formed on gently sloping alluvial fans below 3,500 feet in elevation. Vista-Amargosa soils consist of shallower sandy loam soils on steep bedrock slopes at elevations ranging from 1,300 feet to 3,900 feet.¹²

Mineral resources are defined as mineral deposits that contain useful concentrations of valuable minerals, which may or may not be economically viable to extract. They become classified as mineral or ore reserves when they can be mined profitably based on technological processes and market conditions. Several areas identified as mineral resource zones are located in the vicinity of the Planning Area. According to the California Geological Survey's Update of Mineral Land Classification of Portland Cement Concrete Aggregate in Los Angeles County (Open File Report 94-14), the Planning Area lies within MRZ-2 (areas of regionally significant mineral deposits), located on the northeastern side. The Planning Area does not have manufacturing or industrial development, so there are no oil or gas fields located within the Planning Area (CalGEM Well Finder, 2025).

⁹ Thomas L. Bailey and Richard H. Jahns. Geology of the Transverse Range of Southern California. [289179767.pdf](#). Accessed November 2025.

¹⁰ Ibid.

¹¹ U.S. Department of the Interior. Flood in La Canada Valley California. <https://pubs.usgs.gov/wsp/0796c/report.pdf>. Accessed November 2025.

¹² City of La Canada Flintridge. Local Hazard Mitigation Plan 2024-2029. [LHMP2024to2029.pdf](#). Accessed November 2025.

FIGURE 7: GEOLOGY

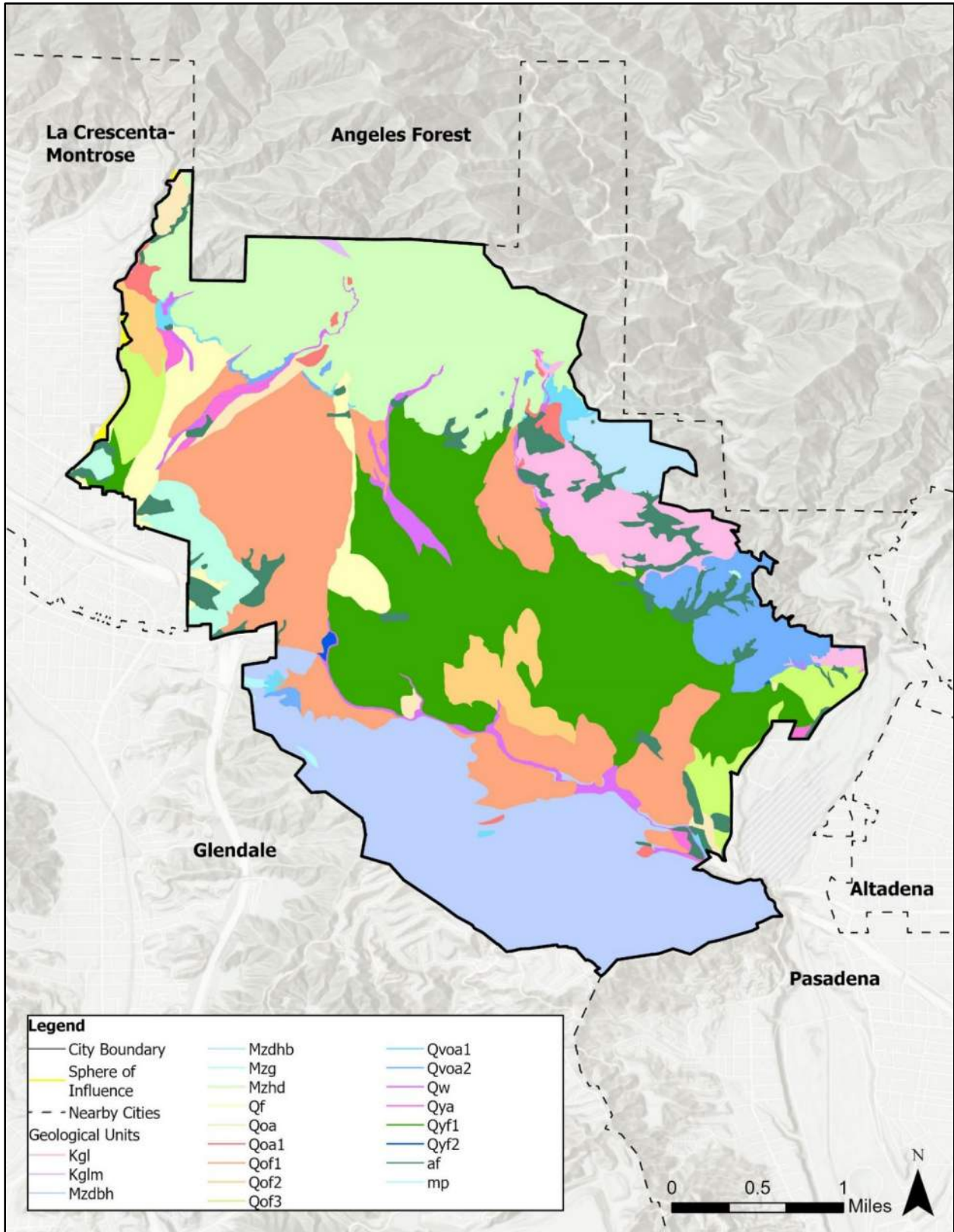
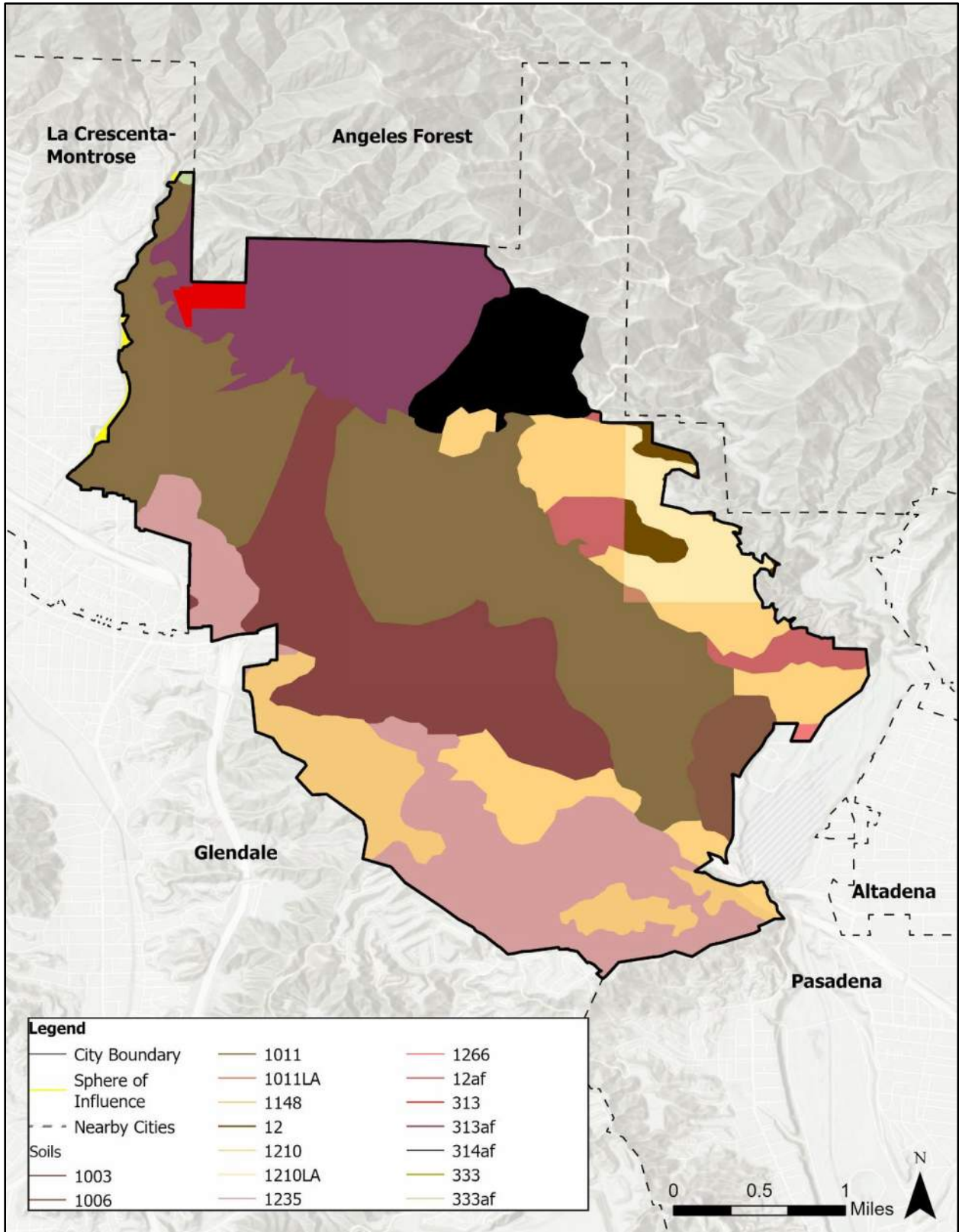


