

City of La Cañada Flintridge Climate Action and Adaptation (CAAP) Plan Draft Initial Study and Negative Declaration

The following Initial Study has been prepared in compliance with the
California Environmental Quality Act.

Prepared For:

Community Development Department
City of La Cañada Flintridge
One Civic Center Drive
La Cañada Flintridge, CA 91011

Prepared By:

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January 2024

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INTRODUCTION

INITIAL STUDY

The City of La Cañada Flintridge (City or LCF) Community Development Department has prepared this Draft Initial Study / Negative Declaration (IS/ND) to evaluate the potential environmental effects associated with the proposed City's Climate Action and Adaptation Plan (CAAP or 2024 CAAP). As part of the approval process, the CAAP is required to undergo an environmental review pursuant to CEQA. One of the main objectives of CEQA is to disclose to the public and decision makers the potential environmental effects of proposed projects.

CEQA requires that the lead agency prepare an Initial Study (IS) to determine whether an Environmental Impact Report (EIR), Negative Declaration (ND), or a Mitigated Negative Declaration (MND) is needed. The City's Community Development Department is the lead agency for the CAAP under CEQA, and per State CEQA Guidelines Section 15070 has determined that an ND would be prepared. According to the CEQA Guidelines Section 15070, a negative declaration (ND) shall be prepared for a project subject to CEQA when either:

- a) The Initial Study shows there is no substantial evidence, in light of the whole record before the agency, that the proposed project may have a significant effect on the environment; or
- b) The Initial Study identified potentially significant effects, but:
 - 1) Revision in the project plans or proposals made by or agreed to by the applicant before the proposed negative declaration is released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur, and
 - 2) There is no substantial evidence, in light of the whole records before the agency, that the proposed project as revised may have a significant effect on the environment,

If revisions are adopted into the proposed project in accordance with the *CEQA Guidelines* Section 15070(b), a mitigated negative declaration (MND) is prepared. A description of the CAAP is found in Chapter 2 of this document.

PUBLIC AND AGENCY REVIEW

Authority

The lead agency is the public agency with primary responsibility for a proposed project. In accordance with *State CEQA Guidelines* Section 15051(b)(1), the lead agency will normally be the agency with general governmental powers, such as a city or county, rather than an agency with a single or limited purpose." Based on these criteria, the City of will serve as lead agency for the 2024 CAAP.

The preparation of this IS/ND is governed by two principal sets of documents: CEQA (Public Resources Code Section 21000 et seq.) and the *State CEQA Guidelines* (California Code of Regulations Section 15000 et seq.). Specifically, the preparation of an IS and an ND is guided by the *State CEQA Guidelines*; Section 15063 describes the requirements for an IS, and Sections 15070–15073 describes the process and requirements for

the preparation of an ND. Where appropriate and supportive of an understanding of the issues, reference will be made either to the CEQA statutes or *State CEQA Guidelines*. This IS/ND contains all of the contents required by CEQA, which includes a project description, a description of the environmental setting, potential environmental impacts, mitigation measures for any potentially significant effects, consistency with plans and policies, and names of preparers.

Public Outreach and Involvement

This Initial Study/Proposed Negative Declaration will be circulated for public and agency review from **January 17, 2024**, to **February 17, 2024**. Copies of this document are available for review at One Civic Center Drive, La Cañada Flintridge, California, and on the City of La Cañada Flintridge's website at <https://cityoflcf.org/public-hearings-and-legal-notice/>. Comments on this Initial Study/Proposed Negative Declaration must be received no later than 5:00 PM on **February 17, 2024**, and can be mailed or emailed to:

City of La Cañada Flintridge
Susan Koleda, Director of Community Development
One Civic Center Drive, La Cañada Flintridge, CA 91011
skoleda@lcf.ca.gov

ORGANIZATION OF THE INITIAL STUDY

The purpose of this Initial Study and Negative Declaration (IS/ND) is to evaluate the potential environmental Impacts of the CAAP. This document is organized into the following sections:

- **Section I – Project Information:** provides summary background information about the Project, including Project location, lead agency, and contact information.
- **Section II – Project Location and Description:** includes a description of the Project, including the need for the Project, the Project objectives, and the elements included in the Project.
- **Section III – Environmental Factors Potentially Affected:** identifies what environmental resources, if any, would involve at least one significant or potentially significant impact that cannot be reduced to a less than significant level.
- **Section IV – Determination:** indicates whether impacts associated with the Project would be significant, and what, if any, additional environmental documentation is required.
- **Section V – Evaluation of Environmental Impacts:** contains the Environmental Checklist form for each resource and presents an explanation of all checklist answers. The checklist is used to assist in evaluating the potential environmental impacts of the Project and determining which impacts, if any, need to be further evaluated in an EIR.
- **Section VI – Supporting Information Sources:** lists references used in the preparation of this document.
- **Section VII – Initial Study Preparers:** lists the names of individuals involved in the preparation of this document.
- **Appendices:** present the technical studies used in the preparation of this Initial Study.

I. PROJECT INFORMATION

1. PROJECT TITLE

City of La Cañada Flintridge Climate Action and Adaptation (CAAP) Plan

2. LEAD AGENCY NAME AND ADDRESS

Community Development Department
City of La Cañada Flintridge
One Civic Center Drive
La Cañada Flintridge, CA 91011

3. CONTACT PERSON

Susan Koleda
Director of Community Development
skoleda@lcf.ca.gov

4. PROJECT LOCATION

Citywide Project that encompasses the entirety of the City of La Cañada Flintridge

5. PROJECT PROPONENT

Community Development Department
City of La Cañada Flintridge
One Civic Center Drive
La Cañada Flintridge, CA 91011
Contact: Susan Koleda, Community Development Director

6. GENERAL PLAN DESIGNATION

Various, as this is a Citywide project.

7. ZONING DESIGNATION

Various, as this is a Citywide project.

9. PUBLIC REVIEW PERIOD

January 17, 2024, to February 17, 2024

This Draft Initial Study/Negative Declaration has been prepared pursuant to the California Environmental Quality Act (CEQA) (Public Resources Code Section 21000, et seq.) and the *State CEQA Guidelines* (California Code of Regulations Section 15000, et seq.). It is available for a 30-day public review period as shown above.

I. Project Information

Comments regarding this document should focus on the sufficiency of the document in identifying and analyzing the potential impacts on the environment that may result from the proposed project, and the ways in which any potentially significant effects are avoided or mitigated. **All comments must be made in writing** and addressed to Ms. Susan Koleda, Community Development Director, City of La Cañada Flintridge, One Civic Center Drive, La Cañada Flintridge, California 91011, or sent by e-mail to skoleda@lcf.ca.gov. Comments must be received in the Community Development Department office no later than 5:00 P.M. on the last day of the public review period noted above.

II. PROJECT LOCATION & DESCRIPTION

1. DESCRIPTION OF PROJECT

The proposed project evaluated in this CEQA document is the City of La Cañada Flintridge (City) Climate Action and Adaptation Plan (CAAP or 2024 CAAP or Project).

The City's existing Climate Action Plan (CAP or 2016 CAP) was adopted in 2016 as part of an ongoing planning process to comply with state-recommended Greenhouse Gas (GHG) emission reduction targets. The 2016 CAP focused on reducing community and municipal emissions by at least 15% by 2020 compared to the 2007 baseline inventory: consistent with Assembly Bill 32 (AB 32) and the Governor Schwarzenegger's Executive Order S-03-05. The 2016 CAP included climate action measures to reduce GHG emissions related to energy, water, transportation, solid waste, urban greening, and adaptation.

Since adoption of the 2016 CAP, the City has made progress towards achieving the emission reduction targets and promoting sustainability. However, the City recognizes that climate change poses a real and urgent threat to public health, safety, economy, natural environment, and overall quality of life. Therefore, the 2024 CAAP represents the next step, unifying existing climate work under one strategic umbrella to transition the City to a low-carbon, climate-resilient community. The CAAP builds off of previous City planning documents and will be updated every five years to remain consistent with updates to the City's General Plan Elements.

The 2024 CAAP commits the City to the following emission targets:

- Reduce 40% of GHG emissions below 2007 levels by 2030
- Reduce 58% of GHG emissions below 2007 levels by 2035
- Carbon neutrality by 2045

The 2024 CAAP is divided into five chapters, as outlined below:

1. Introduction/Background. This chapter provides information regarding the background of the CAAP, alignment with state policies, alignment with the City's plans and policies, and the progress that has been made towards the emission reduction targets.
2. Our Impacts. This chapter provides data regarding the City's GHG Emission inventory and the baseline used for forecasting future emissions.
3. Looking to 2045. This chapter provides a forecast of the City's emissions with the provisional target of reaching carbon neutrality by 2045.
4. Strategic Roadmap. This chapter provides an overview of the methodology used and specific goals and strategies related to energy, transportation, built environment, resource conservation, green community, and climate resilience.
5. Implementing the CAAP. This chapter provides a description of the management approach, budget, and funding identified to implement the CAAP.

The 2024 CAAP is meant to serve as a guiding document towards GHG reductions both in municipal operations and community wide. It is designed as a comprehensive strategy to reduce emissions (including those associated with Vehicle Miles Traveled [VMT]) in a manner consistent with state guidelines and regulations, and to identify cost-effective opportunities to existing and future residents, businesses, and development projects for a more sustainable community. 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. The 2024 CAAP uses a baseline year of 2019 and a horizon year of 2045 (target year for carbon neutrality). The goals, strategies, and actions listed in the 2024 CAAP are included in **Table 1, 2024 Climate Action and Adaptation Plan Goals, Strategies and Actions.**

**Table 1
2024 Climate Action and Adaptation Plan Goals, Strategies and Actions**

Strategies		Actions	
Goal E1	Achieve 15% reduction in residential and commercial energy use by 2035 from 2007		
E 1.1	Compile a list of funding sources that local residents, businesses or the City could potentially access to fund energy audits	E 1.1.1	Add funding list to the City’s website
		E 1.1.2	Promote the availability of the funding sources through targeted outreach campaigns and community engagement
E 1.2	Partner with energy service providers to host energy efficiency fairs, workshops, and demonstrations	E 1.2.1	Promote through targeted outreach campaigns such as the Farmer’s Market (s)
		E 1.2.2	Contact local utilities to include promotion in the utility’s monthly billing communication
		E 1.2.3	Include flier through the School District parent communications
Goal E 2	Achieve 20% reduction in municipal energy use by 2035 from 2007		
E 2.1	Continue energy conservation measures in municipal operations; Revisit 2013 Energy Action Plan	E 2.1.1	Expand funding for energy efficiency improvement projects and programs; Consider Energy Service Companies (ESCOs)
		E 2.1.2	Require the most energy-efficient equipment when replacing chillers, boilers, and other large energy-consuming equipment. Take into account lifecycle costs, not only initial capital costs of equipment
		E 2.1.3	Confirm that all near-term City government energy efficiency projects within the Energy Action Plan have been completed; Conduct a progress report and include strategies into the CAAP that have not achieved full potential
		E 2.1.4	Increase the number of power strips; create a power down plan for unessential City owned computers
E 2.2	Invest in the latest Building Energy Management Systems (BEMS) technology, upgrading 20% of municipal buildings annually with advanced energy monitoring, control, and optimization features by 2035	E 2.2.1	Assess the current BEMS to identify areas for improvement and determine the necessary upgrades
E 2.3		E 2.3.1	Implement daylight harvesting systems in two percent of municipal buildings annually to automatically adjust lighting levels based on available natural light
Goal E 3	Transition to 100% renewable energy by 2050		
E 3.1	Explore onsite renewable energy and battery storage for City facilities	E 3.1.1	Complete feasibility analysis, procure and install additional on-site carport and/or ground mount solar projects at 1-5 locations
		E 3.1.2	Consider Town Center as initial location for a Resilience Hub (i.e., locations which are able to generate power in the wake of a power outage,

II. Project Location & Description

Strategies		Actions	
			distribute emergency supplies, and coordinate communication in the time of climate disaster)
		E 3.1.3	Research Power Purchase agreement (PPA) pricing and Inflation Reduction Act (IRA) funding for a battery storage unit for the Town Center
E 3.2	Consider a residential and commercial “Bulk Purchasing” solar agreement to bring upfront costs down. Campaign: Solarize LCF (Partner with the school district)	E 3.2.1	Partner with solar vendors and installers to host events where residents and business owners can directly sign up to receive analyses of their homes’ solar potential
		E 3.2.2	Use Solar Crowd Source to launch Solarize La Cañada Flintridge campaign
E 3.3	Continue to provide expedited permitting for installation of residential PV solar panels and solar water heaters	E 3.3.1	Work with City’s Building and Safety Division
E 3.4	Join the Clean Power Alliance	E 3.4.1	Complete a feasibility assessment to better understand the positive impacts that this Alliance would have on local renewable energy generation
E 3.5	Ban gas powered lawn equipment community-wide	E 3.5.1	Coordinate an exchange program for gas powered landscaping equipment with all electric
		E 3.5.2	Apply for grants that could offer subsidies for exchanging gas to all electric landscaping equipment
E 3.6	Promote the Property Assessed Clean Energy Program to residents which is an innovative mechanism for financing energy efficiency and renewable energy improvements on private property	E 3.6.1	Promote through City’s website
Goal T 1 Reduce City-wide VMT by 1.16 % by 2040			
T 1.1	Work with La Cañada Flintridge schools and Jet Propulsion Laboratory to develop and implement Transportation Demand Management programs (TDM) for students and employees	T 1.1.1	Encourage partnerships with private schools to develop and implement school bus programs that reduce school-related single occupancy vehicle commutes
		T 1.1.2	Work with schools to encourage EV shuttle service for students living >1 mile from their neighborhood schools.
T 1.2	Improve connectivity of transportation network to encourage more high-occupancy trips	T 1.2.1	Expand the frequency and hours of service of the LCF Shuttle
		T 1.2.2	Work with LA County to develop rideshare options to LAX airport, similar to the beach bus
		T 1.2.3	Assess and promote Park-n-Ride options for commuters outside of the City
T 1.3	Require new non-residential developments greater than 10,000 square feet or anticipated to include businesses with more than 50 employees to reduce VMT through TDM programs	T 1.3.1	Work with Metro to offer an annual bus pass to all new employees who express interest
		T 1.3.2	Encourage employers to provide opportunities for flex hours, compressed work week and telecommuting schedules to reduce VMT and reintroduce transportation reduction programs
T 1.4	Reduce other sources of citywide vehicle miles traveled (VMT)	T 1.4.1	Support Transit Oriented Development
		T 1.4.2	Promote Work-From-Home policies and infrastructure
Goal T 2 Increase EV infrastructure and adoption community-wide to reduce combustion engine VMT by 25% by 2040			
T 2.1	Accelerate the transition to EVs in the community, focusing on education and making charging more accessible	T 2.1.1	Determine locations for additional EV charging stations in high traffic areas around the City
		T 2.1.2	Actively promote EV adoption and require EV-only parking
		T 2.1.3	All new construction should have a 240-volt plug in garage or carport for level 2 charging of EVs.

Strategies		Actions	
Goal T 3 Promote a no idling campaign			
T 3.1	Develop pilot program for anti-idling battery packs in sheriff vehicles and explore opportunities for similar initiatives in City vehicles	T 3.1.1	Extend anti-idling battery pack usage to county vehicles by 2030
		T 3.1.2	Assess the feasibility of this program for other types of city vehicles
T 3.2	Develop educational programs to raise public awareness about the benefits of anti-idling practices and their role in reducing greenhouse gas emissions	T 3.2.1	Launch a public education campaign on anti-idling practices by 2030
		T 3.2.2	Coordinate with the schools to target pick-up lines
Goal BE 1 Improve energy benchmarking of all new and existing buildings in the City			
BE 1.1	Adopt an ordinance requiring energy benchmarking and/or energy-related improvements at time of lease or sale, or under other appropriate conditions of commercial sector buildings by a certain date	BE 1.1.1	Conduct a comprehensive analysis of existing commercial retrofit programs to determine best practices and feasibility for LCF
		BE 1.1.2	Collaborate with local businesses and property owners to gain their support and participation in the program
		BE 1.1.3	Develop an outreach and education program to promote the benefits of energy benchmarking and energy-efficient improvements
BE 1.2	Adopt an ordinance requiring new commercial or mixed-use developments over 5,000 square feet meet a minimum LEED Neighborhood Development standard	BE 1.2.1	Develop a partnership with a certified LEED consultant to provide training and resources to local developers
		BE 1.2.2	Establish a recognition program for developments that meet or exceed the minimum LEED standard
BE 1.3	Pass an ordinance to require all appropriate new construction be designed for net-zero energy	BE 1.3.1	Launch a public awareness campaign to promote the benefits and feasibility of net-zero energy buildings
BE 1.4	Require pre-wiring for future solar photovoltaics and other renewable on-site power generation systems in new home construction	BE 1.4.1	Collaborate with local solar and renewable energy companies to provide resources and assistance to homeowners; pre-approve vendors
		BE 1.4.2	Promote induction stovetops
		BE 1.4.3	Offer incentives or rebates for homeowners who install renewable energy systems in their homes
Goal BE 2 Promote natural gas alternatives to commercial and residential customers using a heat pump promotional campaign			
BE 2.1	Promote rebates and financing programs which would encourage adoption of ground- and air-source heat pump systems for space and water heating in both residential and commercial settings	BE 2.1.1	Partner with the Climate Coalition to promote campaign
		BE 2.1.2	Publicize on City’s website and social media accounts
		BE 2.1.3	Incentivize with reduced permit fees
BE 2.2	Complete a community-wide building electrification study and establish a long-term implementation plan (Phase 1 and Phase 2)	BE 2.2.1	Replace natural gas system during building retrofit projects and at equipment failure
		BE 2.2.2	As outdated electronic appliances and office equipment are phased out of City facilities, replace them with energy-efficient models
BE 2.3	Incorporate advanced energy design features where possible and practical, including daylighting, passive solar heating and shading, natural ventilation in all new construction	BE 2.3.1	Promote the Passive House standards
		BE 2.3.2	Incentivize with reduced permit fees
BE 2.4	Develop a Green Revolving Fund to establish a baseline of savings across municipal operations	BE 2.4.1	Track energy efficiency savings and reinvest those savings into new energy efficiency projects
Goal RC 1 Transition landscaping to drought tolerant solutions			
RC 1.1	Implement water usage restrictions during drought periods	RC 1.1.1	Introduce a Citywide ordinance by 2028, limiting residential water use during declared drought months
		RC 1.1.2	Increase education and awareness of water efficiency programs through Calwater and other organizations

II. Project Location & Description

Strategies		Actions	
RC 1.2	Promote the conversion of grass lawns to drought-resistant landscaping	RC 1.2.1	Increase education and awareness of water efficiency programs through Calwater and other organizations
		RC 1.2.2	Develop a local program modeled on LA County's Cash for Grass Rebate Program
		RC 1.2.3	Launch an educational campaign to promote the benefits of drought-resistant landscaping
Goal RC 2 Implement water efficient measures in all new construction by 2035.			
RC 2.1	Initiate low-flow infrastructure policy in all new construction	RC 2.1.1	Monitor as part of building enforcement
RC 2.2	Initiate native landscaping policy in all new construction	RC 2.2.1	Monitor as part of zoning code enforcement
Goal RC 3 Achieve 20% of water supply sourced from recycled water by 2035 from a 2019 baseline			
RC 3.1	Require irrigation with recycled water for common landscaping in single-family developments	RC 3.1.1	Promote California Water Board's Water Recycling Funding Program
RC 3.2	Assess recycled water infrastructure	RC 3.2.1	Collaborate with local water utilities to support the use of recycled water
RC 4.1	Expand low flow and motion sensor infrastructure in all City-owned buildings	RC 4.1.1	Research the cost and requirements for implementing low-flow and motion sensor infrastructure in City-owned buildings
		RC 4.1.2	Conduct a comprehensive audit of water fixtures in City-owned buildings to identify those that can be replaced with low-flow and motion sensor alternatives
RC 4.2	Implement City-wide water efficiency measures in municipal buildings	RC 4.2.1	Conduct a comprehensive water audit of municipal buildings to identify areas of high-water usage and inefficiency
		RC 4.2.2	Implement regular maintenance checks to ensure that water-saving appliances and fixtures are functioning optimally, and leaks are quickly repaired
RC 4.3	Upgrade the City's landscaping to reduce water usage	RC 4.3.1	Retrofit all City-owned irrigation systems with water-saving technology, such as drip irrigation and rain sensors
Goal RC 5 Author a franchise agreement for the entire City and include identified actions as part Of the contract requirements			
RC 5.1	Adopt a program or ordinance to encourage or require waste audits and waste reduction plans for existing and/ or new commercial developments (including JPL and La Cañada School District facilities)	RC 5.1.1	Build into waste hauler agreement a stipulation that requires them to support commercial outreach
RC 5.2	Require recycling at special events, adding language in special event permit	RC 5.2.1	Work with Administration Department
Goal RC 6 Uphold the state mandate sb 1383 requirements around food waste and food recovery programs			
RC 6.1	Work with La Cañada Unified School District to implement food waste recycling and composting programs for all facilities and consider incorporating them into the educational curriculum	RC 6.1.1	Form a collaborative task force with representatives from the City and the school district to plan and implement food waste recycling and composting programs
		RC 6.1.2	Build into new waste hauler Franchise Agreement
RC 6.2	Educate private property owners about mandatory organic collection	RC 6.2.1	Partner with waste hauler and write CalRecycle grants to provide seed funding for collection buckets and backyard composting infrastructure
		RC 6.2.2	Organize regular composting workshops, in collaboration with waste hauler, to provide hands-on training and technical assistance to residents
		RC 6.2.3	Lunch a City-wide campaign promoting home composting, highlighting available resources, and celebrating the efforts of residents who have successfully started composting

II. Project Location & Description

Strategies		Actions	
Goal RC 7	Reduce City generated landfill waste 90% by 2035; 95% for construction and demolition materials		
RC 7.1	Transition at least one purchased product annually to a more sustainable option until 2035	RC 7.1.1)	Use the information from the pre waste audit to identify one item
Goal GC 1	Enhance Citywide stormwater management and urban greening efforts		
GC 1.1	Write a Stormwater Management Plan in partnership with LA County	GC 1.1.1	Establish a working group composed of City and county representatives to guide the development of the Stormwater Management Plan
		GC 1.1.2	Complete a comprehensive assessment of the City's current stormwater infrastructure, vulnerabilities, and opportunities for improvement
		GC 1.1.3	Finalize and adopt the Stormwater Management Plan, including clear strategies, timelines, and responsibilities for implementation
GC 1.2	Replace turf in street medians with native plants	GC 1.2.1	Conduct an assessment of all City medians to determine suitability for conversion to native plants
		GC 1.2.2	Develop a phased plan for the replacement of turf with native plants, considering factors like traffic safety, maintenance needs, and plant availability
		GC 1.2.3	Begin the implementation of the phased plan, replacing turf with native plants in selected medians, and monitor the effectiveness of these conversions in improving stormwater management
Goal GC 2	Preserve, enhance, and acquire additional greenspace		
GC 2.1	Increase green space owned by the City by 3 acres by 2035	GC 2.1.1	Conduct a comprehensive survey to identify potential areas for green space expansion
		GC 2.1.2	Develop and implement a phased plan for green space expansion
		GC 2.1.3	Investigate funding mechanisms such as impact fees
GC 2.2	Implement programs to preserve existing green spaces	GC 2.2.1	Develop a Green Space Preservation Plan, outlining policies and regulations to prevent the degradation or loss of existing green spaces
		GC 2.2.2	Set up routine maintenance schedules and assign responsibilities to ensure the healthy upkeep of current green spaces
		GC 2.2.3	Continue to prioritize tree planting
GC 2.3	Enhance biodiversity in existing green spaces	GC 2.3.1	Work with the Arroyos and Foothill Conservancy to create a Biodiversity Enhancement Plan; discuss location of Pollinator Garden
Goal GC 3	Enhance the City's capacity to implement, monitor, and update the CAAP		
GC 3.1	Appoint a Commission on the Environment	GC 3.1.1	Develop a detailed job description for the CAAP Coordinator position
		GC 3.1.2	Appoint five qualified community members to the Commission and a Sustainability Officer to work with City staff
		GC 3.1.3	Conduct interviews and launch Commission
GC 3.2	Strengthen Interdepartmental Collaboration and Communication	GC 3.2.1	Building on the existing CAP subcommittee, establish a CAAP Task Force consisting of representatives from relevant City departments, JPL and the School District, to support the Commission
		GC 3.2.2	Create a regular meeting schedule for the Task Force to ensure coordination and information sharing
		GC 3.2.3	Use the Climate Action Tracker for internal tracking, sharing, and reporting on progress across different departments

II. Project Location & Description

Strategies		Actions
Goal GC 4	Foster green business practices	
GC 4.1	Develop a Green Business Program that begins with easy, low-cost initiatives to get businesses invested, such as a food recovery program	GC 4.1.1 Work with the Chamber of Commerce to develop a Green Business Program starting with low-cost initiatives by 2027
		GC 4.1.2 Organize an annual event to recognize green businesses in the City
		GC 4.1.3 In concert with the Chamber of Commerce, host quarterly workshops, providing Best Practices that will help businesses transition to greener practices
GC 4.2	Utilize community support and incentives to motivate businesses to join the Green Business Program, understanding that businesses may be hesitant due to existing cost barriers	GC 4.2.1 Work with the Chamber of Commerce to develop a marketing campaign to recruit ten new businesses to the Green Business Program each year beginning in 2027
		GC 4.2.2 Establish a mentorship program where existing members help new businesses transition
		GC 4.2.3 Offer incentives for businesses that join the Green Business Program
GC 4.3	Support networking sessions and resources to help businesses share best practices	GC 4.3.1 Partner with the Chamber of Commerce to host quarterly networking sessions for businesses to share best practices each year
		GC 4.3.2 Develop a digital platform for green businesses to connect and share resources
		GC 4.3.3 Highlight success stories of green businesses in the City's official communications
Goal GC 5	Integrate climate action and adaptation into City functions	
GC 5.1	Incorporate climate action and adaptation into City policy, budget, planning, and internal standards	GC 5.1.1 Consider GHG emission impacts in all new City projects
		GC 5.1.2 Incorporate climate preparedness into City programs, operations, and maintenance protocols
		GC 5.1.3 Integrate CAAP goals into City projects as an order of business
Goal CR 1	Be prepared for climate change	
CR 1.1	Update the local Hazard Mitigation Plan every five years per state requirements	CR 1.2.1 Implement data collection mechanisms
		CR 1.2.2 Write and disseminate the local Hazard Mitigation Plan to relevant stakeholders, including local government, community groups, and the public, and make it accessible online for transparency and awareness
Goal CR 2	Understand and reduce physical risk	
CR 2.1	Consider heat as a primary risk to the City	CR 2.1.1 Conduct heat study/mapping to identify areas that would be considered Urban Heat Islands
		CR 2.1.2 Enact reflectivity standards for asphalt and ground level surfaces; enact reflectivity/green roof standards for roofs
Goal CR 3	Educate and protect residents	
CR 3.1	Create a "Fire Ready" program to help residents understand how to create defensible space on their property	CR 3.1.1 Work with LA County Fire Department to facilitate [the "Fire Ready"] program
		CR 3.1.2 Develop and launch the "Fire Ready" program with community outreach and initial workshops

Source: Draft 2024 CAAP

The 2024 CAAP includes a Vulnerability Assessment (Appendix A to the 2024 CAAP) to understand how climate hazards will change in the future and how those changes will impact the community. The assessment focuses on three climate-related groups of hazards:

1. Temperatures, Extreme Heat and Drought
2. Precipitation, Flooding, and Landslides
3. Wildfires and Air Pollution

Due to the geographical location of the City, the effects of climate change on the City will be predominantly comprised of indirect impacts such as the availability of water and energy, heat and poor air quality from wildfires outside of the City, and increased maintenance of stormwater infrastructure due to more frequent seasonal storms. Over the past 20 years the City has experienced several extreme heat events. Heat waves have become stronger across the region and can have great impacts on human health, particularly for vulnerable populations. While the City's has a lower risk of flooding, the steep terrain creates a higher risk for mudflow. The City has experienced numerous severe winter storms that have caused flooding and landslides. In addition, the entire City is located within a Very High Fire Severity Zone¹. Wildfires not only create risk to life and property but can also increase health risks for people with pre-existing respiratory conditions. The Vulnerability Assessment determined that the risk of temperatures, extreme heat and drought hazards would have a high impact with a moderate frequency; precipitation, flooding and landslide hazards would have a moderate impact with a high frequency; and wildfire and air pollution hazards would have a high impact with a high frequency.

