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WEST SAN GABRIEL VALLEY





WEST SAN GABRIEL VALLEY AREA PLAN



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WSGV AREA PLAN

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Glossary

Term	Definition
Active Transportation	Active transportation refers to human-powered methods of travel, such as walking, bicycling, or rolling to get from one place to another.
ADA	Americans with Disabilities Act
Area Plan	West San Gabriel Valley Area Plan
ATSP	Active Transportation Strategic Plan
Cal Poly Pomona	California State Polytechnic University, Pomona
CAP	Climate Action Plan
CCAP	Community Climate Action Plan
Connect SoCal	2020–2045 Regional Transportation Plan/Sustainable Communities Strategy
County	County of Los Angeles
County Planning	LA County Planning
DPR	Los Angeles County Department of Parks and Recreation
EJSM	Environmental Justice Screening Method
Environmental justice	Environmental justice is the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies.



Term	Definition	
Equitable development	Equitable development is a policy and land use strategy	
- 1	that aims to provide healthy, livable, and equitable communities.	
Equity	Equity is when every individual, regardless of race, income level, or neighborhood, is given access to the resources they need to succeed and thrive. Closing the gaps so that race does not predict one's success, while also improving outcomes for all.	
WSGV	West San Gabriel Valley	
WSGVAP	West San Gabriel Valley Area Plan	
ESL	English as a Second Language	
EV	electric vehicle	
FAR	floor area ratio	
FEMA	Federal Emergency Management Agency	
General Plan	Los Angeles County General Plan	
GHG	greenhouse gas	
Habitat linkage	Habitat linkages are areas within the overall range of a species or suite of species that possess sufficient cover, food, forage, water, and other essential elements to serve as a movement pathway, or between two or more larger areas of habitat.	
Hillside Management Areas	Hillside Management Areas are areas with a natural slope gradient of 25 percent or steeper.	
HMA	Hillside Management Area	
HOME Act	California Housing Opportunity and More Efficiency Act	
HQTA	high-quality transit area	
HVAC	heating, ventilation, and air conditioning	
I	Interstate	
IT	information technology	
LA County Library	Los Angeles County Library	
Metro	Los Angeles County Metropolitan Transportation Authority	
Multi-benefit park	Multi-benefit parks serve more than one function.	
Multi-use trail	Multi-use trails are those used by equestrians, cyclists, hikers, and runners.	
Planning Area	WSGV Planning Area	
PNA+	Los Angeles Countywide Parks and Recreation Needs Assessment Plus	
RMC	San Gabriel and Lower Los Angeles Rivers and Mountains Conservancy	
RRE	Regional and Rural Edition	
SB	Senate Bill	
SCAG	Southern California Association of Government	



Term	Definition
SCAG	The Southern California Association of Governments is an association of local governments and agencies that voluntarily convene as a group to address regional issues.
Scenic viewshed	A scenic viewshed is a scenic vista from a specific location along a highway, trail, waterway, or in a park or neighborhood.
SEA	Significant Ecological Areas (SEAs) are officially designated areas within Los Angeles county that contain irreplaceable biological resources.
SR	State Route
STEAM	science, technology, engineering, arts, and mathematics
STEM	science, technology, engineering, and mathematics
Step by Step Los Angeles County	Step by Step Los Angeles County – Pedestrian Plans for Unincorporated Communities
Total maximum daily load	Total maximum daily load is the calculation of the maximum amount of a pollutant allowed in a waterbody, and serves as the starting point for restoring water quality.
VHFHSZ	Very High Fire Hazard Severity Zone
Vision Zero Action Plan	Vision Zero Los Angeles County: A Plan for Safer Roadways 2020–2025
Wildlife corridor	Wildlife corridors are areas of open space of sufficient width—generally several hundred feet wide and unobstructed—to permit larger, mobile species to pass between larger areas of open space, or to disperse from one major open space region to another.
Wildlife crossing	Wildlife crossings are structures—such as bridges, underpasses, tunnels, or viaducts—that allow animals to cross human-made barriers safely.



GLOSSARY

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- 1.1 Overview and Purpose
- 1.2 WSGV Planning Area
- 1.3 Overarching Vision
- 1.4 Organization of the Area Plan
- 1.5 Relationship of the Area Plan to Other County and Regional Plans
- 1.6 Community Engagement
- 1.7 Methodology

Sections Included

CHAPTER 1 Introduction

1.1 Overview and Purpose

The West San Gabriel Valley Area Plan (WSGVAP or Area Plan) outlines a comprehensive framework to guide the evolution of the West San Gabriel Valley (WSGV) in the coming years. It focuses on harmonious growth, sustainability, and inclusive community development, addressing the unique characteristics of the WSGV Planning Area. The Area Plan is built upon extensive community engagement and integrates with countywide and regional planning initiatives to promote balanced development while preserving the region's natural and cultural heritage. The Area Plan comprises six elements, a community-specific chapter, and an implementation plan that collectively provide the areawide and community-specific goals, policies, and actions that support implementation of a shared vision for the WSGV.



1.2 WSGV Planning Area

The WSGV Planning Area is located in southeastern Los Angeles County and consists of the following nine unincorporated communities that share boundaries with other jurisdictions (see **Figure 1-1**, **WSGV Planning Area**):

- Altadena
- East Pasadena–East San Gabriel
- Kinneloa Mesa
- La Crescenta–Montrose
- San Pasqual
- South Monrovia Islands
- South San Gabriel
- Whittier Narrows
- South El Monte Island

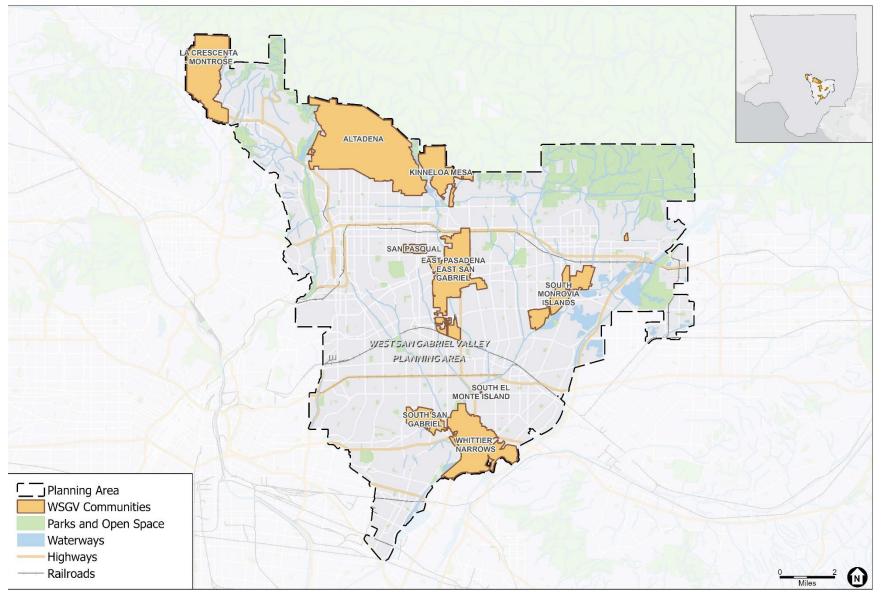
The Planning Area makes up 23.2 square miles and is primarily singlefamily residential, with some commercial corridors and concentrated areas of open space.

The Planning Area contains highly varied topographies, from the steep slopes of the San Gabriel Mountains and Angeles National Forest that form the northern extent of the Planning Area, to flatter communities like East Pasadena–East San Gabriel. Large portions of the hillside and habitat areas are designated Significant Ecological Areas (SEAs), which provides additional protections to minimize the impacts of development on habitat areas and the increasingly rare plant and animal communities found there.

The WSGV Area is served by six freeways. The Foothill Freeway (Interstate [I-]210), San Bernardino Freeway (I-10), and Pomona Freeway (State Route [SR] 60) run east-west through the Planning Area. The San Gabriel River Freeway (I-605) runs northeast-southwest along the eastern boundary of the area. Part of the Arroyo Seco Parkway (SR 110) and Long Beach Freeway (I-710) also serve the area near the western boundary.



CHAPTER 1 INTRODUCTION



SOURCES: LA County DRP; ESA; UrbanFootprint 2023

FIGURE 1-1 WSGV Planning Area



The communities vary widely in their demographics and population density. As of 2020, the Planning Area had a population of more than 74,680 residents, with the predominant ethnicities being Non-Hispanic White and Asian. Population density ranges from 6 persons per square mile in Whittier Narrows to 9,528 persons per square mile in South Monrovia Islands. Whittier Narrows consists mainly of the Whittier Narrows Recreation and Natural Areas, one of Los Angeles County's largest regional parks.

1.3 Overarching Vision

The overarching vision of the WSGVAP is captured in the following six Vision Statements that together represent the vision for the future. These Vision Statements were developed through community input and provide the foundation for the development of goals, policies, and implementation actions for the WSGVAP.

A. HARMONIOUS AND COORDINATED GROWTH

The WSGV is a vibrant mosaic of communities where balanced growth and natural preservation coexist harmoniously. Neighborhoods offer daily necessities within walking distance and foster community around local businesses and seamlessly integrated developments. Green spaces, mixed-use environments, and historic preservation enrich every community, making the WSGV a model of sustainable, inclusive living.

B. A THRIVING BUSINESS-FRIENDLY REGION

The WSGV is a business-friendly environment that supports small businesses, entrepreneurs, and nonprofits. The local jobs-housing balance is improved through increased access to workforce training, partnerships with targeted employers, and skills development resources to connect community members to local well-paying, highquality career opportunities.

C. CONNECTED AND WALKABLE COMMUNITIES

The WSGV thrives as a network of connected, accessible neighborhoods. Streets are enriched by greenery, lighting, wayfinding signage, and open spaces that contribute to community character and invite walking and biking. Community-centric "healthy streets" and passageways ensure mobility for all, making active lifestyles a natural choice for residents while fostering a cohesive, lively community spirit.

D. STRONG SOCIAL AND CULTURAL COHESION

Community identity and culture is reinforced through multi-functional spaces that are accessible throughout WSGV communities. Community spaces and facilities foster play, social cohesion, cultural inclusivity, exploration, dining, recreation, and entertainment to be enjoyed by people of all ages and cultural backgrounds.

E. RESILIENT AND SUSTAINABLE BUILT AND NATURAL ENVIRONMENT

The WSGV's rich natural setting, made up of conservation areas, large open spaces, undeveloped lands, scenic hillsides, and water resources, is preserved, enhanced, and restored. The built environment across the Planning Area is a cleaner, healthier place to live, work, and recreate, with improved air quality, increased biodiversity, connected wildlife habitats, and improved access to open space.

F. EQUITABLE DECISION-MAKING

All community members, regardless of race, ethnicity, income, education, and other demographic factors, have equal access to opportunity in the WSGV. Community members feel empowered and encouraged to actively participate in the planning and public decisionmaking process. Land use decisions consider the varied needs of all residents—especially those who are most vulnerable—to ensure the equitable distribution of resources and amenities, address environmental injustices, and support the health, safety, and well-being of all residents.

1.4 Organization of the Area Plan

The WSGVAP is organized into the following nine chapters.

• Chapter 1, *Introduction*, provides the purpose of the Area Plan, along with the guiding Vision Statements and the Area Plan's relationship to other planning documents. This chapter also summarizes the community engagement process and the



methodology used by Los Angeles County (County) to develop the WSGVAP.

- Chapters 2–7 comprise the six WSGVAP area-wide elements, which describe the key issues and opportunities under each topic area and provide goals and policies to achieve the vision of the Area Plan. The area-wide elements are applicable to all nine unincorporated communities and consist of the following:
 - Chapter 2, Land Use Element, provides guidance on the regulation and distribution of land uses, access to natural and public resources, and economic and community development.
 - Chapter 3, Economic Development Element, provides a framework for an economically and fiscally equitable and sustainable WSGV.
 - Chapter 4, Conservation and Open Space Element, provides guidance for the conservation of biological, open space, scenic, and water resources in the WSGV.
 - Chapter 5, *Public Services and Facilities Element*, provides guidance on facilities that are publicly managed, including parks, community facilities, health care facilities, libraries, and utilities.
 - Chapter 6, *Mobility Element*, provides guidance to create a safe, convenient, comfortable, and accessible transportation system that fosters public transit, walking, and biking.
 - Chapter 7, *Historic Preservation Element*, provides a brief history of the WSGV and guidance on preserving historic resources in the Planning Area.
- Chapter 8, *Unincorporated Communities*, provides goals and policies unique to each individual community in the Planning Area.
- Chapter 9, *Implementation Programs and Actions*, lists the actions and programs that will implement the goals and policies presented in Chapters 2–8. The Implementation Programs and Actions chapter describes which County departments and agencies are responsible for implementation programs and sets a time frame for the completion of those programs.



A. HOW TO USE THE AREA PLAN

The WSGVAP, used in conjunction with the General Plan, will guide land use decision-making and serve several important roles:

- (1) Set direction for County administration, County staff, and elected and appointed officials, including County planning commissioners, regarding the long-range land use needs of those who live, work, and recreate in communities within the WSGV Planning Area.
- (2) Inform community-based organizations, business owners, developers, designers, and builders of the County's plans for the future and development priorities.
- (3) Communicate the agreed-upon future form of the WSGV Planning Area's communities to ensure the accountability of decisionmakers in achieving the goals of this Area Plan.

Table 1-1, User Groups and Intended Use of the West San GabrielValley Area Plan, outlines how the Area Plan may be referenced bythree main user groups.

Main User Category	Intended Use of the Area Plan	
County Staff, Commissions, and Elected Officials	Provides direction regarding long-range land use needs for those who live, work, and recreate in communities in the West San Gabriel Valley Planning Area.	
	Communicates the agreed-upon future form of the West San Gabriel Valley Planning Area's communities to ensure accountability of decision- makers in achieving the goals of this Area plan.	
	Helps guide the County's capital improvements program, zoning ordinance, and zoning maps for future improvements and developments.	
	Encourages alignment with other County planning documents such as the Community Climate Action Plan 2045, the Active Transportation Strategic Plan, and the OurCounty Sustainability Plan.	
	Consolidates regulations that exist across multiple plans to simplify and streamline land use and zoning regulations.	
Developers, Designers, and Builders	Informs the County's future plans and development priorities.	
Residents, Community Organizations, and Business Owners	Holds the County administration accountable for implementing the identified goals and policies.	
	Informs the County's future plans and development priorities.	
	Identifies current trends and economic development opportunities.	

TABLE 1-1 User Groups and Intended Use of the West San Gabriel Valley Area Plan



1.5 Relationship of the Area Plan to Other County and Regional Plans

A. GENERAL PLAN

The General Plan is the foundational document for all communitybased plans that serve the unincorporated areas.

Planning Areas Framework

To effectively plan and coordinate development in unincorporated areas across a large geographic range, the County adopted a "Planning Areas Framework" in 2015 as part of the General Plan. The purpose of the Planning Areas Framework is to provide a mechanism for local communities to work with the County to develop plans that respond to their unique and diverse character and circumstance. This framework identifies 11 Planning Areas, including the West San Gabriel Valley Planning Area. The General Plan provides goals and policies to achieve countywide planning objectives for unincorporated areas. From here, the County can develop area plans that are tailored toward the unique geographic, demographic, economic, and social diversity of each Planning Area. All area plans are components of the General Plan and must be consistent with the General Plan's goals and policies; see Figure 1-2, *Relationship of the General Plan to Community-Based Plans*.

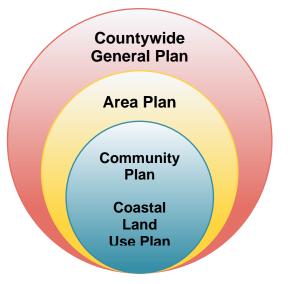


FIGURE 1-2 Relationship of the General Plan to Community-Based Plans



Countywide General Plan Guiding Principles

The General Plan provides the policy framework and establishes the long-range vision for how and where unincorporated areas will grow. It establishes goals, policies, and programs to foster healthy, livable, and sustainable communities. As a component of the General Plan, the WSGVAP is guided by the six General Plan Guiding Principles, which provide the foundation of the Area Plan and inform its goals, policies, and implementation actions.

The General Plan's Guiding Principles include:

- Employ smart growth: Shape new communities to align housing with jobs and services; protect and conserve the County's natural and cultural resources, including the character of rural communities.
- Ensure community services and infrastructure is sufficient to accommodate growth: Coordinate an equitable sharing of public and private costs associated with providing appropriate community services and infrastructure to meet growth needs.
- 3. Provide the foundation for a strong and diverse economy: Protect areas that generate employment and promote programs that support a stable and well-educated workforce. This will provide a foundation for a jobs housing balance and a vital and competitive economy in the unincorporated areas.
- 4. **Promote excellence in environmental resource management:** Carefully manage the County's natural resources, such as air, water, wildlife habitats, mineral resources, agricultural land, forests, and open space, in an integrated way that is both feasible and sustainable.
- 5. **Provide healthy, livable, and equitable communities:** Design communities that incorporate their cultural and historic surroundings, are not overburdened by nuisance and negative environmental factors, and provide reasonable access to food systems. These factors have a measurable effect on public wellbeing.
- 6. **Promote strengths, community voice, and equity outcomes:** Seek out special places or traditions that are significant to the community and recommend ways to preserve and celebrate them.

Furthermore, the WSGVAP correlates with and implements the General Plan's Housing Element, as it reinforces Housing Element



policies and designates the proposed general distribution, location, and extent of land uses for housing at a range of densities to support housing for all income levels. The **Southern California Association of Governments' (SCAG's)** 6th cycle Regional Housing Needs Assessment allocation requires accommodating additional residential densities and additional housing affordability options in the WSGV; therefore, select land use goals, policies, and programs in the WSGVAP address the accommodation of diverse housing types.