FIGURE 8: SOILS



CULTURAL AND HISTORICAL RESOURCES

Throughout its history, La Cañada Flintridge has been shaped by a diverse tapestry of people and events, each leaving a distinct mark on the city’s landscape. From its earliest days—when the Shoshonean people thrived among its hills—to the era of Spanish missions and ranchos, every chapter adds depth to its story. As the City evolved, welcoming new settlers and embracing transformative milestones like the arrival of the scientific institution, Jet Propulsion Laboratory, its character became richer and more complex. This appreciation for the past is still evident today. Many of La Cañada Flintridge’s buildings and sites are recognized for their historical significance, reflecting the architectural styles, stories, and aspirations of those who came before.¹³



Historic Resources

Within the City of La Cañada Flintridge, multiple buildings have been identified as significant historical resources at the local, state, and federal levels, as shown in **TABLE 4**. Under the California Government Code Sections 50280-50290, also known as the Mills Act, local governments are allowed to establish, implement, and manage their own historical preservation program. Cities may enter in a contract with owners that have qualifying historic properties to provide tax reduction incentives to restore, rehabilitate and use historic properties. These properties are essential parts of the City’s history. There are currently 84 structures registered as historic resources in the City of La Cañada Flintridge, showcasing the city’s rich history and the enduring stories told by its historic buildings.

Archaeological Resources

No historical archaeological sites have been identified or recorded within the City of La Cañada Flintridge¹⁴.

TABLE 4: HISTORICAL LANDMARKS

Structure	Year	Location	Listing
Lanterman House	1915	4420 Encinas Drive	National Register of Historic Places
Residence	1901	4905 Alta Canyon Rd	Local
Residence	1929	4936 Alta Canyon Rd	Local

¹³ City of La Cañada Flintridge, City History, <https://lcf.ca.gov/city-history/>

¹⁴ City of La Cañada Flintridge, Mitigated Negative Declaration and Initial Study Checklist, <https://lcf.ca.gov/wp-content/uploads/2021/10/600-Foothill-Mixed-Use-MND.pdf>



Structure	Year	Location	Listing
Degnan Residence	1925	5200 Alta Canyon Rd	Local
Residence	1927	5237 Alta Canyon Rd	Local
Earl Residence	1965	5521 Alta Canyon Rd	Local
Residence	1925	3924 Alta Vista Dr	Local
Residence	1927	3932 Alta Vista Dr	Local
Wall Residence	1929	3972 Alta Vista Dr	Local
Standish Mitchyell Residence	1923	632 Berkshire Ave	Local
Douglas Mitchell Residence	1923	640 Berkshire Ave	Local
Dryborough Hall; Villa Ardbnaree	1918	700 Berkshire Ave	Local
Residence	1930	701 Berkshire Ave	Local
Residence	1916	800 Berkshire Ave	Local
Residence	1923	348 Blythe Rd	Local
McCollum Residence; Mille Fleurs	1932	5026 Castle Rd	Local
Wallace Residence; El Nido	1911	5455 Castle Knoll Rd	Local
Residence	1927	600 Chatham Pl	Local
Residence	1926	3713 Chevy Chase Dr	Local
Edward Residence	1926	3718 Chevy Chase Dr	Local
Residence	1926	3733 Chevy Chase Dr	Local
Residence	1921	4225 Chevy Chase Dr	Local
Residence	1929	4230 Chevy Chase Dr	Local
Green Residence	1927	4151 Commonwealth Ave	Local
Residence	1914	2102 Cross St	Local
Residence	1927	503 Dartmouth Pl	Local
Katherine Flint Residence	1929	524 Dartmouth Pl	Local
Residence	1932	900 Descanso Dr	Local
Descanso Gardens	-	1418 Descanso Dr	Local and National Register
Endicott Residence	1966	3820 Domal Ln	Local
Residence	1927	4162 Dorset Pl	Local
Martin Residence	1928	4163 Dorset Pl	Local
Residence	1926	5103 Earl Dr	Local
Residence	1931	1741 Earlmont Ave	Local
Residence	1929	1694 Fairmount Ave	Local
Edwin T. Earl Residence	1911	1743 Fairmount Ave	Local
Residence	1914	1135 Fairview Drive	Local
Residence	1915	700 Flintridge Ave	Local
(William) Flint Residence	1949	758 Flintridge Ave	Local
Thomas Residence	1924	887 Flintridge Ave	Local
Residence	1929	607 Foxwood Rd	Local
Residence	1924	435 Georgian Rd	Local
Eckhardt Residence	1932	501 Georgian Rd	Local
Residence	1925	530 Georgian Rd	Local
Salisbury Residence	1925	4420 Gould Ave	Local
(Daniel) Green Residence	1921	1023 Green Ln	Local



Structure	Year	Location	Listing
Gantvoort Residence	1949	3778 Hampstead Rd	Local
Mckay Residence	1922	810 Highland Dr	Local
Robbins Residence	1927	717 Hillcrest Ave	Local
Hanson Residence	1922	739 Hillcrest Ave	Local
Jutten Residence	1918	757 Hillcrest Ave	Local
Motley Flint Residence	1926	811 Inverness Dr	Local
Residence	1929	5147 Jarvis Ave	Local
Lewin Residence	1962	5210 Jessen Dr	Local
Gainsburg Residence	1948	1210 Journeys End Dr	Local
McLaglen Residence; Fairhaven	1927	1219 Journeys End Dr	Local
Residence	1930	4630 La Canada Bl	Local
Residence	1928	4720 La Canada Bl	Local
Residence	1918	5250 La Canada Bl	Local
Residence	1925	1966 Lombardy Dr	Local
Residence	1932	2102 Lyans Dr	Local
Residence	1923	381 Meadow Grove St	Local
Residence	1931	384 Meadow Grove St	Local
Residence	1928	535 Meadow Grove St	Local
Residence	1926	551 Meadow Grove St	Local
Cavens Residence	1925	555 Meadow Grove St	Local
Residence	1924	566 Meadow Grove St	Local
Residence	1930	582 Meadow Grove St	Local
Residence	1926	605 Meadow Grove St	Local
La Casa Bonita	1922	619 Meadow Grove St	Local
Barneson Residence	1934	4852 Ocean View Bl	Local
Residence	1910	818 Old Landmark Ln	Local
Residence	1927	1937 Orchard Ln	Local
Moses Residence	1890	4725 Palm Dr	Local
Squire House	1956	5323 Palm Dr	Local
Phillips Residence	1928	445 Somerset Pl	Local
Harrison Residence	1927	453 Somerset Pl	Local
Flintridge Hotel; Flintridge Biltmore	1876	440 St Katherine Dr	Local
Residence	1957	1401 Sugar Loaf Dr	Local
Jacob Lanterman Residence; Homewood	1876	1322 Verdugo Bl	Local
Residence	1925	4111 Woodleigh Ln	Local
Residence	1926	4166 Woodleigh Ln	Local
Residence	1930	4174 Woodleigh Ln	Local
Berkus Residence	1966	4305 Woodleigh Ln	Local
La Cañada Thursday Club	1923	4440 Woodleigh Ln	Local
Source: City of La Cañada Flintridge Official Register of Historic Properties (February 17, 2026)			