The 2024 CAAP is a project under CEQA and is subject to environmental review. No specific development projects are proposed as part of the 2024 CAAP, and no changes in existing land use zones or densities, nor any changes to land use regulations, are proposed. The 2024 CAAP is consistent with the land uses outlined within the City's General Plan, adopted in 2013. The 2024 CAAP does not require modifications to the Zoning Code that would increase density, result in development not envisioned in the General Plan, or remove policies that currently protect environmental resources. The 2024 CAAP provides goals, strategies, and actions to encourage GHG emission reductions in accordance with General Plan policies.

Background

Global Climate Change

Global climate change refers to any significant change in climate measurements, such as temperature, precipitation, or wind, which lasts for an extended period (i.e., decades or longer).² Climate change may result from:

- natural factors, such as changes in the sun's intensity or slow changes in the Earth's orbit around the sun;

¹ Office of the State Fire Marshal. Fire Hazard Severity Zones Map 2007. Available at: https://osfm.fire.ca.gov/media/5826/la_canada_flintridge.pdf. Accessed on October 30, 2023.

² U.S. Environmental Protection Agency (U.S. EPA), "Glossary of Climate Change Terms," Available online at: https://19january2017snapshot.epa.gov/climatechange/glossary-climate-change-terms_.html#Climate%20Change. Accessed September 13, 2023.

- natural processes within the climate system (e.g., changes in ocean circulation, reduction in sunlight from the addition of GHG and other gases to the atmosphere from volcanic eruptions); and
- human activities that change the atmosphere's composition (e.g., through burning fossil fuels) and the land surface (e.g., deforestation, reforestation, urbanization, desertification).

The third bullet is the focus of climate change legislation. The natural process through which heat is retained in the troposphere³ is called the "greenhouse effect." The greenhouse effect traps heat in the troposphere through a three-fold process as follows: (1) short-wave radiation in the form of visible light emitted by the Sun is absorbed by the Earth as heat; (2) long-wave radiation is re-emitted by the Earth; and (3) greenhouse gases (GHGs) in the atmosphere absorb or trap the long-wave radiation and re-emit it back towards the Earth and into space.

While water vapor and carbon dioxide (CO₂) are the most abundant GHG, other trace GHGs have a greater ability to absorb and re-radiate long-wave radiation. To gauge the potency of GHGs, scientists have established a Global Warming Potential (GWP) for each GHG based on its ability to absorb and re-emit long-wave radiation over a specific period. The GWP of a gas is determined using CO₂ as the reference gas with a GWP of 1 over 100 years. For example, a gas with a GWP of 10 is 10 times more potent than CO₂ over 100 years. The use of GWP allows GHG emissions to be reported using CO₂ as a baseline. The sum of each GHG multiplied by its associated GWP is referred to as carbon dioxide equivalents (CO₂e). This essentially means that 1 metric ton of a GHG with a GWP of 10 has the same climate change impacts as 10 metric tons of CO₂.

Greenhouse Gases

The compounds described below are GHGs subject to control under state law.⁴ Water vapor is also a GHG; however, its concentration in the atmosphere is a function of temperature and vapor pressure and cannot be controlled by any known means; therefore, water vapor is not subject to control under state law.

- Carbon Dioxide (CO₂). Carbon dioxide is primarily generated by fossil fuel combustion from stationary and mobile sources. Due to the emergence of industrial facilities and mobile sources over the past 250 years, the concentration of carbon dioxide in the atmosphere has increased 35 percent.⁵ Carbon dioxide is the most widely emitted GHG and is the reference gas (GWP of 1) for determining the GWP of other GHGs. In 2020, 80.2 percent of California's GHG emissions were carbon dioxide.⁶
- Methane (CH₄). Methane is emitted from biogenic sources, incomplete combustion in forest fires, landfills, manure management, and leaks in natural gas pipelines. In the United States, the top three sources of methane are the agriculture sector, natural gas and petroleum systems, and landfills.

³ The troposphere is the bottom layer of the atmosphere, which varies in height from the Earth's surface to 10 to 12 kilometers.

⁴ All GWPs are given as 100-year GWP. Unless noted otherwise, all GWPs were obtained from the Intergovernmental Panel on Climate Change. *Climate Change 1995: The Science of Climate Change – Contribution of Working Group I to the Second Assessment Report of the IPCC*. Cambridge (UK): Cambridge University Press, 1996.

⁵ U.S. EPA, *Inventory of U.S. Greenhouse Gas Emissions and Sinks 1990-2006 (EPA 430-R-08-005)*, (2008) 1-3.

⁶ California Air Resources Board (CARB), *California Greenhouse Gas Inventory for 2000 – 2020 by Gas*, 2022. Available online at: https://ww2.arb.ca.gov/sites/default/files/classic/cc/inventory/ghg_inventory_bygas.pdf. Accessed September 13, 2023.

Methane is the primary component of natural gas, which is used for space and water heating, steam production, and power generation. The GWP of methane is 21.⁷

- Nitrous Oxide (N₂O). Nitrous oxide is produced by both natural and human-related sources. Primary human-related sources include agricultural soil management, animal manure management, sewage treatment, mobile and stationary combustion of fossil fuel, adipic acid production, and nitric acid production. The GWP of nitrous oxide is 310.
- Hydrofluorocarbons (HFCs). HFCs typically are used as refrigerants in both stationary refrigeration and mobile air conditioning. The use of HFCs for cooling and foam blowing is growing, particularly as the continued phase-out of chlorofluorocarbons (CFCs) and hydrochlorofluorocarbons (HCFCs) gains momentum. The GWP of HFCs ranges from 140 for HFC-152a to 6,300 for HFC-236fa.
- Perfluorocarbons (PFCs). Perfluorocarbons are compounds consisting of carbon and fluorine. They primarily are created as a byproduct of aluminum production and semiconductor manufacturing. Perfluorocarbons are potent GHGs with a GWP several thousand times that of carbon dioxide, depending on the specific PFC. Another area of concern regarding PFCs is their long atmospheric lifetime (up to 50,000 years).⁸ The GWPs of PFCs range from 5,700 to 11,900.
- Sulfur Hexafluoride (SF₆). Sulfur hexafluoride is a colorless, odorless, nontoxic, nonflammable gas. It is most commonly used as an electrical insulator in high voltage equipment that transmits and distributes electricity. Sulfur hexafluoride is the most potent GHG that has been evaluated by the IPCC with a GWP of 23,900. However, its global warming contribution is not as high as the GWP would indicate due to its low mixing ratio, as compared to carbon dioxide (4 parts per trillion [ppt] in 1990 versus 365 parts per million [ppm]).⁹

Regulatory Framework

Federal Regulations

Global Change Research Act (1990)

In 1990, Congress passed, and the President signed, Public Law 101-606, the Global Change Research Act. The purpose of the legislation was: "...to require the establishment of a United States Global Change Research Program aimed at understanding and responding to global change, including the cumulative effects of human activities and natural processes on the environment, to promote discussions towards international protocols in global change research, and for other purposes." To that end, the U.S. Global Change Research Information Office (GCRIIO) was established in 1991 to serve as a clearinghouse of information. The Act requires a report to Congress every four years on the environmental, economic, health and safety consequences of climate change; however, the first and only one of these reports to date, the

⁷ California Air Resources Board (CARB), *California Greenhouse Gas Inventory for 2000 – 2020 by Gas*, 2022. Available online at: https://ww2.arb.ca.gov/sites/default/files/classic/cc/inventory/ghg_inventory_bygas.pdf. Accessed September 13, 2023.

⁸ U.S. EPA, "Understanding Global Warming Potentials." Available online at: <https://www.epa.gov/ghgemissions/understanding-global-warming-potentials>. Accessed September 13, 2023.

⁹ U.S. EPA, "Sulfur Hexafluoride (SF₆) Basics," Available online at: <https://www.epa.gov/eps-partnership/sulfur-hexafluoride-sf6-basics>. Accessed September 13, 2023.

National Assessment on Climate Change, was not published until 2000. In February 2004, operational responsibility for GCRIO shifted to the U.S. Climate Change Science Program.

Supreme Court Ruling

The U.S. Supreme Court ruled in *Massachusetts v. Environmental Protection Agency*, 127 S. Ct. 1438 (2007), that carbon dioxide and other greenhouse gases are pollutants under the Federal Clean Air Act (CCA), which the US Environmental Protection Agency (U.S. EPA) must regulate if it determines they pose an endangerment to public health or welfare.

U.S. EPA Endangerment Finding

On December 7, 2009, the U.S. EPA Administrator Lisa P. Jackson signed two distinct findings regarding GHGs under section 202(a) of the Clean Air Act (42 USC Section 7521):

- **Endangerment Finding:** The Administrator finds that the current and projected concentrations of the six key well-mixed GHGs (carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride) in the atmosphere threaten the public health and welfare of current and future generations.
- **Cause or Contribute Finding:** The Administrator finds that the combined emissions of these well-mixed GHGs from new motor vehicles and new motor vehicle engines contribute to the GHG pollution that threatens public health and welfare.

Energy Policy Act of 1992 (EPAct)

The Energy Policy Act of 1992 (EPAct) was passed to reduce the country's dependence on foreign petroleum and improve air quality. EPAct includes several parts intended to build an inventory of alternative fuel vehicles (AFVs) in large, centrally fueled fleets in metropolitan areas. EPAct requires certain federal, state, and local government and private fleets to purchase a percentage of light duty AFVs capable of running on alternative fuels each year. In addition, financial incentives are also included in EPAct. Federal tax deductions will be allowed for businesses and individuals to cover the incremental cost of AFVs. States are also required by the act to consider a variety of incentive programs to help promote AFVs.

Energy Policy Act of 2005

The Energy Policy Act of 2005 provides renewed and expanded tax credits for electricity generated by qualified energy sources, such as landfill gas; provides bond financing, tax incentives, grants, and loan guarantees for clean renewable energy and rural community electrification; and establishes a federal purchase requirement for renewable energy.

Energy Independence and Security Act

The Energy Independence and Security Act of 2007 includes several key provisions that will increase energy efficiency and the availability of renewable energy, which will reduce greenhouse gas emissions as a result. First, the Act sets a Renewable Fuel Standard that requires fuel producers to use at least 36 billion gallons of biofuel by 2022. Second, it increased Corporate Average Fuel Economy (CAFE) Standards to require a minimum average fuel economy of 35 miles per gallon for the combined fleet of cars and light trucks by 2020. Third, the adopted bill includes a variety of new standards for lighting and for residential

and commercial appliance equipment. The equipment includes residential refrigerators, freezers, refrigerator-freezers, metal halide lamps, and commercial walk-in coolers and freezers.

U.S. EPA Reporting Rule

The U.S. EPA adopted a mandatory GHG reporting rule in September 2009. The rule would require suppliers of fossil fuels or entities that emit industrial greenhouse gases, manufacturers of vehicles and engines, and facilities that emit 25,000 metric tons or more per year of GHG emissions to submit annual reports to the U.S. EPA beginning in 2011 (covering the 2010 calendar year emission). Vehicle and engine manufacturers were required to begin reporting GHG emissions for the model year 2011.

Council on Environmental Quality Guidance

On February 18, 2010, the Council on Environmental Quality (CEQ) issued a memorandum that provided guidance regarding consideration of the effects of climate change and GHG emissions under the National Environmental Policy Act. The draft guidance suggested that the effects of projects that directly emit GHGs in excess of 25,000 metric tons (MT) of carbon dioxide equivalent (CO₂e) annually should be considered in a qualitative and quantitative manner. The CEQ does not propose this reference as a threshold for determining significance but as a minimum standard for cumulative effects of climate change on a proposed project that should be evaluated.

On January 9, 2023, the CEQ issued interim guidance to assist agencies in analyzing GHG and climate change effects. The guidance identifies specific steps to 1) quantify the reasonably foreseeable GHG emissions of a proposed action, 2) disclose and provide context for the GHG emissions and climate impacts, and 3) analyze reasonable alternatives.

Fuel Economy Standards

On September 15, 2009, the National Highway Traffic Safety Administration (NHTSA) and U.S. EPA announced a proposed joint rule that would explicitly tie fuel economy to GHG emissions reductions requirements. The proposed new CAFE Standards would cover automobiles for model years 2012 through 2016 and would require passenger cars and light trucks to meet a combined, per mile, carbon dioxide emissions level. It was estimated that by 2016, this GHG emissions limit could equate to an overall light-duty vehicle fleet average fuel economy of as much as 35.5 miles per gallon. The proposed standards would require model year 2016 vehicles to meet an estimated combined average emission level of 250 grams of carbon dioxide per mile under U.S. EPA's GHG program.

On November 16, 2011, U.S. EPA and NHTSA issued a joint proposal to extend the national program of harmonized GHG and fuel economy standards to model year (MY) 2017 through 2025 passenger vehicles. In August 2012, President Barack Obama finalized standards that will increase fuel economy to the equivalent of 54.5 mpg for cars and light-duty trucks by MY 2025.

On January 12, 2017, U.S. EPA Administrator Gina McCarthy signed her determination to maintain the GHG emissions standards for model year (MY) 2022-2025 vehicles. Her final determination found that automakers are well positioned to meet the standards at lower costs than previously estimated.

On March 15, 2017, the new U.S. EPA Administrator Scott Pruitt and Department of Transportation Secretary Elaine Chao announced that U.S. EPA intended to reconsider the final determination, issued on

January 12, 2017, that recommended no change to the greenhouse gas standards for light duty vehicles for model years 2022- 2025.

On April 2, 2018, the Administrator Scott Pruitt signed the Mid-term Evaluation Final Determination which finds that the model year 2022-2025 greenhouse gas standards are not appropriate in light of the record before the U.S. EPA and, therefore, should be revised.

On September 19, 2019, President Donald J. Trump announced the “One Nation Program Rule,” which will enable the federal government to provide nationwide uniform fuel economy and greenhouse gas emission standards for automobiles and light duty trucks. The rule determines that only the federal government may set fuel economy standards, and state and local governments may not establish their own separate fuel economy standard, repealing California’s 2013 Clean Air Act waiver.

Heavy-Duty Vehicle Program

In May 2010, President Barack Obama issued a Presidential Memorandum Regarding Fuel Efficiency Standards requesting that U.S. EPA and National Highway Traffic Safety Administration (NHTSA) take additional coordinated steps to produce a new generation of clean vehicles. In response, U.S. EPA and NHTSA adopted regulations governing Medium- and Heavy-Duty Greenhouse Gas Emissions and Fuel Efficiency (title 40, Code of Federal Regulations, Chapter I) on September 15, 2011 (most recently amended on August 16, 2013) to establish the first fuel efficiency requirements for medium- and heavy-duty vehicles beginning with the model year 2014 through model year 2018. On February 18, 2014, the President directed the U.S. EPA and NHTSA to set the next round of fuel efficiency standards for Medium- and heavy-duty vehicles (beyond model year 2018) that will build on the existing standards to further reduce fuel consumption through the application of advanced cost-effective technologies and continue to improve the efficiency of moving goods across the United States. In October 2016, U.S. EPA and NHTSA adopted Phase 2 GHG and fuel efficiency standards for medium- and heavy-duty engines and vehicles.¹⁰

President’s Climate Action Plan (213)

President Barack Obama’s CAP would reduce GHG emissions by 26-28 percent below 2005 levels by 2025. Strategies to meet this goal include reducing GHG emissions from the power sector and promoting energy efficiency and clean energy projects.

Clean Power Plan

In 2015, U.S. EPA published the Clean Power Plan (80 Fed. Reg. 64661, October 23, 2015). The Clean Power Plan sets achievable standards to reduce CO₂ emissions by 32 percent from 2005 levels by 2030. This Plan establishes final emissions guidelines for states to follow in developing plans to reduce GHG emissions from existing fossil fuel-fired electric generating units (EGUs). Specifically, U.S. EPA is establishing: (1) CO₂ emission performance rates representing the best system of emission reduction (BSER) for two subcategories of existing fossil-fuel-fired EGUs, fossil-fuel-fired electric utility steam generating units and stationary combustion turbines; (2) state-specific CO₂ goals reflecting the CO₂ emission performance rates; and (3) guidelines for the development, submittal and implementation of state plans that establish emission standards or other measures to implement the CO₂ emission performance rates, which may be

¹⁰ U.S. EPA, *Final Rule for Greenhouse Gas Emissions and Fuel Efficiency Standards for Medium- and Heavy-Duty Engines and Vehicles - Phase 2*. Available online at: <https://www.epa.gov/regulations-emissions-vehicles-and-engines/final-rule-greenhouse-gas-emissions-and-fuel-efficiency#rule-history>. Accessed September 13, 2023.

accomplished by meeting the state goals. This final rule would continue progress already under way in the United States to reduce CO₂ emissions from the utility power sector. On February 9, 2016, the Supreme Court (Order No. 15A773) stayed implementation of the Clean Power Plan pending judicial review. In addition, U.S. EPA is currently proposing to repeal the Clean Power Plan after completing a thorough review as directed by the Executive Order on Energy Independence (as discussed below). In sum, the Clean Power Plan continues to face multiple legal challenges and its future is uncertain.

Executive Order on Energy Independence

On March 28, 2017, former President Trump signed Executive Order 13783, “Promoting Energy Independence and Economic Growth,” which calls for:

- Review of the Clean Power Plan.
- Review of the 2016 Oil and Gas New Source Performance Standards for New, Reconstructed, and Modified Sources.
- Review of the Standards of Performance for GHG Emissions from New, Modified, and Reconstructed Stationary Sources: Electric Generating Units.
- Withdrawal of Proposed Rules: Federal Plan Requirements for GHG Emissions From Electric Utility Generating Units Constructed on or Before January 8, 2014; Model Trading Rules; Amendments to Framework Regulations; and Clean Energy Incentive Program Design Details.

Affordable Clean Energy Rule

The U.S. EPA issued the Affordable Clean Energy (ACE) rule on June 19, 2019, in order to replace the Clean Power Plan. The ACE rule establishes emissions guidelines for states to use when developing plans to limit carbon dioxide at coal-fired power plants. Specifically, the ACE rule aims at improving the heat rate as the best system of emissions reductions for carbon dioxide at coal-fired power plants and these improvements can be made at individual facilities. States will have three years to submit plans. The EPA estimates that the ACE rules will result in a reduction of CO₂ emissions from the electricity sector by as much as 35% below 2005 levels by 2030.¹¹

State Regulations

Assembly Bill 1493

In response to the transportation sector's contribution of more than half of California's CO₂ emissions, Assembly Bill 1493 (AB 1493, Pavley) was enacted on July 22, 2002. AB 1493 requires CARB to set GHG emission standards for passenger vehicles, light-duty trucks, and other vehicles whose primary use is noncommercial personal transportation. However, before these regulations go into effect, the U.S. EPA must grant California a waiver under the federal CAA, which ordinarily preempts state regulation of motor vehicle emission standards. On June 30, 2009, the U.S. EPA formally approved California's waiver request. However, in light of the September 15, 2009, announcement by the U.S. EPA and NHTSA regarding the

¹¹ U.S. EPA, *Final Rule for Greenhouse Gas Emissions and Fuel Efficiency Standards for Medium- and Heavy-Duty Engines and Vehicles - Phase 2*. Available online at: <https://www.epa.gov/regulations-emissions-vehicles-and-engines/final-rule-greenhouse-gas-emissions-and-fuel-efficiency#rule-history>. Accessed September 13, 2023.

national program to reduce vehicle GHG emissions, California—and states adopting California emissions standards—have agreed to generally defer to the proposed national standard through model year 2016 if granted a waiver by the U.S. EPA. The 2016 endpoint of the two standards is similar, although the national standard ramps up slightly more slowly than required under the California standard. In 2012, CARB approved the LEV III greenhouse gas regulation, which requires further reductions in passenger greenhouse gas emissions for 2017 and subsequent vehicle model years.¹²

Executive Order S-3-05

On June 1, 2005, Governor Arnold Schwarzenegger issued Executive Order S-3-05, which set the following GHG emission reduction targets: by 2010, reduce GHG emissions to 2000 levels; by 2020, reduce GHG emissions to 1990 levels; and by 2050, reduce GHG emissions to 80 percent below 1990 levels. The California Environmental Protection Agency (Cal EPA) formed a Climate Action Team (“CAT”) that recommended strategies that can be implemented by state agencies to meet GHG emissions targets. The Team reported several recommendations and strategies for reducing GHG emissions and reaching the targets established in the Executive Order.¹³ Furthermore, the report provided to then Governor Schwarzenegger, indicated that smart land use and increased transit availability should be a priority in the State of California.¹⁴ According to the California Climate Action Team, smart land use is an umbrella term for strategies that integrate transportation and land-use decisions. Such strategies generally encourage jobs/housing proximity, promote transit-oriented development (TOD), and encourage high-density residential/commercial development along transit corridors. These strategies develop more efficient land-use patterns within each jurisdiction or region to match population increases, workforce, and socioeconomic needs for the full spectrum of the population.

Senate Bill 1078 and SB107

Senate Bills (SB) 1078 and 107 -- California's Renewable Portfolio Standard (RPS) – obligate investor-owned utilities (IOUs), energy service providers (ESPs), and Community Choice Aggregations (CCAs) to procure an additional 1% of retail sales per year from eligible renewable sources until 20% is reached, no later than 2010. The California Public Utilities Commission (CPUC) and CEC are jointly responsible for implementing the program. EO S-14-08 set forth a longer-range target of procuring 33% of retail sales by 2020.

Assembly Bill 32

In furtherance of the goals established in Executive Order S-3-05, the Legislature enacted Assembly Bill 32 (AB 32, Nuñez and Pavley), the California Global Warming Solutions Act of 2006, which Governor Schwarzenegger signed on September 27, 2006. AB 32 represents the first enforceable statewide program to limit GHG emissions from all major industries with penalties for noncompliance. AB 32 required CARB to adopt a scoping plan indicating how reductions in significant GHG sources will be achieved through regulations, market mechanisms, and other actions. After receiving public input on their discussion draft of the Proposed Scoping Plan released in June 2008, CARB released the Climate Change Proposed Scoping

¹² California Air Resources Board, *Low-Emission Vehicle Greenhouse Gas Program*. Available online at: <https://ww2.arb.ca.gov/our-work/programs/advanced-clean-cars-program/lev-program/low-emission-vehicle-greenhouse-gas>. Accessed September 13, 2023.

¹³ California Climate Action Team, *Climate Action Team Report to Governor Schwarzenegger and the Legislature*, March 2006.

¹⁴ California Climate Action Team, *Climate Action Team Report to Governor Schwarzenegger and the Legislature*, March 2006, p. 57.

Plan in October 2008 that contains an outline of the proposed state strategies to achieve the 2020 greenhouse gas emission limits. The CARB Governing Board approved the Scoping Plan on December 11, 2008.

Senate Bill 97 (SB 97)

In 2007, SB 97 required the Office of Planning and Research (OPR) to prepare guidelines to submit to the California Resources Agency regarding feasible mitigation of GHG emissions or the effects of GHG emissions as required by CEQA. The Natural Resources Agency adopted Amendments to the CEQA Guidelines for GHG emissions on December 30, 2009. On February 16, 2010, the Office of Administrative Law approved the Amendments, and filed them with the Secretary of State for inclusion in the California Code of Regulations. The Amendments became effective on March 18, 2010.

Senate Bill 32 (SB 32) and AB 197

On September 8, 2016, California signed into law Senate Bill 32 (SB 32), which adds Section 38566 to the Health and Safety Code and requires a commitment to reducing statewide GHG emissions by 2020 to 1990 levels and by 2030 to 40 percent less than 1990 levels. SB 32 was passed with companion legislation AB 197 (Chapter 250, Statutes of 2016), which provides greater legislative oversight of CARB's GHG regulatory programs, requires CARB to account for the social costs of GHG emissions, and establishes a legislative preference for direct reductions of GHG emissions.

In November 2017, CARB adopted California's 2017 Climate Change Scoping Plan (2017 Update), which outlines the proposed framework of action for achieving California's SB 32 2030 GHG target: a 40 percent reduction in GHG emissions by 2030 relative to 1990 levels.¹⁵ The 2030 target is intended to ensure that California remains on track to achieve the goal set forth by EO B-30-15 to reduce statewide GHG emissions by 2050 to 80 percent below 1990 levels.

The 2017 Update identifies key sectors of the implementation strategy, which includes improvements in low carbon energy, industry, transportation sustainability, natural and working lands, waste management, and water. Through a combination of data synthesis and modeling, CARB determined that the target statewide 2030 emissions limit is 260 MMTCO_{2e}, and that further commitments will need to be made to achieve an additional reduction of 50 MMTCO_{2e} beyond current policies and programs. Key elements of the 2017 Update include a proposed 20 percent reduction in GHG emissions from refineries and an expansion of the Cap-and-Trade program to meet the aggressive 2030 GHG emissions goal and ensure achievement of the 2050 limit set forth by EO B-30-15. For the transportations sector, the 2017 Update indicates that while most of the GHG reductions will come from technologies and low carbon fuels, a reduction in the growth of vehicle miles traveled (VMT) is also needed. The 2017 Update indicates that stronger SB 375 GHG reduction targets will enable the State to make significant progress toward this goal, but alone will not provide all of the VMT growth reductions that will be needed. It notes that there is a gap between what SB 375 can provide and what is needed to meet the State's 2030 and 2050 goals. The 2017 Update recommends that local governments consider policies to reduce VMT, including: land use and community design that reduces VMT; transit-oriented development; street design policies that prioritize transit, biking, and walking; and increasing low carbon mobility choices, including improved access to viable and affordable public transportation and active transportation opportunities.

¹⁵ CARB, *California's 2017 Climate Change Scoping Plan*, November 2017.

Assembly Bill (AB) 1279

AB 1279 establishes the policy of the state to achieve carbon neutrality as soon as possible, but no later than 2045; to maintain net negative GHG emissions thereafter; and to ensure that by 2045 statewide anthropogenic GHG emissions are reduced at least 85 percent below 1990 levels. The bill requires CARB to ensure that Scoping Plan updates identify and recommend measures to achieve carbon neutrality, and to identify and implement policies and strategies that enable CO₂ removal solutions and carbon capture, utilization, and storage (CCUS) technologies. This bill is reflected directly in the 2022 Scoping Plan described in more detail below.

2022 Scoping Plan for Achieving Carbon Neutrality

In response to the passage of AB 1279 and the identification of the 2045 GHG reduction target, CARB published the 2022 Scoping Plan for Achieving Carbon Neutrality on November 16, 2022, and it was approved on December 15, 2022.¹⁶ The 2022 Scoping Plan lays out the sector-by-sector roadmap for California, the world's fifth largest economy, to achieve carbon neutrality by 2045 or earlier, outlining a technologically feasible, cost-effective, and equity-focused path to achieve the state's climate target. The 2022 Scoping Plan includes policies to achieve a significant reduction in fossil fuel combustion, further reductions in short-lived climate pollutants, support for sustainable development, increased action on natural and working lands (NWL) to reduce emissions and sequester carbon, and the capture and storage of carbon.

The 2022 Scoping Plan assesses the progress California is making toward reducing its GHG emissions by at least 40 percent below 1990 levels by 2030, as called for in SB 32 and laid out in the 2017 Scoping Plan, addresses recent legislation and direction from Governor Newsom, extends and expands upon these earlier plans, and implements a target of reducing anthropogenic emissions to 85 percent below 1990 levels by 2045, as well as taking an additional step of adding carbon neutrality as a science-based guide for California's climate work. As stated in the 2022 Scoping Plan, "The plan outlines how carbon neutrality can be achieved by taking bold steps to reduce GHGs to meet the anthropogenic emissions target and by expanding actions to capture and store carbon through the state's NWL and using a variety of mechanical approaches." Specifically, the 2022 Scoping Plan:

- Identifies a path to keep California on track to meet its SB 32 GHG reduction target of at least 40 percent below 1990 emissions by 2030.
- Identifies a technologically feasible, cost-effective path to achieve carbon neutrality by 2045 and a reduction in anthropogenic emissions by 85 percent below 1990 levels.
- Focuses on strategies for reducing California's dependency on petroleum to provide consumers with clean energy options that address climate change, improve air quality, and support economic growth and clean sector jobs.
- Integrates equity and protecting California's most impacted communities as driving principles throughout the document.

¹⁶ California Air Resources Board, *2022 Scoping Plan Documents, Notice of Decision*. 2022. Available online at: <https://ww2.arb.ca.gov/sites/default/files/2022-12/2022-sp-appendix-b-notice-of-decision.pdf>; accessed September 13, 2023.

- Incorporates the contribution of NWL to the State’s GHG emissions, as well as their role in achieving carbon neutrality.
- Relies on the most up-to-date science, including the need to deploy all viable tools to address the existential threat that climate change presents, including carbon capture and sequestration, as well as direct air capture.
- Evaluates the substantial health and economic benefits of taking action.
- Identifies key implementation actions to ensure success.