The WSGVAP is closely related to other County planning efforts, including relevant transportation and sustainability plans. The goals, policies, and actions identified in these various plans helped to inform, support, align, and guide the goals, policies, and actions prepared for the WSGVAP, which also serve to further implement each plan.

B. LOS ANGELES COUNTY CLIMATE ACTION PLAN 2045

In 2015, the County adopted the 2020 Community Climate Action Plan (CAP) as a component of the General Plan's Air Quality Element, setting a target to reduce emissions by 11% by 2020. The 2045 CAP was adopted on April 16, 2024. The 2045 CAP sets new targets and goals beyond 2020, ties together existing climate change initiatives, and provides a blueprint for deep carbon reductions.

The 2045 CAP includes a greenhouse gas (GHG) emissions inventory, projections for future emissions, and a road map for addressing emissions from multiple sectors: transportation, stationary energy (used by buildings and other facilities), waste, industrial, agricultural, and land use. GHG emission reduction strategies, measures, and actions identified in the 2045 CAP will also yield community cobenefits, such as improvements in air quality, public health, mobility, and resilience. The 2045 CAP also outlines a process for implementation and monitoring that integrates with these ongoing sustainability efforts in the county.

The WSGVAP aligns with several policies and programs of the 2045 CAP related to the reduction of GHG emissions. The most significant of these policies and programs are to direct growth away from hazard areas and near transit, active transportation, and commercial services, and to align mobility investments in infrastructure, particularly in disadvantaged communities, to facilitate walking, biking, and transit use in place of vehicular travel.



C. ACTIVE TRANSPORTATION STRATEGIC PLAN

The Los Angeles County Metropolitan Transportation Authority (Metro) Active Transportation Strategic Plan (ATSP) was adopted in 2016 and updated in 2023. The ATSP explains how Metro plans to help cities in Los Angeles County to encourage more walking and biking. Metro's goal is to make it easier for people to walk and bike to transit stations and to help cities fund and build regional walk/bike paths that connect communities.

As part of the County's plan to make it easier to use **active transportation**, Metro is working to advance active transportation initiatives and provide more travel options throughout the county. Relevant, existing, and proposed initiatives from the recently adopted ATSP have been incorporated into the WSGVAP to further implement the ATSP and meet the WSGVAP goals of enhancing walkability and integrating land use and mobility throughout WSGV communities (see Chapter 6, *Mobility Element*, for relevant policies).

D. STEP BY STEP LOS ANGELES COUNTY

Step by Step Los Angeles County—Pedestrian Plans for Unincorporated Communities (Step by Step Los Angeles County) was adopted by the County Board of Supervisors in 2019. The document provides a policy framework on how the County proposes to get more people walking, increase pedestrian safety, and support healthy and active lifestyles. It also includes community pedestrian plans for unincorporated communities in the county. The WSGVAP supports Step by Step Los Angeles County by providing goals and policies related to improving connectivity and pedestrian activity, and by locating new residential development in identified Opportunity Areas near existing commercial and active transportation corridors.

E. CONNECT SOCAL

The SCAG 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy (Connect SoCal) is a long-range plan that embodies a collective vision for the region's future and balances future mobility and housing needs with the region's economic, environmental, and public health goals. Connect SoCal was developed with input from local governments, county transportation commissions, tribal governments, nonprofit organizations, businesses, and local



Active Transportation refers to any non-motorized mode of travel, including walking, bicycling, rolling, skating, or scootering. For more information about Active Transportation and the ATSP visit https://www.metro.net/about/active -transportation/.

Active Transportation

stakeholders in Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties.

Every four years, SCAG updates Connect SoCal as required by federal and state regulations. The most recent version, 2024–2050 Connect SoCal, was approved by SCAG's Regional Council in April 2024, building upon the foundation laid by its predecessor. Fundamental components of the Connect SoCal document contributed to the identification of the WSGV Opportunity Areas as informed by the SCAG-identified priority growth areas and high-quality transit areas. Additionally, Connect SoCal informed relevant goals, policies, and actions of the WSGVAP.

1.6 Community Engagement

Stakeholder and community engagement was an important foundational backbone to the preparation of the Area Plan. A variety of in-person and digital strategies, methods, and tools were used throughout the engagement process. These ranged from surveys, visioning workshops, open house events, and meetings with community and stakeholder groups to virtual office hours, a dedicated WSGVAP website and blog, targeted email blasts, and utilization of social media platforms.

COMMUNITY SURVEY

Community engagement for the project started with a survey in English, Spanish, Chinese, Korean, Armenian, and Vietnamese when the project kicked off in summer 2023. The survey invited residents, businesses, community groups, and those who worked and played in the Planning Area to provide feedback on their experiences in the communities, including the opportunities for improvement, needs and desires, and what they value in their communities The long-form survey was disseminated online and in print via the project website, through the WSGVAP team's community contacts list, and at community engagement events. The survey remained open for community members to provide their feedback throughout the planning process. The WSGVAP team also disseminated a short-form two question survey accessible through a QR code printed on quartersheet flyers which were handed out at community engagement events.



VISIONING WORKSHOPS

In October and November 2023, the County held a series of six visioning workshops at various locations throughout the Planning Area. The intent of these workshops was to hear community members' ideas, priorities, and areas of need and improvement.

These workshops fostered discussions about what community members value in their communities, how those values, priorities, and characteristics can best be preserved, enhanced, reflected in the WSGVAP.

A postcard that provided an overview of the WSGVAP visioning workshops and invited residents to attend and become involved in planning their community was distributed in-person to businesses and institutions within the Planning Area in addition to being advertised on digital platforms and social media. Five of the six workshops were held in person at community library facilities or parks, with one workshop held virtually.

Feedback provided to the Area Plan team from the visioning workshops informed the goals, policies, and programs that make up this Area Plan.

OPEN HOUSE EVENTS

In March and April 2024, the County hosted a series of five open houses to review preliminary chapters of the WSGVAP with the communities. These community workshops provided an overview of the Area Plan, outlining its structure and content. The presentation also delved into existing issues and opportunities within the Planning Area, providing attendees with information on the issues and opportunities addressed by the Area Plan and its goals, policies, and implementation actions. It showcased draft areawide and community specific policies and recommendations, emphasizing the specific strategies proposed to address the unique needs and challenges of each community within the Planning Area.

COMMUNITY EVENTS

The Area Plan team attended various community events to engage with residents of all ages and backgrounds throughout the development of the WSGVAP. Events attended included the Black History Month Celebration at Pamela Park, the Spring Jubilee at



Pamela Park, the East Altadena Little League Opening Day, a Career Fair at Crescenta Valley Park, the Altadena Community Garden Annual Picnic, and various County Parks After Dark events. Participation in these community events provided opportunities for the Area Plan team to interface with community members who may not have attended the in-person or live online engagement events.

COMMUNITY AND STAKEHOLDER MEETINGS

Since the start of the project in summer 2023, the Area Plan team engaged with local community leaders to inform them of the project, establish relationships with the stakeholders, and create an ongoing dialogue about their concerns and future vision for the Planning Area.

The Area Plan team also attended and presented the project at meetings held by stakeholder groups and scheduled additional followup meetings with community-based organizations (CBOs), advocacy and interest groups, non-profit groups, and surrounding jurisdictions, to gain more insight into issues, opportunities, and needs in the communities. Stakeholders that have provided their input and feedback include community residents, property owners, local businesses, community-based organizations, external public agencies, surrounding jurisdictions, and other County departments.

DIGITAL ENGAGEMENT

Digital engagement was important for providing information throughout the WSGVAP planning process. Recurring virtual meetings and working group sessions with community members and stakeholders served as forums for sharing information, receiving feedback, and discussing project milestones. A variety of digital tools and platforms were used to reach a broader audience, particularly those who may not have been able to attend in-person or live online engagement events. The project website featured a history of events, outreach materials, survey, presentations, meeting recordings, Area Plan updates, and sign-ups for an email list. In addition, a blog provided updates on the planning process and events related to the WSGVAP. Location-based email blasts, community contact email list from sign ups, and the Department's social media platforms kept community members informed about major project milestones, outreach events, and draft documents available for review. The Area Plan's website (planning.lacounty.gov/long-range-planning/wsgvap) as a central information hub.



Community outreach efforts were designed to engage a diverse array of residents and stakeholders through various strategies, methods, and tools, both in-person and digitally, ensuring broad and inclusive participation in the WSGVAP planning process.

1.7 Methodology

The WSGVAP was developed with the help of planners, stakeholders, and community members who offered their time to share their knowledge, experience, and expertise, review draft documents, and provide feedback. The WSGVAP drew insight from multiple sources, including a review of past planning studies; field surveys; background and technical analyses; conversations with planners, residents, business owners, and industry professionals; and a thoughtful and intentional community engagement effort summarized in Section 1.6, *Community Engagement*.

In preparation for development of the Area Plan and its elements, a series of background reports and technical analysis were prepared to help inform the Area Plan's vision, goals, policies, and actions. The reports and studies included background information on the Planning Area and each of the nine communities, areawide and community histories, existing conditions, land use considerations, opportunities and challenges, and any relevant precedents for reference. The reports and studies were made available to the public on our website and covered topic areas including mobility, cultural assets and resources, environmental resources, climate change, market conditions, economic development, anti-displacement and gentrification, and community profiles for each of the nine communities.

The WSGVAP was also drafted under the guidance of and in consultation with other County and regional documents. It has been reviewed to be consistent with and further the goals and programs of each applicable County and regional document, including but not limited to those described previously in Section 1.5, *Relationship of the Area Plan to Other County and Regional Plans*.



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2.1 Introduction

- 2.2 Issues and Opportunities
- 2.3 Growth and Preservation Strategies
- 2.4 Goals and Policies

Sections Included

CHAPTER 2 Land Use Element

2.1 Introduction

The West San Gabriel Valley Area Plan (WSGVAP or Area Plan) is committed to fostering sustainable growth in harmony with the natural and built environments. It aims to enhance community spaces, improve connectivity, and diversify land uses to meet the varied needs of the unincorporated communities in the Planning Area.

The Land Use Element plays an instrumental part in realizing the vision of the WSGVAP. Its goals and policies reflect the communities' aspirations for land use distribution, access to natural and public resources, and economic and community development. These initiatives aim to implement the Vision Statements presented in Chapter 1, *Introduction*, thereby enhancing the Planning Area's existing land uses.

ORGANIZATION

This element provides an overview of land use issues and opportunities in the Planning Area, building upon key findings from existing conditions analyses and valuable input from stakeholders and community members. The collected research, analyses, and



community feedback highlighted areawide challenges and opportunities that have informed the land use vision and contributed to the goals and policies in this Element.

Additionally, the Land Use Policy Map (refer to Appendix A, *WSGV Planning Area Communities: Land Use and Zoning Modification Maps*) displays land use designations across the West San Gabriel Valley (WSGV), showing the general locations, densities, and intensities for all parcels in the unincorporated communities.

2.2 Issues and Opportunities

A. LAND USE DIVERSITY

The Planning Area's prevalent single-family and low-rise commercial development, coupled with limited opportunities for growth, affect the ability of residents to meet various needs for housing, employment, and daily services in their communities. Limited land use diversity can exacerbate reliance on personal vehicles, which in turn can increase traffic congestion and adversely affect air quality and quality of life. Strategic growth that expands land use diversity, providing access to resources such as parks, schools, retail, and employment options, will broaden opportunities for WSGV residents while reducing car dependency and enhancing overall quality of life.

Additionally, community feedback has underscored the importance of conserving natural and open spaces. Therefore, this element targets moderate growth near developed areas to protect natural resources and integrates urban greening for sustainable development.

B. DIVERSE HOUSING OPTIONS

A significant share of the Planning Area's residents, especially renters, are burdened by the high cost of housing, which highlights the need for a broader variety of housing options, particularly affordable options. High housing costs disproportionately affect vulnerable groups such as older adults, those with special needs, and lower-income individuals, and often lead to housing instability. This element advocates for a variety of housing options, such as affordable housing and context-sensitive "missing middle" housing, such as duplexes and fourplexes.



C. COMMERCIAL REVITALIZATION

This element, together with the Economic Development Element, focuses on expanding local commercial and employment opportunities, supporting locally owned businesses, and revitalizing commercial areas to foster safe, accessible, and affordable spaces for independent businesses.

Key strategies for commercial revitalization include flexible, mixed-use zoning to encourage commercial spaces near residential areas to reduce commuting needs and support pedestrian-friendly environments. Policies promote **accessory commercial units** (ACUs), allowing businesses to operate close to where people live. ACUs enhance access to goods and services, while maintaining the Planning Area's character and allowing for cohesive residential and commercial growth. Adaptive reuse of existing, aging buildings, another strategy for enhancing commercial activity, transforms underutilized buildings into vibrant, functional spaces for improved access to goods and services.

D. ACTIVE AND PEDESTRIAN-ORIENTED STREETS AND NEIGHBORHOODS

Highways, high-speed surface streets, and cul-de-sac developments can represent obstacles to using public transit or active transportation, like walking and cycling, to move about in the community. Active, pedestrian-oriented streets and neighborhoods are vital for community well-being, as they promote physical activity, foster social interactions, and enhance both environmental and physical health.

This Land Use Element focuses on adapting the built environment to foster increased walkability and connectivity, including strategies such as creating pedestrian passageways through cul-de-sacs to better connect residents to everyday goods and services. Policies in this element encourage transforming select urban streets into **healthy streets** with pedestrian-focused amenities. Walking paths and sidewalks are prioritized in growth areas and disadvantaged communities, and are paired with strategies to increase signage and wayfinding, thus fostering a sense of place and safety for local residents and pedestrians.



An **ACU** is a small-scale commercial space, ancillary to a primary residential land use, that can include a home-based business, workshop, or retail space.

Accessory Commercial Unit (ACU)

Healthy streets are closed to pass-through traffic but open to people walking, rolling, biking, and playing.

Healthy Streets

Proper management and reuse of land dedicated to parking is also essential for enhancing urban character and the pedestrian experience. Too much parking may impede opportunities for higher priority land uses and discourage other travel modes, like biking and public transit. In large parking lots, and in neighborhoods with an oversupply of street parking, altering the design of parking areas can help improve functionality and safety. Encouraging the shared use of parking lots can also free up space for pedestrian amenities, fostering connected neighborhoods and community interactions.

E. COMMUNITIES WITH A STRONG SENSE OF IDENTITY AND BELONGING

Each unincorporated community in the Planning Area possesses its own distinct attributes, from demographics to the built environment, which together shape the community's unique local character. Yet, these communities often indistinguishably blend with their neighboring cities, presenting both challenges and opportunities for enhancing community identity and providing a distinctive sense of place. During the community engagement process, residents in the Planning Area expressed a desire to see improvements to the urban environment, including increased street lighting, safe walking paths, and more spaces for community gathering and social interaction.

Policies in this Land Use Element focus on integrating additional gathering spaces, improving the safety and design of the public realm, and beautifying public spaces. These land use policies are designed to foster strong, distinct community identities that prioritize safety, social connections, and appealing urban environments.

F. RESILIENT AND SUSTAINABLE COMMUNITIES

Half the communities in the Planning Area are recognized as Disadvantaged Communities by **CalEnviroScreen** 4.0, which reflects their vulnerability to environmental pollutants and socioeconomic challenges, often exacerbated by traffic and industrial pollution. Additionally, proximity to wildfire hazard zones and areas prone to flooding poses significant risks to those living or working near foothills and open spaces. Building resilient and sustainable communities involves acknowledging local hazards and their impacts, while implementing proactive measures to protect and adapt communities to withstand the effects of climate change. Policies that focus on

CalEnviroScreen is a screening methodology that can be used to help identify California communities that are disproportionately burdened by multiple sources of pollution.

SOURCE: <u>https://oehha.ca.gov</u> /calenviroscreen/report/calenviroscreen-40

CalEnviroScreen 4.0



managing hazard-prone areas, regulating hazardous facilities, and adapting land uses and design for climate resilience are critical.

G. EQUITABLE AND INCLUSIVE LAND USE DECISION-MAKING

Equitable and inclusive land use decision-making is crucial to fostering communities that genuinely reflect the diversity and needs of community members. Embracing local knowledge and engaging feedback from the outset of planning processes can yield spaces that are sustainable, culturally attuned, and centered around community well-being. The complexity of planning processes, including zoning and permitting, often poses barriers to community participation. Broadening engagement by using diverse methods and languages, and providing educational resources, empowers members of the public to actively participate and advocate for their needs.

2.3 Growth and Preservation Strategies

Growth and preservation strategies were developed to realize the vision for the Planning Area, as presented in six distinct but related Vision Statements in Chapter 1, *Introduction*. The nine strategies shown in Table 2-1, *Growth and Preservation Strategies*, were used to guide growth in the Planning Area and inform targeted amendments to land uses as well as policy. The Land Use Policy Map can be found in Appendix A, *WSGV Planning Area Communities: Land Use and Zoning Modification Maps*.