ENERGY CONSERVATION

Renewable Energy

Southern California Edison (SCE) provides electricity to the City, and the City receives its natural gas through Southern California Gas Company. The City is aligning itself with state-wide initiatives to adopt policies and plans that maximize energy conservation through the implementation of renewable energy. As such, the City Council approved membership to the Clean Power Alliance (CPA) in November 2023 to provide residents and businesses with greater access to renewable energy options. City Council selected CPA's 100% Green energy tier as the primary energy rate for residents and businesses. This decision reflects the City's commitment to sustainability and reducing its carbon footprint by providing 100% renewable energy from sources like the sun and wind. This transition is expected to take place in October 2025.¹⁵

Green Initiatives

The City has created several initiatives to increase sustainability and energy efficiency in recent years. In October 2025, the City transitioned to Green Halo for tracking all Construction & Demolition (C&D) waste management.¹⁶ The adoption of Green Halo is expected to enhance the user experience for contractors, developers and residents by offering a centralized, user-friendly interface for waste diversion tracking and documentation. This change aligns with the City's environmental goals and ensures compliance with state and local recycling requirements. Other recent initiatives include launching a Property Assessed Clean Energy (PACE) Program.¹⁷ Through its partnership with the California Statewide Communities Development Authority (CSCDA), the CSCDA PACE program provides financing for both residential and commercial property owners to overcome the strain of up-front payments to implement renewable energy upgrades. In addition to this, the City has also formed a Sustainability and Resilience Commission¹⁸ to advise City Council on key environmental and sustainability issues affecting the surrounding community. The city established an instant solar permit (ISP) program¹⁹ to streamline the permitting process by instant issuing an ISP for code-compliant systems.

2024 Climate Action and Adaptation Plan

In 2024, the City approved its comprehensive 2024 Climate Action and Adaptation Plan (CAAP).²⁰ It was part of a multi-year effort by the community and the City to create a guiding document to achieve greenhouse gas emission reductions in both municipal operations and community wide. The plan includes a vision and commitment to achieve carbon neutrality by 2045, with interim goals of reducing emissions by 40% by 2030 and 58% by 2035. Key strategies include transitioning to 100% renewable energy, increasing electric vehicle

¹⁵ La Canada Flintridge. Clean Power Alliance. [Clean Power Alliance | City of La Cañada Flintridge](#). Accessed November 2025.

¹⁶ La Canada Flintridge. New Waste Management Tracking System Green Halo, [City of La Cañada Flintridge Transitions to New Waste Management Tracking System Green Halo | City of La Cañada Flintridge](#). Accessed November 2025.

¹⁷ La Canada Flintridge. LCF Begins CSCDA PACE Program Partnership. [LCF Begins CSCDA PACE Program Partnership | City of La Cañada Flintridge](#). Accessed November 2025.

¹⁸ La Canada Flintridge. Sustainability and Resilience Commission. [Applications Now Open for City of La Cañada Flintridge's New Sustainability and Resilience Commission | City of La Cañada Flintridge](#). Accessed November 2025.

¹⁹ La Canada Flintridge. SolarApp+. [SolarApp+ | City of La Cañada Flintridge](#). Accessed November 2025.

²⁰ La Canada Flintridge. Climate Action and Adaptation Plan. [2024-ClimateActionAdaptationPlan.pdf](#). Accessed November 2025.



infrastructure and promoting building electrification. The CAAP is intentionally a living document that can be revised as needed with clear and transparent metrics by which progress can be both assessed and measured.

SCENIC VISTAS

The City of La Cañada Flintridge is nestled between the San Rafael Hills to the south and the San Gabriel Mountains to the north, located at the eastern end of the Crescenta Valley. Residents can enjoy stunning mountain and hillside views, as well as vistas of the valley, including the Los Angeles Basin and the Arroyo Seco. Both public and private vantage points offer amazing scenic resources to La Cañada Flintridge residents.

Public vantage points include notable locations such as the Interstate 210 (I-210) and State Route 2 (SR 2) freeways that traverse the City, Foothill Boulevard, Angeles Crest Highway (from I-210 north to the Angeles National Forest), and public recreational and open spaces like Cherry Canyon and numerous trails throughout the City. Private vantage points include views from residences, commercial buildings, and private clubs and facilities. Angeles Crest Highway (California SR 2) is identified as an eligible corridor under the California Scenic Highway Program and provides scenic views of the surrounding hillsides, mountains, and the Angeles National Forest.



An aerial photograph of a river valley with dense green and brown vegetation. The river winds through the center. Overlaid on the image are stylized, wavy lines in blue and orange, resembling a graphic design element. The text 'GOALS, POLICIES AND ACTIONS' is centered in white, bold, uppercase letters.

GOALS, POLICIES AND ACTIONS



GOALS POLICIES AND ACTIONS

The goals, policies, and actions in the Conservation Element promote the conservation, preservation, and sustainability of the City's significant resources. They also emphasize and support the interrelationship of all General Plan elements to achieve a sustainable community.

CNE GOAL 1: Preserve and conserve natural resources in the community.

CNE Policy 1.1: Reduce long-term potable water demand through water conservation measures and expanded use of recycled and alternative water sources, where available, to reduce the projected demand for water service.

CNE Action 1.1.1: Coordinate with local water providers to align City land use policies with regional water conservation programs and drought response measures including supporting tiered or water budget-based rate structures, seasonal irrigation restrictions, and long-term demand reduction strategies administered by water providers.

CNE Action 1.1.2: Facilitate the expanded use of graywater and other on-site water reuse systems consistent with State plumbing standards, including streamlining permitting, providing pre-approved system templates, offering education and outreach, removing regulatory barriers, incentivizing installation, and considering requirements for new development where appropriate.

CNE Action 1.1.3: Coordinate with local water providers to implement and enhance ongoing public education programs that promote water conservation, drought resilience, and efficient indoor and outdoor water use.

CNE Action 1.1.4: Conduct a review of the City's Water Efficient Landscape Ordinance and related development standards at least every five years to:

- Maintain consistency with updated State landscape efficiency requirements.
- Evaluate opportunities to strengthen local water efficiency standards beyond State minimum requirements.
- Assess water budget thresholds and turf limitations.
- Develop strategies to reduce high outdoor water use in new development, major remodels, and existing large-lot residential properties.
- Evaluate demand-offset or water-neutral development approaches, where legally and technically feasible.
- Integrate wildfire-resilient plant palettes and defensible space compatibility.

CNE Action 1.1.5: Coordinate with Caltrans to promote the use of recycled or non-potable water for irrigation and landscaping within freeway rights-of-way, where infrastructure is available.

CNE Policy 1.2: Protect and enhance surface water and groundwater quality.

CNE Action 1.2.1: Require the implementation of Low Impact Development (LID) stormwater management techniques for new and redeveloped projects consistent with the City's MS4 Permit and State Water Resources Control Board requirements to:

- Minimize pollutant loading and maintain pre-development hydrologic conditions to the maximum extent practicable.

- Control post-development runoff rates and volumes to reduce downstream erosion and protect stream habitat, consistent with applicable hazard mitigation standards.
- Maximize on-site infiltration and groundwater recharge where geologically appropriate.
- Preserve wetlands, riparian corridors, and appropriate buffer zones, and limit unnecessary vegetation clearing while protecting natural drainage patterns.
- Incorporate structural and non-structural best management practices (BMPs) such as tree wells, retention basins, bioswales, rain gardens, and permeable surfaces; to manage stormwater quality and quantity.