In addition to reducing emissions from transportation, energy, and industrial sectors, the 2022 Scoping Plan includes emissions and carbon sequestration in NWL and explores how NWL contributes to long-term climate goals. Under the Scoping Plan Scenario, California’s 2030 emissions are anticipated to be 48 percent below 1990 levels, representing an acceleration of the current SB 32 target. Cap-and-Trade regulation continues to play a large factor in the reduction of near-term emissions for meeting the accelerated 2030 reduction target. Every sector of the economy will need to begin to transition in this decade to meet our GHG reduction goals and achieve carbon neutrality no later than 2045. The 2022 Scoping Plan approaches decarbonization from two perspectives, managing a phasedown of existing energy sources and technologies, as well as increasing, developing, and deploying alternative clean energy sources and technology.

The 2022 Scoping Plan discusses the role of local governments in meeting the State’s GHG reductions goals because local governments have jurisdiction and land use authority related to: community-scale planning and permitting processes, local codes and actions, outreach and education programs, and municipal operations. Furthermore, local governments may have the ability to incentivize renewable energy, energy efficiency, and water efficiency measures. As discussed in detail in Appendix D (Local Actions) of the 2022 Scoping Plan, local jurisdictions can do much to enable statewide priorities, such as taking local action to help the state develop the housing, transport systems, and other tools we all need. Indeed, state tools—such as the Cap-and-Trade Program or zero-emission vehicle programs—do not substitute for these local efforts. Multiple legal tools are open to local jurisdictions to support this approach, including development of a climate action plan (CAP), sustainability plan, or inclusion of a plan for reduction of GHG emissions and climate actions within a jurisdiction’s general plan. Any of these can help to align zoning, permitting, and other local tools with climate action.

Senate Bill 375

The California Legislature passed Senate Bill 375 (SB 375) on September 1, 2008, and SB 375 was signed by former Governor Schwarzenegger and chaptered into law on September 30, 2008. SB 375 requires CARB, working in consultation with the metropolitan planning organizations (MPOs), to set regional greenhouse gas reduction targets for the automobile and light truck sector for 2020 and 2035. CARB must provide each MPO with its reduction target by September 30, 2010. The target must then be incorporated within that region’s Regional Transportation Plan (RTP), which is used for long-term transportation planning, in a Sustainable Communities Strategy (SCS). Certain transportation planning and programming activities would then need to be consistent with the SCS; however, SB 375 expressly provides that the SCS does not regulate the use of land, and further provides that local land use plans and policies (e.g., general plan) are not required to be consistent with either the RTP or SCS.

In accordance with SB 375, on January 23, 2009, CARB appointed a Regional Targets Advisory Committee (RTAC) to provide recommendations and methodologies to be used in the target setting process. The RTAC provided its recommendations in a report to CARB on September 29, 2009. On August 9, 2010, CARB staff issued the Proposed Regional Greenhouse Gas Emission Reduction Targets For Automobiles And Light Trucks Pursuant to Senate Bill 375.¹⁷ CARB staff proposed draft reduction targets for the four largest MPOs (Bay Area, Sacramento, Southern California, and San Diego) of 7 to 8 percent for 2020 and reduction targets between 13 to 16 percent for 2035. For the Southern California Association of Governments (SCAG), which is the MPO for the region the proposed project is located; CARB established a draft target of 8 percent for 2020 and 13 percent for 2035, subject to SCAG Board approval. CARB staff proposed a draft reduction target for the combined San Joaquin Valley MPOs of 5 percent for 2020 and 10 percent for 2035, acknowledging that the growth rate in the San Joaquin Valley is projected to be double that of most other areas of California. The remaining six MPOs represent about 5 percent of both the State's greenhouse gas emissions and vehicle miles traveled from passenger vehicles. For these MPOs, CARB staff is proposing to use the most current greenhouse gas per capita projections from each MPO, adjusted for the impacts of the recession, as the basis for individual MPO targets for this first target-setting cycle. This approach allows the focus of this first target-setting cycle to appropriately remain on the largest and fastest growing regions of the state. Of note, the proposed reduction targets explicitly exclude emission reductions expected from the AB 1493 and low carbon fuel standard regulations. As indicated above, CARB was required to adopt the final targets by September 30, 2010. However, further discussion on the draft targets was requested by SCAG, with an additional meeting occurring and SCAG approving the draft targets in February 2011. The draft targets were finalized by Executive Order on February 15, 2011.

California Climate Action Registry

The California Climate Action Registry (CCAR) is a private non-profit organization formed by the State of California that serves as a voluntary GHG registry to protect and promote early actions to reduce GHG emissions by organizations. Senate Bill 1771 (SB 1771, Sher) formally established the CCAR with technical changes made to the statute in SB 527, which finalized the structure of the CCAR. The CCAR began with 23 charter members and currently has over 300 corporations, universities, cities and counties, government agencies and environment organizations voluntarily measuring, monitoring, and publicly reporting their GHG emissions using the CCAR protocols. The CCAR has published a General Reporting Protocol, as well as project- and industry-specific protocols for landfill activities, livestock activities, the cement sector, the power/utility sector, and the forest sector. The protocols provide the principles, approach, methodology, and procedures required for participation in the CCAR.

Due to the growth of the CCAR, it now operates under the Climate Action Reserve,¹⁸ which is a national offsets program for the United States carbon market. As part of this transition, the California Climate Action Registry was instrumental in establishing the Climate Registry, with the mission of expanding the California Registry's emissions reporting work to include all of North America.¹⁹ Emissions inventory reporting is being transitioned to the Climate Registry and reports for the 2009 reporting year will be the

¹⁷ California Air Resources Board, *Staff Report: Proposed Regional Greenhouse Gas Emission Reduction Targets For Automobiles And Light Trucks Pursuant To Senate Bill 375*, (2010).

¹⁸ Additional information about the Climate Action Reserve may be obtained at the following website: <http://www.climateactionreserve.org/>, Accessed September 13, 2023.

¹⁹ Additional information about the Climate Registry may be obtained at the following website: <http://www.theclimateresistry.org/>. Accessed September 13, 2023.

last the California Registry will accept. However, even after that year, the California Registry will continue to represent its members' emissions reports to the state of California.

Title 24

Title 24, Part 6, of the California Code of Regulations contains the CEC's Energy Efficiency Standards for Residential and Nonresidential Buildings. Title 24 was first established in 1978, in response to a legislative mandate to reduce California's energy consumption. Since that time, Title 24 has been updated periodically to allow for consideration and possible incorporation of new energy efficiency technologies and methods.

On April 23, 2008, the CEC adopted the 2008 standards, which applied to projects that submitted an application for a building permit on or after January 1, 2010. The CEC adopted the 2008 standards for a number of reasons: (1) to provide California with an adequate, reasonably priced, and environmentally sound supply of energy; (2) to respond to Assembly Bill 32 (AB 32; the Global Warming Solutions Act of 2006), which requires California to reduce its greenhouse gas emissions to 1990 levels by 2020; (3) to pursue the statewide policy that energy efficiency is the resource of choice for meeting California's energy needs; (4) to act on the findings of California's Integrated Energy Policy Report, which indicate that the 2008 Standards are the most cost-effective means to achieve energy efficiency, reduce the energy demand associated with water supply, and reduce greenhouse gas emissions; (5) to meet the West Coast Governors' Global Warming Initiative commitment to include aggressive energy efficiency measures in the update of all state building codes; and (6) to meet the Executive Order in the Green Building Initiative to improve the energy efficiency of nonresidential buildings through aggressive standards. The most recently adopted updates to the standards are known as the 2022 Building Energy Efficiency Standards, which go into effect on January 1, 2023.²⁰

The California Green Building Standards Code (CalGreen Code), which is Part 11 of the Title 24 Building Standards Code, is commonly referred to as the CalGreen Code. The 2008 edition was the first edition of the CalGreen Code and contained only voluntary standards. The 2022 CalGreen Code includes mandatory requirements for new residential and nonresidential buildings (including buildings for retail, office, public schools, and hospitals) throughout California beginning on January 1, 2023. The 2022 CalGreen Code contains regulations for energy efficiency, water efficiency and conservation, material conservation and resource efficiency, environmental quality, and more.

Local Regulations

South Coast Air Quality Management District CEQA Guidance

The City of La Cañada Flintridge, is located in the South Coast Air Basin (Air Basin), which consists of Orange County, Los Angeles County (excluding the Antelope Valley portion), and the western, non-desert portions of San Bernardino and Riverside Counties, in addition to the San Geronio Pass area in Riverside County. The South Coast Air Quality Management District (SCAQMD) is responsible for air quality planning in the Air Basin and developing rules and regulations to bring the area into attainment of the ambient air quality standards. This is accomplished through air quality monitoring, evaluation, education, implementation of control measures to reduce emissions from stationary sources, permitting and

²⁰ California Energy Commission. "2022 Building Energy Efficiency Standards." Available online at: <https://www.energy.ca.gov/programs-and-topics/programs/building-energy-efficiency-standards/2022-building-energy-efficiency>. Accessed September 13, 2023.

inspection of pollution sources, enforcement of air quality regulations, and by supporting and implementing measures to reduce emissions from motor vehicles.

In 2008, SCAQMD released draft guidance regarding interim CEQA GHG significance thresholds.²¹ A GHG Significance Threshold Working Group was formed to further evaluate potential GHG significance thresholds.²² The SCAQMD proposed the use of a percent emission reduction target to determine significance for commercial/residential projects that emit greater than 3,000 MTCO_{2e} per year. Under this proposal, commercial/residential projects that emit fewer than 3,000 MTCO_{2e} per year would be assumed to have a less than significant impact on climate change. On December 5, 2008, the SCAQMD Governing Board adopted the staff proposal for an interim GHG significance threshold of 10,000 MTCO_{2e} per year for stationary source/industrial projects where the SCAQMD is the lead agency. However, the SCAQMD has yet to adopt a GHG significance threshold for land use development projects (e.g., residential/commercial projects). The Working Group has been inactive since 2011, and SCAQMD has not formally adopted any GHG significance threshold for other jurisdictions.

GHG Inventory, Forecasts, and Reduction Targets

Inventory

In 2019, the La Cañada Flintridge community produced a total of 164,353 metric tons of carbon dioxide equivalent emissions (MT CO_{2e}). As illustrated in the figure below, the greatest percentage of emissions was from transportation and mobile service at 57%, or 92,720 MT CO_{2e}. Energy use (which includes electricity and natural gas) in residential buildings represents the next largest source at 29%, and energy from commercial use followed, contributing 7%. In terms of total amounts, residential energy produced 47,691 MT CO_{2e}, commercial energy resulted in 12,065 MT CO_{2e}. The remainder of the community inventory includes solid waste with 3% or 5,578 MT CO_{2e}, water and wastewater with 4% or 6,182 MT CO_{2e}, and fugitive emissions with 118 MT CO_{2e}.

City operations GHG emissions were also analyzed. La Cañada Flintridge government operations were responsible for 226 MT CO_{2e}. The largest emission sources were employee commuting at 36% (80 MT CO_{2e}) and City Facilities at 28% (64 MT CO_{2e}). The Public Lighting sector contributed 22%, with 64 MT CO_{2e}. Finally, the City's operational water supply contributed 14% of emissions, or 32 MT CO_{2e}.

Forecasts

To determine what the City's emissions might look like in 2045, a series of emissions forecasts were developed. First a Business-As-Usual (BAU) forecast was developed to estimate the City's emissions without any additional action from Federal, State, or local governments. The City's Business As-Usual emissions are expected to increase 4.3% from 165,418 metric tons in 2019 to 172,506 metric tons in 2045.

To project the City's emissions in 2045 including the expected impacts of State and local actions, an Adjusted Business-As-Usual (ABAU) forecast was developed which includes expected increases to National Corporate Average Fuel Economy standards, and the local energy providers renewable energy

²¹ SCAQMD, Board Meeting, December 5, 2008, Agenda No. 31, available online at: <http://www3.aqmd.gov/hb/2008/December/081231a.htm>, accessed September 13, 2023.

²² SCAQMD, *Greenhouse Gases CEQA Significance Thresholds*, available online at: <http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/ghg-significance-thresholds>, accessed September 13, 2023.

grid mix. This forecast shows that, with the inclusion of these additional factors, the City’s emissions are expected to decrease from 165,418 metric tons in 2019 to 136,356 metric tons in 2030 (decrease of 17.5% from 2019) and 107,228 metric tons in 2045 (decrease of 35.2% from 2019).

Table 2
GHG Emissions and Targets (MTCO2e)

Year	Baseline / Inventory	Business as Usual	Adjusted Business as Usual	Target	CAAP 2024
2007 (baseline)	292,181				
2019 (inventory)	165,418				
2030		168,381	138,356	175,309	101,548
2035				122,716	
2045		172,506	107,228	Carbon Neutrality	21,111 ¹

¹ To meet targets set in the 2024 CAAP, the City has stated willingness to purchase renewable energy credits and offsets to reach carbon neutrality.

Source: 2024 CAAP, Provision Forecast and Mitigation Targets Appendix

2024 CAAP Implementation

There are 54 strategies with 105 associated actions outlined within the CAAP to provide a roadmap for implementation. As outlined in **Table 3, Top 10 Emission Reduction Strategies from the 2024 CAAP**, the City should be able to achieve its targets of 40% emission reductions by 2030, 58% emission reductions by 2035, and net zero by 2045 by enacting the following strategies and temporarily using Renewable Energy Credits and Offsets for the remaining 21,111 MT CO₂e in 2045:

Table 3
Top 10 Emission Reduction Strategies from the 2024 CAAP

Strategies	Emission Reduction
Transition to 100% renewable energy by 2050	1,116 MT CO ₂ e/year
Increase EV infrastructure and adoption community-wide to reduce combustion engine VMT by 25% by 2040; Accelerate the transition to EVs in the community	2,207 MT CO ₂ e/year
Promote natural gas alternatives to commercial and residential customers using a Heat Pump Promotional Campaign	4,308 MT CO ₂ e/year
Complete a community-wide building electrification study and establish a long-term implementation plan (Phase 1 and Phase 2)	1,306 MT CO ₂ e/year
Consider a residential and commercial “Bulk Purchasing” solar agreement to bring upfront costs down. Campaign: Solarize LCF (Partner with the school district)	4,104 MT CO ₂ e/year
Encourage all appropriate new construction be designed for net-zero energy	393 MT CO ₂ e/year
Achieve 15% reduction in residential and commercial energy use by 2035 from 2007	587 MT CO ₂ e/year
Incorporate climate action and adaptation into city policy, budget, planning, and internal standards	N/A

Strategies	Emission Reduction
Join the Clean Power Alliance	1,502 MT CO ₂ e/year
Appoint a Commission on the Environment	N/A
Total	15,520 MT CO₂e/year

Source: 2024 CAAP, Provision Forecast and Mitigation Targets Appendix

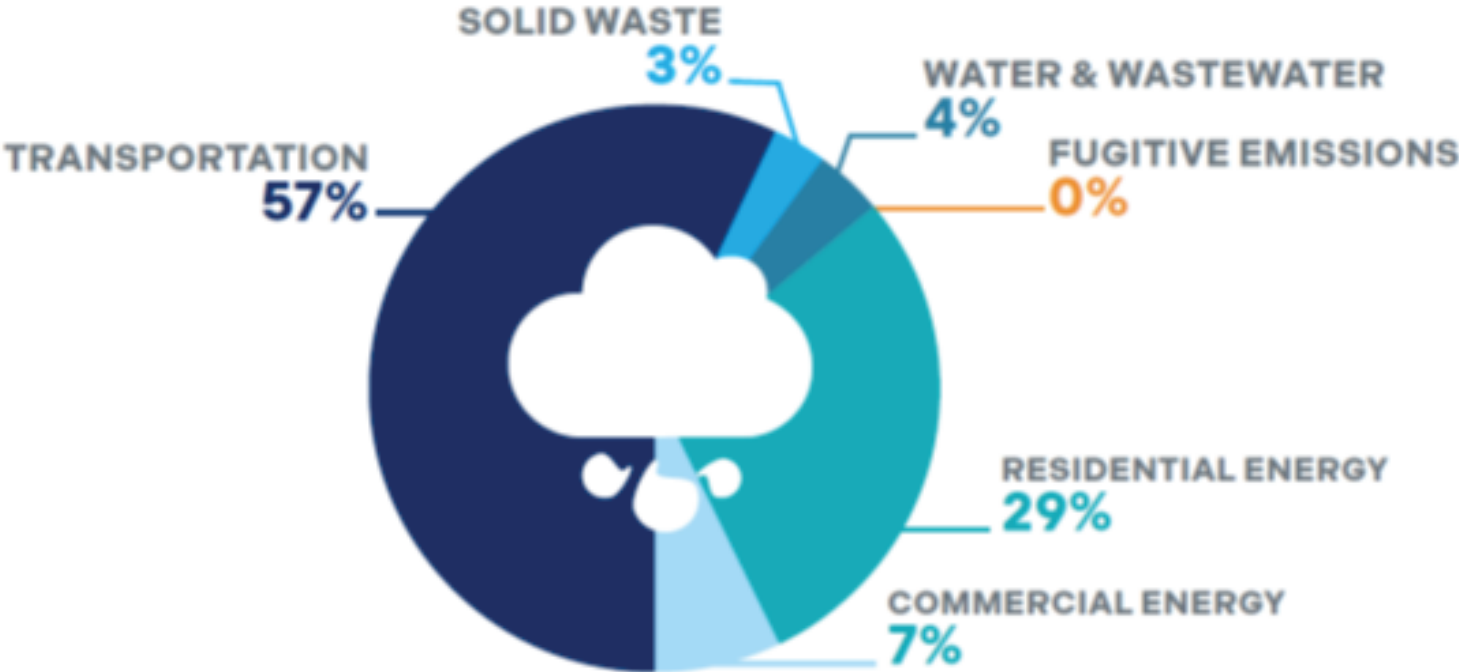
Environmental Setting and Surrounding Land Uses

The City of La Cañada Flintridge is located 13 miles northeast of downtown Los Angeles and 6 miles northeast of Burbank in Los Angeles County (County), as shown in **Figure 3, Regional Location**. The approximately 8.5 square mile City is bordered by Pasadena to the east, Glendale to the south, the Angeles National Forest to the north, and the unincorporated county areas of La Crescenta and Montrose to the west. The City is situated in the La Crescenta Valley along the I-210 corridor between the San Gabriel Mountains to the north and the San Raphael Hills to the south, as shown in **Figure 4, Project Vicinity**.

The foundation of the City was established in the early 1920s when developers began to subdivide the area to attract buyers with scenic views. In 1976, the two communities of La Cañada and Flintridge joined to become one incorporated city, called La Cañada Flintridge. The City has a population of 20,588 and is primarily a bedroom community consisting largely of owner-occupied single-family homes. La Cañada Flintridge enjoys a semi-rural character and a small-town atmosphere while maintaining a proximity to the downtown Los Angeles urban center.

Local-serving commercial development in the City is almost exclusively limited to frontage along Foothill Boulevard, the main thoroughfare. Approximately 20 percent of the City's land is devoted to public and private open space uses such as conservation easements, trails, and other naturally preserved areas. The City does not have manufacturing or industrial development, nor are there any zones that would permit such uses. However, NASA's Jet Propulsion Laboratory (JPL) is located within the City limits and is reflected in the Public Facilities land use designation.

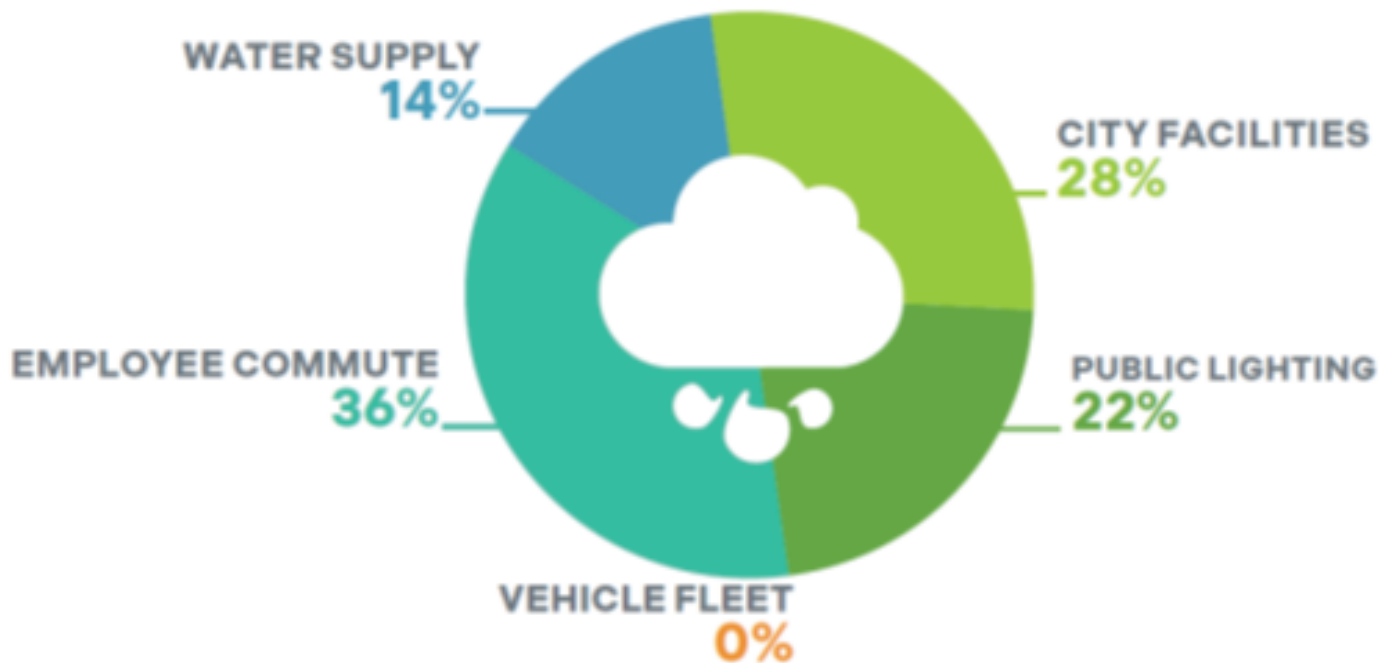
LA CAÑADA FLINTRIDGE COMMUNITY INVENTORY



SOURCE: Esri, 2023

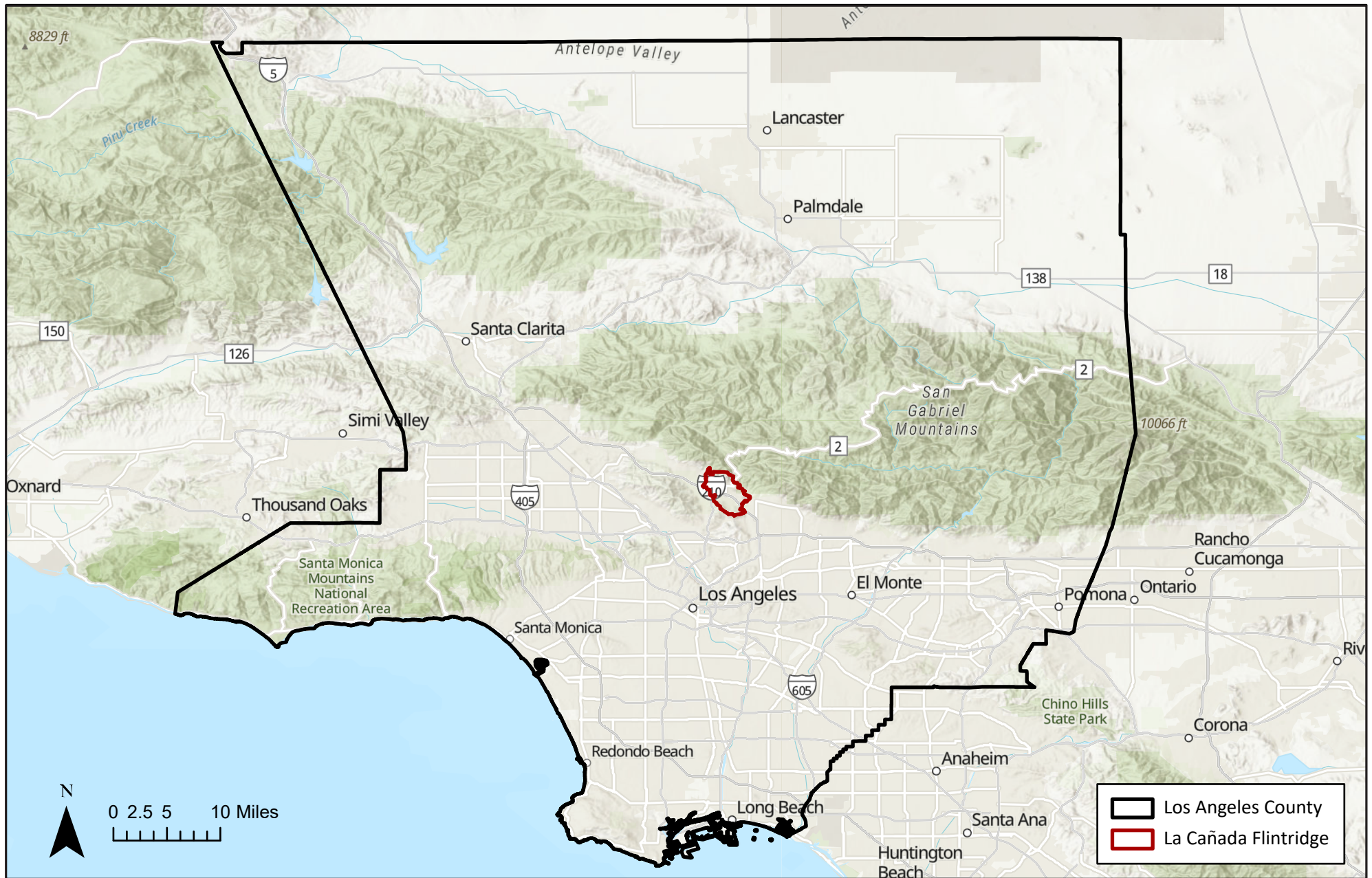
FIGURE 1

LA CAÑADA FLINTRIDGE CITY OPERATIONS INVENTORY



SOURCE: Esri, 2023

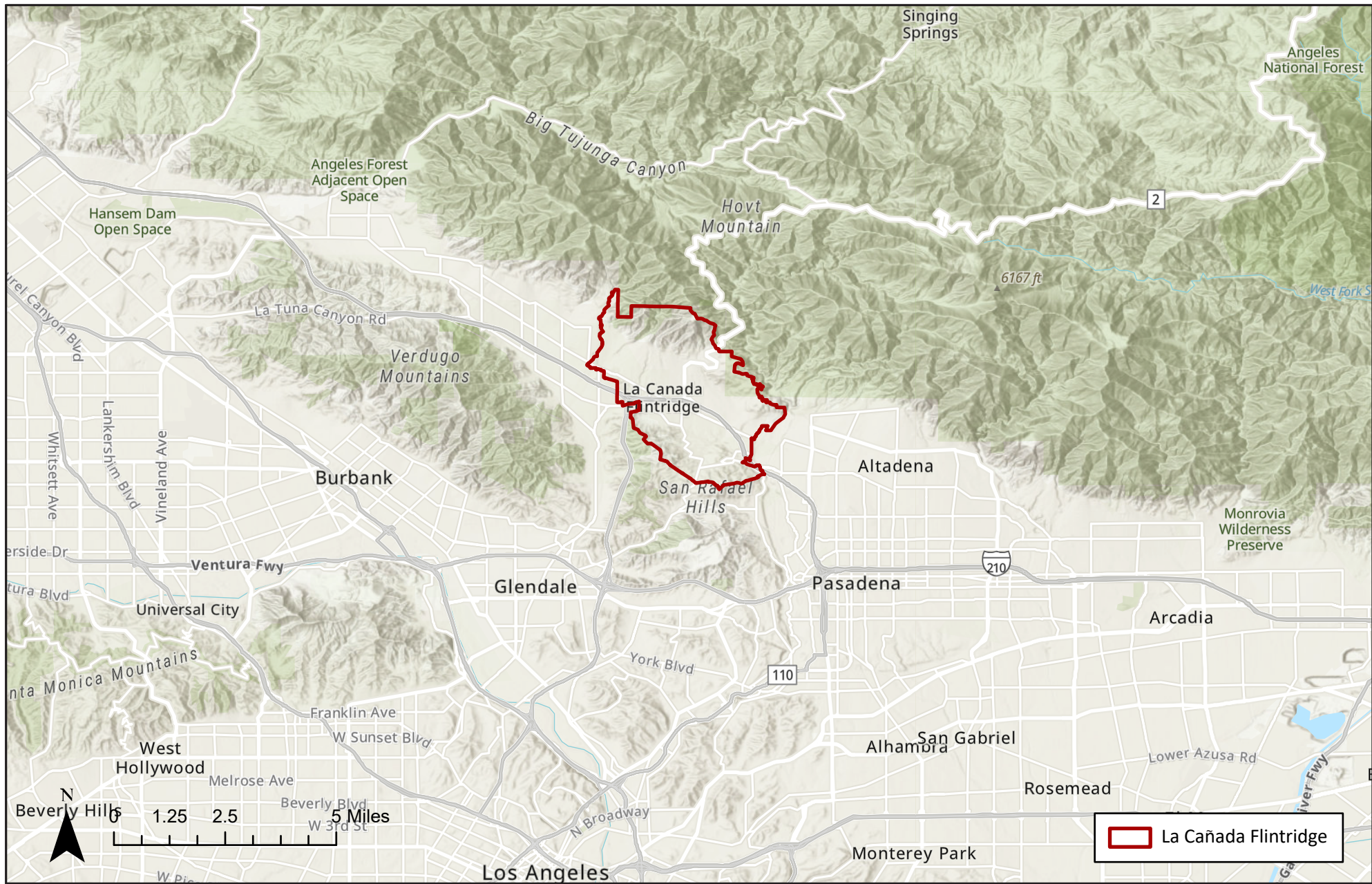
FIGURE 2



SOURCE: Esri, 2023

FIGURE 3

Regional Location



SOURCE: Esri, 2023

FIGURE 4

III. EVALUATION OF ENVIRONMENTAL IMPACTS

A. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this Project, involving at least one impact that is a “Potentially Significant Impact” as indicated by the checklist on the following pages.