TABLE 2-1	Growth	and	Preservation	Strategies
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Vision Statement	Strategies
I. Harmonious and Coordinated	 Encourage diverse housing options by promoting ADUs, mixed-use development, affordable housing and 'missing middle' housing in appropriate zones;
Growth	• Upzone areas near transit and commercial hubs for multifamily housing, aligning with sustainable growth principles;
	• Enable new commercial nodes and local-serving businesses to locate at key intersections and community gateways (e.g., accessory commercial uses)
	 Distribute community facilities equitably to support the well-being of all residents;
	• Coordinate growth with infrastructure improvements and investments that support walkable, green, safe, and connected communities;
	• Implement community design standards that guide new development to be aesthetically and environmentally harmonious with existing neighborhoods.
II. A Thriving Business-	 Identify through outreach to the business community barriers that are impeding new commercial and employment investments in WSGV;
Friendly Region	 Create incubator programs and local business support initiatives that foster entrepreneurship, focusing on leveraging local talents and resources;
	• Support small and medium-sized enterprises (SMEs) through streamlined processes and access to resources;
	Develop incentives and support for businesses implementing sustainable practices; and
	• Promote diversity in locally-based businesses by providing platforms for minority and women- owned businesses.
III. Connected and Walkable	• Expand public transportation options, infrastructure, and amenities, especially in underserved areas, to reduce dependency on private vehicles;
Communities	• Facilitate more walkable communities by designating neighborhood greenways that create safe, comfortable, and scenic routes to key destinations;
	 Develop pedestrian pathways through cul-de-sacs to enhance walkability and neighborhood connectivity; and
	 Identify gaps where sidewalks, bike lanes and trail connectivity are needed and desired to create safe and connected communities.
IV. Strong Social and Cultural	• Foster community-driven development projects that provide spaces for socializing, cultural events, recreation, and entertainment;
Cohesion	• Identify centrally located vacant and underutilized sites that are publicly available, or could be privately incentivized, to develop as uses beneficial to the community and for potential community gathering (e.g., community gardens, pocket parks, local markets, etc.); and
	 Launch cultural celebration programs to foster inclusiveness and appreciation of diverse communities.
V. Resilient and Sustainable Built	• Preserve the sensitive resources, scenic hillsides, conservation areas, agricultural lands, parks, open spaces, water channels, and equestrian amenities that characterize the WSGV;
and Natural Environment	• Identify locations to enhance and restore these sensitive resources and amenities for current and future populations (e.g., connected wildlife corridors, clean water resources, green infrastructure); and
VI. Equitable Decision-Making	• Prioritize the needs of disproportionately affected communities in the allocation of funding and capital investments, to ensure the equitable distribution of resources and amenities, and to address environmental injustices, correct social and economic inequities, and support the health, safety, and well-being of all WSGV residents;
	• Enhance digital and virtual platforms for community engagement to ensure broad participation in planning processes; and
	Regularly assess community needs to inform equitable distribution of resources and amenities.

2.4 Goals and Policies

VS 1 – Harmonious and Coordinated Growth

BALANCED GROWTH AND NATURAL RESOURCE PRESERVATION

Goal LU-1: Growth facilitates sustainable development patterns and is targeted to areas with existing and future transit access, proximity to commercial services and employment centers, and is aligned with supportive infrastructure and access to public facilities.

Policy LU-1.1: Foster sustainable growth patterns. Concentrate growth within one mile from major transit stops, one-half mile from high-quality transit corridors, and one-quarter mile from commercial corridors and commercial areas where there is access to existing or proposed transit and everyday services within walking and biking distance.

Policy LU-1.2: Increase land use diversity. Enable a diverse land use pattern to meet the needs of residents and employees, including increased proximity between housing and commercial uses, job centers, parks and open spaces, and community services and amenities to support the well-being of the community.

Policy LU-1.3: Foster walkable communities. Bring everyday needs and amenities such as public transit, parks, schools, and commercial services within walking distance of neighborhoods.

Policy LU-1.4: Prioritize investments in growth areas and disadvantaged communities. Prioritize capital improvements and public facilities in targeted growth areas and disadvantaged communities to enhance and support equity and quality of life in the built environment.

Policy LU-1.5: Ensure compatible land uses. Ensure compatible land uses between Cities and unincorporated communities in the Planning Area.



Goal LU-2: Sustainable and resilient growth patterns effectively consider local hazards and safeguard the well-being of all community members.

Policy LU-2.1: Direct growth away from hazard areas. Direct future growth and development away from designated environmental hazard areas, including Fire Hazard Severity Zones, high-flood-risk areas, areas prone to landslides, and polluting uses.

Policy LU-2.2: Prohibit development without adequate fire protection. In fire hazard areas, prohibit development where there is insufficient access, water pressure, fire flow rates, or other accepted means of adequate fire protection.

Policy LU-2.3: Limit expansion of the wildland/urban interface.

Direct future growth and development away from wildland/urban interface areas along the San Gabriel Mountains and foothills to minimize exposure to future hazards and habitat impacts.

Policy LU-2.4: Ensure adequate road access. Ensure new development is designed to be accessible from existing public roads and provides direct access to multiple primary roads to support community members' safety and aid in efficient evacuation during hazard events.

Policy LU-2.5: Underground new and existing utility

infrastructure. Support the undergrounding of all new and existing utility infrastructure when not disruptive to sensitive biological and cultural resources. Prioritize high-fire-risk areas for transitioning existing utility infrastructure underground.

Policy LU-2.6: Limit fuel modification and preserve native vegetation. Site and design structures to minimize the impact of fuel modification on native vegetation and sensitive biological resources. Limit fuel modification to the minimum area necessary. Use site-specific fuel modification strategies, such as thinning, selective removal, and spacing, to create effective defensible space that preserves native vegetation.

Policy LU-2.7: Manage vegetation. Proactively manage vegetation in fire hazard areas under the guidance of a biologist to avoid impacts on sensitive resources, sensitive species, and fire-resistant native species.



Policy LU-2.8: Prioritize site developments to promote safety. In fire hazard areas, require that development sites and structures be located off ridgelines, hilltops, and other dangerous topographic features such as chimneys, steep draws, and saddles. In addition, sites and structures must be adjacent to existing development perimeters and avoid incorporating long driveways.

Policy LU-2.9: Provide sensitive-receptor buffers. Buffer sensitive land uses such as residences, schools, parks, and medical care centers from pollutant-emitting sources such as freeways, heavy industrial, hazardous materials sites, and similar uses.

Policy LU-2.10: Ensure crime prevention through environmental design (CPTED). Incorporate principles of CPTED in site development to improve safety and emergency access throughout the WSGV communities.

Goal LU-3: A community with attainably priced and diverse housing options, and vibrant mixed-use environments that combine residential, commercial, and community-oriented spaces to enhance livability.

RESIDENTIAL NEIGHBORHOODS AND HOUSING DIVERSITY

Policy LU-3.1: Promote diverse housing options. Promote development of duplex, fourplex, accessory dwelling units, and cottage court housing in low-density housing areas.

Policy LU-3.2: Allow compatible uses in residential neighborhoods. Allow compatible uses on or near the edges of residential neighborhoods that bring amenities closer to homes, such as child and adult daycare centers, educational facilities, cultural facilities, and corner markets.

COMMERCIAL AREAS AND CORRIDORS

Policy LU-3.3: Preserve and expand commercial space.

Provide sufficient commercially designated land equitably throughout the WSGV to serve local needs and reduce travel by car to access daily services and goods. Prioritize communities that have been historically redlined.



Policy LU-3.4: Activate commercial corridors. Strengthen commercial corridors by facilitating building designs and street improvements that make for safe, comfortable, and enjoyable walking and biking experiences.

Policy LU-3.5: Revitalize underutilized spaces. Identify and repurpose underutilized lots and buildings within commercial corridors for community use, pop-up shops, or temporary green spaces.

Policy LU-3.6: Promote the development of healthy food choices. Promote the development of commercial uses that provide healthy and locally grown food choices for residents.

Refer to the additional goals and policies under Vision Statement 2 related to commercial uses and establishment of a thriving and business-friendly region.

For additional policies related to this topic, refer to the Economic Development Element, Chapter 3 of this Area Plan.

MIXED-USE DEVELOPMENT

Policy LU-3.7: Encourage mixed-use development. Incentivize ground-floor commercial uses and pedestrian-oriented amenities in mixed-use development, to facilitate proximity between residences, businesses, employers, and amenities.

Policy LU-3.8: Foster public-private harmony in mixed-use development. Promote harmonious integration of private development with public spaces in mixed-use zones, blending residential, commercial, and recreational areas.

Goal LU-4: Industrials uses that are environmentally responsible and beneficial to the local economy.

INDUSTRIAL AND EMPLOYMENT USES

Policy LU-4.1: Ensure protection of industrial-adjacent land uses. Ensure that industrial developments incorporate adequate landscape and noise buffers to minimize negative impacts on surrounding neighborhoods, addressing on-site lighting, noise, odors, vibration, toxic materials, truck access, and other elements that may affect adjoining uses.



Policy LU-4.2: Protect residential uses from noise impacts. Promote enhanced levels of sound insulation for existing and proposed residential uses near industrial and commercial zones, and within 600 feet of a major transportation corridor or a major highway.

Policy LU-4.3: Promote sustainable and clean industrial uses. Advance sustainable and clean industrial practices by incentivizing and prioritizing industries committed to environmental stewardship and clean technologies.

Policy LU-4.4: Improve indoor air quality. Support the development of programs for sensitive uses near industrial uses and other outdoor sources of indoor air pollution, such as freeways, to improve indoor air quality.

Policy LU-4.5: Monitor community air quality. Support community-level air quality monitoring for residential areas and other sensitive uses near industrial areas, major transportation corridors, and other air pollution generators.

For additional policies related to this topic, refer to the Economic Development Element, Chapter 3 of this Area Plan.

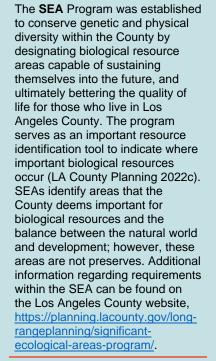
Goal LU-5: A resilient and sustainable community that balances development with the conservation of natural resources.

MINERAL RESOURCES

Policy LU-5.1: Manage idle wells responsibly. Support proper management of idle and abandoned oil and gas wells, as defined by the California Geologic Energy Management Division, following the requirements of state law, and remediation of impacts and restoration of habitat in or near **Significant Ecological Areas** (SEAs) and on any lands containing sensitive biological resources.

BIOLOGICAL RESOURCES

Policy LU-5.2: Protect natural resources. Protect existing and restore or acquire additional natural resource areas for the continued protection of the WSGV's natural resources.



Significant Ecological Areas (SEAs)



Policy LU-5.3: Protect Significant Ecological Areas and biological resources. Discourage development that threatens sensitive biological resources within SEAs and biological resource areas in the WSGV.

Policy LU-5.4: Prevent habitat disturbance and fragmentation.

Direct development away from sensitive habitat areas and minimize or prevent any activity or development that will disturb or fragment habitat areas.

Policy LU-5.5: Require natural habitat buffers. Require natural habitat buffers to separate development areas from SEAs and natural resources.

Policy LU-5.6. Support locally native plants. Encourage new and existing development to use locally native species in landscaping. Provide the public with a list of locally native plants to support local biocultural diversity.

For additional policies related to this topic, refer to the Conservation and Open Space Element, Chapter 4 of this Area Plan.

PARKS AND RECREATION

Policy LU-5.7: Expand community recreation spaces. Prioritize the development of vacant land owned by Los Angeles County (County) for recreational uses and other facilities that enhance public well-being and community engagement.

Policy LU-5.8: Expand parks, open spaces, and trails. Ensure that existing neighborhoods contain a diverse mix of parks and open spaces that are connected by trails, pathways, transit, and bikeways and within walking distance of residents.

Policy LU-5.9: Address park needs. Support additional resources to provide park space in areas identified as having high and very high park needs.

For additional policies related to this topic, refer to the Public Services and Facilities Element, Chapter 5 of this Area Plan.



WATER

Policy LU-5.10: Implement green infrastructure for water management. Encourage the implementation of sustainable strategies to increase the use of permeable pavements, rain gardens, bioswales with locally native plants, green roofs, and other strategies, aimed at enhancing stormwater absorption, slowing runoff, and improving water quality.

Policy LU-5.11: Support gray water and water reuse technologies. Encourage and promote the installation of gray water infrastructure and water reuse and capture technologies for existing residential and small-scale development.

Policy LU-5.12: Protect and enhance waterways. Protect, restore, and enhance stormwater channels, rivers, creeks, and waterways, as critical natural resources that link unincorporated WSGV communities to natural assets.

Policy LU-5.13: Provide buffers for waterways. Support protection and restoration of native vegetation buffers and upland habitats for waterways, creeks, rivers, and wetlands.

For additional policies related to this topic, refer to the Conservation and Open Space Element, Chapter 4 of this Area Plan.

RURAL AND AGRICULTURAL LAND

Policy LU-5.14: Preserve established agricultural uses. Support preservation of nurseries and other agricultural uses located on utility easements in the WSGV for agricultural and open space uses.

Policy LU-5.15: Limit conversion of agricultural and working lands. Limit the potential conversion of agricultural lands, working lands, and equestrian land to residential uses or other development.

Policy LU-5.16: Encourage the sale of native plants. Encourage local nurseries and retailers to grow and stock locally native plants.



VS 2 – A Thriving and Business-Friendly Region

Goal LU-6: A diverse mix of commercial activities bolsters local businesses, generates employment opportunities, fosters walkable communities, and contributes to the economic vitality.

Policy LU-6.1: Encourage commercial land use diversity.

Encourage a greater mix of locally serving uses, such as retail, small businesses, eateries, small-scale institutional, office, and other compatible uses in commercial centers to limit vacancies and increase access to the community's everyday needs.

Policy LU-6.2: Facilitate accessory commercial units (ACUs).

Support the development of ACUs overlay zone in which commercial uses such as bodegas and other small businesses can operate by right in otherwise exclusively residential neighborhoods.

Policy LU-6.3: Support adaptive commercial reuse and rehabilitation. Support the adaptive reuse and rehabilitation of aging commercial centers and structures and vacant or underutilized structures, especially those in high resource areas (HRAs).

Policy LU-6.4: Incentivize diverse and innovative industries. Incentivize innovation through the development of land uses that promote technology, sustainability, and bioscience employment hubs.

For additional policies related to this topic, refer to the Economic Development Element, Chapter 3 of this Area Plan.

HRAs, as defined by the California Department of Housing and Community Development, are neighborhoods that score better than other neighborhoods in the same region (score of 6 or 7 out of 9) across nine economic, educational, and environmental indicators. A neighborhood's score for each economic and educational indicator is determined by whether it falls above or below the median (50th percentile) tract or block group value within each region.

SOURCE: CTCAC/HCD Opportunity Area Maps, https://www.treasurer.ca.gov/ctcac /opportunity.asp

High Resource Areas (HRAs)



VS 3 – Connected and Walkable Communities

Goal LU-7: An active transportation environment that enhances mobility and reduces reliance on personal vehicles.

Policy LU-7.1: Enhance mobility in growth areas. Align investments in mobility with designated growth areas, prioritizing disadvantaged communities, to improve access to pedestrian pathways, public transit, and bicycle routes.

Policy LU-7.2: Support pedestrian passageways through culde-sacs. Support opportunities to provide pedestrian and bicycle passageways with wayfinding signage from neighborhood cul-desacs to arterials to provide residents greater access to services and amenities within walking distance.

Policy LU-7.3: Create streets that foster healthy lifestyles. Transform selected streets adjacent to or near residential neighborhoods into "healthy streets" that integrate pedestrianfocused design, green spaces, and community amenities.

Policy LU-7.4: Repurpose underutilized surface parking. Encourage developments with underutilized surface parking to repurpose spaces for community gathering and temporary community events, including parklets, plazas and paseos.

Policy LU-7.5: Consolidate and centralize parking lots. Support community-wide parking reform through strategies that consolidate public parking areas at regular intervals along major retail and business corridors to enhance walkability, support popular community destinations, and limit vast expanses of surface parking.

Policy LU-7.6: Enable parking flexibility. Promote the reuse of existing parking facilities for local businesses through parking standards that allow for off-site parking, shared-parking arrangements, car sharing, centralized parking structures, or other means to meet minimum parking requirements.



Policy LU-7.7: Enhance parking lots. Facilitate the development of bioswales, trees, dedicated walkways, and traffic calming measures in parking areas to help enhance visual appearance, improve the pedestrian experience, and support groundwater recharge.

For additional policies related to this topic, refer to the Mobility Element, Chapter 6 of this Area Plan.

VS 4 – Strong Social and Cultural Cohesion

Goal LU-8: A cohesive built environment that nurtures community well-being, inclusivity, and a shared sense of belonging among all residents.

Policy LU-8.1: Maintain the public realm. Support additional funding and resources to maintain public spaces and infrastructure to deter deterioration and promote a clean environment and foster sense of community pride.

Policy LU-8.2: Foster gathering spaces. Support the development of "community hubs" and multipurpose gathering spaces within walking distance of residential areas, incorporating features that support diverse uses and accessibility for all age groups.

Policy LU-8.3: Improve safety and ambiance through lighting.

Improve street and public space lighting to enhance safety after dark. Ensure that lighting is down-cast to avoid light pollution and is designed to contribute to the distinct character of the community.

For additional policies related to this topic, refer to the Public Services and Facilities Element, Chapter 5 of this Area Plan.



Goal LU-9: Strong community character through design standards and practices that reflect community values, enhance neighborhood compatibility, and promote functional and aesthetic cohesion.

Policy LU-9.1: Facilitate well-designed neighborhood transitions. Facilitate new housing development that provide compatible transitions in design, massing, and landscaping between new construction and the surrounding neighborhood character, especially in growth areas that border residential neighborhoods.

Policy LU-9.2: Reduce parking frontage. Encourage placement of new parking lots or stalls behind storefronts and away from street frontages.

Policy LU-9.3: Adapt parking lots for community events. Enhance the utility and multi-functional potential of large parking areas by transforming them into flexible spaces suitable for both vehicle parking and the hosting of community events like festivals and farmers' markets.