CNE Action 1.2.2: Coordinate with regional agencies and environmental partners to support water quality improvement efforts within the Arroyo Seco Watershed.

CNE Action 1.2.3: Support implementation of the Flint Wash Restoration Project and similar watershed enhancement initiatives to improve water quality and ecological function.

CNE Action 1.2.4: Integrate green infrastructure and stormwater management features into corridor and gateway improvement projects to enhance watershed protection and urban greening.

CNE Action 1.2.5: Implement public education programs that promote stormwater pollution prevention, watershed protection, and proper disposal of household and commercial pollutants.

CNE Action 1.2.6: Continue to upgrade and maintain the City's stormwater drainage infrastructure, to improve stormwater quality and regulatory compliance, while coordinating with flood control and hazard mitigation improvements addressed in the Safety Element.

CNE Action 1.2.7: Require all new development and major renovation projects with potential groundwater impacts to demonstrate compliance with State and federal water quality standards and implement appropriate mitigation measures.

CNE Action 1.2.8: Prior to approval of development on vacant lands require confirmation of adequate wastewater treatment facility and connection to an approved sewer or septic system consistent with applicable health and safety standards.

CNE Policy 1.3: Reduce energy consumption and greenhouse gas emissions through energy efficiency, renewable energy, and sustainable development practices.

CNE Action 1.3.1: Require climate responsive site and building design in new development and major renovations, including energy efficiency measures that meet or exceed applicable Title 24 and CalGreen standards and are consistent with City's Climate Action and Adaptation Plan.

CNE Action 1.3.2: Incorporate urban heat island reduction strategies in public and private development, including cool roofs, reflective or permeable paving, and expanded tree canopy and shade infrastructure.

CNE Action 1.3.3: Continue to implement and expand energy efficiency and renewable energy improvements in municipal facilities and operations, including fleet modernization, building retrofits, and employee commute reduction programs, and serve as a model for community energy conservation.

CNE Action 1.3.4: Maintain and update outdoor lighting standards in the Zoning Code to require energy-efficient fixtures and appropriate light levels consistent with State standards and dark-sky principles.



CNE Action 1.3.5: Facilitate installation of on-site renewable energy systems, including solar photovoltaic and solar-ready infrastructure, consistent with State energy standards and streamlined permitting requirements.

CNE Action 1.3.6: Promote participation in available rebate, incentive, and financing programs for energy efficiency and renewable energy projects and evaluate opportunities for local incentives or expedited permitting where feasible.

CNE Action 1.3.7: Coordinate with energy providers to expand community outreach and education regarding energy conservation programs, demand-reduction strategies, and renewable energy opportunities.

CNE Action 1.3.8: Continue to implement State electric vehicle charging requirements and facilitate installation of EV charging infrastructure in residential, commercial, and public facilities.

CNE Policy 1.4: Reduce solid waste generation and increase diversion of recyclable and organic materials from landfills.

CNE Action 1.4.1: Continue implementation and enforcement of State-mandated recycling, organic waste diversion, and edible food recovery requirements through coordination with authorized waste haulers and ongoing monitoring of compliance.

CNE Action 1.4.2: Continue public education and outreach programs to promote proper recycling and organic waste separation and increase awareness of waste diversion's role in reducing landfill disposal and greenhouse gas emissions.

CNE Action 1.4.3: Promote waste reduction practices, including source reduction, reuse, and recycling, on-site composting, and participation in edible food recovery programs.

CNE Action 1.4.4: Continue to enhance and enforce construction and demolition debris recycling and recovery requirements consistent with State building standards and local ordinance provisions.

CNE Action 1.4.5: Continue compliance with State organic waste procurement requirements and expand the use of compost, mulch, and other recycled materials in municipal operations to reduce landfill waste and support climate resilience.

CNE Goal 2: Preserve and strengthen habitat connectivity, native ecosystems, and the urban forest to support biodiversity, climate resilience, and community safety while balancing wildfire risk reduction.

CNE Policy 2.1: Protect and enhance biological resources, including native vegetation communities, wildlife habitat, and ecological connectivity while balancing wildfire safety and protection of life and property.

CNE Action 2.1.1: Preserve publicly owned open space and pursue acquisition, conservation easements or other land protection mechanisms from willing sellers for properties containing significant biological resources, including native vegetation communities, riparian corridors, and wildlife habitat, consistent with available funding and safety considerations. Open space areas of particular ecological and scenic value include Cherry Canyon, Weber Canyon, Gould Canyon,



Winery Canyon, Hall-Beckley Canyon, Snover Canyon, Hay Canyon, and their surrounding hillsides as well as other priority open space areas identified through ongoing habitat mapping and planning efforts.

CNE Action 2.1.2: Maintain and periodically update citywide biological resource mapping and habitat inventories, as feasible, to inform land use planning, environmental review, and open space conservation priorities.

CNE Action 2.1.3: Require, through applicable zoning, development standards, and environmental review processes, that new development adjacent to sensitive biological resources or open space areas incorporates appropriate buffers, habitat-sensitive site design, and native landscaping compatible with adjacent ecosystems, while meeting wildfire defensible space requirements.

CNE Policy 2.2: Protect, expand, and strategically manage the City's urban forest as a critical climate resilience and public health asset.

CNE Action 2.2.1: Maintain and periodically update the Tree Preservation Ordinance to protect significant trees, regulate removals, and strengthen replacement standards consistent with climate adaptation and wildfire safety requirements.

CNE Action 2.2.2: Prioritize urban tree canopy expansion in heat-vulnerable neighborhoods, streets, parking areas, and public facilities to reduce localized heat impacts and improve environmental equity.

CNE Action 2.2.3: Integrate urban forestry planning into capital improvement projects, streetscape enhancements, park improvements, and public infrastructure upgrades.

CNE Action 2.2.4: Establish long-term maintenance, replacement, and canopy monitoring strategies to sustain tree health and track canopy coverage trends over time.

CNE Action 2.2.5: Consider a target of up to 50% shaded parking area at tree maturity or through equivalent shade structures, where feasible and consistent with fire safety requirements.

CNE Action 2.2.6: Incorporate carbon sequestration and long-term canopy coverage considerations into urban forestry planning and open space management strategies.

CNE Policy 2.3: Identify, protect, and enhance wildlife movement corridors, stepping-stone habitats, and pollinator pathways, and reduce barriers to wildlife movement, to maintain ecological connectivity within the City and between regional habitat areas.

CNE Action 2.3.1: Identify, map, and periodically update priority wildlife movement areas within the City using local knowledge and best available science and coordination with CDFW, including:

- The northern foothill interface with Angeles National Forest
- The Southern California Edison transmission easement corridor
- Arroyo Seco buffer areas
- San Rafael Hills and canyon systems

CNE Action 2.3.2: Incorporate mapped wildlife corridors and habitat linkages into land use planning, zoning, capital improvement planning, and environmental review processes.

CNE Action 2.3.3: Encourage habitat-sensitive design in identified connectivity areas, including:

- Permeable fencing or wildlife-friendly barriers
- Reduced nighttime lighting where appropriate



- Native understory planting
- Avoidance of unnecessary fragmentation

CNE Action 2.3.4: Identify and evaluate physical and operational barriers to wildlife movement, including major roadways (such as the I-210 Freeway), fencing, channelized drainage facilities, lighting, and other infrastructure, and develop strategies to avoid, minimize, or mitigate fragmentation where feasible.

CNE Action 2.3.5: Evaluate and incorporate wildlife-friendly design features in culverts, bridges, drainage channels, and roadway improvements within identified habitat connectivity areas to reduce barriers to movement for small and medium-sized wildlife species.

CNE Action 2.3.6: Promote the establishment of pollinator-supportive landscapes in public rights-of-way, parks, utility corridors, and private development through use of native flowering species and reduced pesticide use.