<input type="checkbox"/>	Aesthetics	<input type="checkbox"/>	Agriculture and Forestry Resources	<input type="checkbox"/>	Air Quality
<input type="checkbox"/>	Biological Resources	<input type="checkbox"/>	Cultural Resources	<input type="checkbox"/>	Energy
<input type="checkbox"/>	Geology and Soils	<input type="checkbox"/>	Greenhouse Gas Emissions	<input type="checkbox"/>	Hazards and Hazardous Materials
<input type="checkbox"/>	Hydrology and Water Quality	<input type="checkbox"/>	Land Use and Planning	<input type="checkbox"/>	Mineral Resources
<input type="checkbox"/>	Noise	<input type="checkbox"/>	Population and Housing	<input type="checkbox"/>	Public Services
<input type="checkbox"/>	Recreation	<input type="checkbox"/>	Transportation	<input type="checkbox"/>	Tribal Cultural Resources
<input type="checkbox"/>	Utilities and Service Systems	<input type="checkbox"/>	Wildfire	<input type="checkbox"/>	Mandatory Findings of Significance

DETERMINATION: (to be completed by the Lead Agency)

On the basis of this initial evaluation:

I find that the Proposed Project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.	<input checked="" type="checkbox"/>
I find that, although the Proposed Project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described on an attached sheet have been added to the Project. A MITIGATED NEGATIVE DECLARATION will be prepared.	<input type="checkbox"/>
I find that the Proposed Project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.	<input type="checkbox"/>
I find that the Proposed Project MAY have a “potentially significant impact” or “potentially significant unless mitigated” impact on the environment., but at least effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.	<input type="checkbox"/>

<p>I find that although the Proposed Project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the Proposed Project, nothing further is required.</p>	<input type="checkbox"/>
<p>I find that the Project is a qualified “transit priority project” that satisfies the requirements of Sections 21155 and 21155.2 of the Public Resources Code (PRC), and a qualified “residential or mixed use residential project” that satisfies the requirements of Section 21159.28(d) of the PRC, and although the Project could have a potentially significant effect on the environment as identified in the Initial Study contained herein, there will not be a significant effect in this case, because this Sustainable Communities Environmental Assessment (SCEA) contains measures that either avoid or mitigate to a level of insignificance all potentially significant or significant effects of the Project.</p>	<input type="checkbox"/>

Susan Koleda

Printed Name

Director of Community Development

Title



Signature

January 16, 2024

Date

B. EVALUATION OF ENVIRONMENTAL IMPACTS

1. A brief explanation is required for all answers except “No Impact” answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors, as well as general standards (e.g., the project would not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect may be significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an EIR is required.
4. “Negative Declaration: Less Than Significant with Mitigation Incorporated” applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a

“Less Than Significant Impact.” The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level.

5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
 - a. Earlier Analyses Used. Identify and state where they are available for review.
 - b. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c. Mitigation Measures. For effects that are “Less than Significant with Mitigation Measures Incorporated,” describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
7. Supporting Information Sources: A source list should be attached, and other sources used, or individuals contacted should be cited in the discussion.
8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project’s environmental effects in whatever format is selected.
9. The explanation of each issue should identify:
 - a. the significance criteria or threshold, if any, used to evaluate each question; and
 - b. the mitigation measure identified, if any, to reduce the impact to less than significance
10. A brief explanation is required for all answers except “No Impact” answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors, as well as general standards (e.g., the project would not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
11. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

12. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect may be significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an EIR is required.
13. “Negative Declaration: Less Than Significant with Mitigation Incorporated” applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less Than Significant Impact.” The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level.
14. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
 - a. Earlier Analyses Used. Identify and state where they are available for review.
 - b. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c. Mitigation Measures. For effects that are “Less than Significant with Mitigation Measures Incorporated,” describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
15. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
16. Supporting Information Sources: A source list should be attached, and other sources used, or individuals contacted should be cited in the discussion.
17. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project’s environmental effects in whatever format is selected.
18. The explanation of each issue should identify:
 - a. the significance criteria or threshold, if any, used to evaluate each question; and
 - b. the mitigation measure identified, if any, to reduce the impact to less than significance

Impact Terminology

The following terminology is used to describe the level of significance of impacts:

- A finding of *no impact* is appropriate if the analysis concludes that the project would not affect the particular topic area in any way.
- An impact is considered *less than significant* if the analysis concludes that it would not cause substantial adverse change to the environment and requires no mitigation.
- An impact is considered *less than significant with mitigation incorporated* if the analysis concludes that it would not cause substantial adverse change to the environment with the inclusion of environmental commitments that have been agreed to by the applicant.
- An impact is considered *potentially significant* if the analysis concludes that it could have a substantial adverse effect on the environment.

C. ENVIRONMENTAL IMPACTS

1. Aesthetics

Discussion

List of Applicable 2024 CAAP Actions:

- E 2.3.1) Implement daylight harvesting systems in two percent of municipal buildings annually to automatically adjust lighting levels based on available natural light
- E 3.2.1) Partner with solar vendors and installers to host events where residents and business owners can directly sign up to receive analyses of their homes’ solar potential
- E 3.2.2) Use Solar Crowd Source to launch Solarize La Cañada Flintridge campaign
- GC 1.2.1) Conduct an assessment of all city medians to determine suitability for conversion to native plants
- GC 1.2.2) Develop a phased plan for the replacement of turf with native plants, considering factors like traffic safety, maintenance needs, and plant availability
- BE 1.2.1) Develop a partnership with a certified LEED consultant to provide training and resources to local developers.

Except as provided in Public Resources Code section 21099:

a. Would the project have a substantial adverse effect on a scenic vista?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Less than Significant Impact. A scenic vista is generally defined as a view of undisturbed natural characteristics exhibiting a unique feature that comprises an important or dominant portion of the viewshed. Although scenic vistas are identified at the discretion of its jurisdiction, common examples of scenic vistas include open hillsides, mountain ranges, rivers/streambeds, and large bodies of water. According to the Conservation Element of the City’s General Plan, State Route 2 (SR-2); Interstate 210 (I-210); Foothill Boulevard; and Verdugo Boulevard east of SR-2 are identified as scenic routes. The Conservation Element also identifies the prominent ridgelines of the San Gabriel Mountains to the north and the San Rafael Hills to the south as visual resources (see Figure CNE-3, Topographic and Visual Resources City of La Cañada Flintridge, in the Conservation Element).

The CAAP would operate as a policy document to the City and would not directly result in new development that could substantially impact the City’s existing scenic resources, nor would the CAAP directly result in substantial impacts to the visual character of the City. The CAAP does not include

any strategies or action items that directly involve any scenic vistas or scenic routes, nor would they have the potential to cause a substantial adverse effect on a scenic vista. As such, impacts would be less than significant.

- b. Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Less than Significant Impact. According to the California Department of Transportation, I-210 (post mile [PM] R0.0 to R25.0) and the intersection of 210 and SR 38 (via Wrightwood) are identified as eligible state scenic highways. However, the CAAP would operate as a policy document, and would not include any site-specific development, designs, or proposals that would result in damage to scenic resources including, but not limited to, trees, rock outcroppings, or buildings along the existing designated scenic corridors. As such, impacts would be less than significant.

- c. Would the project, in non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Less than Significant Impact. The CAAP would serve as a policy document that would not adversely impact the overall scenic quality of the City. However, implementation of the CAAP could result in some long-term changes to the visual environment of the City. For example, implementation of **Actions E3.2.1** and **E3.2.2** focuses on increasing the number of solar panels installed on existing and future homes, which may result in changes to the visual character of the City’s suburban neighborhood. Additionally, implementation of **Actions GC 1.2.1** and **GC 1.2.2** would involve removing existing street medians within the City and replacing them with native plants. These actions would be required to comply with state and local goals and would be considered minor changes to the visual environment. Thus, implementation of the CAAP would not have the potential to adversely impact the scenic quality of the City and impacts would be less than significant.

- d. Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Less than Significant Impact. The CAAP does not include any site-specific development, designs, or proposals that would introduce new significant sources of light and glare. Although actions included in the CAAP could result in the installation of new solar panels, solar photovoltaic panels are specifically designed to absorb, not reflect sunlight; and therefore, would not introduce a new source of substantial light or glare. As such, impacts would be less than significant.

Standard Mitigation Measures, Conditions or Requirements

No mitigation measures, conditions, or requirements are required.

2. Agricultural Resources

Discussion

List of Applicable 2024 CAAP Actions:

The 2024 CAAP does not contain any actions related to agricultural or forest resources. No specific development projects are proposed as part of the 2024 CAAP, and no changes in existing land use zones or densities, nor any changes to land use regulations, are proposed.

- a. **Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?**

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No Impact. According to the California Department of Conservation, there is no land in the City that is classified as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance.²³ The City is an urbanized and built out area which supports primarily residential and commercial uses. There is no property zoned or used for agriculture, nor properties impacted by Williamson Act contracts in the City.²⁴ Furthermore, there is no property zoned or used for agricultural uses within City. As such, the CAAP would not convert any farmland to non-agricultural use, or forest land to non-forest use. Therefore, no impact to agricultural or forestry resources would occur.

- b. **Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?**

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No Impact. According to the California Department of Conservation, there is no land in the City that is classified as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. The City is an urbanized and built out area which supports primarily residential and commercial uses. There is no property zoned or used for agriculture, nor properties impacted by Williamson Act contracts in the

²³ California Department of Conservation. California Important Farmland Finder. Available online at: <https://maps.conservation.ca.gov/dlrp/ciff/>, accessed September 7, 2023.

²⁴ California Department of Conservation. State of California Williamson Act Contract Land. Available online at: [https://planning.lacity.org/eir/HollywoodCenter/Deir/ELDP/\(E\)%20Initial%20Study/Initial%20Study/Attachments%20B%20References/California%20Department%20of%20Conservation%20Williamson%20Map%202016.pdf](https://planning.lacity.org/eir/HollywoodCenter/Deir/ELDP/(E)%20Initial%20Study/Initial%20Study/Attachments%20B%20References/California%20Department%20of%20Conservation%20Williamson%20Map%202016.pdf), accessed September 7, 2023.

City. Furthermore, there is no property zoned or used for agricultural uses within City. As such, the CAAP would not conflict with existing agricultural uses or Williamson Act contracts. Therefore, no impact to agricultural or forestry resources would occur.

- c. **Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220 (g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104 (g))?**

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No Impact. According to the California Department of Conservation, there is no land in the City that is classified as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. The City is an urbanized and built out area which supports primarily residential and commercial uses. There is no property zoned or used for forest land, timberland, or timberland zoned Timberland Production within City. As such, the CAAP would not cause rezoning of forest land, timberland, or timberland zoned Timberland Production. Therefore, no impact to agricultural or forestry resources would occur.

- d. **Would the project result in the loss of forest land or conversion of forest land to a non-forest use?**

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No Impact. According to the California Department of Conservation, there is no land in the City that is classified as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. The City is an urbanized and built out area which supports primarily residential and commercial uses. There is no property zoned or used for forest land, timberland, or timberland zoned Timberland Production within the City. As such, the CAAP would not result in the loss of forest land or conversion of forest lands to a non-forest use. Therefore, no impact to agricultural or forestry resources would occur.

- e. Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No Impact. According to the California Department of Conservation, there is no land in the City that is classified as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. The City is an urbanized and built out area which supports primarily residential and commercial uses. There is no property zoned or used for agriculture, nor properties impacted by Williamson Act contracts in the City. Furthermore, there is no property zoned or used for forest land, timberland or timberland zoned Timberland Production within City. As such, the CAAP would not convert any farmland to non-agricultural use, or forest land to non-forest use, or conflict with existing agricultural, or timberland zoning or Williamson Act contracts. Therefore, no impact to agricultural or forestry resources would occur.

Standard Mitigation Measures, Conditions or Requirements

No mitigation measures, conditions, or requirements are required.

3. Air Quality

Setting

Existing Conditions

The City is located in the South Coast Air Basin (SCAB), an area of approximately 6,745 square miles bound by the Pacific Ocean to the west and south and the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east. The SCAB includes all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties, in addition to the San Geronio Pass area in Riverside County. The terrain and geographical location determine the distinctive climate of the SCAB, which is a coastal plain with connecting broad valleys and low hills.

The SCAB lies in the semi-permanent high-pressure zone of the eastern Pacific. As a result, the climate is mild, tempered by cool sea breezes. The usually mild climatological pattern is interrupted infrequently by periods of extremely hot weather, winter storms, or Santa Ana winds. The extent and severity of the air pollution problem in the SCAB is a function of the area's natural physical characteristics (weather and topography) as well as human-made influences (development patterns and lifestyle). Factors such as wind, sunlight, temperature, humidity, rainfall, and topography all affect the accumulation and dispersion of pollutants throughout the SCAB, making it an area of high pollution potential.

The greatest air pollution impacts in the SCAB occur from June through September, mainly because of the combination of large amounts of pollutant emissions, light winds, and shallow vertical atmospheric mixing. This frequently reduces pollutant dispersion, causing elevated air pollution levels. Pollutant concentrations in the SCAB vary with location, season, and time of day. Ozone concentrations, for example, tend to be lower along the coast, higher in the near inland valleys, and lower in the far inland areas of the SCAB and adjacent desert.

South Coast Air Quality Management District

The South Coast Air Quality Management District (SCAQMD) is the regulatory agency responsible for improving air quality in the SCAB. The SCAQMD is responsible for controlling emissions primarily from stationary sources of air pollution. These can include anything from large power plants and refineries to the corner gas station. There are about 28,400 such businesses operating under SCAQMD permits. Many consumer products are also considered stationary sources; these include house paint, furniture varnish, and thousands of products containing solvents that evaporate into the air. About 25% of the SCAB's ozone-forming air pollution comes from stationary sources, both businesses and residences. The other 75% comes from mobile sources—mainly cars, trucks and buses, but also construction equipment, ships, trains and airplanes. Emission standards for mobile sources are established by state or federal agencies, such as the California Air Resources Board (CARB) and the U.S. Environmental Protection Agency (U.S. EPA), rather than by local agencies such as SCAQMD.

Local Air Quality

The SCAQMD has divided the SCAB into air monitoring areas and maintains a network of air quality monitoring stations located throughout the SCAB. The city is in the West San Gabriel Valley Monitoring Area. The nearest monitoring station is the Pasadena Monitoring Station, in the City of Pasadena at 752 S. Wilson Avenue. Criteria pollutants monitored at the Pasadena Station include CO, nitrogen dioxide (NO₂),

ozone, and fine particulate matter (PM2.5). There are no monitoring stations within the West San Gabriel Valley Monitoring Area that monitor coarse particulate matter (PM10). **Table 4** displays air quality monitoring data from the CARB No. 088 Pasadena Monitoring Station for the last three years (2019-2021).

Table 4
Air Monitoring Station Ambient Pollutant Concentrations

Pollutant	Standards ¹	Year		
		2019	2020	2021
Carbon Monoxide (CO)				
Maximum 1-hour concentration monitored (ppm)		1.5	2.6	1.9
Maximum 8-hour concentration monitored (ppm)		1.2	2.2	1.6
Number of days exceeding state 1-hour standard	20 ppm	0	0	0
Number of days exceeding federal 1-hour standard	35 ppm	0	0	0
Ozone (O₃)				
Maximum 1-hour concentration monitored (ppm)		0.120	0.163	0.104
Maximum 8-hour concentration monitored (ppm)		0.098	0.115	0.087
Number of days exceeding state 1-hour standard	0.09 ppm	4	41	12
Number of days exceeding federal/state 8-hour standard	0.070 ppm	12	60	32
Nitrogen Dioxide (NO₂)				
Maximum 1-hour concentration monitored (ppm)		0.059	0.061	0.077
Annual average concentration monitored (ppm)		0.013	0.014	0.014
Number of days exceeding state 1-hour standard	0.18 ppm	0	0	0
Fine Particulate Matter (PM2.5)				
Maximum 24-hour concentration monitored (µg/m ³)		30.9	34.9	63.6
Annual average concentration monitored (µg/m ³)		8.9	11.6	10.74
Number of samples exceeding federal standard	35 µg/m ³	0	0	2

Source: South Coast Air Quality Management District. Historical Data By Year. Available at: <https://www.aqmd.gov/home/air-quality/historical-air-quality-data/historical-data-by-year>, accessed September 2023.

NA = not available

¹ Parts by volume per million of air (ppm), micrograms per cubic meter of air (µg/m³), or annual arithmetic mean (aam).

² The 8-hour federal O₃ standard was revised from 0.075 ppm to 0.070 ppm in 2015. The statistics shown are based on the 2015 standard of 0.070 ppm.

Federal Clean Air Act

The 1970 Federal Clean Air Act (FCAA) authorized the establishment of national health-based air quality standards and also set deadlines for their attainment. The FCAA Amendments of 1990 changed deadlines for attaining national standards as well as the remedial actions required of areas of the nation that exceed the standards. Under the FCAA, State and local agencies in areas that exceed the national standards are required to develop State Implementation Plans to demonstrate how they will achieve the national standards by specified dates. The FCAA requires that all projects receiving federal funds demonstrate conformity to the approved State Implementation Plan and local air quality attainment plan for the region.

California Clean Air Act

The California Clean Air Act (CCAA) provides local air quality districts with authority to regulate indirect sources and mandates that air quality districts focus particular attention on reducing emissions from transportation and area-wide emission sources. CARB is the agency responsible for coordination and oversight of state and local air pollution control programs in California and for implementing the CCAA. Each nonattainment district is required to adopt a plan to achieve a five percent annual reduction, averaged over consecutive three-year periods, in district-wide emissions of each nonattainment pollutant or its precursors. A Clean Air Plan shows how a district would reduce emissions to achieve air quality standards. Generally, the State standards for these pollutants are more stringent than the national standards.

Criteria Air Pollutants

Concentrations of criteria air pollutants are used to indicate the quality of the ambient air. Criteria air pollutants include ozone, carbon monoxide (CO), nitrogen dioxide (NO₂), sulfur dioxide (SO₂), particulate matter less than 10 micrometers (coarse or PM₁₀), particulate matter less than 2.5 micrometers (fine or PM_{2.5}), and lead. However, ozone, PM₁₀, and PM_{2.5} are the criteria air pollutants of primary concern in the SCAB due to their nonattainment status with respect to the applicable National Ambient Air Quality Standards (NAAQS) and/or California Ambient Air Quality Standards (CAAQS). The SCAB is in nonattainment for 1-hour and 8-hour ozone CAAQS and NAAQS, 24-hour and annual PM₁₀ CAAQS, and 24-hour and annual CAAQS and NAAQS. The SCAB is in attainment or unclassified for all other criteria pollutants.

SCAQMD 2022 Air Quality Management Plan

State law makes CARB the lead agency for all purposes related to the SIP. Local air districts and other agencies prepare SIP elements and submit them to CARB for review and approval. CARB then forwards SIP revisions to the EPA for approval and publication in the Federal Register. The 2022 Air Quality Management Plan (2022 AQMP) is the SIP for the Basin. The AQMP identifies the control measures that will be implemented to reduce major sources of pollutants. Implementation of control measures established in the previous AQMPs has substantially decreased the population's exposure to unhealthful levels of pollutants, even while population growth has occurred in the SCAB.

On December 2, 2022, the SCAQMD Governing Board approved the 2022 AQMP that lays a path for improving air quality and meeting federal air pollution standards by 2037. The AQMP aims to, among other goals, reduce almost 70 percent of smog forming emissions by 2037 beyond existing regulations, require zero-emission technologies across all sectors, and lay out specific actions needed from the federal government to reduce emissions from ships, trains, aircraft, and other sources primarily under federal regulatory authority. The 2022 AQMP also focuses on communities disproportionately impacted by air pollution with a dedicated chapter on environmental justice.

The future air quality levels forecast in the 2022 AQMP are based on the most recent assumptions provided by both CARB and the Southern California Association of Governments (SCAG) for motor vehicle emissions and demographic updates and includes updated transportation conformity budgets. For example, future growth projections were based on demographic growth forecasts for various socioeconomic categories (e.g., population, housing, employment by industry) developed by SCAG for their 2020 RTP/SCS. The 2022 AQMP also assumes that development projects will include strategies (mitigation measures) to reduce emissions generated during construction and operation in accordance with

SCAQMD and local jurisdiction regulations, which are designed to address air quality impacts and pollution control measures. The 2022 AQMP acknowledges that the most significant air quality challenge in the Basin is to reduce NOX emissions sufficiently to meet the upcoming ozone standard deadlines. The 2022 AQMP incorporates the latest scientific and technical information and planning assumptions, including SCAG's 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (Connect SoCal) (RTP/SCS), updated emission inventory methodologies for various source categories, and SCAG's latest growth forecasts. The 2022 AQMP includes integrated strategies and measures to meet the NAAQS.

SCAQMD Rules and Regulations

All projects are subject to adopted SCAQMD rules and regulations in effect at the time of construction. Specific rules applicable to the construction of the project may include but are not limited to the following:

- Regulation IV, Rule 402: Nuisance. A person shall not discharge from any source whatsoever such quantities of air contaminants or other materials which cause injury, detriment, nuisance or annoyance to any considerable number of persons or the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause or have natural tendency to cause injury or damage to business or property.
- Regulation IV, Rule 403: Fugitive Dust. The developer or contractor is required to implement Best Available Control Measures for all sources, and all forms of visible PM are prohibited from crossing any property line.
- Regulation XI, Rule 1113: Architectural Coatings. The manufacturer, distributor, and end user of architectural and industrial maintenance coatings to reduce VOC emissions from the use of these coatings, primarily by placing limits on the VOC content of various coating categories.
- Regulation XII, Rule 1186: PM10 Emissions from Paved and Unpaved Roads, and Livestock Operations. The purpose of this rule is to reduce the amount of PM entrained in the ambient air as a result of vehicular travel on paved and unpaved public roads.
- Regulation XIV, Rule 1403: Asbestos Emissions from Demolition/Renovation Activities. The owner or operator of any demolition or renovation activity is required to have an asbestos study performed prior to demolition and to provide notification to SCAQMD prior to commencing demolition activities.

The SCAQMD recommends that its quantitative air pollution thresholds be used to determine the significance of project emissions. Projects in the SCAB would generate significant emissions if daily emissions would exceed the regional thresholds of significance shown in **Table 5**

Table 5
SCAQMD Regional Thresholds of Significance

Pollutant	Construction (pounds per day)	Operations (pounds per day)
NOx	100	55
VOC	75	55
PM10	150	150
PM2.5	55	55
SOx	150	150
CO	550	550

Source: SCAQMD. 2019. South Coast AQMD Air Quality Significance Thresholds. <http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf>

Sensitive Receptors

Some people are particularly sensitive to air pollution, including persons with respiratory illnesses or impaired lung function because of other illnesses, the elderly, and children. Facilities and structures where these people live or spend considerable amounts of time are known as sensitive receptors. The SCAQMD defines land uses considered to be sensitive receptors as long-term health care facilities, rehabilitation centers, convalescent centers, retirement homes, residences, schools, playgrounds, childcare centers, and athletic facilities.

Discussion

List of Applicable 2024 CAAP Actions:

- T 1.1.1) Encourage partnerships with private schools to develop and implement school bus programs that reduce school-related single occupancy vehicle commutes
- T 1.1.2) Work with schools to encourage EV shuttle service for students living >1 mile from their neighborhood schools.
- T 1.2.1) Expand the frequency and hours of service of the LCF Shuttle
- T 1.2.2) Work with LA County to develop rideshare options to LAX airport, similar to the beach bus
- T 1.2.3) Assess and promote Park-n-Ride options for commuters outside of the City
- T 1.3.1) Work with Metro to offer an annual bus pass to all new employees who express interest
- T 1.3.2) Encourage employers to provide opportunities for flex hours, compressed work week and telecommuting schedules to reduce VMT and reintroduce transportation reduction programs
- T 2.1.1) Determine locations for additional EV charging stations in high traffic areas around the city

- T 2.1.2) Actively promote EV adoption and require EV-only parking
- E 3.5.1) Coordinate an exchange program for gas powered landscaping equipment with all electric
- E 3.5.2) Apply for grants that could offer subsidies for exchanging gas to all electric landscaping equipment
- GC 5.1.1) Consider GHG emission impacts in all new city projects
- GC 5.1.2) Incorporate climate preparedness into city programs, operations, and maintenance protocols
- GC 5.1.3) Integrate CAAP goals into city projects as an order of business

a. **Would the project conflict with or obstruct implementation of the applicable air quality plan?**

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Less than Significant Impact. As part of its enforcement responsibilities, the EPA requires each state with nonattainment areas to prepare and submit a State Implementation Plan (SIP) that demonstrates the means to attain the federal standards. The SIP must integrate federal, state, and local plan components and regulations to identify specific measures to reduce pollution in nonattainment areas, using a combination of performance standards and market-based programs. Similarly, under state law, the California Clean Air Act (CCAA) requires an air quality attainment plan to be prepared for areas designated as nonattainment with regard to the federal and state ambient air quality standards. Air quality attainment plans outline emissions limits and control measures to achieve and maintain these standards by the earliest practical.

The City is located within the South Coast Air Basin (SCAB), which is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The SCAQMD is required, pursuant to the federal Clean Air Act, to reduce emissions of criteria pollutants for which the SCAB is in nonattainment. In order to reduce such emissions, the SCAQMD drafted the 2022 Air Quality Management Plan (2022 AQMP). The 2022 AQMP establishes a program of rules and regulations directed at reducing air pollutant emissions and achieving California and national air quality standards. The 2022 AQMP is a regional and multi-agency effort including the SCAQMD, CARB, SCAG, and the U.S. EPA. The plan’s pollutant control strategies are based on the latest scientific and technical information and planning assumptions, including SCAG’s 2020 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) (Connect SoCal), updated emission inventory methodologies for various source categories, and SCAG’s latest growth forecasts. (SCAG’s latest growth forecasts were defined in consultation with local governments and with reference to local general plans.) The CAAP is subject to the SCAQMD’s AQMP.

The CAAP is a policy-level document that does not include any site-specific development, designs, proposals, nor does it grant any entitlement for development. As a result, the Project would not conflict with or obstruct implementation of the applicable air quality plan. The CAAP includes goals, strategies,

and actions that would reduce GHG emissions generated in the City to help reduce the effects of climate change. These efforts would also reduce criteria pollutant emissions, help meet AQMP goals, and reduce sensitive receptor exposure to pollutant concentrations. As a result, implementation of the CAAP would be consistent with the 2022 AQMP; therefore, less than significant impacts would occur.

- b. **Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?**

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Less than Significant Impact. The CAAP is a policy-level document that does not include any site-specific development, designs, proposals, nor does it grant any entitlement for development. As a result, the Project would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment. The actions proposed with the CAAP would improve air quality by pushing for expanded use of public transportation and promoting the adoption of more EVs with more EV supportive infrastructure. The CAAP also proposes actions to improve energy efficiency in building construction and in building operations; this is discussed in **Section 6, Energy**, below. Implementation of the CAAP would not result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is in non-attainment; therefore, less than significant impacts would occur.

- c. **Would the project expose sensitive receptors to substantial pollutant concentrations?**

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Less than Significant Impact. The SCAQMD defines land uses considered to be sensitive receptors as long-term health care facilities, rehabilitation centers, convalescent centers, retirement homes, residences, schools, playgrounds, childcare centers, and athletic facilities. In 1998, CARB classified diesel particulate matter (DPM) as a toxic air contaminant (TAC), citing its potential to cause cancer and other health problems. U.S. EPA concluded that long-term exposure to diesel engine exhaust is likely to pose a lung cancer hazard to humans and can also contribute to other acute and chronic health effects.