Policy LU-9.4: Integrate community identity markers. Integrate distinctive community identity markers, public art, and signage that reflect the unique history and character of each community in the Planning Area.

For additional policies related to this topic, refer to the Public Services & Facilities Element and the Historic Preservation Element, Chapters 5 and 7, respectively, of this Area Plan.



VS 5 – Resilient and Sustainable Built and Natural Environment

Goal LU-10: Resilient and sustainable communities that are adapted to climate change and provide equitable access to essential resources.

Policy LU-10.1: Promote heat-resilient urban design. Promote the integration of heat resilience measures in development projects, through requirements for cool roofs and pavements, increased pervious surfaces, shading, optimized building orientation, and the incorporation of native landscaping features designed to mitigate heat.

Policy LU-10.2: Provide community cooling centers. Provide cooling centers in areas that are highly vulnerable to climate hazards and have limited access to such facilities.

Policy LU-10.3: Mitigate flood hazards. Mitigate future increases in flood hazards and minimize flood risk in the foothills of the San Gabriel Mountains, along the San Gabriel River, and in the valley areas through the development of multi-benefit open spaces for public use, flood attenuation, water infiltration, water quality improvements, and habitat conservation.

Policy LU-10.4: Provide support for climate-vulnerable

populations. Support public facilities and parks to operate as spaces of refuge from high heat, offering hydration, sanitation, shade, and cooling among other health-supportive features.

Policy LU-10.5: Provide employment facilities with cooling and air filtration. Support the inclusion of air conditioning and air filtration systems in indoor work environments to support employee health and well-being, particularly in WSGV communities vulnerable to heat and air quality concerns.

Policy LU-10.6: Facilitate urban agriculture. Support and facilitate the use of public easements, rights-of-way, underutilized or vacant County land, utility corridors, schoolyards, or other public land for community gardens and urban agriculture to increase access to locally grown food.



Policy LU-10.7: Incentivize food gardens and multifamily housing. Support and incentivize the inclusion of resident-managed food gardens and urban agriculture in multifamily residential property developments.

VS 6 – Equitable Decision-Making

Goal LU-11: Land use decision-making that is inclusive, equitable, and responsive to the diverse needs and voices of the WSGV community.

Policy LU-11.1: Ensure equitable and accessible community engagement. Expand community engagement efforts to people who otherwise might not participate, including working parents, people with disabilities, and communities of color.

Policy LU-11.2: Encourage collaboration with community partners. Partner with community groups, local community-based organizations, and public agencies to increase participation in the planning process and foster collaboration.



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- 3.1 Introduction
- 3.2 Existing Conditions
- 3.3 Issues and Opportunities
- 3.4 Goals and Policies

Sections Included

CHAPTER 3 Economic Development Element

3.1 Introduction

While each of the nine unincorporated communities in the West San Gabriel Valley (WSGV) Planning Area is unique, one goal that unites all the communities together is the goal of a thriving economy and workforce, to attract new investment, and to promote sustainable and equitable growth opportunities.

This Economic Development Element for the West San Gabriel Valley Area Plan (WSGVAP) aligns with the Vision Statements found in Chapter 1, *Introduction*, and provides a framework for developing a resilient workforce, attracting investment, reducing economic and financial distress in vulnerable communities, and providing for an economically and fiscally sustainable WSGV.

This Element, along with the General Plan Economic Development Element and the Housing Element, builds upon countywide policies and programs that support economic development.



ORGANIZATION

This Element includes a summary of existing conditions in the Area Plan Communities, as well as a summary of economic development issues and opportunities, followed by the goals and policies which will direct economic development initiatives for the WSGV Planning Area.

3.2 Existing Conditions

Areawide issues and opportunities related to economic development were identified based off of extensive community input and an analysis of key industries, employment sectors, the local resident workforce, real estate market conditions by sector, and displacement risks due to housing insecurity.

A. KEY INDUSTRIES AND JOB SECTORS

Taken together, the WSGVAP communities employed approximately 17,488 workers as of 2020, with the health care and social assistance sector accounting for 32.3% of total employment, or nearly one in three jobs.

Other key sectors include retail (10.4%), educational services (8.9%), and accommodation and food services (8.5%). Taken together, these sectors accounted for over 60.1% of total employment within the Area Plan Communities in 2020.

The communities of Altadena, East Pasadena-East San Gabriel, and La Crescenta-Montrose, which employed a combined total of 13,641 workers, represent over three-quarters of total employment in the WSGVAP. These communities also have some of the largest populations and most commercially zoned land in the Area Plan.

The majority of jobs are concentrated along major commercially zoned thoroughfares that bisect these communities. In Altadena, Woodbury Road as well as Lake Avenue and Washington Boulevard, have high concentrations of commercial zoning (C-3 and C-M) and a relatively large presence of commercial zoning restricted to neighborhood businesses (C-2).

East Pasadena-East San Gabriel's jobs are primarily located in areas near Huntington Drive and Rosemead Boulevard with a commercial

- 1. Altadena (6,479)
- 2. East Pasadena-East San Gabriel (4,195)
- 3. La Crescenta-Montrose (2,967)
- 4. Whittier Narrows (1,389)
- 5. South Monrovia Islands (1,228)
- 6. South San Gabriel (942)
- 7. San Pasqual (189)
- 8. Kinneloa Mesa (99)
- 9. South El Monte Island (0) *Total (17,488)*

Communities in the Area Plan by Job Count



land use designation (CG), as well as in areas near Colorado Boulevard and Rosemead Boulevard with a mixed use land use designation (MU). In La Crescenta-Montrose, most of the employment and land with a commercial land use designation is located on Foothill Boulevard.

East Pasadena-East San Gabriel has the highest employment density (1,192 jobs per square mile) out of all the communities, yet only has around half the employment density of the larger West San Gabriel Valley (2,325 jobs per square mile).

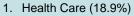
Health care and social assistance jobs in the Area Plan Communities are largely derived from the presence of large medical centers and hospitals, as well as some smaller health care facilities and services. Area Plan jobs in the retail sector are associated with their proximity to major retail centers and are derived from a wide range of businesses.

B. RESIDENT WORKFORCE

The Area Plan Communities are home to approximately 52,851 employed residents, who are primarily employed in the fields of health care and social assistance (9,974 employed residents), educational services (6,163), and professional, scientific, and tech services (4,605).

The imbalance between jobs and employed residents (17,488 jobs versus 52,851 employed residents) in the WSGVAP communities indicates they are a net exporter of workers. This means that many community residents must travel elsewhere to reach their primary place of employment. This imbalance is due in large part to the overwhelming share of land in the WSGV Area Plan that is dedicated towards residential land uses as opposed to commercial and industrial land uses.

Mixed-Use zoning is defined in County Code Section 22.26.030 as a zone that allows for a mixture of residential, commercial, and limited light industrial uses in close proximity to bus and rail transit stations. This type of zoning combines a wide range of housing densities alongside community-serving commercial uses and aims to promote active and public transit, community reinvestment, reduction in energy consumption, and opportunities for employment and consumer activities near residences. Mixed-use zoning, where appropriate, could serve as a potential and incremental remedy by allowing additional commercial space in applicable areas.



- 2. Educational Services (11.7%)
- 3. Professional and Technical Services 8.7%)
- 4. Transportation and Warehousing (7.8%)
- 5. Information (6.7%)
- 6. Accommodation and Food Services (6.6%)
- 7. Admin, Support, and Waste Management Services (5.2%)
- 8. Wholesale Trade (4.9%)
- 9. Finance and Insurance (4.5%)
- 10. Public Administration (4.5%) Total Employed Residents (52,851)

Resident Workforce Share of Total Employment by Job Sector



Compared to Los Angeles County, employed residents in the WSGV Area Plan Communities have a relatively strong presence in the fields of Health Care and Social Assistance (18.9% versus 17.3% of total employment), Professional, Scientific, and Tech Services (8.7% versus 7.1%), and Educational Services (11.7% versus 8.5%). In other industry sectors, however, employed residents are less well represented. These include Wholesale Trade¹ (4.9% versus 7.2% of total employment), Transportation and Warehousing (7.8% versus 9.0%), and Accommodation and Food Services (6.6% versus 7.9%).

C. REAL ESTATE MARKET CONDITIONS

Job-generating uses in the Area Plan Communities are generally associated with three types of real estate sectors: retail, office, and industrial space.

Retail Space

Retail is the largest job-generating commercial use in the Area Plan Communities, accounting for more square footage (2,313,580 square feet) than office (1,067,654 square feet) and industrial uses (1,5052,980 square feet) combined.

East Pasadena-East San Gabriel has the largest inventory of retail space among the WSGVAP communities, occupying nearly 994,000 square feet, or 43% of the Area Plan's total retail space. Altadena follows with approximately 731,000 square feet, making up a respective 32% of the total. La Crescenta-Montrose and South Monrovia Islands have approximately 345,000 square feet and 120,000 square feet, respectively. Taken together, these four Area Plan Communities comprise the vast majority, or 95%, of the total WSGVAP retail inventory.

Vacancy rates and asking rents for retail spaces in these four communities vary but, as of the third quarter (Q3) of 2023, were on average lower than both the vacancy rate (5.4%) and the average asking rent² (\$35.00) for retail space in the greater Los Angeles County area.

With respect to current development activity, no retail buildings were under construction or proposed in any of the Area Plan Communities as of Q3 2023. The median year built for retail buildings in the WSGV



¹ Common occupations in the Wholesale Trade sector include sales representatives, transportation and material moving occupations, and shipping/receiving clerks.

² Asking rent refers to NNN rent.

Area Plan Communities ranges from 1949 to 1991, with the overall median year built for all communities being 1957. The median year built for retail space among the Area Plan Communities demonstrates the lack of new retail space in the past five years and throughout the last few decades.

Office Space

By square footage, office space is less than half as common as retail space, occupying 1,067,654 square feet across the WSGVAP communities.

Altadena has the largest inventory of office space among the Area Plan Communities, with nearly 450,000 square feet, or 42% of the total. La Crescenta-Montrose and East Pasadena-East San Gabriel follow, making up another 42% of the total office inventory when combined.

Asking rents for retail spaces in these three communities were on average lower than the average asking rent³ for retail space in the greater West San Gabriel Valley (\$36.72) and Los Angeles County (\$41.46), as of Q3 2023. Vacancy rates for office space in Altadena and La Crescenta-Montrose were relatively low, while the vacancy rate in East Pasadena-East San Gabriel (11.5%) was more so on par with vacancy rates across the West San Gabriel Valley (9.9%) and Los Angeles County (15%).

In the last five years, one new office building has been constructed throughout all the WSGV Area Plan Communities. The 2017 building makes up Huntington Plaza in East Pasadena at 7232 Rosemead Blvd and is zoned C-1. No new office buildings were under construction or proposed in any of the WSGV Area Plan Communities as of Q3 2023.

Industrial Space

The WSGVAP communities occupy 1,052,980 square feet of industrial/flex space, accounting for less than 2% of the total industrial/flex space in the broader West San Gabriel Valley. Industrial/flex spaces are the least common use in the WSGVAP communities, starkly contrasting with the West San Gabriel Valley as a whole and Los Angeles County, where industrial/flex spaces are the most common.



³ Asking rent refers to gross rent.

Whittier Narrows has by far the largest inventory of industrial/flex space, with over 700,000 square feet, or 67% of the total, primarily clustered near along Peck Road near the area's eastern boundary. The industrial/flex vacancy rate in Whittier Narrows fell under 1% at the time of data collection, indicating an extremely tight market for available industrial space in this area. Average asking rent⁴ for industrial space in Whittier Narrows, at \$20.33, was also higher than average asking rents in both the West San Gabriel Valley and Los Angeles County. This could mean that there are fewer opportunities for new businesses to establish themselves, or for existing businesses to expand.

Affordability and Anti-Displacement Considerations

There are approximately 5,320 units of multifamily housing spread across the WSGVAP. Taken together, the communities of East Pasadena, Altadena, and La Crescenta-Montrose comprise over 80% of the Area Plan's multifamily housing stock.

Housing affordability becomes a problem when there is a deficit of housing units that can accommodate a region's households at costs that are proportionate to their incomes. According to HUD standards, households paying more than 30% of their gross annual income for housing costs are considered "cost-burdened."

By this metric, approximately 38.0% of all households in the Area Plan Communities are considered cost-burdened (48.8% of renter households and 32.3% of owner households). When compared to Los Angeles County however, the cost-burden among households in the Area Plan Communities is relatively low. In Los Angeles County, approximately 54.6% of all renter households are considered costburdened according to the most current estimate.

The Area Plan Communities contain significantly more owner households than renter households (32,775 versus 17,495). The largest segment across owner households, as well as total households, is owner households in the Above Moderate-Income category. For a family of three, this translates into \$106,050 per year and above, according to FY 2023 Income Limits for the Los Angeles-Long Beach-Glendale Metro Area.

Renter households in the Area Plan Communities, however, are more likely to belong to the Extremely-Low or Low-Income categories, making



⁴ Asking rent refers to all service type rent.

up 24.8% and 22.7% of all renter households, respectively. For a family of three, this translates into a maximum income of \$34,300 in the Extremely-Low Income category, and a maximum income of \$56,750 in the Very-Low Income category. These households in particular, are unlikely to be able to afford market-rate rents and may face displacement risk due to recent or future rent increases.

Average asking rents in all Area Plan Communities are significantly lower than those across Los Angeles County. Average rents in individual communities range from \$1,216 per month at the low end (South Monrovia Islands) to \$1,819 per month at the upper end (La Crescenta-Montrose). This compares to \$2,119 per month across Los Angeles County (including incorporated communities).

Providing a range of affordable units along with market rate units will be critical in the ongoing success of the Area Plan Communities. This is crucial in meeting housing and community needs expressed by individual WSGVAP communities as well.

3.3 Issues and Opportunities

Notable opportunities include a resident workforce that is comparatively well educated and represented in high employment growth sectors, such as Health Care and Professional Services. Residential cost burdens for renters are also lower than the Los Angeles County average, due to higher-than-average incomes and lower asking rents.

Challenges to ensuring ongoing economic vitality remain, however. The comparative lack of recent development activity makes the Area Plan's existing stock of job-generating sites less competitive. This lack of development activity also translates to housing production, with no new 100% affordable housing development in the pipeline. These issues and opportunities are summarized as follows and are broadly applicable across communities unless otherwise noted.

A. COMMERCIAL VITALITY

Many WSGVAP stakeholders have indicated a desire to increase commercial corridor vibrancy with locally based small businesses.

As of 2023, no new commercial space was proposed or under construction in any of the WSGVAP Communities. This could make it



more difficult for the Area Plan's older commercial properties to compete with newer developments in jurisdictions that are directly adjacent.

In Altadena, community members envision Lake Avenue becoming a vibrant, gathering place with sidewalk cafes and restaurants, with a community center at the street's intersection with Mariposa. Lincoln Avenue was also indicated as a promising area for a vibrant, walkable mixed-use commercial district.

Members of the La Crescenta-Montrose community expressed a need for additional local-serving businesses and the activation of vacant lots in this area. East Pasadena-East San Gabriel residents proposed a vibrant hub of locally owned businesses along Rosemead Boulevard, such as cafes, restaurants, and retail to encourage increased pedestrian activity and complement existing commercial uses.

B. HOUSING STABILITY FOR VULNERABLE POPULATIONS

Nearly half of all renter households in the WSGVAP are classified as Extremely-Low or Very-Low Income. Despite the fact that WSGVAP rents are lower than the County average, these households are unlikely to be able to afford market-rate rents, and may face displacement risk due to recent or future rent increases.

Based on an in-depth review of deed-restricted affordable housing projects across unincorporated Los Angeles County, only 3 affordable projects are located within the entire WSGVAP, with all geared towards Seniors. These three projects comprise 68 deed-restricted units, or 2.6% of the total number of deed restricted units found in Los Angeles County's unincorporated communities. Notably, none of these projects are geared toward non-senior populations such as lower-income families, veterans, or homeless individuals.

The County's Tenant Protection Ordinance and Affordable Housing Ordinance offer strong protections. Additional supply could also help ensure that households have access to the widest possible range of housing options that are suited to their needs.



C. THRIVING AND RESILIENT SMALL BUSINESSES

Retail space in the WSVAP is comparatively inexpensive, with asking rents in nearly all communities lower than the asking rents in Los Angeles County as a whole.

This may allow for a higher share of locally owned, non-chain retail stores due to their relative affordability.

To this end, revitalization efforts at the corridor level could lead to commercial gentrification, with a subsequent loss of "mom and pop" stores.

Economic development efforts should ensure that existing businesses are able to remain open and competitive in a fast-changing retail landscape. At the same time, the County can encourage new businesses in their efforts to open and/or expand by targeting small businesses and entrepreneurs, and streamlining any approvals required to grow and expand.

D. EQUITABLE WORKFORCE INVESTMENT

Employed residents in the WSGVAP are heavily represented in the health care and social assistance sector, which is forecasted to see significant growth over the next decade across Los Angeles County, according to California Employment Development Department forecasts. Given the Planning Areas' net export of workers, along with the lack of new employment-generating development, the jobs-housing imbalance and skills-mismatch present in the WSGVAP communities could continue to be exacerbated despite forecasted industry growth.

Across Los Angeles County, opportunities exist to address the need for targeted industry and workforce investment and development, particularly in the wake of disruptive impacts of COVID-19. There is a particular focus on equitable workforce investment for populations, workers, and businesses disproportionately impacted by the effects of the pandemic. The American Rescue Plan (ARP) Act's many ongoing Economic Opportunity projects (refer to Table X-1) exemplify a unique opportunity to capitalize on comprehensive and equitable investments towards strengthening local workforces and economies.