CNE Action 2.3.7: Evaluate the feasibility, in coordination with Southern California Edison, of enhancing the Southern California Edison transmission easement as a multi-benefit corridor that may support pollinator habitat and wildlife connectivity, and/or limited passive or active recreation facilities, while retaining the existing recreational trail and ensuring compatibility with utility maintenance, safety, and operational requirements.

CNE Action 2.3.8: Coordinate with adjacent jurisdictions (including Pasadena and Glendale), the Angeles National Forest, conservancies, Southern California Edison, Caltrans, and the California Department of Fish and Wildlife to improve regional habitat connectivity and address major barriers such as the I-210 Freeway and other transportation corridors.

CNE Action 2.3.9: Pursue state and federal grant funding, cost-sharing arrangements, and public-private partnerships to evaluate and implement wildlife crossing improvements, habitat restoration, and corridor enhancements.

CNE Action 2.3.10: Following wildfire events, coordinate with regional agencies, land managers, and utility providers to assess impacts to wildlife corridors, pollinator habitat, and native vegetation, and prioritize restoration actions that:

- Stabilize soils and reduce erosion in burned foothill and canyon areas
- Reestablish native plant communities and pollinator-supportive species
- Prevent the spread of invasive species that can dominate post-fire landscapes
- Restore or enhance wildlife movement pathways disrupted by fire, debris flows, or emergency repairs
- Integrate habitat recovery with trail repair and infrastructure restoration where feasible

CNE Action 2.3.11: Maintain an up-to-date FEMA-approved Local Hazard Mitigation Plan and actively pursue state and federal hazard mitigation and post-disaster recovery funding to support habitat restoration, erosion control, and wildlife corridor repair following wildfire and climate-related events.

CNE Action 2.3.12: Promote public education and design strategies to reduce human-wildlife conflicts in foothill and canyon areas, including wildlife-friendly fencing, responsible waste storage practices, and habitat-sensitive landscaping.



CNE GOAL 3: Preserve natural landforms, scenic resources, and community character that define the foothill setting.

CNE Policy 3.1: Require new development to be compatible with City's natural landforms, scenic resources, and established built character.

CNE Action 3.1.1: Continue to implement and periodically update the Hillside Development Ordinance to strengthen grading, erosion control, and vegetation management standards that minimize soil disturbance, protect natural landforms, reduce sedimentation, and address post-wildfire debris flow risks in coordination with the Safety Element.

CNE Action 3.1.2: Protect prominent landforms including ridgelines, knolls, waterways, creeks (either dry or active), canyons, or other unique topographic features or viewsapes and limit alteration except where necessary for public safety or reasonable development.

CNE Action 3.1.3: Minimize visual impacts to hillside viewsapes by regulating grading, building placement, road alignments, cuts and/or fill slopes to avoid prominent scarring or skyline intrusion.

CNE Action 3.1.4: Continue to implement and periodically update the City's Tree Preservation Ordinance to maintain the wooded character and scenic quality of the community.

CNE Action 3.1.5: Pursue acquisition, conservation easements, or other land protection mechanisms from willing sellers for properties containing prominent landforms and scenic resources, consistent with available funding.

CNE Policy 3.2: Protect scenic viewsapes from public vantage points and designated corridors and community landmarks.

CNE Action 3.2.1: Continue to implement and periodically evaluate development standards and design review criteria that protect scenic views along Angeles Crest Highway, Foothill Boulevard, and other designated view corridors.

CNE Action 3.2.2: Preserve the unique views of the mountains and foothills as seen from Foothill Boulevard by continuing to implement the development standards and design guidelines in the Hillside Development Ordinance and Downtown Village Specific Plan.

CNE Goal 4: Encourage the preservation of significant historical resources within the City.

CNE Policy 4.1: Protect and preserve archaeological, historical, tribal, and other significant cultural resources within the City.

CNE Action 4.1.1: Maintain and implement procedures for designation and preservation of local historical resources consistent with the Municipal Code and applicable preservation standards.

CNE Action 4.1.2: Continue to administer the Mills Act program, where feasible, to incentivize preservation and rehabilitation of designated historic properties consistent with adopted program guidelines.

CNE Action 4.1.3: Promote public awareness of the City's cultural and historic resources through educational programs, outreach, social media articles, and interpretive materials.



CNE Action 4.1.4: Support installation of plaques, markers, or interpretive displays to commemorate significant historic and cultural sites.

CNE Action 4.1.5: Evaluate acquisition, conservation easements, or adaptive reuse opportunities for significant historic structures where feasible and consistent with available funding.



ATTACHMENT 6

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 Canyon 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:

- 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.



Foothill Freeway approaching SR-2

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

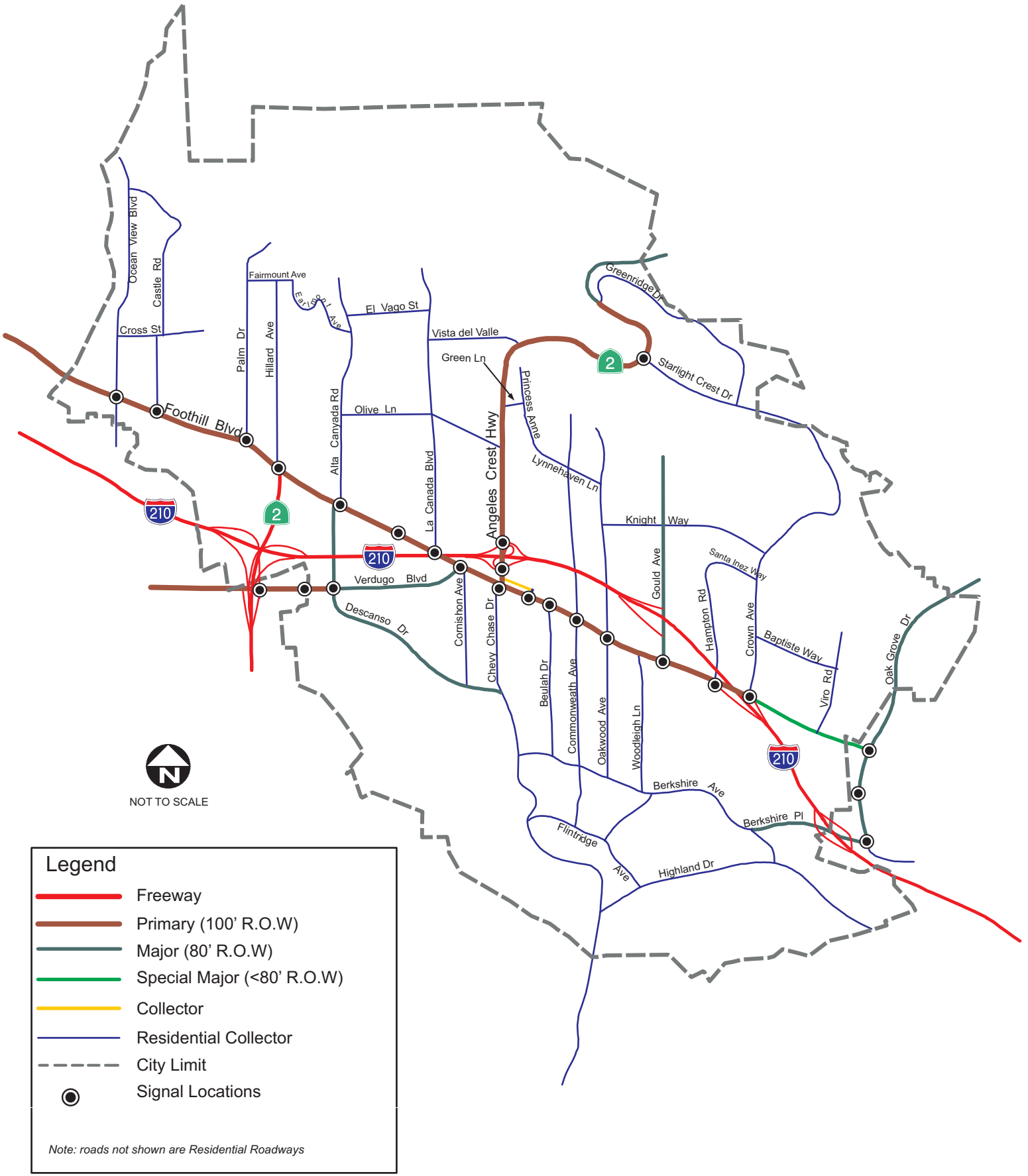
This classification has an ideal 80-foot curb-to-curb width within a 100-foot right-of-way. A four-lane, divided roadway can be provided within this street section, based on the typical section shown in Figure CE-2. However, the actual design may vary depending on the specific roadway needs. In some 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 Canyon 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