The CAAP is a policy-level document that does not include any site-specific development, designs, proposals, nor does it grant any entitlement for development. As a result, the Project would not expose sensitive receptors to substantial pollutant concentrations. As discussed earlier, the CAAP includes goals, strategies, and actions that would reduce GHG emissions generated in the City to help reduce the effects of climate change. These efforts would also reduce criteria pollutant emissions, help meet

AQMP goals, and reduce sensitive receptor exposure to pollutant concentrations. No actions proposed in the CAAP would expose sensitive receptors to substantial pollutant concentrations; therefore, less than significant impacts would occur.

- d. **Would the result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?**

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No Impact. The CAAP is a policy-level document that does not include any site-specific development, designs, proposals, nor does It grant any entitlement for development. As a result, the Project would not result in emissions, such as those leading to odors, that would affect a substantial number of people. CAAP actions would reduce GHG emissions generated in the City to help reduce the effects of climate change and would result in cleaner air for the City. Implementation of the CAAP would not result in emissions, such as those leading to odors that would affect a substantial number of people; therefore, no impacts would occur.

Standard Mitigation Measures, Conditions or Requirements

No mitigation measures, conditions, or requirements are required.

4. Biological Resources

Discussion

List of Applicable 2024 CAAP Actions:

- GC 1.2.1) Conduct an assessment of all city medians to determine suitability for conversion to native plants
 - GC 1.2.2) Develop a phased plan for the replacement of turf with native plants, considering factors like traffic safety, maintenance needs, and plant availability
 - GC 1.2.3) Begin the implementation of the phased plan, replacing turf with native plants in selected medians, and monitor the effectiveness of these conversions in improving stormwater management
 - GC 2.1.2) Develop and implement a phased plan for green space expansion
 - GC 2.2.1) Develop a Green Space Preservation Plan, outlining policies and regulations to prevent the degradation or loss of existing green spaces
 - GC 2.2.3) Continue to prioritize tree planting
 - GC 2.3.1) Work with the Arroyos and Foothill Conservancy to create a Biodiversity Enhancement Plan; discuss location of Pollinator Garden
- a. **Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?**

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
□	□	☒	□

Less Than Significant Impact. The CAAP does not include any site-specific development, designs, proposals, nor does it grant any entitlement for development that would result in impacts to biological resources. Any future site-specific discretionary projects would be subject to City policies and regulations related to the protection of biological resources, as well as appropriate environmental review pursuant to CEQA. Implementation of the CAAP would not have a substantial adverse effect, either directly or indirectly through habitat modifications, on any species identified as a candidate, sensitive, special status species or wildlife movement. The actions listed above would enhance existing green space and improve biodiversity while adhering to City codes and regulations. Future site-specific discretionary projects implementing these actions would also be subject to further environmental review to ensure impacts remain less than significant. Impacts would be less than significant.

- b. Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Less Than Significant Impact. The CAAP does not include any site-specific development, designs, proposals, nor does it grant any entitlement for development that would result in impacts to riparian habitat or other sensitive natural communities. Any future site-specific discretionary projects would be subject to City policies and regulations related to the protection of biological resources, as well as appropriate environmental review pursuant to CEQA. Implementation of the CAAP would not have a substantial adverse effect, either directly or indirectly, on any riparian habitat or other sensitive natural communities. The actions listed above would enhance existing green space and improve biodiversity while adhering to City codes and regulations. Future site-specific discretionary projects implementing these actions would also be subject to further environmental review in order to ensure impacts remain less than significant. Impacts would be less than significant.

- c. Would the project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Less Than Significant Impact. The CAAP does not include any site-specific development, designs, proposals, nor does it grant any entitlement for development that would result in impacts to wetlands. Any future site-specific discretionary projects would be subject to City policies and regulations related to the protection of biological resources, as well as appropriate environmental review pursuant to CEQA. Implementation of the CAAP would not have a substantial adverse effect, either directly or indirectly, to state or federally protected wetlands. The actions listed above would enhance existing green space and improve biodiversity while adhering to City codes and regulations. Future site-specific discretionary projects implementing these actions would also be subject to further environmental review to ensure impacts remain less than significant. The CAAP would not have substantial adverse effects on any wetlands; and impacts would be less than significant.

- d. Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Less Than Significant Impact. The CAAP does not include any site-specific development, designs, proposals, nor does it grant any entitlement for development that would result in impacts to biological resources. Any future site-specific discretionary projects would be subject to City policies and regulations related to the protection of biological resources, as well as appropriate environmental review pursuant to CEQA. Implementation of the CAAP would not have a substantial adverse effect, either directly or indirectly, to any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors. The actions listed above would enhance existing green space and improve biodiversity while adhering to City codes and regulations. Future site-specific discretionary projects implementing these actions would also be subject to further environmental review to ensure impacts remain less than significant. Impacts would be less than significant.

- e. Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Less Than Significant Impact. The City’s Municipal Code Title 11, Chapter 11.40 establishes the preservation, protection and requirements for the removal of certain types of trees on private property within the City. The CAAP does not permit any specific development, nor would it add or enable new development that would conflict with local ordinances. Additionally, the strategies and actions included in the CAAP would enhance existing green spaces, increase tree planting, and support the City’s existing tree preservation ordinance. Impacts would therefore be less than significant.

- f. Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Less Than Significant Impact. The CAAP would not facilitate any specific development projects, nor would it add or enable any new development that would conflict with an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. As discussed above, the actions listed above would enhance existing green space and improve biodiversity. The actions prioritize maintaining existing green spaces and future green space expansion would be subject to the City’s codes and plans. Therefore, impacts would be less than significant.

Standard Mitigation Measures, Conditions or Requirements

No mitigation measures, conditions, or requirements are required.

5. Cultural Resources

Discussion

List of Applicable 2024 CAAP Actions:

The 2024 CAAP does not contain any actions related to cultural resources. No specific development projects are proposed as part of the 2024 CAAP, and no changes in existing land use zones or densities, nor any changes to land use regulations are proposed.

- a. Would the project cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines Section 15064.5?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No Impact. Section 15064.5 of the CEQA Guidelines defines historic resources as those that are listed on, or determined to be eligible for listing on, the California Register of Historical Resources (CRHR) or a local register or are otherwise determined to be historical pursuant to Section 21084.1 of the CEQA Guidelines. Based on National Register of Historical Places (NRHP) guidelines, generally, structures 50 years of age or older could be a historic resource. Properties that are listed in the National Register are automatically listed in the California Register of Historic Resources (CRHR).

According to the Draft *City of La Cañada Flintridge Historic Resources Inventory Update – Survey Report (November 2020)*, the City includes two properties listed on the NHRP: the Lanterman House, located at 4420 Encinas Drive, and the Thomas Residence, located at 758 Flintridge Avenue. The properties are automatically listed in the CRHR due to their listing in the NHRP.²⁵ The Descanso Gardens, located at 1418 Descanso Drive, was nominated but not yet formally listed on the NRHP. Additionally, there are approximately 15 properties to be locally designated due to the fact that they have active Mills Act contracts.²⁶

The CAAP would operate as a policy document to the City and would not result in any substantial impacts to the existing historical resources. The CAAP would implement strategies and actions intended to reduce the City’s GHG emissions. Thus, the CAAP would not substantially interfere with historical resources, including those listed within the City’s Historic Registry. The CAAP would not conflict with the City’s Historic Preservation Ordinance (dated November 2020). As such, the CAAP would not impact any historic resources consistent with Section 15064.5. No impact would occur.

²⁵ City of La Cañada Flintridge: Historic Resources Inventory Update - Survey Report DRAFT. Available online at: https://lacañadaflintridge-ca.granicus.com/DocumentViewer.php?file=lacañadaflintridge-ca_34ceb1e6c830fbd943a2ce76ffe1dcca.pdf&view=1, accessed October 23, 2023.

²⁶ City of La Cañada Flintridge: Historic Resources Inventory Update - Survey Report DRAFT. Available online at: https://lacañadaflintridge-ca.granicus.com/DocumentViewer.php?file=lacañadaflintridge-ca_34ceb1e6c830fbd943a2ce76ffe1dcca.pdf&view=1, accessed October 23, 2023.

- b. Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No Impact. The CAAP would operate as a policy document for the City and would not directly result in new development that could substantially impact the existing cultural or archaeological resources within the City, nor would it disturb any existing human remains. Further, the CAAP would not conflict with state regulations pertaining to the discovery of archaeological resources, native American resources (please see **Section 18, Tribal Cultural Resources**), and human remains. These regulations include State Assembly Bill (AB) 52, Senate Bill (SB) 18, State of California Public Resources Health and Safety Code Section 7050.5 through 7055 and Public Resources Code Section 5097.98. Thus, no impacts would occur.

- c. Would the project disturb any human remains, including those interred outside of formal ceremonies?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No Impact. The CAAP would operate as a policy document for the City and would not directly result in new development that could substantially impact the existing cultural or archaeological resources within the City, nor would it disturb any existing human remains. Further, the CAAP would not conflict with state regulations pertaining to the discovery of archaeological resources, native American resources (please see **Section 18, Tribal Cultural Resources**), and human remains. These regulations include State Assembly Bill (AB) 52, Senate Bill (SB) 18, State of California Public Resources Health and Safety Code Section 7050.5 through 7055 and Public Resources Code Section 5097.98. Thus, no impacts would occur.

Standard Mitigation Measures, Conditions or Requirements

No mitigation measures, conditions, or requirements are required.

6. Energy

Setting

Building Energy Conservation Standards

Energy conservation standards for new residential and nonresidential buildings were adopted by the California Energy Resources Conservation and Development Commission (now the California Energy Commission [CEC]) in June 1977 and are updated every three years (Title 24, Part 6, of the California Code of Regulations). Title 24 requires the design of building shells and building components to conserve energy. The standards are updated periodically to allow for consideration and possible incorporation of new energy efficiency technologies and methods. The 2022 Building Energy Efficiency Standards was adopted on August 11, 2021, and went into effect January 1, 2023.

The 2022 Energy Code update focuses on four key areas in new construction of homes and businesses: encouraging electric heat pump technology and use, establishing electric-ready requirements when natural gas is installed, expanding solar photovoltaic (PV) system and battery storage standards, and strengthening ventilation standards to improve indoor air quality.

California Green Building Standards Code (Title 24, Part 11)

The California Green Building Standards Code (CalGreen) is Part 11 of Title 24, California Code of Regulations. CalGreen is the first-in-the-nation mandatory green building standards code, developed in an effort to meet the goals of California's landmark initiative AB 32, which established a comprehensive program of cost-effective reductions of GHG emissions to 1990 levels by 2020. CalGreen includes a waste diversion mandate, which requires that at least 65 percent of construction materials generated during new construction or demolition projects are diverted from landfills.

Senate Bill 1078

SB 1078 (Chapter 516, Statutes of 2002) establishes a renewable portfolio standard (RPS) for electricity supply. The RPS required that retail sellers of electricity, including investor-owned utilities and community choice aggregators, provide 20 percent of their supply from renewable sources by 2017.

Senate Bill 350

SB 350 was signed into law in September 2015 and establishes tiered increases to the RPS—40 percent by 2024, 45 percent by 2027, and 50 percent by 2030. SB 100 (discussed below) was signed into law in September 2018 and increased the required RPSs.

Senate Bill 100

On September 10, 2018, Governor Brown signed SB 100. Under SB 100, the total kilowatt-hours of energy sold by electricity retailers to their end-use customers must consist of at least 50 percent renewable resources by 2026, 60 percent renewable resources by 2030, and 100 percent renewable resources by 2045. SB 100 also establishes a State policy that eligible renewable energy resources and zero-carbon resources supply 100 percent of all retail sales of electricity to California end-use customers and 100 percent of electricity procured to serve all State agencies by December 31, 2045. Under the bill, the State cannot

increase carbon emissions elsewhere in the western grid or allow resource shuffling to achieve the 100 percent carbon-free electricity target.

Energy Action Plan

In 2013, the City adopted an Energy Action Plan (EAP) and an update to its General Plan. The EAP focuses on policies involving energy efficiency in existing buildings and construction of high-performance new buildings. The EAP was prepared by the San Gabriel Valley Energy Wise Partnership (SGVEWP) between 30 member cities, Southern California Edison (SCE), and Southern California Gas Company. The EAP identifies municipal and community strategies to achieve the city's long-term electricity efficiency goals and has objectives such as creating a long-term vision for energy efficiency; providing and assessing information related to energy use and greenhouse gas (GHG) emissions; establishing reduction targets for energy efficiency; identifying goals, policies, and actions to achieve energy reductions; providing a framework implementing the identified goals, policies, and actions.

Discussion

List of Applicable 2024 CAAP Actions:

- E 2.1.1) Expand funding for energy efficiency improvement projects and programs; Consider Energy Service Companies (ESCOs)
- E 2.1.2) Require the most energy-efficient equipment when replacing chillers, boilers, and other large energy-consuming equipment. Take into account lifecycle costs, not only initial capital costs of equipment
- E 2.1.3) Confirm that all near-term city government energy efficiency projects within the Energy Action Plan have been completed; Conduct a progress report and include strategies into the CAAP that have not achieved full potential
- E 2.1.4) Increase the number of power strips; create a power down plan for unessential City owned computers
- E 2.2.1) Assess the current BEMS to identify areas for improvement and determine the necessary upgrades
- E 2.3.1) Implement daylight harvesting systems in two percent of municipal buildings annually to automatically adjust lighting levels based on available natural light
- E 3.2.1) Partner with solar vendors and installers to host events where residents and business owners can directly sign up to receive analyses of their homes' solar potential
- E 3.2.2) Use Solar Crowd Source to launch Solarize La Cañada Flintridge campaign
- E 3.3.1) Work with City's Building and Safety Division
- E 3.4.1) Complete a feasibility assessment to better understand the positive impacts that this Alliance would have on local renewable energy generation

- E 3.5.1) Coordinate an exchange program for gas powered landscaping equipment with all electric
 - E 3.5.2) Apply for grants that could offer subsidies for exchanging gas to all electric landscaping equipment
 - BE 1.2.1) Develop a partnership with a certified LEED consultant to provide training and resources to local developers
 - BE 1.2.2) Establish a recognition program for developments that meet or exceed the minimum LEED standard
 - BE 1.3.1) Launch a public awareness campaign to promote the benefits and feasibility of net-zero energy buildings
 - BE 1.4.1) Collaborate with local solar and renewable energy companies to provide resources and assistance to homeowners; pre-approve vendors
 - BE 1.4.2) Promote induction stovetops
 - BE 1.4.3) Offer incentives or rebates for homeowners who install renewable energy systems in their homes
 - BE 2.2.1) Replace natural gas system during building retrofit projects and at equipment failure
 - BE 2.2.2) As outdated electronic appliances and office equipment are phased out of City facilities, replace them with energy-efficient models
- a. **Would the project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?**

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Less than Significant Impact. The CAAP is a policy-level document that does not include any site-specific development, designs, proposals, nor does it grant any entitlement for development. As a result, the Project would not result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during building construction or operation. As demonstrated earlier, the actions proposed in the CAAP promote clean, renewable energy and support energy efficiency; therefore, less than significant impacts would occur.

b. Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Less than Significant Impact. The CAAP is a policy-level document that does not include any site-specific development, designs, proposals, nor does it grant any entitlement for development. As a result, the Project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. As demonstrated earlier, the actions proposed in the CAAP promote clean, renewable energy and support energy efficiency in building construction and operations. The CAAP will comply with all state and local plans for renewable energy and energy efficiency while also promoting new strategies in energy efficiency and renewable energy that work to reduce the City’s GHG emissions and effects of climate change; therefore, less than significant impacts would occur.

Standard Mitigation Measures, Conditions or Requirements

No mitigation measures, conditions, or requirements are required.

7. Geology and Soils

Discussion

List of Applicable 2024 CAAP Actions:

The 2024 CAAP does not contain any actions related to geology or soils. No specific development projects are proposed as part of the 2024 CAAP, and no changes in existing land use zones or densities, nor any changes to land use regulations, are proposed.

- a. **Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:**
 - i. **Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.**

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Less Than Significant Impact. The 2024 CAAP is a policy level document that does not include any site-specific development, designs, proposals, nor does it grant any entitlement for development that would directly impact or be impacted by geology and soils. Therefore, the CAAP does not propose any site-specific development that would expose people of structures to potentially substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault. Implementation of the 2024 CAAP would include actions such as the installation of solar panels, EV charging stations, or building retrofits. Additionally, any future site-specific discretionary projects would be subject to additional environmental review addressing site-specific issues related to geology and soils. Impacts would be less than significant.

- ii. **Strong seismic ground shaking?**

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Less Than Significant Impact. The 2024 CAAP is a policy level document that does not include any site-specific development, designs, proposals, nor does it grant any entitlement for development that would directly impact or be impacted by geology and soils. Therefore, the CAAP does not propose any site-specific development that would expose people of structures to potentially substantial adverse effects, including the risk of loss, injury, or death involving: strong seismic

ground shaking. Implementation of the 2024 CAAP would include actions such as the installation of solar panels, EV charging stations, or building retrofits. Additionally, any future site-specific discretionary projects would be subject to additional environmental review addressing site-specific issues related to geology and soils. Impacts would be less than significant.

iii. Seismic-related ground failure, including liquefaction?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Less Than Significant Impact. The 2024 CAAP is a policy level document that does not include any site-specific development, designs, proposals, nor does it grant any entitlement for development that would directly impact or be impacted by geology and soils. Therefore, the CAAP does not propose any site-specific development that would expose people of structures to potentially substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction. Implementation of the 2024 CAAP would include actions such as the installation of solar panels, EV charging stations, or building retrofits. Additionally, any future site-specific discretionary projects would be subject to additional environmental review addressing site-specific issues related to geology and soils. Impacts would be less than significant.

iv. Landslides?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Less Than Significant Impact. The 2024 CAAP is a policy level document that does not include any site-specific development, designs, proposals, nor does it grant any entitlement for development that would directly impact or be impacted by geology and soils. Therefore, the CAAP does not propose any site-specific development that would expose people of structures to potentially substantial adverse effects, including the risk of loss, injury, or death involving landslides. Implementation of the 2024 CAAP would include actions such as the installation of solar panels, EV charging stations, or building retrofits. Additionally, any future site-specific discretionary projects would be subject to additional environmental review addressing site-specific issues related to geology and soils. Impacts would be less than significant.

b. Would the project result in substantial soil erosion or the loss of topsoil?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Less Than Significant Impact. The 2024 CAAP is a policy level document that does not include any site-specific development, designs, proposals, nor does it grant any entitlement for development that would directly impact or be impacted by geology and soils. Therefore, the CAAP does not propose any site-specific development that would result in substantial soil erosion or the loss of topsoil. Implementation of the 2024 CAAP would include actions such as the installation of solar panels, EV charging stations, or building retrofits. Additionally, any future site-specific discretionary projects would be subject to additional environmental review addressing site-specific issues related to geology and soils. Impacts would be less than significant.

c. Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Less Than Significant Impact. The 2024 CAAP is a policy level document that does not include any site-specific development, designs, proposals, nor does it grant any entitlement for development that would directly impact or be impacted by geology and soils. Therefore, the CAAP does not propose any site-specific development that would be located on a geologic unit or soil that is unstable or would become unstable. Implementation of the 2024 CAAP would include actions such as the installation of solar panels, EV charging stations, or building retrofits. Additionally, any future site-specific discretionary projects would be subject to additional environmental review addressing site-specific issues related to geology and soils. Impacts would be less than significant.

d. Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Less Than Significant Impact. The 2024 CAAP is a policy level document that does not include any site-specific development, designs, proposals, nor does it grant any entitlement for development that would directly impact or be impacted by geology and soils. Therefore, the CAAP does not propose any site-specific development that would be located on expansive soil. Implementation of the 2024 CAAP would include actions such as the installation of solar panels, EV charging stations, or building retrofits. Additionally, any future site-specific discretionary projects would be subject to additional environmental review addressing site-specific issues related to geology and soils. Impacts would be less than significant.

- e. **Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?**

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Less Than Significant Impact. The 2024 CAAP is a policy level document that does not include any site-specific development, designs, proposals, nor does it grant any entitlement for development that would directly impact or be impacted by geology and soils. Therefore, the CAAP does not propose any site-specific development that would have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems. Implementation of the 2024 CAAP would include actions such as the installation of solar panels, EV charging stations, or building retrofits. Additionally, any future site-specific discretionary projects would be subject to additional environmental review addressing site-specific issues related to geology and soils. Impacts would be less than significant.

- f. **Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?**

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Less Than Significant Impact. The 2024 CAAP is a policy level document that does not include any site-specific development, designs, proposals, nor does it grant any entitlement for development that would directly impact or be impacted by geology and soils. Therefore, the CAAP does not propose any site-specific development that would, directly or indirectly, destroy a unique paleontological resource or site or unique geologic feature. Implementation of the 2024 CAAP would include actions such as the installation of solar panels, EV charging stations, or building retrofits. Additionally, any future site-specific discretionary projects would be subject to additional environmental review addressing site-specific issues related to geology and soils. Impacts would be less than significant.

Standard Mitigation Measures, Conditions or Requirements

No mitigation measures, conditions, or requirements are required.

8. Greenhouse Gas Emissions

Discussion

The 2024 CAAP is meant to serve as a policy document towards GHG reductions both in municipal operations and community wide. It is designed as a comprehensive strategy to reduce emissions in a manner consistent with state guidelines and regulations, and to identify cost-effective opportunities to existing and future residents, businesses, and development projects for a more sustainable community. All items related to GHG Setting, Framework, emissions reduction targets, and specific goals, strategies, and actions of the CAAP are detailed in Chapters 1 and 2 previously. As discussed therein, there are 54 strategies with 105 associated actions outlined within the CAAP to provide a roadmap for implementation. Implementation of the 2024 CAAP would result in community wide GHG emission reductions from 165,418 metric tons in 2019 to 136,356 metric tons in 2030 (decrease of 17.5% from 2019) and 107,228 metric tons in 2045 (decrease of 35.2% from 2019). Implementation of the strategies and actions would enable the City to meet and exceed its 2030 and 2035 targets.

- a. **Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?**

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Less than Significant Impact. The CAAP includes GHG emission reduction strategies for the City. The CAAP contains a series of actions to support Statewide reduction of GHG emissions by a minimum of 40% below 2007 levels by 2030 (consistent with AB 32) and 58% below 2007 levels by 2035 (working towards the long-term goal of Executive Order S-3-05). The goals and strategies in the CAAP center around 6 focus areas: energy, transportation, built environment, resource conservation, green community, and climate resilience.

The CAAP is a policy-level document that does not include any site-specific development, designs, proposals, nor does it grant any entitlement for development. As shown above, the CAAP includes actions that would reduce GHG emissions generated in the City to help reduce the effects of climate change. As a result, implementation of the CAAP would not generate GHG emissions either directly or indirectly that would have a significant impact on the environment; rather, implementation of the CAAP would help the City achieve its GHG emission reduction targets. Therefore, less than significant impacts would occur.

b. Would the project conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Less than Significant Impact. The CAAP is a policy-level document that does not include any site-specific development, designs, proposals, nor does it grant any entitlement for development. The purpose of the CAAP is to reduce the City’s proportionate share of the statewide targets set by AB 32, SB 32, and AB 1279. See actions listed in Chapter 2. As a result, implementation of the CAAP would not conflict with any applicable GHG reduction plan and would guide the City in reducing GHG emissions. These efforts would reduce the effects of climate change in a manner consistent with Statewide plans, policies, and regulations. Therefore, less than significant impacts would occur.

Standard Mitigation Measures, Conditions or Requirements

No mitigation measures, conditions, or requirements are required.

9. Hazards and Hazardous Materials

Discussion

Extreme precipitation, flooding, wildfire and landslides could significantly impact the City's vulnerable populations. The Vulnerability Assessment indicated that the greatest hazard to the City is the threat of wildfire and air pollution. Elderly residents make up approximately a quarter of the population and might be at a greater risk during hazardous events. Similarly, the community's youth could face amplified safety risks during these extreme weather scenarios. The economically disadvantaged portion of the City's population, along with commuting day laborers engaged in outdoor work, could also face severe hardships due to potential loss of property or work, and may lack the resources to recover quickly. There is an expressed need for proactive and inclusive emergency planning to prevent large scale hardship in the City. In addition, the City currently has one emergency shelter at the community center. A large-scale flood or landslide event could overwhelm the emergency shelter, making the lack of alternative shelter options a critical concern.

List of Applicable 2024 CAAP Actions:

- CR 3.1.1) Work with LA County Fire Department to facilitate [the "Fire Ready"] program
 - CR 3.1.2) Develop and launch the "Fire Ready" program with community outreach and initial workshops
- a. **Would the project create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials?**

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
☐	☐	☒	☐

Less than Significant Impact. The CAAP does not include any site-specific development, nor would it facilitate any new development. Implementation of the CAAP strategies would not involve the routine transport, use, or disposal of hazardous materials, and would not create reasonably foreseeable upset and/or accident conditions involving the release of hazardous materials into the environment. Therefore, no adverse impacts with regards to hazards to the public or the environment through the routine transport, use, or disposal of hazardous materials would occur. Impacts would be less than significant.

- b. Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Less than Significant Impact. The CAAP does not include any site-specific development, nor would it facilitate any new development. Implementation of the CAAP strategies would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials. Impacts would be less than significant.

- c. Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Less than Significant Impact. The CAAP does not include any site-specific development, nor would it facilitate any new development. Implementation of the CAAP strategies would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. Impacts would be less than significant.

- d. Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Less than Significant Impact. The CAAP does not include any site-specific development, nor would it facilitate any new development. Implementation of the CAAP strategies would not include projects located on a site which is on a list of hazardous materials sites pursuant to Government Code Section 65962.5. Impacts would be less than significant.

- e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Less than Significant Impact. The CAAP does not include any site-specific development, nor would it facilitate any new development. The nearest airport is Bob Hope Airport, located approximately eight miles to the west of City limits. Thus, implementation of the CAAP strategies would not include projects located within an airport land use plan or within two miles of a public airport. Impacts would be less than significant.

- f. Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Less than Significant Impact. The CAAP would not impair implementation of an adopted emergency response plan or emergency evacuation plan. However, the CAAP does include a “Fire Ready” program, as a part of Action CR 3.1.2 presented above, which would allow residents to be more prepared in the event of an emergency such as a wildfire. The “Fire Ready” program would help residents understand how to create defensible space on their property in the event of a fire and limit impacts to the vulnerable populations described in the vulnerability assessment. Therefore, impacts would be less than significant.

- g. Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Less than Significant Impact. The CAAP would not expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires. Furthermore, one of the adaptation strategies supports the creation of a "Fire Ready" program to help residents understand how to create defensible space on their property. Actions CR 3.1.1 and 3.1.2 presented above would

prepare the community for future emergency wildfire events and also prevent risk of loss, injury or death involving wildland fires. Impacts would be less than significant.

Standard Mitigation Measures, Conditions or Requirements

No mitigation measures, conditions, or requirements are required.

10. Hydrology and Water Quality

Discussion

Vulnerable populations could be impacted by extreme precipitation, flooding, and landslides as a result of climate change. The City has experienced limited flooding of homes or structures, although there are many buildings that have a 0.2 percent annual chance of flooding, according to FEMA flood maps. The vulnerability assessment determined that flooding is likely to increase as a result of an increased number of days with extreme rainfall events, compounded with an increase in the number of wildfires in the San Gabriel and San Rafael Mountains.

List of Applicable 2024 CAAP Actions:

- RC 3.1.1) Promote California Water Board's Water Recycling Funding Program
- RC 3.2.1) Collaborate with local water utilities to support the use of recycled water
- RC 4.1.1) Research the cost and requirements for implementing low-flow and motion sensor infrastructure in city-owned buildings
- RC 4.1.2) Conduct a comprehensive audit of water fixtures in city-owned buildings to identify those that can be replaced with low-flow and motion sensor alternatives
- RC 4.2.1) Conduct a comprehensive water audit of municipal buildings to identify areas of high-water usage and inefficiency
- RC 4.2.2) Implement regular maintenance checks to ensure that water-saving appliances and fixtures are functioning optimally, and leaks are quickly repaired
- RC 4.3.1) Retrofit all city-owned irrigation systems with water-saving technology, such as drip irrigation and rain sensors
- GC 1.1.1) Establish a working group composed of city and county representatives to guide the development of the Stormwater Management Plan
- GC 1.1.2) Complete a comprehensive assessment of the City's current stormwater infrastructure, vulnerabilities, and opportunities for improvement
- GC 1.1.3) Finalize and adopt the Stormwater Management Plan, including clear strategies, timelines, and responsibilities for implementation
- GC 1.2.3) Begin the implementation of the phased plan, replacing turf with native plants in selected medians, and monitor the effectiveness of these conversions in improving stormwater management

- a. Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Less than Significant Impact. The CAAP is a policy-level document that does not include any site-specific development, designs, proposals, nor does it grant any entitlement for development. Therefore, implementation of the CAAP actions would not violate water quality standards or waste discharge requirements. The actions presented above would lead to improvements in water quality and waste discharge. Therefore, impacts would be less than significant.