3.4 Goals and Policies

The following goals and policies address the issues and opportunities described in the previous section. Goals and policies for economic development are organized to implement relevant Vision Statements as presented in Chapter 1.

VS 2 – A Thriving and Business-Friendly Region

Goal ED-1: Economic mobility opportunities are available to all WSGV community residents and workers.

Policy ED-1.1: Expand workforce development. Support the evolving needs of plan area businesses and workforce by providing a range of training and skills development opportunities in partnership with agencies, businesses, and non-profits.

Policy ED-1.2: Leverage target industries for workforce development. Leverage the expertise and institutional knowledge of employers and the existing workforce in the Plan Area within target industries such as health care and social services.⁵

Policy ED-1.3: Expand access to education and economic resources and facilities. Support the establishment of educational and workforce development facilities and provide resources for mentoring and training of Plan Area residents.

Policy ED-1.4: Support older adults aging in place. Support older adults aging in place and provide assistance to ensure their economic wellbeing.

Policy ED-1.5: Foster cross-jurisdictional economic development. Coordinate with neighboring jurisdictions to pool resources, address funding gaps and assist with program administration to support integrated economic activity across jurisdictional boundaries.



⁵ Los Angeles County's seven target industries include Health Care Services, Manufacturing, Trade and Logistics, Leisure and Hospitality, Film and Digital Media, Bioscience, and Construction. Although these industries are not all uniquely applicable to WSGV, some already have an existing workforce in the area plan communities.

Policy ED-1.6: Expedite permitting for small businesses. Streamline the permitting and clearance process for small-scale, locally-owned commercial uses.

Refer also to the Land Use Element for additional WSGVAP policies related to this topic.

Goal ED-2: Businesses in WSGV communities are thriving, innovative, and provide employment to Plan Area residents.

Policy ED-2.1: Promote small business and entrepreneurship. Cultivate the health and expansion of small businesses in the Plan Area along underutilized commercial storefronts and corridors through technical assistance and streamlined permitting processes and requirements.

Policy ED 2.2: Mitigate small business displacement. Mitigate the displacement of small, locally-owned businesses in the Plan Area that may be impacted by new development by providing assistance and support to remain in their community.

Policy ED-2.3: Foster a business-friendly environment. Support the retention and growth of local businesses through economic development strategies that identify and support firms doing business in the WSGVAP.

Policy ED-2.4: Help businesses through the permitting process. Promote the retention and growth of Plan Area businesses by providing assistance in navigating the permitting process and supporting them with business development resources.

Policy ED-2.5: Strengthen community identity. Prioritize improvements to the public realm in commercial areas that elevate small businesses and promote the community's distinct cultural and artistic identity.

Goal ED-4: Commercial areas are thriving and resilient.

Policy ED-2.6: Encourage the renovation of underutilized properties. Preserve and enhance existing historic and cultural resources through adaptive reuse of commercial structures that promote entrepreneurship and attract new economic opportunities.



Policy ED-2.7: Targeted development incentives. Attract and expand key industries to the Plan Area by providing a range of targeted development incentives designed to boost the financial viability of commercial projects in strategic areas.

Policy ED-2.8: Activate ground floor uses. Promote standards, such as ground-floor transparency requirements, for commercial corridors to help pedestrians better interact with built spaces and to create a vibrant business corridor.

Policy ED-2.9: Increase diversity and collocation of land uses. Stimulate local economies by promoting a mix of commercial and residential uses along key corridors to reduce dependency on vehicular transportation.

VS 6 – Equitable Decision-Making

Goal ED-3: Economic development investments in the WSGV are prioritized through a lens of equity.

Policy ED-3.1: Ensure equitable investment within the planning area. Prioritize capital improvements in disadvantaged subareas within the WSGVAP to support small businesses and ensure that investments in community services, facilities, and infrastructure are equitably distributed throughout the Planning Area.⁶

Policy ED-3.2: Prioritize funding opportunities. Ensure that available funding opportunities are equitably allocated to populations, workers, and businesses in disadvantaged communities (DAC).

Policy ED-3.3: Invest in small and BIPOC (Black Indigenous and Other People of Color)-owned businesses. Support populations in-need by investing in small and BIPOC owned businesses with support services, grants, and other incentives.



⁶ Based on an overview of HUD data, there are scattered areas of disadvantage in communities such as Altadena, South Monrovia Islands, East Pasadena-East San Gabriel, South El Monte Island, Whittier Narrows, and South San Gabriel.

- 4.1 Introduction
- 4.2 Existing Conditions
- 4.3 Issues and Opportunities
- 4.4 Goals and Policies

Sections Included

CHAPTER 4 Conservation and Open Space Element

4.1 Introduction

The Planning Area contains a broad range of natural resources and open space. This Conservation and Open Space Element establishes goals and priorities to guide the conservation of biological, open space, scenic, and water resources in the West San Gabriel Valley (WSGV). This element aligns with the Vision Statements found in Chapter 1, *Introduction*, of this West San Gabriel Valley Area Plan (WSGVAP or Area Plan). The Conservation and Open Space Element provides guidance to help ensure that development conforms with objectives to protect the natural environment, conserve natural resources and open space, protect sensitive watersheds and water quality, and preserve scenic resources.

ORGANIZATION

Several types of biological, open space, scenic, and water resources are considered in this element. First, each resource type is summarized here. Each summary is followed by a description of the primary issues and opportunities for conserving natural resources across the Planning Area (see Section 4.2, *Issues and Opportunities*), and then by the goals and policies that will guide conservation planning.



4.2 Existing Conditions

A. **BIOLOGICAL RESOURCES**

The WSGV Planning Area is biodiverse. A variety of soils, geology, topography, elevation ranges, and microclimates support a unique and varied collection of biological resources, including habitats and species not found elsewhere in the world. The WSGV contains large areas of open space and undeveloped land with identified biological resources, but these areas have become threatened as a result of development and are further stressed by climate change impacts and loss of biodiversity. The WSGV also contains significant biological resources on developed housing parcels, in the form of trees, shrubs, and other vegetation that in turn support a rich diversity of bird life, reptiles, amphibians, insects, arachnids, fungi and microbiota. This Conservation and Open Space Element establishes goals and priorities to guide the conservation of biological diversity in the WSGV to protect and conserve existing biological resources from further decline. It also provides guidance to help ensure that development conforms with objectives to protect the natural environment, conserve biological resources, and protect sensitive resources.

The Planning Area is defined historically, topographically, and ecologically by its natural features—its rivers, valleys, hillsides, and mountains. The San Gabriel Mountains, San Rafael Hills, and Whittier Narrows Recreation Area contain ridgelines, natural canyons, and drainage channels that provide habitat and connectivity corridors for wildlife, connecting preserved lands in Chino–Puente Hills to the southeast, the Verdugo and Santa Monica mountains to the west, and Angeles National Forest to the north. These areas contain significant ecological resources and allow for free-flowing drainage from the hillsides into canyons.

The main types of biological resources in the WSGV are hydrologic features, riparian habitats, woodlands, chaparral, coastal sage scrub, grasslands, special-status species, U.S. Fish and Wildlife Service– designated critical habitat, Significant Ecological Areas (SEAs), and Regional Habitat Linkages. Further, the WSGV contains rare and endemic oak species whose genetic diversity should be preserved. The Planning Area is a rich storehouse of genetic diversity for oaks, particularly white oaks (*Quercus alba*), which include Engelmann oak (*Quercus engelmannii*), San Gabriel oak (*Q. durata* var. *gabrielensis*),



scrub oak (*Q. berberidifolia*), and hybrids of these species, plus a very small number of valley oaks (*Q. lobata*), which are probably planted, but which were present historically. Coast live oak, interior live oak, and canyon oak are also present, as are a number of species of beautiful and/or rare plants and wildflowers, such as ocellated Humboldt's Lily (*Lilium humboldtii* ssp. *ocellatum*), scarlet larkspur (*Delphinium cardinale*), Indian paintbrush (*Castilleja affinis*), Nevin's barberry (*Berberis nevinii*), and dozens more (CNPS 2024; Calflora 2024; CNDDB 2024).

Designated Significant Ecological Areas

Significant Ecological Areas, or SEAs, are locations designated by Los Angeles County (County) that aim to protect valuable biological resources. SEAs include lands that host sensitive and/or plentiful wildlife and vegetative species, intact habitat, and wildlife corridors to allow species to traverse the landscape.

Three SEAs are located within the WSGVAP:

- 1. Altadena Foothills and Arroyos SEA
- 2. San Gabriel Canyon SEA
- 3. Puente Hills SEA

The SEA Program is described in the General Plan's Conservation and Natural Resources Element (<u>https://planning.lacounty.gov/wp-content/uploads/2022/11/9.0 gp final-general-plan-ch9.pdf</u>) and at <u>https://planning.lacounty.gov/long-range-planning/significant-ecological-areas-program/</u>. The descriptions, biological resources, and specific features of the three SEAs designated in the Planning Area can be found in Appendix E, *Conservation and Natural Resources Element Resources*, of the General Plan

(https://planning.lacounty.gov/wp-content/uploads/2022/11/5.-gp_final-general-plan-appendix-E.pdf).

B. OPEN SPACE RESOURCES

Open space resources consist of largely undeveloped publicly and privately held lands and waters preserved in perpetuity for open space, recreational, conservation, and educational use. While some of these parcels are preserved in perpetuity, many lack any legal quarantee of long-term preservation. Open space resources in the WSGV include County-owned parks and managed trails, public parks and trails owned



and managed by government agencies, joint powers authorities, national forest lands, and lands owned by nonprofit conservation organizations. Additionally, lands subject to recorded easements or deed restrictions for open space purposes may allow passive recreational use in line with the limitations established for the site.

The WSGV area encompasses the foothills of the San Gabriel Mountains and parts of Angeles National Forest, offering residents various recreational options. The WSGV Planning Area includes 3,540 acres of local and regional parks and recreational facilities, including County-owned and operated facilities and those managed by other jurisdictions. In addition to these parks and recreational facilities, there are 1,672 acres of conservation areas within the Planning Area.

C. SCENIC RESOURCES

Scenic resources in the WSGV Planning Area encompass designated scenic highways and corridors, hillsides, scenic viewsheds, vistas, significant ridgelines, and other natural features. At the local neighborhood level, streets with significant tree canopy are a scenic resource that residents experience every day. However, population shifts and development have led to the loss and degradation of some scenic features, highlighting the need for protection measures. Existing scenic views include the San Gabriel Mountains, San Rafael Hills, Arroyo Seco, San Gabriel River, Rio Hondo, and the surrounding Verdugo Mountains contributing to the region's aesthetic and ecological value. Preserving these scenic resources is crucial to their beauty, the overall health of watersheds, and the well-being of communities.

Scenic Resources in WSGV Communities

SCENIC RIVER CHANNELS

The San Gabriel River, Rio Hondo, and Arroyo Seco are integral scenic resources in the WSGV, flowing from the San Gabriel Mountains to the south and through the valley. The Arroyo Seco runs along the west side of Altadena and south into Pasadena and the Los Angeles River, flowing through a series of public parks. The San Gabriel River and Rio Hondo interact with Whittier Narrows Recreation Area, enhancing the area's visual appeal and environmental richness. The San Gabriel River flows in a soft-bottomed channel between raised levees. The Rio Hondo is mostly concrete-lined to serve its

The Rio Hondo and San Gabriel River have both been part of a revitalization program called the **Emerald Necklace**. The goal of this program is to create a "necklace" of parks and reclaimed wild spaces with the two rivers.

Emerald Necklace Program



primary flood control function, but the river flows over open ground in two locations: the Peck Road Water Conservation Park and the Whittier Narrows Recreation Area.

SCENIC HIGHWAYS

Route 5 (Near Tunnel Station)/Route 134, Route 2, and I-210 freeways are eligible for designation as a California State Scenic Highway as determined by the State Scenic Highway System. The highway runs through the unincorporated communities in the WSGV.

SCENIC PRESERVES

La Crescenta–Montrose Rosemont Preserve, or Rosemont Preserve, is a protected **scenic area** and lies within the unincorporated community of La Crescenta–Montrose. Saved from development by the Arroyos & Foothills Conservancy, this preserve now serves as a permanent wildlife sanctuary and community resource (Arroyos & Foothills Conservancy 2022a).

SCENIC PARKS AND RECREATIONAL AREAS

The Whittier Narrows Recreation and Natural Areas is a scenic resource that provide water features, trails, and expansive green spaces. This recreation area spans approximately 1,500 acres and includes vegetation such as trees and grasslands, providing habitat for various species. The recreational area provides scenic resources visible from walking trails, as well as public art and water features, making it a popular area in the WSGV. It also is a popular birding spot for local and migratory species.

Santa Fe Dam Recreational Area spans 836 acres and is located in Baldwin Park at the base of the San Gabriel Mountains. Along with Angeles National Forest and the Whittier Narrows Recreation Area, this recreational area has one of the highest rates of visitation in the WSGV (LACDPR 2022b). The area's centerpiece is a 70-acre lake offering year-round fishing and opportunities to use non-motorized watercraft, and is a well-known birding area. Many native plant and animal species are also found in the recreation area.

SIGNIFICANT RIDGELINES

Ridgelines are elevated shapes that are formed where sloping land surfaces meet. Specifically, significant ridgelines stand out because of their prominence, unique character and location, presence of cultural



or historical landmarks, and ecological or scenic significance. Significant ridgelines have been identified and mapped in Altadena, with protections provided by zoning regulations.

SCENIC HILLSIDES

The San Gabriel Mountains provide a dramatic scenic backdrop to the WSGV and are particularly close to the communities of Altadena, Kinneloa Mesa, and La Crescenta-Montrose. Similarly, the Verdugo Mountains rise above La Crescenta–Montrose and create a strong visual presence. The San Rafael Hills also provide a visual backdrop for Altadena and La Crescenta-Montrose. These hillsides, with their rugged peaks and slopes, contribute to the region's unique visual identity.

D. WATER RESOURCES

The San Gabriel Valley, once abundant in wetlands and riparian habitat, underwent significant changes due to the extractive economy of 19th- and 20th-century settlers. Resulting development and channelization of rivers resulted in the loss of 86% of historical wetlands. (County Planning 2023a). Although water emanating from Angeles National Forest partially replenishes groundwater, the need for sustainable replenishment persists throughout Los Angeles County. Groundwater basins contribute 13% of the water supply to unincorporated areas each year, while more than half of the water supply is imported (Los Angeles County 2022a). Runoff in the northern WSGV supports riparian habitats, but development in the south reduces natural infiltration into groundwater basins, instead redirecting water to the channelized Los Angeles River and its tributaries on its way to the Pacific Ocean.

4.3 Issues and Opportunities

A. **BIOLOGICAL RESOURCES**

Preservation of Biological Diversity

Development remains the main cause of species decline in the Southern California region, where approximately 20% of the species on the federally endangered species list are found. In Southern California, more than 2,000 species of plants and animals are considered



endangered, threatened, rare, or sensitive, or have been placed on "watchlists" by government agencies and conservation groups.

The County has designated SEAs for areas rich in biological resources to help ensure the sustainability of these valued resources into the future. The SEAs feature large areas of relatively undisturbed habitat that are listed as highest priority communities for preservation by the California Department of Fish and Wildlife. The SEA Program provides guidance for planning decisions and encourages the conservation of core habitats and linkages. However, due to climate change and impacts from future development threats to biodiversity remain. Furthermore, while SEA's represent the best concentrations of biodiversity, existing suburban and urban areas with significant tree cover host useful biodiversity as well which is often threatened.

Habitat Fragmentation

Habitat loss and fragmentation are the leading threats to biodiversity. Roads and development are major causes of this fragmentation, as they obstruct wildlife movement and often lead to collisions. A key consideration is to reduce the impacts and fragmentation caused by transportation barriers (South Coast Wildlands 2008). According to the California Roadkill Observation Program database, most collisions occur along State Route 2, State Route 134, and Interstate 210. Additional wildlife crossings at key locations are needed to facilitate movement that will counter the impacts of highways and urbanization There is a need to reduce the impacts of transportation barriers and reconnect larger habitat areas to facilitate species movement and their genetic diversity for long-term sustainability of the populations.

Preservation and Creation of Wildlife Corridors

Connectivity for wildlife movement needs to be expanded to support the health of native species throughout Los Angeles County. The WSGV provides a rich opportunity to further countywide goals for preservation of wildlife corridors as rare plant communities, rare and endemic species of flora and fauna, and documented wildlife movement corridors exist in the Planning Area. Development can interfere with wildlife passage, and there is a critical need to reestablish corridors by removing barriers and creating wildlife crossings. Major wildlife corridors include the Arroyo Seco and San Gabriel River, which touch the unincorporated communities of Altadena and Whittier Narrows, and extend into adjacent jurisdictions. Promoting continuity



between existing wildlife corridors is important for the movement of wildlife in the San Gabriel and Verdugo Mountains and the San Rafael Hills. linking the San Rafael Hills and Verdugo Mountains with the San Gabriel Mountains, known as the Hahamongna to Tujunga Wildlife Corridor (Arroyos & Foothills Conservancy 2022b). Each of these corridors have barriers to passage between areas of natural habitat that must be surmounted for the Hahamongna to Tujunga Wildlife Corridor to become fully functional.

Wildland/Urban Interface

To reduce environmental impacts from development and limit human exposure to hazards—wildfire, landslides, erosion, and floods—it is necessary to minimize and prevent the expansion of wildland/urban interface areas along the foothills of the San Gabriel Mountains. Maintaining vegetated hillsides helps to retain and absorb moisture, replenish groundwater, and to reduce the occurrence of extreme erosion and landslides after fire and rain events. In Fire Hazard Severity Zones, fuel modification requirements can extend the negative impacts of development into native vegetation, well beyond the footprint of development. Best management practices can preserve existing native habitats, restore already degraded landscapes, reduce the hazards to wildlife, and mitigate erosion.