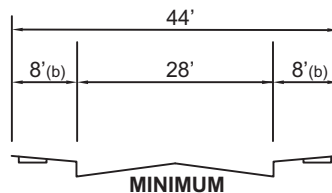
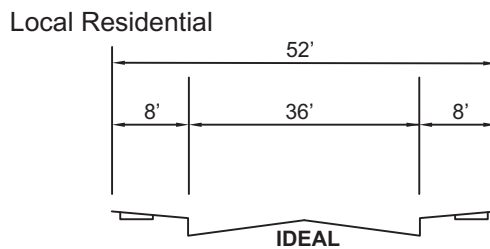
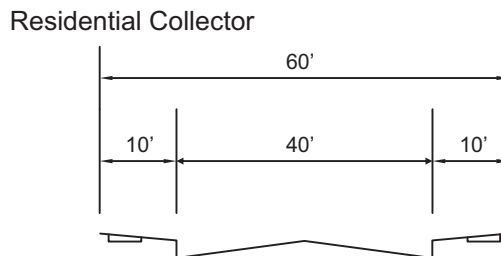
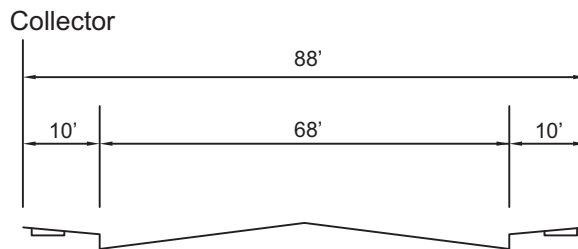
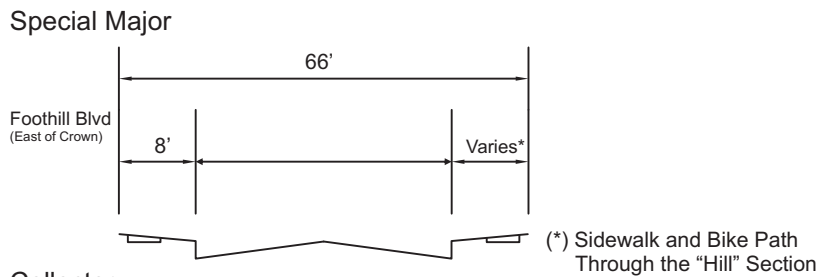
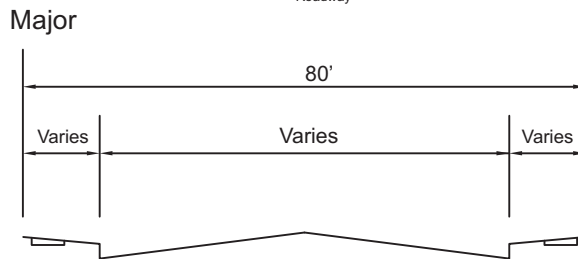
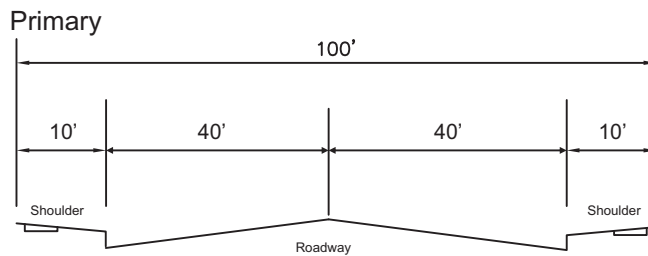
A Major Roadway generally has an ideal 80-foot right-of-way width, but the street width may vary to accommodate the distinctive transportation needs of the specific area. There is one Special Major section on Foothill Boulevard, east of Crown Avenue. This section needs to provide a higher function than 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.



**General Plan
City of La Cañada Flintridge**

**Figure CE-1
Roadway Classification Map**



(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.

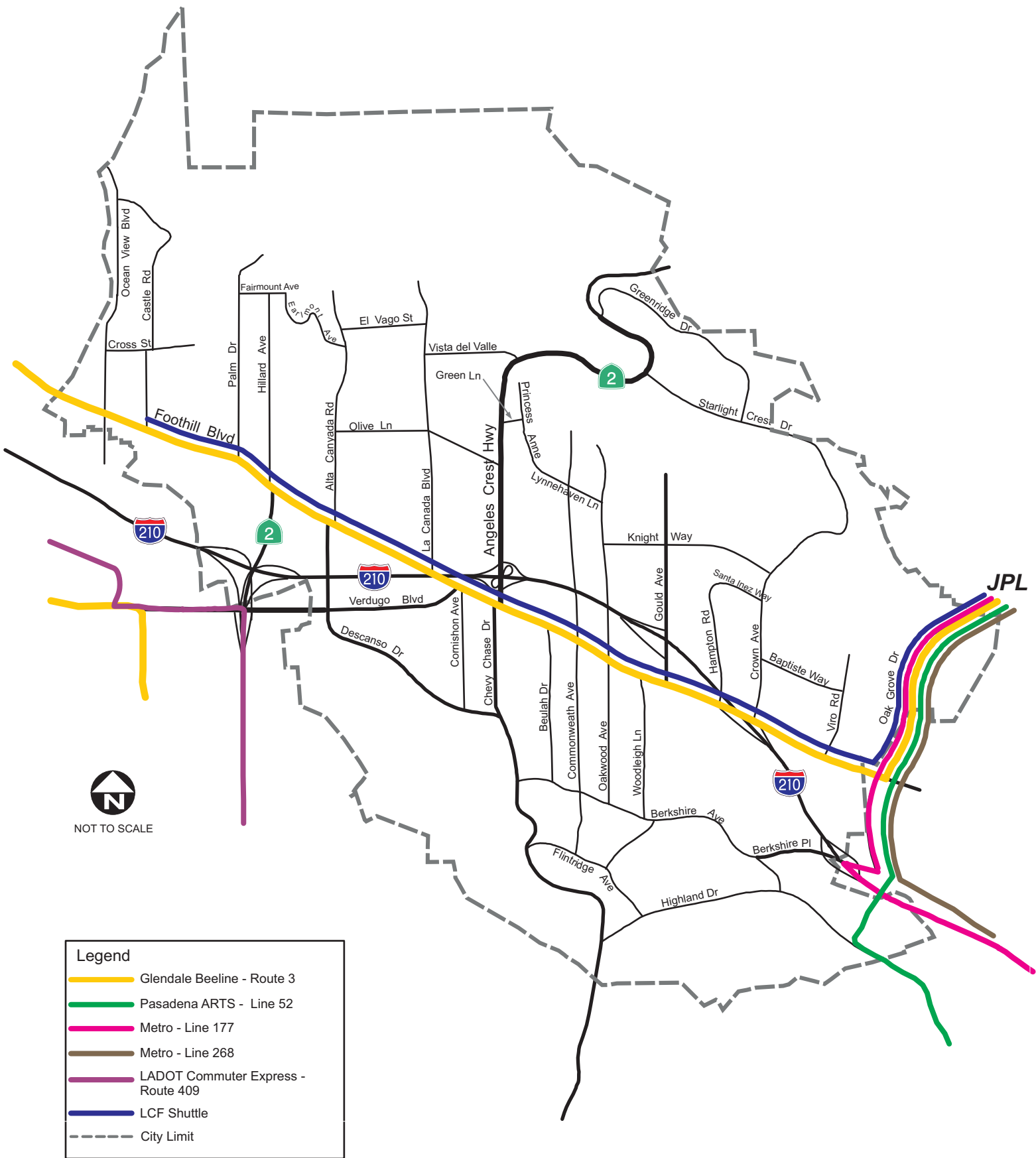
Table CE-1. Typical Daily Roadway Capacity by Roadway Classification

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.