- b. Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Less than Significant Impact. The CAAP is a policy-level document that does not include any site-specific development, designs, proposals, nor does it grant any entitlement for development. As a result, no adverse impacts related to groundwater or surface water quality, groundwater resources, runoff, or sensitive areas would occur. However, as the Vulnerability Assessment indicated flooding is likely to increase as a result of an increased number of days with extreme rainfall events. This increased risk necessitates the need for the writing of a Stormwater Management Plan. The actions presented above would allow for this to take place through an assessment of current stormwater infrastructure impacts and adoption of a stormwater plan. This along with the other actions discussed above would improve water quality and reduce impacts related to surface water quality, groundwater resources, runoff, or sensitive areas. Therefore, impacts would be less than significant.

- c. Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner, which would:

- i. Result in substantial erosion or siltation on-or off-site?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Less than Significant Impact. The CAAP is a policy-level document that does not include any site-specific development, designs, proposals, nor does it grant any entitlement for development. As such, implementation of the CAAP would neither directly nor indirectly result in substantial erosion or siltation. Impacts would be less than significant.

- ii. Result in flooding on-or off-site?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Less than Significant Impact. The CAAP is a policy-level document that does not include any site-specific development, designs, proposals, nor does it grant any entitlement for development. As such, implementation of the CAAP would neither directly or indirectly result in flooding on- or off-site. Impacts would be less than significant.

- iii. Create or contribute runoff water, which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Less than Significant Impact. The CAAP is a policy-level document that does not include any site-specific development, designs, proposals, nor does it grant any entitlement for development. As such, implementation of the CAAP would neither directly or indirectly create or contribute runoff water or provide substantial additional sources of polluted runoff. Impacts would be less than significant.

iv. Impede or redirect flood flows?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Less than Significant Impact. The CAAP is a policy-level document that does not include any site-specific development, designs, proposals, nor does it grant any entitlement for development. As such, implementation of the CAAP would neither directly or indirectly impede or redirect flood flows. Impacts would be less than significant.

d. In flood hazard, tsunami, or seiche zones, would the project risk release of pollutants due to project inundation?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Less than Significant Impact. The CAAP is a policy level document that does not include any site-specific development or proposals, nor does it grant any entitlements for development that would expose people or structures to inundation by seiche, tsunami or mudflow. As indicated in the Vulnerability Assessment, the City is not directly coastal so it will not experience the impacts of sea level rise or tsunamis, but its relative proximity to the Pacific Ocean should temper climate extremes somewhat in the near term. While the City has a lower risk of flooding, the steep terrain creates a higher risk for mudflow. Implementation of the actions in the CAAP, such as the writing of a Stormwater Management Plan, may help reduce these risks. Therefore, impacts would be less than significant.

e. Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Less than Significant Impact. The CAAP is a policy level document that does not include any site-specific development or proposals, nor does it grant any entitlements for development. However, as the Vulnerability Assessment indicated flooding is likely to increase as a result of an increased number of days with extreme rainfall events. This increased risk necessitates the need for the writing of a Stormwater Management Plan. The actions presented above would allow for this to take place through an assessment of current stormwater infrastructure impacts and adoption of a stormwater plan. The

III. Evaluation of Environmental Impacts

Stormwater Management Plan would be developed in partnership with the County and would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. Therefore, impacts would be less than significant.

Standard Mitigation Measures, Conditions or Requirements

No mitigation measures, conditions, or requirements are required.

11. Land Use and Planning

Discussion

List of Applicable 2024 CAAP Actions:

- GC 2.1.2) Develop and implement a phased plan for green space expansion
- GC 2.2.1) Develop a Green Space Preservation Plan, outlining policies and regulations to prevent the degradation or loss of existing green spaces
- GC 5.1.1) Consider GHG emission impacts in all new City projects
- GC 5.1.2) Incorporate climate preparedness into City programs, operations, and maintenance protocols
- GC 5.1.3) Integrate CAAP goals into City projects as an order of business

a. Would the project physically divide an established community?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Less than Significant Impact. Projects that divide an established community typically can involve large scale linear infrastructure projects, such as freeways, highways, and drainage facilities that bisect an established community or create barriers to movement within that community. “Locally undesirable land uses” such as prisons or landfills sited within economically depressed areas can also divide an established community. The Project would not result in the development of large-scale infrastructure. The CAAP would serve as a policy document that would implement strategies to reduce GHG emissions within the City. The infrastructure projects that may result from these strategies are primarily limited to incorporation of “low flow” infrastructure in City-owned buildings and new construction as a method of minimizing water usage. Furthermore, the strategies and actions do not propose the construction of locally undesirable land uses. As such, impacts would be less than significant.

b. Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Less than Significant Impact. The CAAP does not propose any land use or zoning changes, nor does it include any site-specific development; therefore, it would not conflict with the City's General Plan or Zoning Code. Further, the CAAP was prepared to be consistent with the General Plan and other relevant local planning documents, including the City's Energy Action Plan, Trails Master Plan, and Local Hazard Mitigation Plan. Further, the CAAP will be updated every five years to remain consistent with updates to the City's General Plan Elements. Furthermore, **Actions 2.1.2 and 2.2.2** of the CAAP would implement a new green space preservation plan that would be consistent with the City's policy documents. **Actions GC 5.1.1, 5.1.2 and 5.1.3** would ensure planning efforts are undertaken to reduce GHG emissions and associated effects of climate change for City projects, programs, operations, and maintenance. As such, the CAAP would not conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect, and less than significant impacts would occur.

Standard Mitigation Measures, Conditions or Requirements

No mitigation measures, conditions, or requirements are required.

12. Mineral Resources

Discussion

List of Applicable 2024 CAAP Actions:

The 2024 CAAP does not contain any actions related to mineral resources. No specific development projects are proposed as part of the 2024 CAAP, and no changes in existing land use zones or densities, nor any changes to land use regulations, are proposed.

- a. **Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?**

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No Impact. The CAAP would not directly result in construction or development activities that could impact any known mineral resources. There are no mineral resource recovery sites identified in the City’s General Plan. Additionally, according to the California Department of Conservation, there are no identified mineral resource recovery sites within the City.²⁷ As a result, implementation of the CAAP would not result in the loss of availability of a regionally or locally known mineral resource; therefore, no impacts would occur.

- b. **Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?**

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No Impact. The CAAP would not directly result in construction or development activities that could impact any known mineral resources. There are no mineral resource recovery sites identified in the City’s General Plan. Additionally, according to the California Department of Conservation, there are no identified mineral resource recovery sites within the City.²⁸ As a result, implementation of the CAAP

²⁷ California Department of Conservation. CGS Information Warehouse: Mineral Land Classification. Available online at: <https://maps.conservation.ca.gov/cgs/informationwarehouse/index.html?map=mlc>, accessed September 7, 2023.

²⁸ California Department of Conservation. CGS Information Warehouse: Mineral Land Classification. Available online at: <https://maps.conservation.ca.gov/cgs/informationwarehouse/index.html?map=mlc>, accessed September 7, 2023.

would not result in the loss of availability of a regionally or locally known mineral resource; therefore, no impacts would occur.

Standard Mitigation Measures, Conditions or Requirements

No mitigation measures, conditions, or requirements are required.

13. Noise

Setting

Noise Descriptors

All noise level or sound level values presented herein are expressed in terms of decibels (dB), with A-weighting (dBA) to approximate the hearing sensitivity of humans. All references to dB in this analysis will be A-weighted unless noted otherwise. Time-averaged noise levels are expressed by the symbol Leq, with a specified duration. The Community Noise Equivalent Level (CNEL) is a 24-hour average, where noise levels during the evening hours of 7:00 p.m. to 10:00 p.m. have an added 5 dB weighting, and noise levels during the nighttime hours of 10:00 p.m. to 7:00 a.m. have an added 10 dB weighting. This is similar to the Day Night sound level (L_{dn}), which is a 24-hour average with an added 10 dB weighting on the same nighttime hours but no added weighting on the evening hours. These metrics are used to express noise levels for both measurement and municipal regulations, as well as for land use guidelines and enforcement of noise ordinances.

Regulatory Framework

City of La Cañada Flintridge Municipal Code

Construction within the City is regulated under the Municipal Code Section 5.02 (Regulation of Community Noise). Section 5.02.110 (Temporary Construction Activities) establishes construction noise standards based on “noise zones,” stating that where technically and economically feasible temporary construction activity shall be conducted in such a manner that the 1-hour Leqs at affected properties shall not exceed the following noise limits in **Table 6**. In addition, the Municipal Code, Section 5.02.100 (Alternative Use of Maximum Noise Limits by dB(A) Levels) establishes exterior noise standards based on zoning districts.

Table 6
Construction Noise Limits at Affected properties

Time	R-1 Zone (Single-Family Residential)	R-3, RPD, Mixed Use Zones (Multifamily Residential)	CPD, FCD, Public/Semi-Public, Open Space Zones (Commercial)
Weekdays 7:00 a.m. -- 6:00 p.m.	75 dB	80 dB	85 dB
Saturdays 9:00 a.m. -- 5:00 p.m.	60 dB	65 dB	70 dB

Source: City of La Cañada Flintridge Municipal Code Section 5.02.110

1 During Daylight Savings Time, weekday hours shall be from 7:00 a.m. to 7:00 p.m.

2 Construction, except emergency work, is not permitted on Sunday or holidays.

Section 5.02.060 (Persistent Noises) states that failure to comply with the following provisions shall constitute a nuisance and violation of the Municipal Code:

- A. All construction equipment powered by internal combustion engines shall be properly muffled and maintained.
- B. Unnecessary idling of internal combustion engines is prohibited.
- C. All stationary noise-generating construction equipment such as tree grinders and air compressors are to be located as far as is practical from existing residences.
- D. Quiet construction equipment, particularly air compressors, are to be selected whenever possible.

City of La Cañada Flintridge General Plan Noise Element

The City’s General Plan Noise Element provides guidance for the acceptability of certain types of development within specific CNEL noise contours, which serves as the criteria for assessing the compatibility of proposed land uses in corresponding land use designations. The purpose of the City’s Land Use Compatibility standards is to identify potential conflicts between proposed land uses and the noise environment, which the City uses as criteria for assessing the compatibility of proposed development at the General Plan and zoning levels of approval, as well as for CEQA analyses. Single-family, duplex, and accessory living units are normally acceptable up to 65 dB. Multi-family and senior housing are normally acceptable up to 70 dB. Mixed-use is normally acceptable up to 75 dB. Proposed uses in noise environments that exceed the normally acceptable levels require a detailed analysis of noise reduction requirements and noise insulation features required to be included in design.

The City’s General Plan Noise Element also provides interior and exterior noise guidelines for various types of uses and development. The interior and exterior noise guidelines function as City policy for new land uses and acceptable noise levels for development of new land uses. Residential land uses have an exterior noise standard of 65 dB (Ldn or CNEL) and an interior noise standard of 45 dB (Ldn or CNEL). Interior noise standards are with closed windows and do not apply to bathrooms, closets and corridors. Exterior noise standards apply to the rear yard of single-family homes, multi-family patios and balconies (with a depth of 6 feet or more), and common recreation areas.

Discussion

List of Applicable 2024 CAAP Actions:

- E 3.5.1) Coordinate an exchange program for gas powered landscaping equipment with all electric
- E 3.5.2) Apply for grants that could offer subsidies for exchanging gas to all electric landscaping equipment

- a. Will the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Less than Significant Impact. The CAAP is a policy-level document that does not include any site-specific development, designs, proposals, nor does it grant any entitlement for development. As a result, implementation of the CAAP actions would not result in exposure of persons to noise in excess of established standards or ground borne noise or vibration, nor would it result in a temporary, periodic, or permanent increase in ambient noise levels above existing levels. The actions listed above would support the transition to cleaner, quieter, and more efficient landscaping equipment.²⁹ In addition to the actions listed above, several of the CAAP actions are designed to encourage a shift from single-occupancy passenger vehicles to walking and bicycling or from conventional fuels to electric vehicles, which would reduce vehicular travel and therefore noise associate with such vehicles; these actions are:

- T 1.1.1) Encourage partnerships with private schools to develop and implement school bus programs that reduce school-related single occupancy vehicle commutes
- T 1.1.2) Work with schools to encourage EV shuttle service for students living >1 mile from their neighborhood schools.
- T 1.2.1) Expand the frequency and hours of service of the LCF Shuttle
- T 1.2.2) Work with LA County to develop rideshare options to LAX airport, similar to the beach bus
- T 1.2.3) Assess and promote Park-n-Ride options for commuters outside of the City
- T 1.3.1) Work with Metro to offer an annual bus pass to all new employees who express interest
- T 1.3.2) Encourage employers to provide opportunities for flex hours, compressed work week and telecommuting schedules to reduce VMT and reintroduce transportation reduction programs
- T 2.1.1) Determine locations for additional EV charging stations in high traffic areas around the city
- T 2.1.2) Actively promote EV adoption and require EV-only parking

²⁹ Thriving Yard, *How Much Quieter Are Electric Lawn Mowers than Gas?* Available online at: <https://thrivingyard.com/electric-vs-gas-mower-noise-level/>, accessed October 27th, 2023.

Implementation of these actions would reduce roadway-related noise levels compared to existing levels, making impacts less than significant.

b. Would the project generate excessive groundborne vibration or groundborne noise levels?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Less than Significant Impact. The CAAP is a policy-level document that does not include any site-specific development, designs, proposals, nor does it grant any entitlement for development. As a result, implementation of the CAAP actions would not result in exposure of persons to excessive groundborne vibration or noise levels, nor would it result in a temporary, periodic, or permanent increase in ambient noise levels above existing levels. The actions listed above would support the transition to cleaner, quieter, and more efficient landscaping equipment.³⁰ In addition to the actions listed above, several of the CAAP actions are designed to encourage a shift from single-occupancy passenger vehicles to walking and bicycling or from conventional fuels to electric vehicles, which would reduce vehicular travel and therefore noise associated with such vehicles; these actions are:

- T 1.1.1) Encourage partnerships with private schools to develop and implement school bus programs that reduce school-related single occupancy vehicle commutes
- T 1.1.2) Work with schools to encourage EV shuttle service for students living >1 mile from their neighborhood schools.
- T 1.2.1) Expand the frequency and hours of service of the LCF Shuttle
- T 1.2.2) Work with LA County to develop rideshare options to LAX airport, similar to the beach bus
- T 1.2.3) Assess and promote Park-n-Ride options for commuters outside of the City
- T 1.3.1) Work with Metro to offer an annual bus pass to all new employees who express interest
- T 1.3.2) Encourage employers to provide opportunities for flex hours, compressed work week and telecommuting schedules to reduce VMT and reintroduce transportation reduction programs
- T 2.1.1) Determine locations for additional EV charging stations in high traffic areas around the city
- T 2.1.2) Actively promote EV adoption and require EV-only parking

³⁰ Thriving Yard, *How Much Quieter Are Electric Lawn Mowers than Gas?* Available online at: <https://thrivingyard.com/electric-vs-gas-mower-noise-level/>, accessed October 27th, 2023.

Implementation of these actions would reduce roadway-related noise levels compared to existing levels, making impacts less than significant.

- c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Less Than Significant Impact. The City is subject to some distant aircraft noise, though the City is not within the vicinity of a public airport or private airstrip, or within an airport land use plan. The nearest airport is Bob Hope Airport, located approximately eight miles to the west of City limits. At this distance, people residing or working in the Project area would not be exposed to excessive noise levels; therefore, impacts would be less than significant.

Standard Mitigation Measures, Conditions or Requirements

No mitigation measures, conditions, or requirements are required.

14. Population and Housing

Discussion

List of Applicable 2024 CAAP Actions:

The 2024 CAAP does not contain any actions related to population and housing. No specific development projects are proposed as part of the 2024 CAAP, and no changes in existing land use zones or densities, nor any changes to land use regulations, are proposed.

- a. **Would the project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?**

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No Impact. The CAAP consists of strategies and actions with the overall goals of GHG reduction and transitioning the City into a more climate-resilient community. The CAAP does not propose any goals, strategies, or actions that directly or indirectly result in an increase in population and would not accommodate growth beyond that anticipated by the City's adopted General Plan or induce additional population growth. Further, the actions under the CAAP would not involve the displacement of existing individuals or housing. As such, no impacts would occur in this regard.

- b. **Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?**

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No Impact. The CAAP consists of strategies and actions with the overall goals of GHG reduction and transitioning the City into a more climate-resilient community. The CAAP does not propose any goals, strategies, or actions that directly or indirectly result in an increase in population and would not accommodate growth beyond that anticipated by the City's adopted General Plan or induce additional population growth. Further, the actions under the CAAP would not involve the displacement of existing individuals or housing. As such, no impacts would occur in this regard.

Standard Mitigation Measures, Conditions or Requirements

No mitigation measures, conditions, or requirements are required.

15. Public Services

Discussion

List of Applicable 2024 CAAP Actions:

- T 3.1) Develop pilot program for anti-idling battery packs in sheriff vehicles and explore opportunities for similar initiatives in city vehicles
 - CR 3.1.1) Work with LA County Fire Department to facilitate [the “Fire Ready”] program
 - CR 3.1.2) Develop and launch the "Fire Ready" program with community outreach and initial workshops
 - GC 2.1.1) Conduct a comprehensive survey to identify potential areas for green space expansion
 - GC 2.1.2) Develop and implement a phased plan for green space expansion
 - GC 2.1.3) Investigate funding mechanisms such as impact fees
- a. **Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:**

i. Fire Protection?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Less than Significant Impact. The CAAP is a policy-level document that does not include any site-specific development, designs, proposals, nor does it grant any entitlement for development. Implementation of the CAAP would not facilitate growth beyond what was anticipated in the General Plan. Therefore, it would not increase demand for public services or facilities or generate a need for new physically altered governmental facilities, the construction of which would result in significant impacts to the environment. In addition, the CAAP includes a “Fire Ready” program that would help residents understand how to create defensible space on their property in the event of a fire. This could help residents to be more prepared in the event of an emergency such as a wildfire. Therefore, the CAAP would not have an impact on acceptable service ratios, response times, or other performative objectives for any public services; and impacts on fire protection services would be less than significant.

ii. Police protection?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No Impact. The CAAP is a policy-level document that does not include any site-specific development, designs, proposals, nor does it grant any entitlement for development. Implementation of the CAAP would not facilitate growth beyond what was anticipated in the General Plan. Therefore, it would not increase demand for public services or facilities or generate a need for new physically altered governmental facilities, the construction of which would result in significant impacts to the environment. The CAAP would not have an impact on acceptable service ratios, response times, or other performative objectives for police protection services. Therefore, no impact on police protection services causing the need for new police facilities is expected.

iii. Schools?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No Impact. The CAAP is a policy-level document that does not include any site-specific development, designs, proposals, nor does it grant any entitlement for development. Implementation of the CAAP would not facilitate growth beyond what was anticipated in the General Plan. Therefore, it would not increase demand for public services or facilities or generate a need for new physically altered governmental facilities, the construction of which would result in significant impacts to the environment. The CAAP would not have an impact on acceptable service ratios or other performative objectives for schools. Therefore, no impact on schools causing the need for new education facilities is expected.

iv. Parks?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No Impact. The CAAP is a policy-level document that does not include any site-specific development, designs, proposals, nor does it grant any entitlement for development. Implementation of the CAAP would not facilitate growth beyond what was anticipated in the

General Plan. Therefore, it would not increase demand for public services or facilities or generate a need for new physically altered governmental facilities, the construction of which would result in significant impacts to the environment. The CAAP would not have an impact on acceptable service ratios or other performative objectives for parks. Therefore, no impact on parks causing the need for new park facilities is expected.

v. Other public facilities?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No Impact. The CAAP is a policy-level document that does not include any site-specific development, designs, proposals, nor does it grant any entitlement for development. Implementation of the CAAP would not facilitate growth beyond what was anticipated in the General Plan. Therefore, it would not increase demand for public services or facilities or generate a need for new physically altered governmental facilities, the construction of which would result in significant impacts to the environment. The CAAP would not have an impact on acceptable service ratios, response times, or other performative objectives for any public services. Therefore, no impact on public services causing the need for new governmental facilities is expected.

Standard Mitigation Measures, Conditions or Requirements

No mitigation measures, conditions, or requirements are required.

16. Recreation

Discussion

List of Applicable 2024 CAAP Actions:

- GC 2.1.1) Conduct a comprehensive survey to identify potential areas for green space expansion
 - GC 2.1.2) Develop and implement a phased plan for green space expansion
 - GC 2.1.3) Investigate funding mechanisms such as impact fees
- a. **Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?**

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Less than Significant. Presently, the City owns five municipal parks, totaling 4.4 acres: Memorial, Glenola, Glenhaven, Olberz, and Mayors’ Discovery Parks. Implementation of the CAAP would not directly or indirectly increase population or demand existing park and recreational facilities. Implementation of the CAAP actions would support planning for potential expansions of green spaces, potentially increasing future recreational services offered in the City. As these are planning-related actions, no specific construction projects or expansion of recreational facilities are currently identified. Any future construction related to the expansion of green space in the City would be subject to its own environmental review and approval process as required. Therefore, the CAAP would not result in physical deterioration of park facilities or require new park facilities, the construction of which could cause physical environmental impacts. Impacts to recreational resources would be less than significant.

- b. **Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?**

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Less than Significant. Presently, the City owns five municipal parks, totaling 4.4 acres: Memorial, Glenola, Glenhaven, Olberz, and Mayors’ Discovery Parks. Implementation of the CAAP would not directly or indirectly increase population or demand for recreational facilities. Implementation of the CAAP actions would support planning for potential expansions of green spaces, potentially increasing future recreational services offered in the City. As these are planning-related actions, no specific construction projects or expansion of recreational facilities are currently identified. Any future

construction related to the expansion of green space in the City would be subject to its own environmental review and approval process as required. Therefore, the CAAP would not result in new recreational facilities and impacts would be less than significant.

Standard Mitigation Measures, Conditions or Requirements

No mitigation measures, conditions, or requirements are required.

17. Transportation

Discussion

List of Applicable 2024 CAAP Actions:

- T1.1.1) Encourage partnerships with private schools to develop and implement school bus programs that reduce school-related single occupancy vehicle commutes.
 - T1.1.2) Work with schools to encourage EV shuttle service for students living >1 mile from their neighborhood schools.
 - T1.2.1) Expand the frequency and hours of service of the LCF Shuttle
 - T1.2.2) Work with LA County to develop rideshare options to LAX airport, similar to the beach bus.
 - T1.2.3) Assess and promote Park-n-Ride options for commuters outside of the City
 - T1.3.1) Work with Metro to offer an annual bus pass to all new employees who express interest.
 - T1.3.2) Encourage employers to provide opportunities for flex hours, compressed work week and telecommuting schedules to reduce VMT and reintroduce transportation reduction programs.
 - T1.4.1) Support Transit Oriented Development
 - T1.4.2) Promote Work-From-Home policies and infrastructure
 - T3.2.1) Launch a public education campaign on anti-idling practices by 2030
 - T 3.2.2) Coordinate with the schools to target pick-up lines
 - GC1.2.2) Develop a phased plan for the replacement of turf with native plants, considering factors like traffic safety, maintenance needs, and plant availability.
- a. **Would the project conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?**

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Less than Significant Impact. The CAAP was compared to the following local and regional plans: Southern California Association of Governments (SCAG) *Connect SoCal 2024*, *La Cañada Flintridge General Plan 2023*, and *City of La Cañada Flintridge Trails Master Plan*. The CAAP proposes several action items that would benefit the City’s roadway and transit circulation systems. For example, **Action T1.1.1** would implement school bus programs for schools to reduce school-related single occupancy

vehicle commutes. **Actions T1.2.2 and T1.3.2** would implement additional transit programs through LA Metro and to the LAX airport, respectively. Therefore, the CAAP would not conflict with an applicable plan, ordinance, or policy addressing the circulation system, and less than significant impacts would occur.

- b. **Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?**

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Less than Significant Impact. In response to the implementation of *CEQA Guidelines section 15064.3, subdivision (b)(1) - Land Use Projects*; vehicle miles traveled exceeding an applicable threshold of significance may indicate a significant impact. Generally, projects within one-half mile of either an existing major transit stop or a stop along an existing high quality transit corridor should be presumed to cause a less than significant transportation impact. Projects that decrease vehicle miles traveled (VMT) in the project area compared to existing conditions should be presumed to have a less than significant transportation impact.

As a policy document, the CAAP would not directly result in construction activities that would temporarily increase VMT within the City. Any temporary VMT increases associated with construction activities would be offset by the overall net benefit of reducing the long-term rate of VMT due to the implementation of the CAAP.

In response to the implementation of *CEQA Guidelines section 15064.3, subdivision (b)*, the potential long-term changes to citywide VMT resulting from the strategies outlined in the CAAP were analyzed in the *VMT and GHG Reduction Strategy Analysis* prepared for the CAAP (See **Appendix A, VMT and GHG Analysis**). Rather than analyze VMT using solely the project screening criteria outlined in City’s adopted VMT significance thresholds, the methodologies used to determine the CAAP’s impacts also included the California Air Pollution Control Officers Association (CAPCOA) *GHG Reduction Handbook* (2021). It should be noted that research by the Southern California Association of Governments (SCAG) on post-pandemic “telework” / work-from-home (WFH) trends was consulted. In addition, **Appendix A** incorporated WFH trends at Jet Propulsion Laboratory (JPL), one of the City’s largest employers.

Appendix A utilized a baseline year of 2019 for analysis. The 2019 Baseline VMT was developed through a linear interpolation of the SCAG 2020 Regional Transportation Plan (RTP 2020) traffic model’s 2016 baseline year for vehicle trips. The SCAG model’s 2045 full build scenario (horizon year) was used to estimate the forecasted VMT reduction for the CAAP in the year 2040 and 2045.

Estimated VMT Reductions

The estimated VMT reductions for the following quantifiable VMT and GHG reduction strategies and actions of the CAAP were analyzed in **Appendix A**:

Strategy T1.1: Work with La Cañada Flintridge schools and Jet Propulsion Laboratory to develop and implement TDM programs for students and employees.

Compared to the baseline of 2019, implementation of **Strategy T1.1** would result in a maximum Citywide VMT and GHG reduction of 0.25% by the year 2040 and 0.24% by the year 2045.

Action T1.2.1: Expand the frequency and hours of service of the LCF Shuttle.

Compared to the baseline of 2019, implementation of **Action T1.2.1** would result in a maximum Citywide VMT and GHG reduction of 0.12% by the year 2040 and 0.13% by the year 2045.

Action T1.2.2: Work with LA County to develop rideshare options to LAX airport, similar to the beach bus.

Compared to the baseline of 2019, implementation of **Action T1.2.2** would result in a maximum Citywide VMT and GHG reduction of 0.04% by the year 2040 and 0.04% by the year 2045.

Action T1.3.1: Work with Metro to offer an annual bus pass to all new employees who express interest.

For **Action T1.3.1**, the potential effect of offering subsidized transit passes to only new employees and all employees Citywide toward the City's VMT and GHG emissions were both analyzed. As shown in **Appendix A**, implementation of **Action T1.3.1** for *new* employees only would result in a maximum Citywide VMT and GHG reduction of 0.01% by the year 2040. For *all* employees Citywide, the maximum Citywide VMT and GHG reduction from implementing **Action T1.3.1** is 0.08% by 2040, which would increase to 0.09% in 2045.

Action T1.3.2: Encourage employers to provide opportunities for flex hours, compressed work week and telecommuting schedules to reduce VMT and reintroduce transportation reduction programs.

Compared to the baseline of 2019, implementation of **Action T1.3.2** would result in a maximum Citywide VMT and GHG reduction of 0.43% by the year 2040 and 0.53% by the year 2045.

Action T1.4.1: Support Transit-Oriented Development.

Compared to baseline of 2019, implementation of **Action T1.4.1** would result in a maximum Citywide VMT and GHG reduction of 0.31% by the year 2040 and 0.42% by the year 2045.

As shown above, these strategies and actions would meaningfully reduce the rate of VMT in the City by the 2040 horizon year rather than increase it. Therefore, the CAAP would not conflict or be inconsistent with CEQA Guidelines section 15064.3(b). In July 2020, The City adopted VMT significance thresholds to determine when a project will have a significant transportation impact and to identify activities that may not require a traffic impact analysis. For Land Use Plans, a project would have a significant impact if the VMT rate for the plan would exceed the applicable baseline VMT rate, and would have a cumulative significant impact if the project increases total regional VMT compared to cumulative no project conditions. As discussed above, the CAAP would result in reductions in VMT, and therefore the impact would be less than significant.

- c. Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Less than Significant Impact. The CAAP would not substantially increase hazards due to a design feature or incompatible uses (e.g., farm equipment). Rather, the CAAP would implement action items that would require consideration of traffic safety. Specifically, **Action GC1.2.2** requires a phased plan for the replacement of turf with native plants to be developed while taking traffic safety into consideration.