Climate Change Vulnerability

Climate change generates more extreme and unpredictable weather events that will likely harm the survival of wildlife and vegetation. Climate change also increases the severity and prevalence of natural disasters such as wildfires, flooding, mudslides, and extreme heat, which are all intertwined. The foothills of the San Gabriel Mountains are especially prone to these disasters, given their susceptibility to wildfire and accumulation of water after rainfall. Thus, it is important to assess the risk of WSGV communities—especially underserved communities—to natural disasters exacerbated by climate change, and to develop mitigation strategies to protect biodiversity.

Multi-jurisdiction Collaboration on Habitat Protection and Linkages

Because SEAs and habitat areas cross jurisdictional boundaries, jurisdictions must work together to conserve and protect habitat areas and wildlife linkages. As mapped, the SEAs flow into other jurisdictions



where SEA regulations are not enforceable by the County. Working with these other jurisdictions to create and enforce protective measures across jurisdictional boundaries would help to preserve the remaining habitat areas and wildlife linkages and prevent their fragmentation. This need to preserve the continuity of wildlife linkages across jurisdictional boundaries is especially heightened because climate change may cause a shift in and alteration of the remaining habitat areas. Global thinking and local action are needed to address the challenges of maintaining biodiversity and mitigating species loss.

B. OPEN SPACE RESOURCES

Limited Available Open Space and Conflicting Priorities

One of the challenges in the WSGV is the conflict between growth demands and the need to preserve remaining open spaces and resource-sensitive lands as a valuable community resource. Natural resources should be prioritized to protect wildlife passage and further mitigate the disruption and loss of natural open The challenges of managing often conflicting community priorities requires innovative solutions to balance the need of the built environment, open space, and conservation demands.

Equitable and Inclusive Access to Open Space and Trails

Promoting accessibility and inclusivity in large open spaces is an essential goal that involves addressing diverse recreational needs and striving for equitable distribution of green space. It is especially important to increase opportunities for underserved communities, especially youths, to access open space and recreation. The challenges emerge in tackling issues such as limited transit options; ensuring that biotic resources are protected while designing for potential public access; and managing conflicting needs among different user groups. Engaging the public can resolve conflicts between user groups and enhance the overall experience in large open spaces. Existing spaces can also be designed to achieve multiple beneficial uses such as integrating green infrastructure for stormwater retention and connecting large open spaces for safe wildlife passages.

For additional discussion of open space and parklands, refer to Chapter 5, *Public Services and Facilities*.



Open Space Management Plan for Acquisition and Planning

The County does not have an adopted countywide master plan for prioritizing land acquisition or managing, preserving and restoring resource-sensitive lands and open space areas. One threat is increased fragmentation. Another is lost opportunities to enhance habitat and wildlife passage. The region requires a planning document that focuses conservation efforts by outlining criteria for preserving and acquiring land; setting standards for identifying priority acquisitions for wildlife connectivity; establishing conservation and land management goals; and identifying funding sources. This effort can be strengthened through collaboration with other agencies and jurisdictions and with experienced land trusts to leverage resources and further the impact.

C. SCENIC AND CULTURAL RESOURCES

Scenic Routes and Corridors Study

The absence of a scenic routes and corridors study in the WSGV, and Los Angeles County as a whole, is a significant gap. Conducting a thorough study is an opportunity to identify and preserve unique scenic landscapes. Further study can identify and protect cultural resources. Engaging experts, community leaders, and cultural heritage specialists in the study can provide valuable insights into understanding and preserving the region's scenic and cultural resources.

Balancing Development and Preservation

Balancing development and growth with the preservation of scenic resources is a challenging task because more intense development can impact scenic views. Addressing this challenge might involve implementing land use regulations, tackling concerns about light pollution, and devising strategies to mitigate the impact of development on the scenic quality of natural areas.

D. WATER RESOURCES

Watershed Impacts and Land Use

Poorly designed land uses within a watershed can harm rivers, streams, and communities through urbanization-induced issues like impervious surfaces, channelization, wetland loss, and polluted runoff.



A watershed-based planning approach integrated with site-level land use planning is needed to protect, conserve, and restore water resources through integration of multi-benefit projects that mimic the ecosystem services of the natural hydrologic cycle. Opportunities to enhance water features include creating soft bottom streams with riparian habitat by directing water out of concrete channels to adjacent open space then returning it to the channel further downstream.

Surface Water Impairments

Clean Water Act Section 303(d) requires states to identify and establish a list of water bodies that do not meet applicable water quality standards. Those water bodies are considered "impaired" and are placed on the Clean Water Act Section 303(d) list. More than a dozen different stormwater and wastewater pollutants—metals, nutrients, indicator bacteria, organics, pesticides, trash, and other contaminants—are found in the county's water bodies in amounts significantly exceeding established water quality standards. In the WSGV, the listed water bodies are Alhambra Wash, Legg Lake, Peck Road Park Lake, Puddingstone Reservoir, Puente Creek, Sawpit Creek, San Antonio Creek, Santa Fe Dam Park Lake, San Jose Creek, Walnut Creek Wash and a portion of the Arroyo Seco, the San Gabriel River, and the Rio Hondo. Most of these water bodies are located on the eastern and western sides of the WSGV, around the communities of South Monrovia Islands and Whittier Narrows.

Groundwater Impairment and Depletion

In urbanized areas, compacted soils and impervious surfaces affect the natural recharge process. In the foothills of the San Gabriel Mountains, the downhill flow of snowmelt and rainwater recharges the groundwater recharge areas. With climate change, decreasing snowpack and rainfall, both in volume and frequency, the recharge characteristics of these areas becomes limited. Implementing policies to reduce impervious surfaces, increase pervious surfaces and green building design, as well as landscaping, bioswales, and other measures, will help improve groundwater recharge.



4.4 Goals and Policies

The General Plan sets the policy direction for all unincorporated communities in Los Angeles County. In addition to the General Plan's goals, policies, and implementation programs, the following goals, policies, and programs are applicable to the natural resources in the WSGV Planning Area. Where this Area Plan is silent on policy matters, the General Plan policies still apply.

VS 5 – Resilient and Sustainable Built and Natural Environment

BIOLOGICAL RESOURCES

Goal COS-1: Biodiversity and ecological health are preserved and restored in the face of escalating threats from climate change, ensuring vitality and sustainability for the benefit of all beings.

Policy COS-1.1: Strengthen ecosystem preservation for biodiversity. Ensure the protection and enhancement of biological resources through strategic habitat preservation efforts, including actions to acquire and conserve areas of high biological significance, sensitive natural communities, and SEA-designated land.

Policy COS-1.2: Protect habitat areas and wildlife linkages.

Coordinate with County agencies and adjacent jurisdictions to conserve, protect and enhance habitat areas and wildlife linkages in SEAs and other areas, taking special consideration into studying connections to the Verdugo Mountains, San Rafael Hills, and surrounding waterways such as streams and washes.

Policy COS-1.3: Engage and educate the community in preserving biodiversity. Foster community education and stewardship around biological conservation, restoration, and climate adaptation, and the challenges to restore native habitat whether in yards, parks or degraded open spaces.



Policy COS-1.4: Preserve genetic diversity of oaks in WSGV. Preserve the genetic diversity of oak populations native to the WSGV, including those of scrub oak (*Quercus berberidifolia*), San Gabriel leather oak (*Q. durata* var. *gabrielensis*), Engelmann oak (*Q. engelmannii*), valley oak (*Q. lobata*), canyon oak (*Q. chrysolepis*), coast live oak (*Q. agrifolia*), interior live oak (*Q. wislizenii*), and naturally occurring hybrids.

Policy COS-1.5: Restored habitat on degraded lands.

Collaborate with agencies, jurisdictions, and nongovernmental organizations to prevent degradation of lands from oil and gas drilling and surface mining and other impactful uses in areas near biologically sensitive resources and ensure that fuel modification best practices are in place to protect native species and habitat.

Policy COS-1.6: Consider climate change impacts on SEA land. Consider the future impacts of climate change on biological resources potentially impacted by development proposed on or near SEA-designated lands. Develop conditions and mitigation measures to protect and buffer the potentially impacted biological resources from the added stresses of climate change, which may be exacerbated by development.

Goal COS-2: A connected network of large tracts of habitat, with a robust system of wildlife linkages and corridors to conserve and protect biodiversity.

Policy COS-2.1: Increase wildlife safety and minimize collisions. Minimize wildlife-vehicular collisions and potential conflict in the urban-wildlife interface by concentrating development towards urban centers and away from natural spaces.

Policy COS-2.2: Foster safe wildlife crossings. Connect fragmented habitat through safe wildlife crossings, such as overpasses and culverts, as alternatives to street crossings.

Policy COS-2.3: Buffers for wildlife crossings. Establish compatible, low-intensity land uses as buffers around wildlife crossings to ensure safe passage and undeterred movement of wildlife through the landscape.



Policy COS-2.4: Facilitate species migration. Identify and protect existing and potential networks of habitat connectivity, linkages, and wildlife corridors between open spaces, reserves, and protected areas to facilitate species migration and range shifts in consideration of future climate change impacts.

Policy COS-2.5: Habitat stepping-stones. Create habitat stepping-stones on County-owned or managed properties and County facilities to better link to SEAs and sensitive habitats in the region and encourage the same on other lands.

GOAL COS-3: Developed spaces are enhanced for biodiversity, climate resiliency, and the protection of all beings.

Policy COS-3.1: Open space dedications and continuity. Ensure that open space dedications for development projects prioritize the preservation of sensitive resources and are continuous with existing open space and preserved lands.

Policy COS-3.2: Habitat-sensitive designs. Ensure that developments in and adjacent to SEAs incorporate wildlife-permeable fencing, limit removal of native vegetation, limit non-native vegetation and incorporate design features that support and enhance the biodiversity and natural processes of the region.

Policy COS-3.3: Increase native vegetation and tree canopy coverage across WSGV. To decrease heat-island effects and increase biodiversity, encourage private and commercial property owners to increase landscaping in urban and suburban spaces with locally native plant species that function well in urban conditions and thrive in smaller, isolated stands of vegetation such as in parking lots, driveways, and parkways.

Policy COS-3.4: Increase native vegetation and tree canopy coverage on County-owned parcels. Require the use of locally native vegetation on County-owned parcels and projects, such as in community parks and government buildings, as feasible.



Policy COS-3.5: Plant all slopes and disturbed areas with locally native vegetation. Require all cut and fill slopes and other disturbed areas to be landscaped and revegetated with locally native plant species that blend with existing natural vegetation and natural habitats of the surrounding area prior to the beginning of the rainy season.

Policy COS-3.6: Preserve vegetated hillsides for erosion control. Implement conservation practices to maintain and enhance vegetated hillsides, mitigating erosion and reducing the risk of land/mudslides, particularly following wildfires, thereby enhancing climate change resilience.

Policy COS-3.7: Limit light pollution and disturbance to wildlife species. Limit or restrict lighting towards natural areas at night to limit light pollution and disturbance to wildlife species by encouraging implementation of the County's Rural Outdoor Lighting District Ordinance (ROLD) practices outside of mandated areas, and by requiring the installation of timers to automatically shut lights during "dark hours" at night to protect wildlife from the effects of artificial light.

Policy COS-3.8: Biodiverse urban forest. Ensure the planting of a locally native, climate-appropriate urban forest in parks, public rights-of-way, and on private properties to support locally native and migratory species, help build healthier soils, enrich biodiversity, and improve community health and well-being.

Policy COS-3.9: Sensitive tree-trimming on public properties. Public agencies responsible for maintaining trees along public rights-of-way, on public properties, and in open spaces and parks must avoid tree maintenance activities during bird nesting season, generally between February and August, and schedule pruning for various species at their respective optimal times.

Policy COS-3.10: Sensitive tree-trimming education. Support educational programming that informs the public and businesses to avoid tree maintenance activities during bird nesting season, generally between February and August to foster responsible tree-trimming practices and maintain tree canopy to the maximum extent feasible.



Policy COS-3.11: Replace displaced vegetation and tree canopy. When a development displaces pre-existing tree canopy provide replacement trees and vegetation to restore the tree canopy and increase the coverage area over time.

OPEN SPACE RESOURCES

Goal COS-4: Open spaces meet multiple needs and are expanded through acquiring land that protects biologically sensitive resources, supports resource-sensitive lands and provides community access to recreation as appropriate.

Policy COS-4.1: Support the acquisition of resource-sensitive lands. Support acquisition of land for open space preservation and passive recreational use, as appropriate. Prioritize acquiring land in SEAs and other resource-sensitive lands.

Policy COS-4.2: Provide multi-benefit open spaces. Ensure the creation and enhancement of open space and passive recreational areas that deliver multiple environmental and community benefits. These spaces should integrate water quality improvements, support groundwater recharge, provide locally native habitat, mitigate heat island effects, enable habitat connectivity, enhance biodiversity, and offer means of equitable access compatible with sensitive biological resources.

Policy COS-4.3: Minimize habitat fragmentation in open space design. Design open spaces, including trails and public access to recreation areas, to minimize habitat fragmentation and avoid impacts to sensitive habitat areas, while optimizing passive recreation.



Goal COS-5: Large open spaces, recreation areas and trails are enhanced and maintained to ensure habitat protection and a safe and pleasurable experience for the community.

Policy COS-5.1: Prioritize the protection of biological resources. In biologically sensitive areas, designate and manage open spaces and trails such that the protection of biological resources and sensitive habitats takes precedence over recreational access.

Policy COS-5.2: Protect nesting sites. Preserve potential nesting sites and habitats for native migratory and resident bird species, including owls and raptors, wherever they are found or have been known to occur. Provide temporary protective buffering around nesting sites of species sensitive to disturbance.

Policy COS-5.3: Initiate conservation and open space volunteer programs. Collaborate with local community-based organizations, agencies, and local schools to promote community and youth involvement in trail maintenance, habitat restoration, and educational activities.

SCENIC RESOURCES

Goal COS-6: Scenic resources are preserved for the enjoyment of the public and to maintain the natural beauty of the area.

Policy COS-6.1: Preserve scenic resources. Identify, designate and preserve **scenic resources** and routes through the development of a comprehensive Scenic Resources and Routes study, integrating input from residents, environmental organizations, and cultural experts.

Policy COS-6.2: Safeguard scenic resources from

development. Protect scenic resources from the impact of new development through incentives for developers and/or landowners to incorporate scenic preservation measures into their projects, such as preserving natural features, creating public viewpoints, or restoring degraded landscapes.

A scenic resource is a singular element within the environment valued for its visual appeal (mountains, rivers, historical buildings, tree canopy), while a scenic area is a larger, defined geographical area that encompasses multiple scenic resources and is preserved and designated for its overall scenic beauty (national parks, protected natural reserves, designated heritage sites, or even specific viewpoints along highways).

Scenic Areas vs. Scenic Resources



Policy COS-6.3: Protect scenic hillsides and ridgelines. Protect scenic hillsides, natural landforms, and significant ridgelines in the San Gabriel and Verdugo Mountains from development that impacts their scenic and ecological value.

Policy COS-6.4: Minimize impacts of development. Design and site structures and development so that they are as far away as feasible from scenic resources and their visual impact is minimized.

Policy COS-6.5: Protect scenic qualities of waterways and riparian areas. Protect and preserve the scenic qualities of riparian corridors in undeveloped areas and canyons, and scenic portions of waterways in developed communities including the San Gabriel River, Rio Hondo, Arroyo Seco, and Sawpit Wash, among others.

Policy COS-6.6: Expand and preserve scenic areas. Collaborate with conservation organizations, agencies, and other entities to explore strategic land acquisition opportunities to extend protected areas around identified scenic resources, prioritizing natural buffers and conservation easements.

Policy COS-6.7: Facilitate transition to designated scenic resources. Support the process of transitioning eligible scenic resources into officially designated scenic areas through planning and zoning amendments.

Policy COS-6.8: Promote awareness and accessibility of scenic resources. Support public awareness campaigns that promote environmental well-being of scenic resources, such as the San Gabriel River, Rio Hondo, and Arroyo Seco, and educate the community on the importance of preserving the scenic resources in the WSGV.



WATER RESOURCES

Goal COS-7: Watersheds are preserved and protected from the impacts of development, recreation, and agricultural uses, ensuring their ecological integrity and function for future generations.

Policy COS-7.1: Design infrastructure for watershed protection. Ensure that all development projects incorporate natural infrastructure to protect and enhance the absorption, purification, and retention functions of natural drainage systems. Development should align with existing hydrological patterns, restore disturbed or degraded natural drainage systems, and incorporate sufficient buffer zones around sensitive water resources and habitats to preserve biological integrity and minimize development impacts.

Policy COS-7.2: Prevent soil and water contamination. Promote best practices that ensure clean and safe surface water, groundwater, and soil. Support the prevention of point and non-point source water pollution and the disposal any byproducts of human, crop-based agricultural or equestrian activities in or near any drainage course.

Policy COS-7.3: Encourage best groundwater management practices. Encourage private property owners to implement best practices to manage surface water runoff by installing cisterns and other such structures to capture and re-use roof, driveway, and other solid surface runoff.

Goal COS-8: Local waterways are maintained to mimic the hydrologic cycle, provide ecosystem services, and support both locally native and migratory species.