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:

- 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.



Bicyclist 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.



/HJHQG

▲

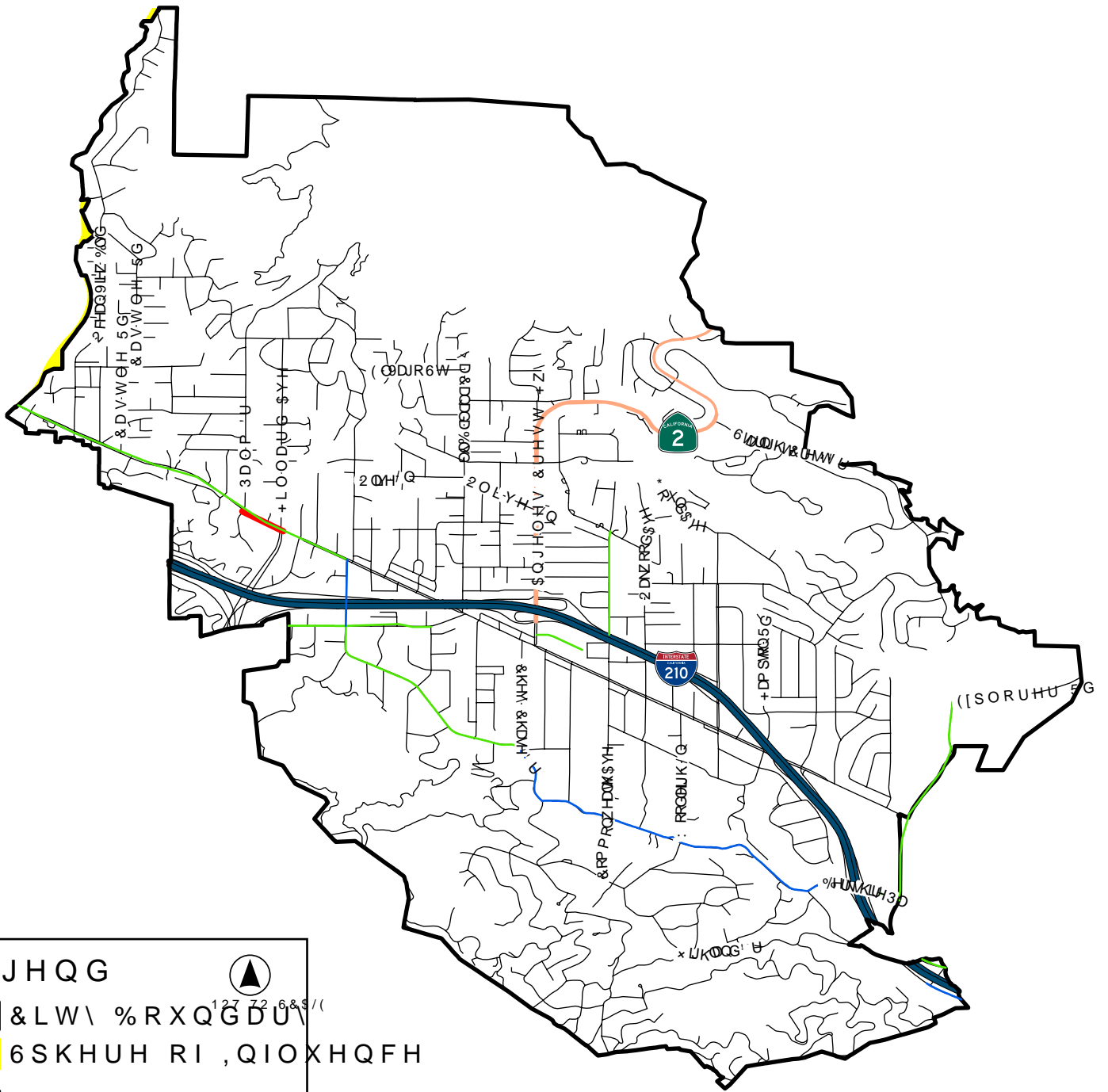
□ &LW\ %RXQGDUV

■ 6SKHUH RI , QIOXHQFH

— ,

— 6WDWH 5RXWH

— 7UDLOV



/HJHQQ

▲

□ &LW\ %RXQGDUV

■ 6SKHUH RI, QIOXHQFH

—

— 6WDWH 5RXWH

— ([LVWLQJ &ODVV ,

— ([LVWLQJ &ODVV ,,

— ([LVWLQJ &ODVV ,,,

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.

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.



Diagonal Parking on Foothill Boulevard

- 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 (2009¹)

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 Canyon Rd	Major Roadway	2	15,600	8,333	0.53	A
Alta Canyon 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.

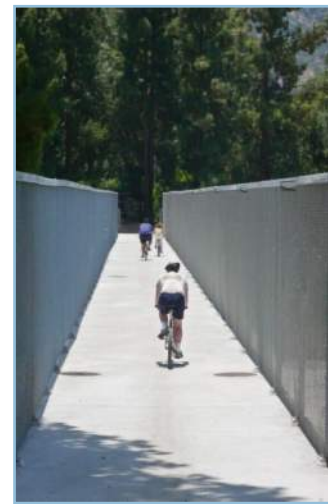
6.4.2 Trip Reduction

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

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.



Cyclists crossing I-210

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 $V/C \geq 0.02$), 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 ($V/C \geq 0.02$). 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