The CAAP would introduce action items that propose future transportation facilities. However, these actions items are limited to **Action T2.1.1**, which calls for potential areas within the City for additional electric vehicle (EV) charging stations. Implementation of these EV charging stations are anticipated to be nominal and would not represent substantially adverse effects to the City-wide pedestrian, bicycle, and vehicle circulation and safety. Additionally, although construction activities associated with EV charging stations could result in temporary construction related vehicle trips, these trips would cease upon completion of the charging stations. Lastly, **Actions T3.2.1** and **3.2.2** would implement methods to reduce vehicle idling at public schools and all areas of the City, improving the overall circulation and safety for drivers. As such, impacts would be less than significant.

- d. Would the project result in inadequate emergency access?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No Impact. The CAAP does not propose any strategies or actions that would directly or indirectly result in inadequate access for emergency vehicles. Further, the CAAP was prepared to be consistent with all City policy plans, including the emergency plan policies outlined Safety Element of the City’s General Plan. Thus, the CAAP would not result in any impacts related to inadequate emergency access. No impact would occur.

Standard Mitigation Measures, Conditions or Requirements

No mitigation measures, conditions, or requirements are required.

18. Tribal Cultural Resources

Discussion

List of Applicable 2024 CAAP Actions:

The 2024 CAAP does not contain any actions related to tribal cultural resources. No specific development projects are proposed as part of the 2024 CAAP, and no changes in existing land use zones or densities, nor any changes to land use regulations, are proposed.

- a. **Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:**
 - i. **Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?**
 - ii. **A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?**

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Less than Significant Impact.

The CAAP is a policy-level document that does not include any site-specific development, designs, proposals, nor does it grant any entitlement for development. The CAAP would not have an effect on any resources or structures identified on the California Register of Historical Resources or on the City’s Historic Registry as no development, heavy ground disturbance or subsurface excavation is proposed by the Project. While some minor ground disturbance could result from the implementation of CAAP, such as turf replacement, tree planting, or retrofitting irrigation systems in previously disturbed or landscaped areas, ground disturbing activities would not occur substantially below grade.

On October 4, 2024, Impact Sciences submitted a Sacred Lands File records search request to the Native American Heritage Commission (NAHC) for the Project. On November 21, 2024, the NAHC provided a response that the results were positive and a list of tribes to contract for tribal consultation (please see **Appendix B, Sacred Lands File Records Request**). On **XXXXXX**, City staff consulted with California Native American tribal representatives per the requirements of AB 52 and SB 18 on the potential impacts of the project.

However, while remote, there is potential to encounter cultural or tribal cultural resources during earth disturbing activities. Although they are not required mitigation measures for this Project, the City's standard Mitigation Measures included in the City's Draft Local CEQA Guidelines and/or General Plan Update Program EIR that are applicable to all future ground disturbing land development projects within the City. Compliance with these local requirements would ensure potential impacts to tribal cultural resources are less than significant.

Standard Mitigation Measures, Conditions or Requirements

No mitigation measures, conditions, or requirements are required.

19. Utilities and Service Systems

Discussion

List of Applicable 2024 CAAP Actions:

- TE 3.5.1) Coordinate an exchange program for gas powered landscaping equipment with all electric
- E 3.5.2) Apply for grants that could offer subsidies for exchanging gas to all electric landscaping equipment
- BE 2.2.1) Replace natural gas system during building retrofit projects and at equipment failure
- BE 2.2.2) As outdated electronic appliances and office equipment are phased out of City facilities, replace them with energy-efficient models
- RC 1.1.1) Introduce a citywide ordinance by 2028, limiting residential water use during declared drought months
- RC 1.1.2) Increase education and awareness of water efficiency programs through Calwater and other organizations
- RC 1.2.2) Develop a local program modeled on LA County's Cash for Grass Rebate Program
- RC 1.2.3) Launch an educational campaign to promote the benefits of drought-resistant landscaping
- RC 3.1.1) Promote California Water Board's Water Recycling Funding Program
- RC 3.2.1) Collaborate with local water utilities to support the use of recycled water
- RC 4.1.1) Research the cost and requirements for implementing low-flow and motion sensor infrastructure in city-owned buildings
- RC 4.1.2) Conduct a comprehensive audit of water fixtures in city-owned buildings to identify those that can be replaced with low-flow and motion sensor alternatives
- RC 4.2.1) Conduct a comprehensive water audit of municipal buildings to identify areas of high-water usage and inefficiency
- RC 4.2.2) Implement regular maintenance checks to ensure that water-saving appliances and fixtures are functioning optimally, and leaks are quickly repaired
- RC 4.3.1) Retrofit all city-owned irrigation systems with water-saving technology, such as drip irrigation and rain sensors
- GC 1.1.1) Establish a working group composed of city and county representatives to guide the development of the Stormwater Management Plan

- GC 1.1.2) Complete a comprehensive assessment of the City’s current stormwater infrastructure, vulnerabilities, and opportunities for improvement
 - GC 1.1.3) Finalize and adopt the Stormwater Management Plan, including clear strategies, timelines, and responsibilities for implementation
 - GC 1.2.1) Conduct an assessment of all City medians to determine suitability for conversion to native plants
 - GC 1.2.2) Develop a phased plan for the replacement of turf with native plants, considering factors like traffic safety, maintenance needs, and plant availability
 - GC 1.2.3) Begin the implementation of the phased plan, replacing turf with native plants in selected medians, and monitor the effectiveness of these conversions in improving stormwater management
 - RC 5.1.1) Build into waste hauler agreement a stipulation that requires them to support commercial outreach
 - RC 6.1.1) Form a collaborative task force with representatives from the City and the school district to plan and implement food waste recycling and composting programs
 - RC 6.1.2) Build into new waste hauler Franchise Agreement
 - RC 6.2.1) Partner with waste hauler and write CalRecycle grants to provide seed funding for collection buckets and backyard composting infrastructure
 - RC 6.2.2) Organize regular composting workshops, in collaboration with waste hauler, to provide hands-on training and technical assistance to residents
 - RC 6.2.3) Launch a city-wide campaign promoting home composting, highlighting available resources, and celebrating the efforts of residents who have successfully started composting
- a. **Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?**

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
□	□	□	□

Less than Significant Impact. The CAAP is a policy level document that would not adversely increase demand for utility or public services. The CAAP does not propose to change any existing land use designation or zoning district. The CAAP includes conservation actions such as the replacement of natural gas systems and irrigation system retrofits. These actions would not require or result in the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage,

electric power, natural gas, or telecommunications facilities; therefore, impacts would be less than significant.

- b. **Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?**

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Less than Significant Impact. The CAAP does not propose to change any existing land use designation or zoning district. The CAAP is a policy level document that aims to conserve water, particularly with the implementation of action RC 1.1.1 to introduce a Citywide ordinance by 2028 to limit residential water use during declared drought months. Additionally, the promotion of water recycling and the education of water efficiency programs through Calwater would effectively reduce water consumption throughout the City. The Project would introduce water saving actions; therefore, impacts would be less than significant.

- c. **Would the project result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project’s projected demand in addition to the provider’s existing commitments?**

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Less than Significant Impact. The CAAP is a policy level document that would not adversely increase demand for utility or public services. The CAAP does not propose to change any existing land use designation or zoning district. Implementation of the Project includes actions to reduce the amount of wastewater. Specifically, actions RC 4.1.1 and RC 4.1.2 listed above would implement low-flow and motion sensor infrastructure in City-owned building. Therefore, impacts would be less than significant.

- d. **Would the project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?**

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Less than Significant Impact. The CAAP is a policy level document that does not include any new development or ground disturbing activities or any site-specific design or proposals, nor does it grant any entitlement for development that would have the potential to degrade the quality of the environment or to adversely increase demand for utility or public services, including solid waste services. The CAAP does not include any development proposals, grant entitlement, or propose changes to land use, zoning or development standard in a manner that would directly impact collection and disposal of solid waste. The Project would not generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure and would not impair the attainment of solid waste reduction goals; rather, the Project would introduce actions that would reduce the solid waste that the City generates. Through the implementation of actions RC 6.1.1, 6.1.2, 6.2.1, 6.2.2, and 6.2.3 (referenced above), the Project would improve local efforts to reduce solid waste through the promotion of recycling and composting; therefore, solid waste impacts would be less than significant.

- e. **Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?**

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
□	□	□	□

Less than Significant Impact. The CAAP is a policy level document that does not include any new development or ground disturbing activities or any site-specific design or proposals, nor does it grant any entitlement for development that would have the potential to degrade the quality of the environment or to adversely increase demand for utility or public services, including solid waste services. The CAAP does not include any development proposals, grant entitlement, or propose changes to land use, zoning or development standard in a manner that would directly impact collection and disposal of solid waste. The Project would not generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure and would not impair the attainment of solid waste reduction goals; rather, the Project would introduce actions that would reduce the solid waste that the City generates. Through the implementation of actions RC 6.1.1, 6.1.2, 6.2.1, 6.2.2, and 6.2.3 (referenced above), the Project would improve local efforts to reduce solid waste through the promotion of recycling and composting; therefore, solid waste impacts would be less than significant.

Standard Mitigation Measures, Conditions Or Requirements

No mitigation measures, conditions, or requirements are required.

20. Wildfire

Setting

The California Department of Forestry and Fire Protection (CAL FIRE) maps areas of significant fire hazards based on fuels, terrain, weather, and other relevant factors, pursuant to Public Resources Code §§ 4201-4204 and Government Code §§ 51175-51189. These areas are referred to as Fire Hazard Severity Zones (FHSZs) and are identified for areas where the state has financial responsibility for wildland fire protection (i.e., State Responsibility Area (SRA)), and areas where local governments have financial responsibility for wildland fire protection (i.e., Local Responsibility Area (LRA)). *The City* is in an LRA, and the entire City is designated as a Very High Fire Hazard Severity Zone (VHFHSZ). This section describes the existing conditions in the City and the surrounding area associated with wildfire hazards.

A wildfire is an uncontrolled fire in an area of extensive combustible fuel, including vegetation and structures. Wildfires differ from other fires in that they take place outdoors in areas of grassland, woodlands, and brushland areas that act as a source of fuel. Buildings may become involved if a wildfire spreads to adjacent communities. The primary factors that increase an area's susceptibility to wildfire include slope and topography, vegetation type and condition, and weather and atmospheric conditions. The City is situated in the Crescenta Valley and the far western end of the San Gabriel Valley. It is characterized by rugged topography with highly flammable vegetation. As such, much of the surrounding area shares the VHFHSZ designation by CAL FIRE (CAL FIRE, 2021). La Cañada Flintridge experiences moderate winters and warm, dry summers that dry out vegetation. During the fall a dry and hot wind pattern known as Santa Ana winds further dries out vegetation.

Discussion

As discussed above and according to the City's Local Hazard Mitigation Plan, the entire City is designated as a very high fire hazard severity zone. The surrounding San Gabriel Mountains to the North and San Rafael Hills to the South are considered to be interface areas, presenting great potential for wildfires. Wildfires pose a greater hazard to structures, including homes, and above ground assets than to underground assets.

This risk is heightened for residents living near mountains where large trees and dense brush are present. The region's drought conditions add to this risk, drying out the vegetation and enabling fires to climb swiftly up canyons, thereby increasing the vulnerability of nearby homes. Preparing for, evacuating from, and recovering after wildfires can pose distinct challenges for the City's vulnerable populations. The lack of wildfire insurance and inadequate knowledge of the need to regularly reassess the value of homes can leave families unable to rebuild after a fire. The General Plan Safety Element Assessment, created in 2020 with the Board of Forestry and Fire Protection and the California Department of Forestry and Fire Protection, noted planning for future risks, emphasizing community education, infrastructure resilience, and environmental stewardship would be crucial to mitigating potential impacts.

List of Applicable 2024 CAAP Actions:

- CR 3.1.1) Work with LA County Fire Department to facilitate [the "Fire Ready"] program
- CR 3.1.2) Develop and launch the "Fire Ready" program with community outreach and initial workshops

- a. Would the project substantially impair an adopted emergency response plan or emergency evacuation plan?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Less Than Significant Impact. As discussed above, the City is in a VHFHSZ. Fires that occur along the wildland-urban interface are more hazardous for people and property as they can spread into urbanized areas. The greatest potential for this hazard occurs at the urban fringe between the City and the Angeles National Forest that surrounds the valley floor to the north and northeast. Data from the wildfirerisk.org website published by the USDA Forest Service indicates that populated areas in La Cañada Flintridge have, on average, greater wildfire likelihood than 85% of all the communities in Los Angeles County (USDA, 2021). As discussed in the Vulnerability Assessment, the greatest hazard to the City is the threat of wildfire and air pollution. The City has 12 neighborhoods with a single point of entry, affecting over 10% of the current housing stock (See Draft Safety Element) which adds difficulty to executing the emergency evacuation plan. Construction activities for new development could interfere with adopted emergency response or evacuation plans because of temporary construction activities. However, temporary construction would be subject to the City’s permitting process and would be required to implement applicable policies. To provide for adequate emergency vehicle access to residential neighborhoods during red flag alerts, when weather conditions exist to produce an increased risk of fire, a prohibition of on-street parking on one or both sides of the street shall occur, depending on the existing road pavement width. As stated earlier, the CAAP is a policy level document that would not result in any new development or ground disturbing activities or any site-specific design or proposals, nor does it grant any entitlement for development that would have the potential to degrade the quality of the environment or to adversely increase demand for utility or public services. The CAAP does not propose to change any existing land use designation or zoning district. However, the CAAP does include a “Fire Ready” program, as a part of **Action CR 3.1.2** presented above which would allow residents to be more prepared in the event of an emergency such as a wildfire. The “Fire Ready” program would help residents understand how to create defensible space on their property in the event of a fire. Implementation of the Project would not impair or physically interfere with an evacuation plan. As a result, impacts would be less than significant.

- b. Due to slope, prevailing winds, and other factors, would the project exacerbate wildfire risks and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No Impact. A significant portion of vacant land within the City is on steep slopes with gradients greater than 30 percent (See Draft Safety Element). Much of this vacant land abuts the Angeles National Forest

along the City’s north and northeast boundary. The combination of southern California’s Mediterranean climate, with its winter and spring rainfall and hot dry summers, a preponderance of highly flammable vegetation within and adjacent to the City, the steep topography within the City, and the frequency of high wind velocity from the Santa Ana winds creates optimum conditions for wildfires. To prevent exacerbating wildfire risks due to slope, new development would be required to comply with SE Policy 1.1.4: Development will only be allowed outside of areas of known slope instability and/or high landslide risk unless fully mitigated (See Draft Safety Element). New development would be required to maintain defensible space around their buildings by reducing the availability of combustible materials and ensuring that adequate access is provided. New construction is required to have fire retardant roofing and is required to comply will applicable Board of Forestry and Fire Protection Safe Regulations, and the most current version of the Building Codes and California Fire Code.

The CAAP is a policy level document and does not include any site-specific development projects or proposals, nor does it grant any entitlement for development that would have the potential to exacerbate wildfire risks and impacts from wildfire pollution. Therefore, no impact would occur.

- c. **Would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?**

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No Impact. The CAAP does not propose to change any existing land use designation or zoning district. It is anticipated that land uses will be consistent with the designation established by the General Plan Land Use Element and Land Use Map. Therefore, the CAAP would not require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment; therefore, no impact would occur.

- d. **Would the project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?**

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Less Than Significant Impact. With its steep topography and semi-arid Mediterranean-type climate typified by heavy seasonal rainfall, the San Gabriel Mountains range front is a known area of substantial debris flow (i.e., mudslide) hazard; similar hazards apply in the Verdugo and San Rafael

Hills. These risks are exacerbated when the land has been denuded due to wildfires, as is the case on property in the City's northern range front that was burned during the 2009 Station Fire and subsequent mudslides in 2010.

The CAAP is a policy level document that does not include any new development, nor does it grant any entitlement for development that would have the potential to expose people or structures to the risk of downslope or downstream flooding or landslides. However, the CAAP does include a "Fire Ready" program, as a part of Action CR 3.1.2 presented above which would allow residents to be more prepared in the event of an emergency such as a wildfire. The "Fire Ready" program would help residents understand how to create defensible space on their property in the event of a fire. Therefore, any impacts would be less than significant.

Standard Mitigation Measures, Conditions or Requirements

No mitigation measures, conditions, or requirements are required.

21. Mandatory Findings of Significance

Discussion

- a. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Less than Significant Impact. As discussed, the CAAP would serve as a policy document that would not directly result in any site-specific development, designs, proposals. Additionally, the anticipated physical changes resulting from implementation of the CAAP would not result in substantive effects that would substantially degrade the quality of the environment, reduce the habitat of any sensitive plant or animal species, or eliminate important examples of California history or prehistory. As such, less than significant impacts would occur.

- b. Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Less than Significant Impact. Implementation of the CAAP would not directly result in individually limited, but cumulatively considerable significant impacts. All resource topics associated with the Project have been analyzed in accordance with CEQA and the State CEQA Guidelines and were found to pose no impacts or less-than-significant impacts. Furthermore, reasonably foreseeable future development would be subject to the same environmental regulations as described throughout this checklist. Impacts to environmental resources would be evaluated on a project-by-project basis, including a review for potential cumulatively considerable impacts. Therefore, impacts would be less than significant.

- c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Less than Significant Impact. All resource topics associated with the Project have been analyzed in accordance with CEQA and the State CEQA Guidelines and were found to pose no impacts or less-than-significant impacts.

Standard Mitigation Measures, Conditions or Requirements

No mitigation measures, conditions, or requirements are required.

IV. SUPPORTING INFORMATION SOURCES

Section 15150 of the *State CEQA Guidelines* permits an environmental document to incorporate by reference other documents that provide relevant data. The documents listed below are hereby incorporated by reference. The pertinent material is summarized throughout this Initial Study where that information is relevant to the analysis of impacts of the proposed project. Referenced documents that are followed by a star (*) are on file and available for review at the City of La Cañada Flintridge, Community Development Department, One Civic Center Drive, La Cañada Flintridge, CA 91011.

Climate Action Reserve. Available online at: <http://www.climateactionreserve.org/>, Accessed September 13, 2023.

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APPENDIX A

VMT and GHG Analysis

Memorandum

Date: January 3, 2024
To: Kristin Cushman and Sol Shepherd, Blue Strike Environmental
From: Netai Basu, AICP, CTP and Griffin Kantz, Fehr & Peers
Subject: **VMT & GHG Reduction Strategy Analysis in Support of the La Cañada Flintridge CAAP**

LA22-3415

1. Introduction

Fehr & Peers is assisting Blue Strike Environmental with transportation modeling efforts in support of the development of the La Cañada Flintridge Climate Action and Adaptation Plan (CAAP) for the City of La Cañada Flintridge, California. This memorandum documents the methodologies Fehr & Peers employed to estimate the potential for long-term reduction of citywide vehicle-miles-traveled (VMT) and the related greenhouse gas (GHG) emissions through strategies outlined in the draft CAAP, particularly in Goal T1.

These quantification methodologies made use of the California Air Pollution Control Officers Association (CAPCOA) *GHG Reduction Handbook*¹ to the greatest extent possible. The *2021 CAPCOA GHG Reduction Handbook* is the industry standard for quantifying GHG reductions from common transportation-oriented measures based on defensible, peer-reviewed research. In cases when the *CAPCOA GHG Reduction Handbook* does not offer an exact quantification methodology for a given transportation-based GHG reduction strategy proposed in the draft CAAP, Fehr & Peers referred to the closest quantifiable analog. Fehr & Peers also consulted research by the Southern California Association of Governments (SCAG) on post-pandemic “telework” / work-from-home (WFH) trends.

Please refer to our previous memorandum which documented the methodologies used to estimate the vehicle-miles traveled (VMT) associated with the City for the 2019 Baseline and 2045 future “Business as Usual” scenarios (“VMT Analysis in Support of the La Cañada Flintridge CAAP,”

¹ California Air Pollution Control Officers Association (2021). *Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity* (Final Draft). <<http://www.airquality.org/air-quality-health/climate-change/ghg-handbook-caleemod>>.



Fehr & Peers, July 6, 2023). Those estimates were based on the SCAG Activity-Based Model (ABM) from the agency's 2020 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).

2. VMT & GHG Reductions Approach

Overview of CAPCOA GHG Reduction Handbook

Travel demand management (TDM) strategies have proved to be among the most effective for reducing VMT and the associated GHG emissions at the municipal level. The *CAPCOA GHG Reduction Handbook* provides general formulas and parameters for quantifying these TDM reductions given input variables on local conditions including built environment context and existing local travel patterns. The Handbook provides a percentage range (from zero up to the maximum feasible) on the expected VMT and GHG reductions for each individual TDM strategy. Many strategies covered in the *CAPCOA GHG Reduction Handbook* have associated benefits for equity and quality-of-life goals. Some strategies overlap others in scope, so the Handbook provides guidelines on how to avoid double-counting likely VMT reductions from multiple strategies in combination.

Data Sources

To estimate VMT and GHG reductions from each of the strategies proposed in the draft CAAP based on the formulas in the *CAPCOA GHG Reduction Handbook*, the Fehr & Peers team consulted the data sources listed below in **Table 1**.

Table 1: Data Sources for VMT/GHG Reduction Estimation

Source	Metric
SCAG 2020 RTP activity-based model	<ul style="list-style-type: none">• Baseline VMT trends (<i>refer to memo dated 7/6/2023</i>)• Local travel behavior (<i>e.g., mode split</i>)
City staff and Jet Propulsion Laboratory (JPL) facilities operation staff	<ul style="list-style-type: none">• WFH trends at JPL
Local media	<ul style="list-style-type: none">• LCF Shuttle annual ridership

Source: Fehr & Peers, 2023.

Additionally, the GHG reduction formulas in the *CAPCOA GHG Reduction Handbook* cite peer-reviewed sources for default parameters such as elasticity multipliers. We cite each of these sources where they are used in the analysis presented later in this memo.

Baseline VMT

The formulas provided in the *CAPCOA GHG Reduction Handbook* compute VMT reductions in the form of percentages, which are then multiplied by baseline VMT specific to the study area as



calculated by the analyst. In the case of this CAAP, the baseline year for analysis is 2019, and the percentage reductions shown here for any given horizon year should be interpreted in relation to 2019 Baseline VMT.

Refer to the previous memo dated 7/6/2023 for documentation of the process of interpolating between the SCAG 2020 RTP model's 2016 base year scenario and 2045 full-build scenario. This linear interpolation method is used for some of the methods used to estimate VMT reduction, described below.

Relating VMT to GHG

The great majority of transportation strategies quantified in the *CAPCOA GHG Reduction Handbook* accomplish GHG reductions by reducing VMT, and for these strategies there is a 1:1 correspondence between percentage VMT reduction and percentage GHG reduction. Other strategies accomplish GHG reductions through a transition from fossil-fuel-powered vehicles to hybrid or zero-emissions vehicles. For this latter type of strategies, GHG reductions are not necessarily associated with any change in VMT, except for possible effects from production and recharging of such vehicles. It is important to note that trip mileage from zero-emissions vehicles is still counted towards total VMT.

Non-Quantifiable VMT & GHG Reductions

The *CAPCOA GHG Reduction Handbook* documents quantification methodologies for VMT and GHG reduction strategies when robust literature is available, but not all common strategies are yet quantifiable. Per the *CAPCOA GHG Reduction Handbook*, non-quantifiable GHG reduction strategies "may achieve emissions reductions and co-benefits on their own or may enhance the ability of quantified measures to attain expanded reduction and co-benefits."

3. VMT & GHG Reductions Estimation for Goal T1

This memo estimates the GHG reductions possible through reduction of citywide VMT, but does not attempt to estimate GHG reductions possible through other transportation-related strategies that do not reduce VMT.

The following pages summarize the final list of quantifiable VMT and GHG reduction strategies including their closest CAPCOA equivalent, the CAPCOA formulae and parameters used, the sources referenced, assumptions made where necessary, and the total citywide VMT reduction percentage as a proportion of baseline VMT.

The estimated VMT reductions from strategy are presented in table format. In each table, there are forecasts for multiple years: the 2016 base year of the SCAG 2020 RTP model, the 2045 full-build scenario of the model, and the interpolated years 2019 and 2040.



Strategy T1.1: Work with La Canada Flintridge schools and Jet Propulsion Laboratory to develop and implement Transportation Demand Management programs (TDM) for students and employees.

- **Action T1.1.1:** “Encourage partnerships with private schools to develop and implement school bus programs that reduce school-related single occupancy vehicle commutes”.
- **Action T1.1.2:** “Work with schools to encourage EV shuttle service for students living > 1 mile from their neighborhood schools.”

The closest GHG reduction strategies in CAPCOA for these actions are *T-40 Implement School Bus Program* and *T-41 Implement a School Pool Program*, however, these strategies are not quantified. The closest quantified strategy in CAPCOA is *T-6 Implement Commute Trip Reduction Program (Mandatory Implementation and Monitoring)*, but the description of this strategy is more applicable to workplace commute trips rather than K-12 school trips. The City is likely to have more policy levers for reducing vehicular trips to/from local schools than with workplace commute trips, as well as more flexibility to adapt those approaches to a local context.

Thus, Fehr & Peers sought to estimate an upper limit on the proportion of citywide VMT that could potentially be reduced from school-purpose VMT alone. **Table 2** estimates the potential effect of eliminating 100% of school-purpose VMT through a combination of unspecified strategies. The VMT totals presented in the table are based on the SCAG 2020 RTP model’s 2016 base year scenario and 2045 full-build scenario.

Note that the school trip length assumptions in the SCAG 2020 RTP model may underestimate school trip lengths in La Cañada Flintridge, due to a higher-than-average proportion of private schools in the City, which draw attendance from further distances. Therefore, this estimate may underrepresent the amount of VMT that could be reduced through this strategy, since the total school-related VMT for La Cañada Flintridge may be higher than what is estimated by the model.

Table 2: Estimate of Maximum VMT Reduction from Strategy T1.1

Strategy T1.1					
Scenario Year		2016	2019*	2040*	2045
Assume up to 100% of K-12 School VMT affected	(A)	100%	100%	100%	100%
K-12 School VMT Attracted, Citywide (model)	(B)	3,673.3	3,601.1	3,095.1	2,974.7
Total OD VMT, Citywide (model)	(C)	1,273,767	1,269,411	1,238,924	1,231,665
Total % VMT Reduction	(A * B / C)	0.29%	0.28%	0.25%	0.24%

The maximum citywide VMT and GHG reduction from implementing the actions in Strategy T1.1 by 2040 is **0.25%**, which is a slight reduction from earlier years.

*Interpolated from 2016 and 2045.

Source: SCAG 2020 RTP ABM and Fehr & Peers, 2023.



Strategy T1.2: Improve connectivity of transportation network to encourage more high-occupancy trips.

- **Action T1.2.1:** Expand the frequency and hours of service of the LCF Shuttle.

The LCF Shuttle is a fare-free transit service operated by Glendale Beeline which operates along Foothill Boulevard and Ocean Boulevard between JPL and Montrose 18 times per weekday in each direction.

The closest GHG reduction strategy in CAPCOA for this action is *T-26 Increase Transit Service Frequency*. **Table 3** uses an adapted version of the formula from CAPCOA Strategy T-26 to estimate the potential effect of doubling the average frequency of the LCF Shuttle route.

Table 3: Estimate of Maximum VMT Reduction from Action T1.2.1

Strategy T1.2 – Action T1.2.1					
Scenario Year		2016	2019*	2040*	2045
2016 LCF Shuttle annual ridership ¹	(A)	33,449	33,449	33,449	33,449
Annualization factor for transit trips ²	(B)	250	250	250	250
Estimated 2016 LCF Shuttle weekday ridership	(A / B)	134	134	134	134
2016 transit OD trips, Citywide	(C)	453	453	453	453
Assume 100% increase in frequency	(D)	100%	100%	100%	100%
Elasticity of transit ridership with respect to frequency of service ³	(E)	0.5	0.5	0.5	0.5
Transit mode share, Citywide ⁴	(F)	0.54%	0.62%	1.21%	1.36%
Passenger vehicle mode share, Citywide	(G)	93.48%	93.40%	92.86%	92.73%
Average vehicle occupancy, Citywide	(H)	1.61	1.61	1.60	1.60
Total % VMT Reduction	$(A * D * E * F / (B * C * G * H))$	0.05%	0.06%	0.12%	0.13%

The maximum citywide VMT and GHG reduction from implementing Action T1.2.1 by 2040 is **0.12%**, which would increase in later years.

*Interpolated from 2016 and 2045.

Source: SCAG 2020 RTP ABM and Fehr & Peers, 2023.

¹ *Crescenta Valley Weekly* (2016). “LCF Shuttle Ridership Increases Dramatically” (2016).

<<https://www.crescentvalleyweekly.com/news/02/25/2016/lcf-shuttle-ridership-increases-dramatically/>>.