Policy COS-8.1: Promote healthy streambeds and rivers. Support healthy streams, rivers, and their associated riparian ecosystems by dechannelizing rivers and streambeds, diverting water from existing channels to create soft-bottom streams and riparian areas and restoring natural riparian vegetation to promote wildlife usage, where and when feasible.



Policy COS-8.2: Naturalized water channels. Prioritize the use of bioengineering alternatives over traditional "hard" solutions such as concrete or riprap for flood protection, where feasible. Favor naturalistic, ecologically sensitive approaches that align with stream preservation, riparian habitat creation and ecological integrity.

Policy COS-8.3: Multi-benefit spaces for water quality improvements. Provide multi-benefit spaces incorporating environmental services with water quality improvements. These can include slowing and capturing water for groundwater recharge, redirecting water into newly created tributaries and riparian areas, installing bioswales, using locally native vegetation, and creating habitat for birds and pollinators. Provide suitable public access where feasible.

Goal COS-9: Streams, wetlands, natural drainage channels, riparian habitat, and other natural intermittent and perennial waterbodies are protected, preserved, and restored.

Policy COS-9.1: Restore riparian resources. Support restoration of upland communities and significant riparian resources, such as degraded streams, rivers, and wetlands, prioritizing efforts where they provide the greatest ecological benefit. Focus on maintaining ecological function and employ incremental restoration strategies when complete restoration is not feasible.

Policy COS-9.2: Mechanisms for water resource protection. Enhance water resource protection mechanisms, such as a stream protection ordinance and buffer zones to protect, preserve and restore natural buffers around waterbodies, especially in natural

areas and SEAs.

Policy COS-9.3: Limit stream alterations. Restrict the channelization or other significant alterations of streams, except under specific conditions: (1) necessary water supply projects where no feasible alternative exists; (2) flood protection for existing development where no other feasible alternative exists, as approved by the County; or (3) the improvement of fish and wildlife habitat. Ensure that any permitted alterations minimize groundwater depletion and include comprehensive mitigation measures.



Policy COS-9.4: Prohibit alteration of streams for stream crossings. Protect existing stream resources by prohibiting alteration or modifications that could negatively affect water quality or watershed health. Set a minimum distance for bridge columns to be located outside streambeds and banks. Wherever possible, shared bridges shall be used and wildlife passages incorporated when desirable.



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- 5.1 Introduction
- 5.2 Existing Conditions
- 5.3 Issues and Opportunities
- 5.4 Goals and Policies

Sections Included

CHAPTER 5 Public Services and Facilities Element

5.1 Introduction

The Public Services and Facilities element establishes goals and policies to address resource topics that have a direct influence on the location of land uses, including early-care and education facilities, libraries, sewer and stormwater facilities, solid waste, utilities, and water (supply and conservation).

ORGANIZATION

The following subsections summarize the types of public services and facilities considered in this element. After the summary of each facility or service type are descriptions of the primary issues and opportunities for public services and facilities across the Area Plan communities (see Section 5.2, *Issues and Opportunities*), followed by goals and policies which will guide management of these services and facilities for the WSGV Planning Area.



5.2 Existing Conditions

A. COUNTY FIELD OFFICES

County field offices provide support and are important resource hubs for residents in the Planning Area.

The Fifth District's field office is located in Pasadena and is a resource hub for the communities of Altadena, La Crescenta–Montrose, Kinneloa Mesa, East Pasadena–East San Gabriel, South Monrovia Islands, and San Pasqual.

The First District has a district field office in unincorporated South El Monte that serves the communities of South San Gabriel, South El Monte Island, and Whittier Narrows.

B. HEALTH CARE SERVICES AND FACILITIES

Distribution of and access to health care facilities vary across the Planning Area communities, and health care services are offered by a combination of private and public providers. The County-operated Department of Health Services operates a comprehensive network of 28 health centers and four hospitals (Los Angeles County Department of Health Services, 2024) The closest County hospital to the Planning Area is the Los Angeles General Medical Center, which is located just east of downtown Los Angeles and about 7 miles west of the Planning Area. The closest County-operated health center to the Planning Area is the El Monte Comprehensive Health Center in the city of El Monte, just 1 mile north of the South El Monte Island community. The Department of Health Services caters primarily to those who lack health insurance and provides a range of services, including primary care, substance abuse treatment, urgent and emergency medical services, diagnostic services, and specialty services including mental health care.



Both local parks and regional

parks are found in the WSGV. The local park system consists of parks of varying sizes that meet local needs and offer opportunities for daily recreation, including community parks, neighborhood parks, pocket parks, and park nodes. The regional park system intends to meet the park and recreation needs of residents and visitors County-wide and consists of community regional parks, regional parks, and special use facilities.

SOURCE: GENERAL PLAN PARKS AND RECREATION ELEMENT

Local and Regional Parks

C. PARKS AND COMMUNITY FACILITIES

In WSGV—both incorporated cities and unincorporated areas—the County manages 3,240 acres of parkland, which are organized into two categories, local and regional parks, A 1,672 acres of the parkland have been identified as conservation areas. The regional park system make up 1,418.2 acres. Regional parks like Eaton Canyon Natural Area and Nature Center offer diverse features, including hiking and equestrian trails, nature centers, and wildlife habitats. and Additional 249.4 acres of local parks offer recreational opportunities for daily use, such as play equipment, sports fields, picnic areas, and restrooms. Yet, in order to meet the established goals in the General Plan, an additional 447 acres of local parkland and 197.6 acres of regional parkland are needed to provide accessible and well-maintained green spaces for the communities in the WSGV.

D. LIBRARIES

The Los Angeles County Library Department operates most of the libraries in the WSGV. These libraries offer a wide range of services through numerous branches and extend beyond traditional booklending resources to a comprehensive online platform. Broader services include eBook and audiobook lending, household tool borrowing, laptop and hotspot loans, employment preparation programs, and health-related programs like vaccine clinics (Los Angeles County Library (2024).

The community of Altadena is unique among the Planning Area communities in that it operates an independent library district with two branches located within the community—the Altadena Library and District Office and the Bob Lucas Memorial Library and Literacy Center. Schools and Early Childhood Education

Education is supported by a variety of school districts in WSGV, each offering a range of schools and services. All communities in the Planning Area except Whittier Narrows have at least one daycare or childcare facility within their boundaries. Over half of the WSGV communities—Altadena, East Pasadena–East San Gabriel, La Crescenta–Montrose, South Monrovia Islands, and South San Gabriel—have access to a variety of grade schools within or just outside their community boundaries. The smaller unincorporated communities of San Pasqual and South El Monte Island have schools located within a few miles of their community boundaries. Kinneloa



Mesa has one private elementary school within the community. Colleges and universities near the unincorporated communities of the WSGV Planning Area include California State University Los Angeles, Glendale City College, Pasadena City College, Art Center College of Design, and Azusa Pacific University's Monrovia Regional Site.

E. SANITARY SEWER AND STORMWATER FACILITIES

All communities in the Planning Area are within the urban regions of the Los Angeles River watershed. In Los Angeles County, sewage and stormwater are managed and treated by separate physical systems and agencies. In the WSGV, stormwater in the county is managed by the Los Angeles County Flood Control District and sewage is managed by the Los Angeles County Sanitation Districts.

Stormwater Infrastructure

Stormwater is collected by a network of storm drains and channels. Rainwater, stormwater, as well as dry-weather runoff such as water from residential gardening and commercial business uses are directed to specialized facilities for filtration and retention. Stormwater infrastructure supports increased groundwater recharge, flood risk management, and improved water quality. In addition, water conservation helps with the protection of local habitats for wildlife and improved climate resilience, such as mitigation of urban heat island effects.

Sewer Infrastructure

Most residential and business properties in the Planning Area are connected to small sewers maintained by the Consolidated Sewer Maintenance District of Los Angeles, a division of the County's Public Works Department. Larger sewers and lines that carry sewage to wastewater facilities in these areas are operated by the Los Angeles County Sanitation Districts (Los Angeles County Sanitation Districts 1998).

Two wastewater treatment facilities serve the unincorporated communities within Planning Area. The first is the Whittier Narrows Reclamation Plant, which treats the sewage from about 150,000 people in the area. Treated wastewater is sent to the Upper San Gabriel Valley Municipal Water District, or allocated for groundwater recharge into the nearby Rio Hondo and San Gabriel Coastal



Spreading Grounds. The second plant is the San Jose Creek Water Reclamation Plant, which is located near Whittier Narrows which treats wastewater for approximately 1 million people.

F. SOLID WASTE FACILITIES

Los Angeles County has the largest solid waste management system in the country. Los Angeles County Public Works operates waste management contracts, ensuring efficient collection and recycling services for residents and businesses. In the unincorporated communities throughout the County, including WSGV, Los Angeles County Public Works manages two types of waste management contracts: residential and commercial franchise systems. Residents in single-family and duplex properties within the Planning Area fall under the County's Residential Franchise System, where private waste haulers sign exclusive contracts with the County to provide services in particular unincorporated communities.

Five waste management providers serve the unincorporated communities within the Planning Area.⁷ In South San Gabriel, Whittier Narrows, Altadena, and Kinneloa Mesa, trash, recycling, and organic waste collection services for single-family and duplex customers are provided by Universal Waste Systems, Inc. Residents in La Crescenta–Montrose, South Monrovia Islands, San Pasqual, and East Pasadena–East San Gabriel are provided with waste management services, including trash, green waste, and recyclables, by Burrtec Waste Industries, Inc. South El Monte Island is serviced by Ware Disposal for solid waste management and recycling services.

For businesses, multi-family properties (5+ units), and other customers needing dumpster services in the Planning Area, the County uses an Exclusive Commercial Franchise system. The Planning Area is divided into two Commercial Service Areas (CSAs) for commercial solid waste collection. Customers that fall under the Exclusive Commercial Franchises system in Altadena and La Crescenta–Montrose are covered by the Foothills CSA and are serviced by American Reclamation, Inc., while commercial customers in the remaining six communities fall under the San Gabriel Valley West CSA and are serviced by Valley Vista Services, Inc.



⁷ Los Angeles County Department of Public Works Solid Waste Information Management System - Residents Portal: <u>https://dpw.lacounty.gov/epd/swims/Residents/who-picks-up-my-trash-esri.aspx</u>. (DPW 2024)

G. UTILITIES

Natural gas and electric utilities provide energy resources necessary to power homes and businesses. These utilities support a wide range of activities, from residential heating and cooling to powering businesses and public infrastructure.

Electricity in the Planning Area is provided by Southern California Edison and natural gas services are provided by Southern California Gas Company. The California Public Utilities Commission provides regulatory oversight these utility providers to support renewable energy initiatives and promote safety and conservation awareness (Southern California Regional Energy Network (SoCalREN), 2024).

H. WATER: SUPPLY AND CONSERVATION

The WSGV is provided a continuous supply of clean water for everyday uses through a comprehensive water management system, which consists of numerous water providers, water control boards, and other agencies. Water is imported into Los Angeles County from three sources: the Colorado River; the San Francisco Bay/Sacramento–San Joaquin Delta in Northern California via the State Water Project; and the Owens Valley via the Los Angeles Aqueduct. Water services are provided by a network of water districts, water wholesalers, and private companies.

5.3 Issues and Opportunities

The issues and opportunities are summarized below by resource topic area and are broadly applicable across communities unless otherwise noted.

A. PUBLIC SERVICES

The WSGV Planning Area encompasses 23.2 square miles and is home to 74,680 residents and one County field office. Unincorporated communities within the Planning Area have fragmented services due to many sharing boundaries with surrounding cities. Enhancing the presence and capacity of County field offices and utilizing digital and mobile services increases accessibility for residents to effectively engage with their elected representatives, voice their concerns, and advocate for their needs at the Countywide and community level.



Health Care Facilities

Inconsistent distribution of health care facilities poses challenges for some WSGV communities. For households without a personal vehicle, transportation can pose a barrier to accessing health care services.

The placement of new health care facilities in areas without existing resources can help bridge the gap in access for communities located farther from existing facilities The County provides a public-transportation shuttle for individuals with disabilities. Addressing transportation barriers and strategically locating new health care facilities can improve accessibility for residents, especially those without a personal vehicle.

B. PARKS AND COMMUNITY FACILITIES

Despite all the parkland available within the WSGV Planning Area, limited space and conflicting needs pose challenges for park development and expansion in the WSGV. Innovative land-use solutions and multi-functional spaces can optimize existing resources. Ensuring safe and inclusive facilities and climate resilience strategies are essential to enhancing community well-being.

C. LIBRARY FACILITIES AND SERVICES

Fragmentation of library facilities within the unincorporated communities of the WSGV Planning Area poses a challenge in providing library services to residents. While many residents utilize library resources as a critical component to their well-being, there are still many community members that are unaware of all that County libraries have to offer. Improving physical resources and exploring alternative library services can increase accessibility for communities without direct library access. An objective of the County Library Strategic Plan emphasizes the use of physical spaces to enhance community services and engagement. Collocating facilities with other public resources and expanding outreach programs enhances community engagement and addresses the digital divide while simultaneously providing services. Facility collocation, mobile library services, and promotion of programs support the County Library Strategic Plan's priorities of community engagement, partnership



advancement, streamlining of processes, and promoting awareness to bridge gaps in services.⁸

D. SCHOOLS AND EARLY CHILDHOOD EDUCATION

Uneven distribution of early childhood care centers in the WSGV demonstrates the need for expansion of facilities across the Planning Area. Alternative early childhood education environments, including outdoor or nature-based preschools, offer opportunities to support children of all capabilities. Opportunities to improve access to education centers include improved transportation services, technology, and outreach services.

. Limited access to recreational and educational amenities and programs can pose challenges for community residents. Joint use of school facilities offers benefits to communities by allowing community members access to school amenities such as playgrounds, sports fields, and gymnasiums during non-school hours. School facilities can also serve as a venue for community engagement events, after-school and adult educational programs, multilingual educational programs, and voting centers.

E. SANITARY SEWER AND STORMWATER FACILITIES

Impervious surfaces, surface runoff, and aging infrastructure pose challenges for stormwater management. These issues contribute to polluted runoff, poor groundwater recharge, and inefficient stormwater management. The unique geographic features of many WSGV communities, especially those located near the foothills of the San Gabriel Mountains and Puente Hills, present opportunities for the efficient capture of stormwater runoff. Rain-capture gardening techniques and bioswales for stormwater capture can absorb runoff and help recharge groundwater. Increasing awareness of sewer management responsibilities and investing in infrastructure modernization can improve climate conditions and urban livability in the Planning Area.



⁸ LA County Library Strategic Plan 2024-2028: Where Community Happens https://lacountylibrary.org/wpcontent/uploads/2024/03/LACountyLibrary_Strategic_Plan_2024-28.pdf.

F. SOLID WASTE FACILITIES

The complexity of the County's sanitation system, with separate waste management contracts for different types of residences and businesses, may be confusing for the community to navigate. This is compounded by the fact that each Planning Area is serviced by a variety of different companies, leading to potential inconsistencies in service quality and access to information. Developing a unified online platform or information hub that consolidates all waste management information relevant to the Planning Area could simplify this for residents.

G. UTILITY INFRASTRUCTURE

Investment is needed to maintain service levels, accommodate growth, and improve resilience against storms and other climate-related hazardous events in the WSGV Planning Area. Investment in new and existing infrastructure is necessary to maintain service levels, accommodate growth, and improve. Oversight, community engagement, and centralized information portals are needed to balance utility needs with community concerns and provide access to utilities related resources and support.

H. WATER SUPPLY AND CONSERVATION

The diversified nature of water service delivery in the Planning Area results in a variety of conservation approaches and pricing structures. This diversity can make it challenging for residents to understand their service providers and responsibilities, as neighboring residents may be serviced by completely different water providers. This stratification may complicate the process of accessing support for water-related questions or concerns and make it difficult for residents to understand where they can access conservation resources and support. Developing a centralized information portal could help residents navigate the complex water delivery system with water suppliers and provide resources for water conservation.

Xeriscaping is a landscaping method developed especially for arid and semi-arid climates that utilizes water-conserving techniques. It involves the use of drought-tolerant plants, efficient irrigation systems, and various soil amendments to reduce or eliminate the need for supplemental water from irrigation. This approach not only conserves water but also typically requires less maintenance than traditional landscaping.

SOURCE: U.S. EPA 2021

Xeriscaping



5.4 Goals and Policies

The General Plan 2035 sets the policy direction for all unincorporated communities in Los Angeles County. In addition to General Plan goals, policies, and implementation programs, the following goals and policies are applicable to the public services and facilities in the area. Where this Area Plan is silent on policy matters, the General Plan policies still apply. In some cases, for policies that are of high concern for the Planning Area.

VS 1 – Harmonious and Coordinated Growth

Goal PSF-1: Public and private services and facilities are accessible and effectively meet the diverse needs of residents.

Policy PSF-1.1: Partner for the joint use of public facilities. Enhance community access to recreational and educational amenities through partnerships with local schools for the joint use of facilities, prioritizing neighborhoods with high park needs.

Policy PSF-1.2: Support opportunities for collocated facilities. Prioritize the collocation of County services, parks, and libraries and integrate County information centers into libraries to coordinate services.

Policy PSF-1.3: Support the development of library-park joint programming and partnerships. Support the County libraries in creating joint programming between libraries and parks by providing resources for collaboration.

Policy PSF-1.4: Locate new health care facilities near public transportation. Support the siting of new health care facilities near major transit stops in the Planning Area to minimize transportation barriers and improve access to health care.

Policy PSF-1.5: Health care services support older adults and adults with disabilities. Promote health care services and programs to meet the needs of residents and enhance the quality of life for older adults aging in place.



Policy PSF-1.6: Enhance and adapt utility service capacity. Enhance infrastructure and service capacity to support development in growth areas to align with the demands of new and existing developments.