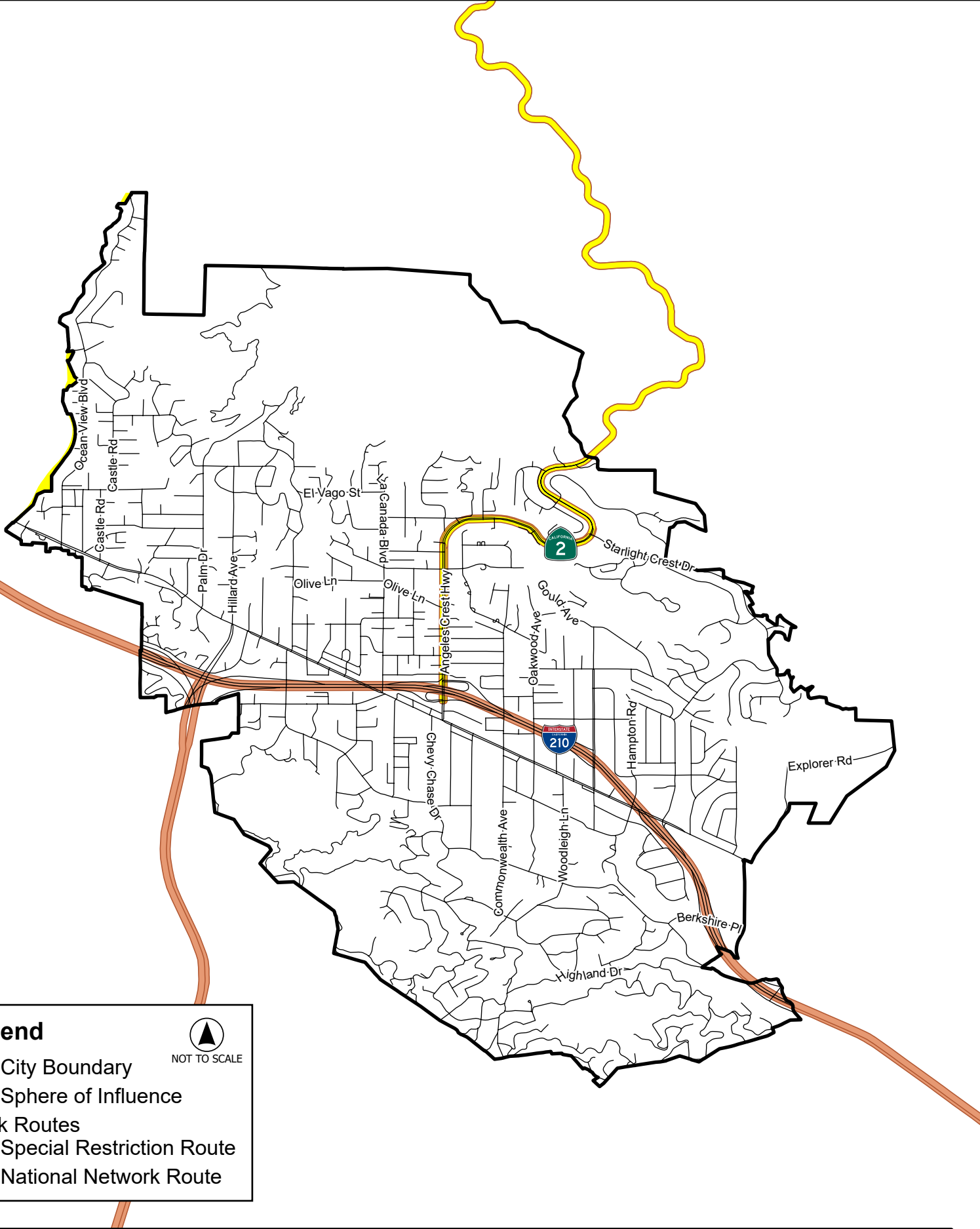
Loading and unloading activity along Foothill Boulevard and adjacent commercial areas has emerged as an important circulation, parking, and business operations issue within the City. Many of the commercial properties along Foothill Boulevard were developed incrementally over time and are located on relatively 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.



Legend

City Boundary

Sphere of Influence

Truck Routes

Special Restriction Route

National Network Route



NOT TO SCALE



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 (2004²) 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 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 Canyon Rd	Major Roadway	2	15,600	9,500	0.61	B
Alta Canyon 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/C¹	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

¹Volume-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

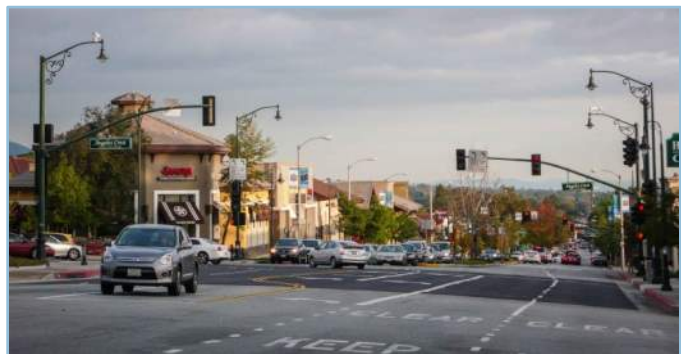
conceived in the DVSP, the North Road is intended as alternative access for the general public to the businesses along Foothill Boulevard.

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.

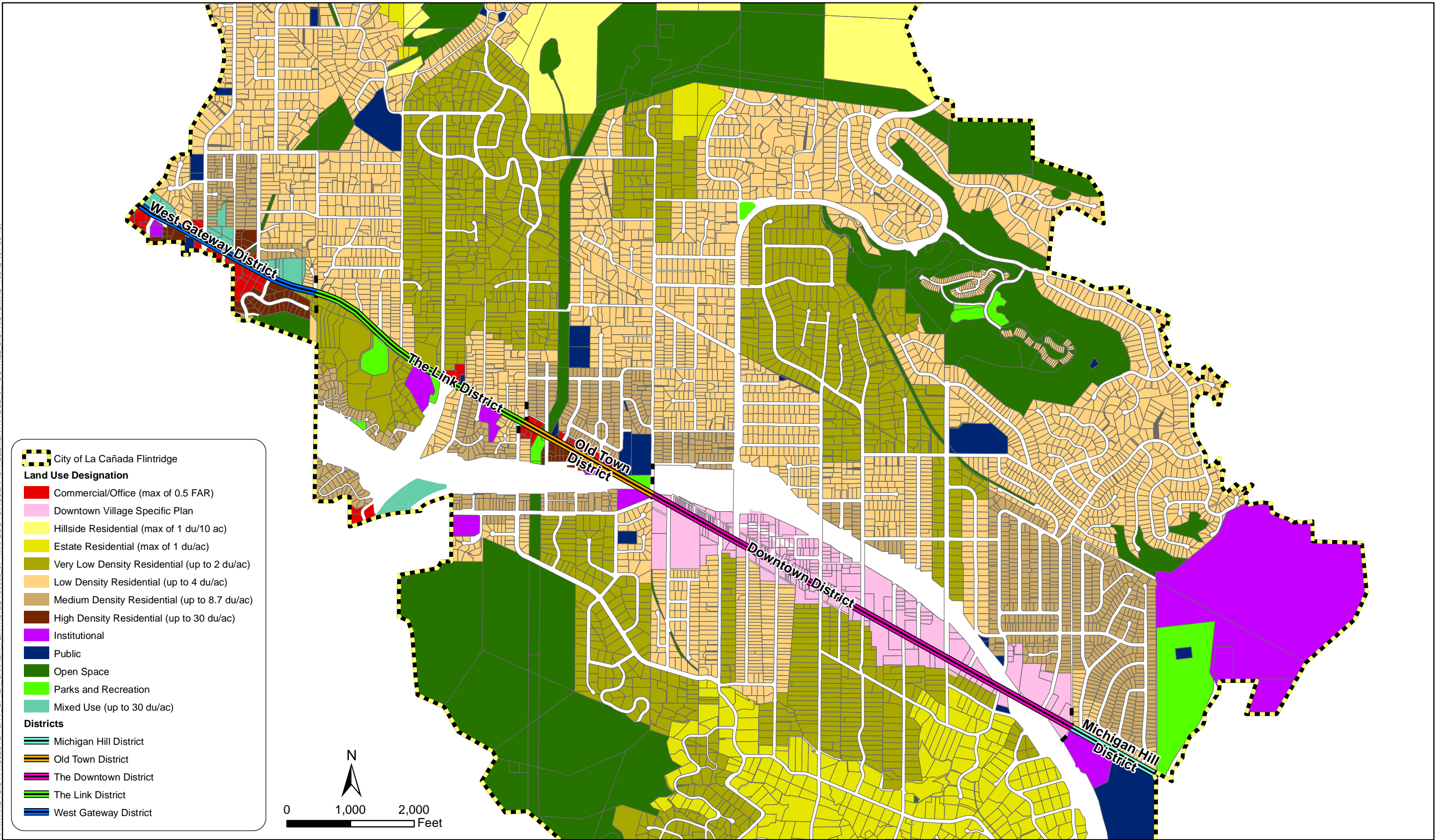
While the DVSP contemplated the realignment of these two intersections to eliminate the offset, the City completed a project in 2008 that signalized the Chevy Chase intersection and operates the two signals as one intersection with full coordination between the two. The City recognizes



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

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.

K:\IRVINE\GIS\PROJECTS\CITY OF LA CAÑADA FLINTRIDGE\1000986_07\MAPDOC\CIRCULATION_ELEMENT\FIGCE_6_FOOTHILL_DISTRICTS.MXD 19542 101-03-13



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

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 OWTs 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 OWTs 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 OWTs are not burdened by overregulation or unreasonable restrictions on the use and enjoyment of their property just because their properties are serviced by an OWT 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 OWTs 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.