² 250:1 was used to annualize this metric of weekday travel patterns.

³ Handy, S., K. Lovejoy, M. Boarnet, and S. Spears (2013). “Impacts of Transit Service Strategies on Passenger Vehicle Use and GHG Emissions”. <https://ww2.arb.ca.gov/sites/default/files/2020-06/Impacts_of_Transit_Service_Strategies_on_Passenger_Vehicle_Use_and_Greenhouse_Gas_Emissions_Policy_Brief.pdf>.

⁴ This includes ridership on all public transit services within the City.



- **Action T1.2.2:** Work with L.A. County to develop rideshare options to LAX airport, similar to the beach bus.

The closest GHG reduction strategy in CAPCOA for this action is *T-26 Extend Transit Network Coverage or Hours*, however, this strategy's VMT reduction is quantified by scaling transit mode share in a community with existing transit service. In this case, quantifying the VMT reduction effect from this CAAP action requires estimating passenger use of a direct transit service not yet offered along a defined OD pattern.

Fehr & Peers sought to estimate an upper limit on the proportion of citywide VMT that could potentially be reduced from vehicular travel to/from LAX alone. **Table 4** estimates the potential effect of shifting half of vehicular trips between the City and LAX to a new transit or rideshare service, not counting the VMT contribution of any transit or rideshare vehicles themselves. The trip totals presented in the table are based on the SCAG 2020 RTP model's 2016 base year scenario and 2045 full-build scenario.

Table 4: Estimate of Maximum VMT Reduction from Action T1.2.2

Strategy T1.2 – Action T1.2.2					
Scenario Year		2016	2019*	2040*	2045
Daily OD vehicle trips between City and LAX	(A)	52	52	51	51
Average trip distance between City and LAX (miles)	(B)	32.0	32.0	32.0	32.0
Assume at most 50% mode share of trips between City and LAX	(C)	50%	50%	50%	50%
Average vehicle occupancy, Citywide	(D)	1.61	1.61	1.60	1.60
Reduced daily OD vehicle trips between City and LAX	(A * C / D)	16	16	16	16
Total OD VMT, Citywide	(E)	1,273,767	1,269,411	1,238,924	1,231,665
Total % VMT Reduction	$(A * B * C / (D * E))$	0.04%	0.04%	0.04%	0.04%

The maximum citywide VMT and GHG reduction from implementing Action T1.2.2 by 2040 is **0.04%**.

*Interpolated from 2016 and 2045.

Source: SCAG 2020 RTP ABM and Fehr & Peers, 2023.



- **Action T1.2.3:** Assess and promote Park-n-Ride options for commuters outside of the city.

The closest GHG reduction strategies in CAPCOA for this action is *T-51 Install Park-and-Ride Lots*, however, this strategy is not quantified. The effectiveness of park-n-ride facilities is dependent on their location within the regional transit network and the orientation of regional commute patterns. The VMT reduction effect of this CAAP action cannot be quantified without new modeling analysis. The greatest potential for new transit ridership from park-n-ride may be along the Metro A Line, which is outside the City bounds and already offers parking at the Sierra Madre Villa, Lake, Del Mar, Fillmore, and South Pasadena stations.¹

Action T1.2.3 is **supportive** of other VMT and GHG reduction efforts.

Strategy T1.3: Require new non-residential developments greater than 10,000 sq. ft. or anticipated to include businesses with more than 50 employees to reduce VMT through TDM programs.

- **Action T1.3.1:** Work with Metro to offer an annual bus pass to all new employees who express interest.

The closest GHG reduction strategy in CAPCOA for this action is *T-9 Implement Subsidized or Discounted Transit*. This action would only apply to new employment growth in the City that occurs in buildings of over 10,000 square feet or that have more than 50 employees, and not to employees at existing workplaces. Thus, the calculations below represent the highest reduction that can be expected from this action.

The SCAG 2020 RTP ABM forecasts citywide employment growth between the 2016 base year scenario and 2045 full-build scenario. Fehr & Peers linearly interpolated this growth between 2016 and 2045 to estimate the employment growth as a percentage of service population (population + employees) growth starting in 2019, the base year of the CAAP.

Table 5 uses the formula from CAPCOA Strategy T-9 to estimate the potential effect of offering subsidized transit passes to new employees citywide.

Table 5: Estimate of Maximum VMT Reduction from Action T1.3.1 (New Emp. Only)

Strategy T1.3 – Action T1.3.1					
Scenario Year		2016	2019*	2040*	2045
Population, Citywide	(A)	20,761	20,893	21,816	22,036

¹ Los Angeles County Metropolitan Transportation Authority (2023). "Metro Parking Lots by Line". <<https://www.metro.net/riding/parking/lotsbyline/>>.



Employees, Citywide	(B)	12,996	13,107	13,887	14,073
Service population, Citywide	(A + B)	33,757	34,000	35,703	36,109
Growth in employees since 2019	(ΔB)	0	0	780	966
Percent VMT attributable to employee growth since 2019	(ΔB / (A + B))	0.0%	0.0%	2.2%	2.7%
Assume 100% transit fare subsidy	(C)	100%	100%	100%	100%
Assume 80% of employees eligible ¹	(D)	80%	80%	80%	80%
Transit mode share, Citywide	(E)	0.54%	0.62%	1.21%	1.36%
Elasticity of transit boardings with respect to price ²	(F)	-0.43	-0.43	-0.43	-0.43
Percent of transit trips that would otherwise be made in a vehicle ³	(G)	50%	50%	50%	50%
Conversion factor of vehicle trips to VMT	(H)	1.0	1.0	1.0	1.0
Total % VMT Reduction	$(-\Delta B * C * D * E * F * G * H / (A + B))$	0.00%	0.00%	0.01%	0.01%

The maximum citywide VMT and GHG reduction from implementing Action T1.3.1 for new employees only by 2040 is **0.01%**.

*Interpolated from 2016 and 2045.

Source: SCAG 2020 RTP ABM and Fehr & Peers, 2023.

¹ Night-shift employees and independent contractors/"gig workers" are not eligible.

² Taylor, B., D. Miller, H. Iseki, and C. Fink (2008). "Nature and/or Nurture? Analyzing the Determinants of Transit Ridership Across US Urbanized Areas". *Transportation Research Part A: Policy and Practice*, 43(1), 60-77. <<https://citeseerx.ist.psu.edu/viewdoc/download?doi=10.1.1.367.5311&rep=rep1&type=pdf>>.

³ Handy, S. and Boarnet, M.G. (2013). "Impacts of Transit Service Strategies on Passenger Vehicle Use and Greenhouse Gas Emissions". <http://www.arb.ca.gov/cc/sb375/policies/transitservice/transit_brief.pdf>.



Table 6 uses the same formula from CAPCOA Strategy T-9 to estimate the potential effect of offering subsidized transit passes to all employees citywide, as opposed to *new* employees only. This reduction amount includes the 0.01% possible from offering subsidized transit passes to new employees only, and should not be double-counted when totaling their cumulative effect.

Table 6: Estimate of Maximum VMT Reduction from Action T1.3.1 (All Emp.)

Strategy T1.3 – Action T1.3.1					
Scenario Year		2016	2019*	2040*	2045
Population, Citywide	(A)	20,761	20,893	21,816	22,036
Employees, Citywide	(B)	12,996	13,107	13,887	14,073
Service population, Citywide	(A + B)	33,757	34,000	35,703	36,109
Percent VMT attributable to employees	B / (A + B)	38.5%	38.6%	38.9%	39.0%
Assume 100% transit fare subsidy	(C)	100%	100%	100%	100%
Assume 80% of employees eligible ¹	(D)	80%	80%	80%	80%
Transit mode share, Citywide	(E)	0.54%	0.62%	1.21%	1.36%
Elasticity of transit boardings with respect to price ²	(F)	-0.43	-0.43	-0.43	-0.43
Percent of transit trips that would otherwise be made in a vehicle ³	(G)	50%	50%	50%	50%
Conversion factor of vehicle trips to VMT	(H)	1.0	1.0	1.0	1.0
Total % VMT Reduction	$(-B * C * D * E * F * G * H / (A + B))$	0.04%	0.04%	0.08%	0.09%

The maximum citywide VMT and GHG reduction from implementing Action T1.3.1 for all employees citywide by 2040 is **0.08%**, which would increase in later years.

*Interpolated from 2016 and 2045.

Source: SCAG 2020 RTP ABM and Fehr & Peers, 2023.

¹ Handy, S. and Boarnet, M.G. (2013).

² Taylor, B., D. Miller, H. Iseki, and C. Fink (2008).

³ Handy, S. and Boarnet, M.G. (2013).



- **Action T1.3.2:** Encourage employers to provide opportunities for flex hours, compressed work week and telecommuting schedules to reduce VMT and reintroduce transportation reduction programs.

The closest GHG reduction strategy in CAPCOA for this action is *T-42 Implement Telecommute and/or Alternative Work Schedule Program*, however, this strategy is not quantified. The closest quantified strategies in CAPCOA are *T-5 Implement Commute Trip Reduction Program (Voluntary)* and *T-6 Implement Commute Trip Reduction Program (Mandatory Implementation and Monitoring)*, but the descriptions of these strategies are more applicable to travel demand management (TDM) practices that shift work commute trips to transit and non-motorized modes, not “telework”/WFH practices which eliminate work commute trips altogether.

Fehr & Peers sought to estimate the effect of requiring WFH practices for employees added between 2019 and 2045, drawing from the analysis of WFH rates at JPL as described in the previous VMT memo dated 7/6/2023. **Table 7** estimates the potential effect of requiring WFH at the projected JPL rate for all new employees citywide.

Table 7: Estimate of Maximum VMT Reduction from Action T1.3.2

Strategy T1.3 – Action T1.3.2					
Scenario Year		2016	2019*	2040*	2045
Population, Citywide	(A)	20,761	20,893	21,816	22,036
Employees, Citywide	(B)	12,996	13,107	13,887	14,073
Service population, Citywide	(A + B)	33,757	34,000	35,703	36,109
Growth in employees since 2019	(ΔB)	0	0	780	966
Percent VMT attributable to employee growth since 2019	(ΔB / (A + B))	0.0%	0.0%	2.2%	2.7%
% JPL VMT reduced by telework (2023) ¹	(C)	19.7%	19.7%	19.7%	19.7%
Assumed % WFH for new employees	(D)	0.0%	0.0%	19.7%	19.7%
Total % VMT Reduction	(ΔB * ΔD / (A + B))	0.00%	0.00%	0.43%	0.53%

The maximum citywide VMT and GHG reduction from implementing Action T1.3.2 by 2040 is **0.43%**, which would increase in later years.

*Interpolated from 2016 and 2045.

Source: SCAG 2020 RTP ABM and Fehr & Peers, 2023.

¹ City staff and JPL facilities operation staff.



Strategy T1.4: Reduce other sources of citywide vehicle miles traveled (VMT).

- **Action T1.4.1:** Support Transit-Oriented Development.

The closest GHG reduction strategy in CAPCOA for this action is *T-3 Provide Transit-Oriented Development*. This action would only apply to new development within the City. The effectiveness of this strategy is dependent upon the level of implementation of Action T1.2.1 and the future frequency of the Glendale Beeline Route 3.

Table 8 uses the formula from CAPCOA Strategy T-3 to estimate the potential effect of TOD land use policies for new development citywide. The quantification below estimates the theoretical maximum effectiveness of this policy based on a value of 4.9 from CAPCOA for variable D. For a more conservative estimate, use the value 1.0 for variable D.

Table 8: Estimate of Maximum VMT Reduction from Action T1.4.1

Strategy T1.4 – Action T1.4.1					
Scenario Year		2016	2019*	2040*	2045
Population, Citywide	(A)	20,761	20,893	21,816	22,036
Employees, Citywide	(B)	12,996	13,107	13,887	14,073
Service population, Citywide	(A + B)	33,757	34,000	35,703	36,109
Growth in service population since 2019	(ΔA + ΔB)	0	0	780	2,109
Percent VMT attributable to all growth since 2019	$\frac{((\Delta A + \Delta B))}{(A + B)}$	0.0%	0.0%	4.8%	5.8%
Transit mode share, Citywide	(C)	0.54%	0.62%	1.21%	1.36%
Ratio of transit mode share for TOD area with measure compared to existing transit mode share in surrounding city ¹	(D)	4.9	4.9	4.9	4.9
Passenger vehicle mode share, Citywide	(E)	93.48%	93.40%	92.86%	92.73%
Total % VMT Reduction	$\frac{((\Delta A + \Delta B) * C * D)}{(A + B) * E}$	0.00%	0.00%	0.31%	0.42%

The maximum citywide VMT and GHG reduction from implementing Action T1.4.1 by 2040 is **0.31%**, which would increase in later years.

*Interpolated from 2016 and 2045.

Source: SCAG 2020 RTP ABM and Fehr & Peers, 2023.

¹ Lund, H., R. Cervero, and R. Wilson (2004). "Travel Characteristics of Transit-Oriented Development in California". <<https://trid.trb.org/view/696824>>.



- **Action T1.4.2:** Promote Work-From-Home policies and infrastructure.

This action concerns WFH on the residential side, rather than the workplace side. Policy tools for encouraging WFH among local residents are even more limited than the tools for encouraging WFH among local employers.

The closest GHG reduction strategy in CAPCOA for this action is *T-42 Implement Telecommute and/or Alternative Work Schedule Program*, however, this strategy is not quantified. The VMT reduction effect of this CAAP action cannot be quantified without new modeling analysis.

Action T1.4.2 is **supportive** of other VMT and GHG reduction efforts.

4. Summary of Cumulative VMT & GHG Reductions

Estimating the cumulative VMT and GHG reductions from the CAAP strategies and actions in Goal T1 requires accounting for the compounding effects of the multiple strategies in combination through a multiplicative approach. This approach provides a mathematical way to reflect the diminishing returns that each additional strategy offers towards cumulative VMT reduction, recognizing that multiple strategies may target the same types of trips, and any individual trip cannot logically be reduced more than once even if it is targeted by multiple strategies. The method for quantifying the cumulative total percent VMT reduction from n strategies is described by the formula below:

$$\text{Cumulative \% VMT Reduction} = 1 - ((100\% - x_1) * (100\% - x_2) * (...) * (100\% - x_n))$$

The estimates provided in **Tables 2 through 8** are shown in the calculation below to derive the maximum cumulative percent VMT reduction possible by 2040. This calculation uses the VMT reduction estimate from

Table 6 (subsidized transit passes for all citywide employees) in place of the estimate from (subsidized transit for employees from new growth only).

$$\begin{aligned} & \text{Maximum Cumulative \% VMT Reduction} \\ & = 1 - ((100\% - 0.25\%) * (100\% - 0.12\%) * (100\% - 0.04\%) * (100\% - 0.08\%) \\ & \quad * (100\% - 0.43\%) * (100\% - 0.31\%)) \\ & = 1.22\% \end{aligned}$$

Using the VMT reduction estimate from

Table 5 (subsidized transit for employees from new growth only) in place of the estimate from

Table 6 transit passes for all citywide employees) yields a more conservative estimate:



$$\begin{aligned} & \textit{Maximum Cumulative \% VMT Reduction} \\ & = 1 - ((100\% - 0.25\%) * (100\% - 0.12\%) * (100\% - 0.04\%) * (100\% - 0.01\%) \\ & \quad * (100\% - 0.43\%) * (100\% - 0.31\%)) \\ & = 1.16\% \end{aligned}$$

The maximum citywide VMT and GHG reduction from implementing Goal T1 by 2040 is **1.22%**. If Action T1.3.1 were limited to new employees only, the maximum citywide VMT and GHG reduction from implementing Goal T1 by 2040 is estimated to be **1.16%**. This amount is relative to 2019 Baseline VMT, and on top of expected VMT decline in a “Business as Usual” scenario due to policies and programs already reflected in the SCAG 2020 RTP/SCS.

If you have any questions or comments about the analysis contained in this memo, feel free to contact Fehr & Peers for clarification.

APPENDIX B

Sacred Lands File Record Request



811 West 7th Street, Suite 200
Los Angeles, California 90017
www.impactsciences.com

Sent via email on October 4th, 2023 to: Andrew.Green@nahc.ca.gov

NATIVE AMERICAN HERITAGE COMMISSION

Environmental and Cultural Department
1550 Harbor Boulevard, Suite 100
West Sacramento, CA 95691
(916) 373-3710

Information Below is Required for a Sacred Lands File Search

Project: La Cañada Climate Action and Adaptation Plan Mitigated Negative Declaration Report

County: Los Angeles

USGS Quadrangle Name: Pasadena, California

Township: 01 North **Range:** 13 West

Company/Firm/Agency: Impact Sciences, Inc.

Contact Person: Amber Williams

Street Address: 811 W. 7th Street, Suite 200

City: Los Angeles **Zip:** 90017

Phone: (805) 453-2862

Email: awilliams@impactsciences.com

PROJECT LOCATION

The Project area includes the entirety of the City of La Cañada Flintridge. (see **Figure 1, Regional Location and Figure 2, Project Vicinity**).

PROJECT DESCRIPTION

The proposed project is the City of La Cañada Flintridge Climate Action and Adaptation Plan (2023 CAAP). The City's existing Climate Action Plan (2016 CAP) was adopted in 2016 as part of an ongoing planning process to comply with state-recommended Greenhouse Gas (GHG) emission reduction targets. The 2016 CAP focused on reducing community and municipal emissions by at least 15% by 2020 compared to the 2007 baseline inventory; consistent with Assembly Bill 32 (AB 32) and the Governor Schwarzenegger's Executive Order S-03-05. The 2016 CAP includes Climate Action measures to reduce GHG emissions related to energy, water, transportation, solid waste, urban greening, and adaptation. The 2023 CAAP represents the next step, unifying existing climate work under one strategic umbrella to transition the city to a low-carbon, climate-resilient community. The 2023 CAAP builds off of the previous city planning documents and will be updated every five years to remain consistent with updates to the City's General Plan elements.

The 2023 CAAP is meant to serve as a guiding document towards GHG reductions both in municipal operations and community wide. It is designed as a comprehensive strategy to reduce emissions in a manner consistent with state guidelines and regulations, and to identify cost-effective opportunities to existing and future residents, businesses, and development projects for a more sustainable community. The 2023 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.

The 2023 CAAP is a project under CEQA and is subject to environmental review. No specific development projects are proposed as part of the 2023 CAAP, and no changes in existing land use zones or densities, nor any changes to land use regulations, are proposed. The 2023 CAAP is consistent with the land uses outlined within the City's General Plan, adopted in 2013. The 2023 CAAP does not require modifications to the Zoning Code that would increase density, result in development not envisioned in the General Plan, or remove policies that currently protect environmental resources. The 2023 CAAP provides measures to encourage GHG emission reductions in accordance with General Plan policies.

We appreciate your assistance in responding to this query. Your response will help ensure that our analysis is accurate and complete. To ensure a timely completion of our analysis, please provide your response (via mail, or email) no later than October 24th, 2023.

If you have any questions or require any additional information, please contact me at (213) 935-1901 ext. 260 or via email at awilliams@impactsociences.com.

Sincerely,

Amber Williams

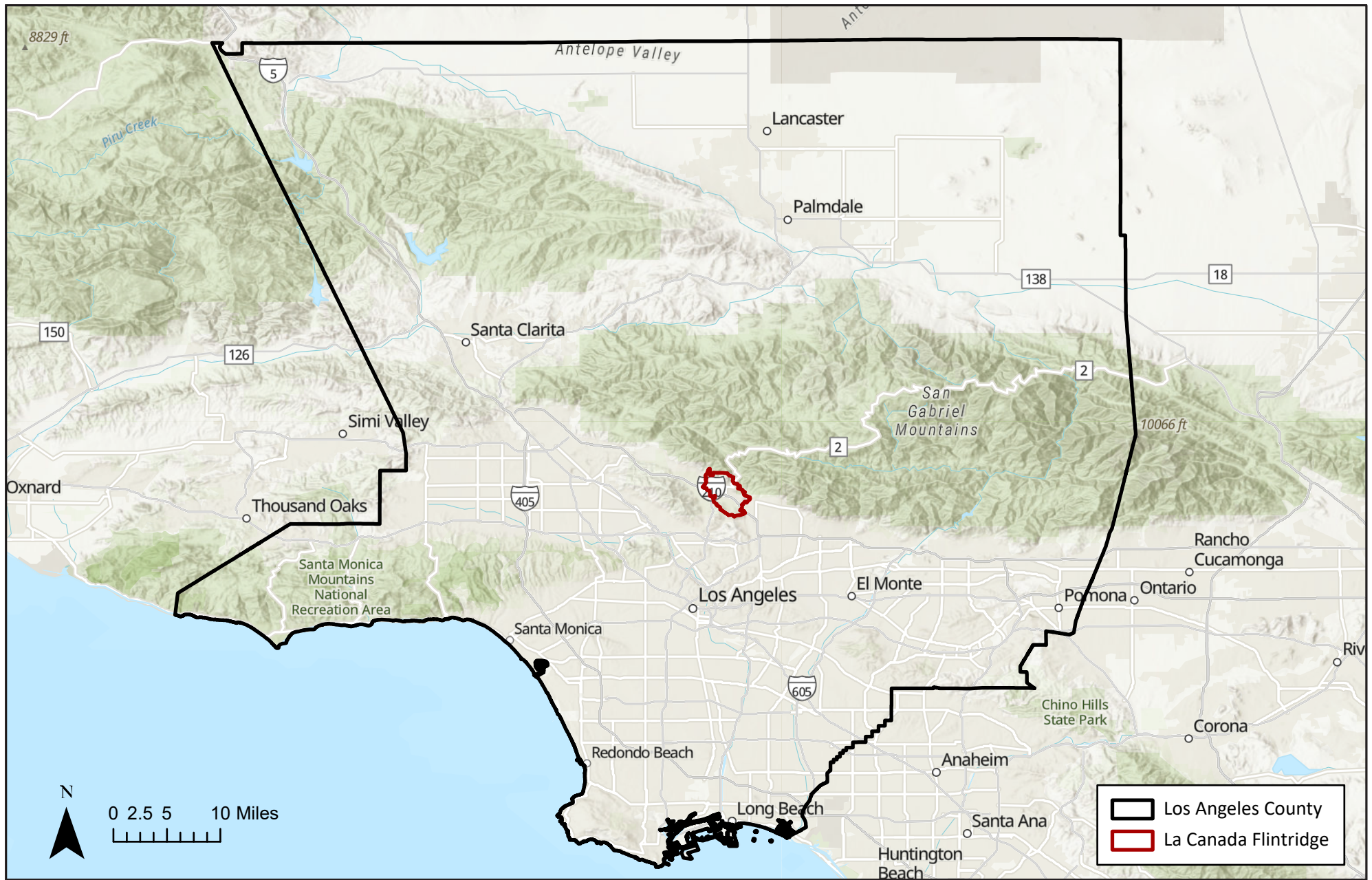
Technical Specialist

IMPACT
SCIENCES

811 W. 7th Street, Suite 200

Los Angeles, CA 90017

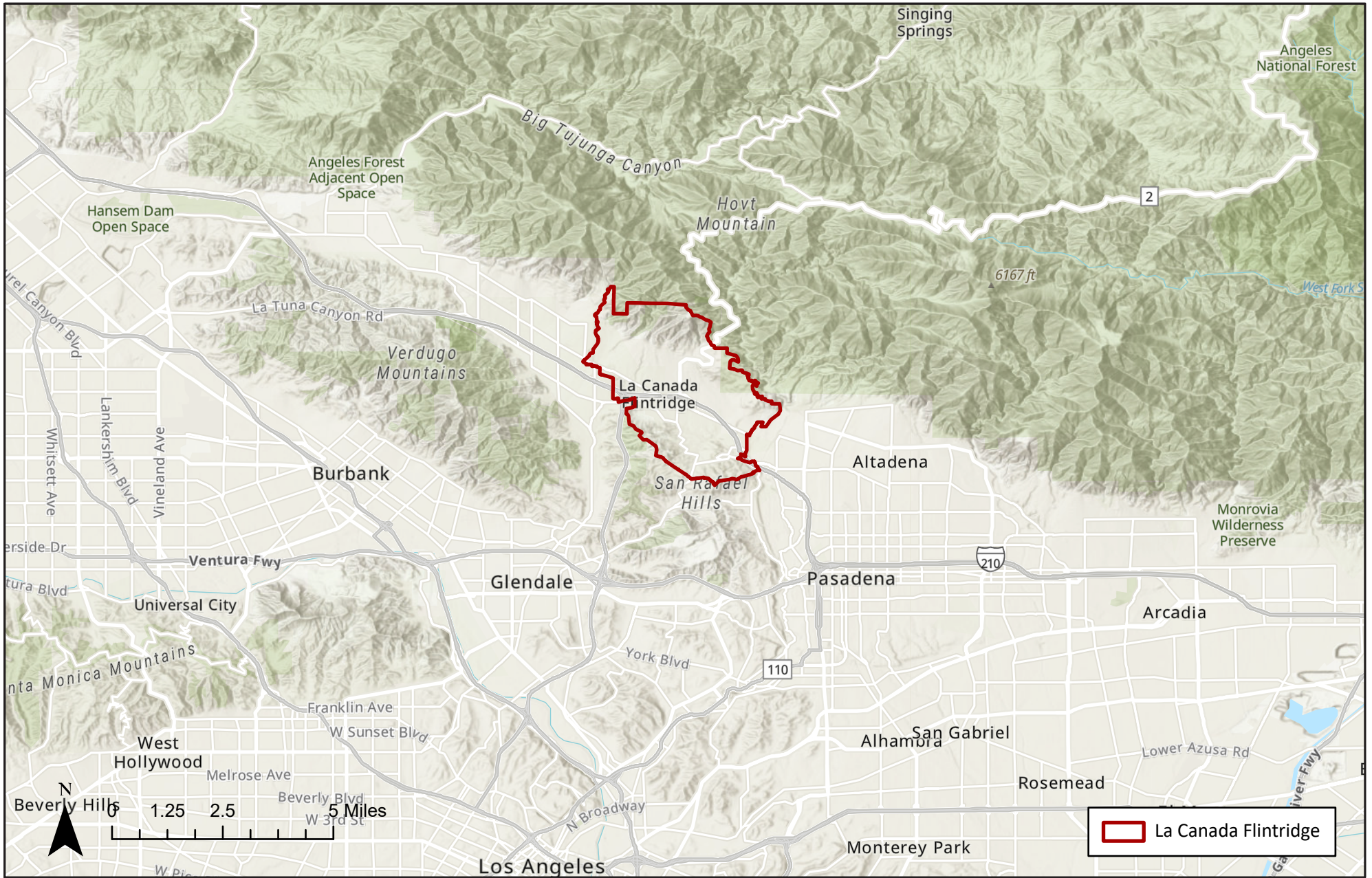
awilliams@impactsociences.com



SOURCE: Esri, 2023

FIGURE 1

Regional Location



SOURCE: Esri, 2023

FIGURE 2

NATIVE AMERICAN HERITAGE COMMISSION

November 21, 2023

Amber Williams
Impact Sciences, Inc.

Via Email to: awilliams@impactsciences.com

Re: La Cañada Climate Action and Adaptation Plan Mitigated Negative Declaration Report Project, Los Angeles County

Dear Ms. Williams:

A record search of the Native American Heritage Commission (NAHC) Sacred Lands File (SLF) was completed for the information submitted for the above referenced project. The results were positive. Please contact the Gabrieleno Band of Mission Indians – Kizh Nation on the attached list for information. Please note that tribes do not always record their sacred sites in the SLF, nor are they required to do so. A SLF search is not a substitute for consultation with tribes that are traditionally and culturally affiliated with a project's geographic area. Other sources of cultural resources should also be contacted for information regarding known and recorded sites, such as the appropriate regional California Historical Research Information System (CHRIS) archaeological Information Center for the presence of recorded archaeological sites.

Attached is a list of Native American tribes who may also have knowledge of cultural resources in the project area. This list should provide a starting place in locating areas of potential adverse impact within the proposed project area. Please contact all of those listed; if they cannot supply information, they may recommend others with specific knowledge. By contacting all those listed, your organization will be better able to respond to claims of failure to consult with the appropriate tribe. If a response has not been received within two weeks of notification, the Commission requests that you follow-up with a telephone call or email to ensure that the project information has been received.

If you receive notification of change of addresses and phone numbers from tribes, please notify the NAHC. With your assistance, we can assure that our lists contain current information.

If you have any questions or need additional information, please contact me at my email address: Andrew.Green@nahc.ca.gov.

Sincerely,

Andrew Green
Cultural Resources Analyst

Attachment



CHAIRPERSON
Reginald Pagaling
Chumash

VICE-CHAIRPERSON
Buffy McQuillen
Yokayo Pomo, Yuki,
Nomlaki

SECRETARY
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Cahuilla

COMMISSIONER
Vacant

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