VS 3 – Connected and Walkable Communities

Goal PSF-2: Safe, comfortable, and connected pedestrian pathways that encourage active transportation.

Policy PSF-2.1: Enhance pedestrian facilities. Establish a buffer between pedestrian pathways and roadways using landscaping, street furniture, bike lanes, or parking lanes to enhance pedestrian safety and experience.

VS 4 – Strong Social and Cultural Cohesion

Goal PSF-3: Accessible, safe, and inclusive community parks and facilities.

Policy PSF-3.1: Encourage multipurpose infrastructure. In

WSGV areas with the highest parks need, support multipurpose infrastructure such as pavilions and stages to accommodate a wide range of cultural and community events like concerts, theatrical performances, and outdoor movie nights.

Policy PSF-3.2: Maintain existing community gardens. Support the maintenance of existing community gardens by providing resources for waste and water management and regular upkeep of interior features.

Policy PSF-3.3: Promote new community gardens. Support the creation of community gardens through innovative site selection such as collocation of community gardens in underutilized areas including parkways, utility corridors, and parking lots.



VS 5 – Resilient and Sustainable Built and Natural Environment

Goal PSF-4: Public facilities and services are costeffective, sustainable, and resilient.

Policy PSF-4.1: Increase green spaces and tree canopy cover in underserved communities. Increase green spaces in underserved areas through tree canopy, rooftop green spaces, community gardens, and/or vertical gardens, and native vegetation.

Policy PSF-4.2: Incorporate green stormwater infrastructure. Integrate green infrastructure into parks and open space designs for effective stormwater management, such as rain gardens, bioswales, permeable pavements, and other groundwater retention features.

VS 6 – Equitable Decision-Making

Goal PSF-5: An equitable, informed and engaged community empowered to participate in local government and decision making.

Policy PSF-5.1: Increase access to County services and field offices. Expand the service integration and coordination of County services to reach residents in underserved parts of the Planning Area.

Policy PSF-5.2: Promote equitable access to health care facilities. Facilitate equitable access to a broad spectrum of health care facilities that support the mental, emotional, and physical health of all WSGV residents throughout the Planning Area.

Policy PSF-5.3: Prioritize equitable distribution of utility services. Site new utility infrastructure with consideration of optimal service delivery and minimal disruption to communities and prioritize the equitable distribution of utility services across the Planning Area.



- 6.1 Introduction
- 6.2 Existing Conditions
- 6.3 Issues and Opportunities
- 6.4 Goals and Policies

Sections Included

CHAPTER 6 Mobility Element

6.1 Introduction

The Mobility Element provides guidance on the development of a safe and multimodal transportation network, including automobile, pedestrian, bike, transit, and equestrian facilities, that addresses challenges to mobility and meets the needs of all users in WSGV communities.

The Mobility Element provides background information on mobility issues and identifies issues and opportunities that inform the element's goals and policies. The Mobility Element works alongside the Land Use Element as well as other elements to provide safe, efficient connections to various land uses to align the transportation needs with the comprehensive land use vision for the WSGV.



6.2 Existing Conditions

A. EXISTING CONDITIONS SUMMARY

An analysis of existing transportation conditions for the Planning Area and each unincorporated community, including the street system, injury collision histories, the public transit system, bicycle facilities, pedestrian facilities, travel patterns, and mode share, combined with extensive community input, provides a foundation to identify the common areawide challenges and opportunities in mobility described below in Section 2.2, *Issues and Opportunities*.

Street System

The Plan Area is served by six freeways. Foothill Freeway (I-210), San Bernadino Freeway (I-10), and Pomona Freeway (SR-60) run east– west through the area. San Gabriel River Freeway (I-605) runs northeast-southwest along the east boundary of the area. Part of Arroyo Seco Parkway (SR-110) and Long Beach Freeway (I-710) also serve the area near the west boundary.

The County Highway Plan, maintained by Los Angeles County Public Works, designates roadways in Los Angeles County by their planned capacity. The WSGV Area is served by major highways, secondary highways, and parkways. According to the highway plan roadway classifications in the General Plan 2035 Mobility Element (Mobility Element), major highways are designated to have countywide significance and are the most highly traveled routes.

Secondary highways include urban and rural routes that serve or are planned to serve an areawide or countywide function but are less heavily traveled than major highways. Secondary highways also frequently act as oversized collector roads that feed the countywide system, connecting residential areas with local community destinations and arterial streets.

Parkways include urban and rural routes that have park-like features either within or adjacent to the roadway. There are several major highways and secondary highways running in the West SGV Area, but the roadway patterns and classification distributions varies among different communities. There are two parkways running through the



WSGV, Huntington Drive and Sierra Madre Boulevard, directly serving Kinneloa Mesa, San Pasqual, and East Pasadena-East San Gabriel.

Vehicular Safety

In August 2020, the Los Angeles County Board of Supervisor's adopted the County's Vision Zero Action Plan to eliminate fatal collisions on County-maintained roadways in the unincorporated communities. The Action Plan identified 200 Collision Concentration Corridors, or road segments where three or more fatal or severe injury collisions occurred within a half-mile between 2013 and 2017. Seven Collision Concentration Corridors are located in the West SGV unincorporated communities, Rosemead Boulevard from South El Monte city boundary to Pomona Freeway was identified as one of the top 20 Collision Concentration Corridors across all the unincorporated communities.

Public Transit System

The Plan Area is served by Metro A Line, which connects communities to Downtown Los Angeles. Residents and commuters in East Pasadena-East San Gabriel and South Monrovia Islands enjoy this light rail service with the Sierra Madre Villa Station and Monrovia Station located on the north side of the communities, respectively. Local services provided by other transit operators provide connections to Metro A Line stations, Downtown Los Angeles, and other key destinations within and outside the area.

In the northern portion of the Plan Area, some communities are not within a half-mile of existing transit stops. not covered by half-mile buffer of existing transit stops. In addition to transit service with fixed routes and schedule, Altadena and Kinneloa Mesa are also served by Metro Micro, A pilot program that provides on-demand rideshare service for short local trips and uses small vehicles (seating up to 10 passengers).

Though several cities and agencies provide transit service connective to the Plan Area's unincorporated areas, gaps in the transit system still remain. For instance, Downtown Los Angeles is one of the major job clusters for West SGV residents, but there is no direct transit route connecting residents in Altadena or South San Gabriel to this job center. These gaps indicate the need for regional transit improvements that better connect residents to their job locations.



Bicycle Facilities

Existing bicycle facilities in the Plan Area are not equally distributed. Most bikeways are in the City of Pasadena, City of Monrovia, City of Temple City, and City of South El Monte, while very limited bikeways exist in unincorporated communities in the area. Gaps in the bikeway network exist along jurisdictional boundaries between these cities and unincorporated communities, such as the south border of Altadena, the southeast border of East Pasadena-East San Gabriel, as well as the north and west borders of South Monrovia Islands. There are three Class I bike paths running through the area: the Duarte Bike Path, Rio Hondo Bike Path, and San Gabriel River Bike Path. The Duarte Bike Path and Rio Hondo Bike Path run along the boundaries of South Monrovia Islands. The Rio Hondo Bike Path then connects to the San Gabriel River Bike Path in Whittier Narrows.

Pedestrian Facilities

Communities in the Plan Area contain safe, navigable routes along major commercial arterials but gaps in pedestrian pathway create difficulties for pedestrians navigating between residential neighborhoods, commercial main streets, and public facilities.

The presence of shade from trees planted along a sidewalk right-ofway greatly enhances the experience of walking or rolling to local destinations throughout a community. Shade from trees provides relief during sunny, warm days and creates a more pleasing setting for pedestrians and bicyclists. Additionally, street trees can provide a natural barrier between sidewalk users and automobiles, improving comfort and safety.

The current tree canopy varies across the eight unincorporated communities across the Plan Area. Northern portions of the region have a high percentage of shade coverage. Altadena, Kinneloa-Mesa, and La Crescenta-Montrose have greater than one-third of the land area in their communities covered by tree canopy. Conversely, areas in the southern and eastern portions of the Plan Area, such as South San Gabriel and South Monrovia Islands, have less than 20% of their area covered by tree canopy. The average for Los Angeles County (including cities and unincorporated communities) is 18% tree canopy coverage, and thus while many of the communities in the West SGV area meet or exceed this average, additional coverage is needed to improve pedestrian comfort.



Travel Patterns and Mode Share

Travel Patterns in the Plan Area are varied. According to the LEHD Origin Destination Employment Statistics (LODES), On average, only 4% of residents with jobs work in the community where they live. This is relatively low compared to the rest of California (37%) and East San Gabriel Valley (15%). More than half of the workers in the area travel more than 10 miles one-way to where they work.

In 2022, according to the American Community Survey, the majority of commuters of employment age (16 years and older) traveled by vehicles, with 84% driving alone and 9% carpooling. Only 2% of trips to work were taken by transit and 4% taken by walk, bike, and other modes. This overall mode share pattern is similar to findings from Los Angeles County (including cities and unincorporated communities), but West SGV residents had higher vehicle uses than the County.

6.3 Issues and Opportunities

A. TRAFFIC CALMING

In WSGV, high traffic volumes on major and secondary highways increase the potential for injury collisions. Traffic calming strategies are essential to enhance the overall safety and well-being of community members, particularly for vulnerable groups including youth and older adults.

Safety enhancements and traffic calming measures needs to be prioritized on the six Collision Concentration Corridors in the WSGV communities identified in the *Vision Zero Los Angeles County* (Los Angeles County 2019) as follows:

- Altadena
 - Altadena Drive, between Marengo Avenue and Lake Avenue.
 - El Molino Avenue, between Mendocino Street and Woodbury Road.
 - Lake Avenue, between Calaveras Street and Woodbury Road.
- South Monrovia Islands
 - Live Oak Avenue, between 9th Avenue and Peck Road / Myrtle Avenue.



- South San Gabriel
 - San Gabriel Boulevard, between Potrero Grande Avenue to Hill Drive/ Paramount Boulevard.
- Whittier Narrows
 - Rosemead Boulevard, between South El Monte City Boundary to Pomona Freeway (SR-60).
 - Rosemead Boulevard, between 1100 feet south of San Gabriel Boulevard/Durfee Avenue to 3750 feet south of San Gabriel Boulevard/Durfee Avenue.

B. ACCESSIBLE TRANSIT SERVICE

Geographically, over half of the WSGV communities are currently served by existing transit services. However, the transit mode share for commute trips remains below three percent across the entire area as of 2022, according to the American Community Survey 5-Year Estimates. This can be attributed to factors such as low bus frequency, transit services not aligning with commuter travel patterns, and limited access to transit in specific neighborhoods—particularly notable in the northern regions of Altadena and La Crescenta-Montrose, as well as the western part of South San Gabriel. Moreover, the communities face challenges related to limited First Last Mile (FLM) connectivity, impeding commuters from adopting transit as their primary mode of transportation.⁹ A cross-jurisdictional coordination to improve FLM connectivity and

establishing circulatory microtransit systems that aim to expand transit accessibility to retail districts and commercial corridors in the community and nearby incorporated areas would help increase mobility and access to transit.

Despite the abundant natural resources and conservation areas within the Planning Area, gaps in transit options limit access to these recreational areas and community facilities. Additionally, microtransit options in hillside neighborhoods would help address the difficulty of walking or biking on streets with steep grades.



⁹ First Last Mile Area identified in the 2023 Active Transportation Plan are available on the FLM Dashboard: <u>https://chenryan.maps.arcgis.com/apps</u>/webappviewer/index.html?id=07c8d96e03c74ad2aa3af0e94c9d5e94.

C. COMPREHENSIVE BICYCLE NETWORK

The existing bicycle network exhibits gaps within the majority of WSGV communities and along jurisdictional boundaries. Notably, South San Gabriel lacks any bicycle facilities, and Kinneloa Mesa and South Monrovia Islands have only one segment with bikeways. Despite the presence of some bicycle facilities in Altadena and East Pasadena-East San Gabriel, connectivity among these partial networks to other recreational areas (regional parks, trails, and local parks) needs improvement to make biking more pleasant and comfortable along these streets.

Furthermore, the bicycling experience varies across different bikeway classifications. Most existing bicycle facilities in the WSGV communities are Class II bike lanes or Class III bike routes/sharrows. There is a Class IV cycle track along Rosemead Boulevard located at the border of East Pasadena-East San Gabriel, and several Class I bike paths in South Monrovia Islands and Whittier Narrows. Separated or protected bicycle lanes (Class I or IV) are generally associated with a higher level of comfort and safety compared to bike routes/sharrows (Class III). Prioritizing the selection and implementation of such facilities in the WSGV will promote safety and biking.

D. SAFE AND CONNECTED PEDESTRIAN NETWORK

A shared concern across all eight communities is the need for a safe and connected walking environment. Residents in Altadena, Kinneloa Mesa, La Crescenta-Montrose, South Monrovia Islands, and South San Gabriel have expressed a strong desire to enhance pedestrian safety in their respective communities. The pedestrians in these areas face higher levels of traffic stress while walking, attributed to factors such as high travel speeds, narrow sidewalks, sidewalk gaps, unsafe crossings, and a lack of pedestrian amenities along the primary main roads.

Furthermore, the shortage of shade compounds the challenges. The distribution of tree canopy is uneven across the WSGV communities. The average for Los Angeles County (including cities and unincorporated communities) is 18% tree canopy coverage. While many of the communities in the WSGV area meet or exceed this average, there is room for improvement. The northern communities of the Planning Area, including Altadena, Kinneloa Mesa, and La Crescenta-Montrose, have a higher percentage of tree coverage than



the southern communities, with over one-third of their communities shaded. In contrast, communities to the south of Planning Area, such as South San Gabriel and South Monrovia Islands, have less than 20% of their area covered by tree canopy.

E. ALTERNATIVE MODES FOR COMMUTERS

Data from the 2022 American Community Survey 5-Year Estimates reveals that over 90% of WSGV commuters used automobiles for their daily commute, either by driving alone or participating in carpools, indicating a higher reliance on auto transportation compared to the average in the broader Los Angeles County Unincorporated area. This high automobile dependance is due to the absence of direct transit services to major job centers, such as Downton Los Angeles. To foster a shift toward sustainable transportation choices, it is essential to establish transit services with improved peak period frequency that align with the travel patterns of commuters and the frequencies of other connecting transit services. This proactive approach would encourage residents to explore alternative, car-free modes of transportation for their daily commutes.



6.4 Goals and Policies

The General Plan sets the policy direction for all unincorporated communities in Los Angeles County. In addition to the General Plan's goals, policies, and implementation programs, the following goals, policies, and programs are applicable to the natural resources in the WSGV Planning Area. Where this Area Plan is silent on policy matters, the General Plan policies still apply.

VS 3 – Connected and Walkable Communities

Goal M-1: The mobility system consists of a robust network complete streets designed to incorporate the needs of users of all ages and abilities.

Policy M-1.1: Ensure roadway safety. Ensure that corridors connecting residential areas, employment areas, recreation, and public facilities are safe, accessible, and defensible for all users, including vulnerable populations such as youth, older adults, and people with disabilities.

Policy M-1.2: Multijurisdictional complete streets. Support multimodal infrastructure projects that promote complete streets and coordinate efforts with neighboring jurisdictions where the County shares authority of traffic control and maintenance of roadways to facilitate access to public transit stops, commercial services, community amenities, and job centers across jurisdictional boundaries.

Policy M-1.3: Prioritize environmental justice in mobility. Address inequities created by a history of car-centric design by prioritizing the mobility and safety needs of priority populations such as youth, older adults, zero-car households, and disproportionately affected communities.

Policy M-1.4: Evaluate evacuation capacity. Coordinate with the Office of Emergency Management (OEM) to evaluate evacuation capacity and consider additional emergency planning efforts to address risks exacerbated by climate change and the WSGV communities' topography such as increased flooding and wildfires.



Policy M-1.5: Use public spaces as connectivity hubs. Support the design of public spaces that incorporate the needs of transit users, pedestrians, and people on bikes, by providing amenities such as bike racks, repair stations, and real-time transit information.

Goal M-2: Provide improved access to regional and local transit service for all residents and people working in WSGV area.

Policy M-2.1: Enhance local transit services. Enhance local transit services by coordinating across multiple systems to comprehensively address transit service gaps, reduce automobile dependence, and improve local circulation by connecting residential areas, shopping streets, community facilities, open spaces, and other community destinations.

Policy M-2.2: Enhance regional transit service through partnerships. Coordinate with LA Metro and other transit agencies to advocate and encourage convenient and safe transit, pedestrian, and bicycle linkages to/from and mobility hubs to facilitate first last-mile connectivity.

Policy M-2.3: Support bus stop improvements. Partner with regional and local transit operators to support bus stops with attractive amenities, unique community branding, sustainable elements, and public art to serve as gateways to the community and promote cohesive community corridors.

Policy M-2.4: Promote accessible transit vehicles. Support the use of transit vehicles with enhanced accessibility to accommodate a wide range of mobility-aide devices and childcare instruments like car-seats and strollers.

Policy M-2.5: Community transit promotion. Partner with community members and stakeholders to assess, promote, and market transit options available in local communities.



Goal M-3: A safe, convenient, and comfortable active transportation network that fosters pedestrian and bicycle travel as healthy and sustainable modes.

Policy M-3.1: Evaluate bike network gaps. Support people on bikes by evaluating bike network gaps along jurisdictional boundaries and implementing infrastructure to close those gaps.

Policy M-3.2: Prioritize safe and connected pedestrian networks. Provide safe and connected pedestrian networks that are mindful of users, roadways, surrounding land uses, environmental conditions, and community characteristics.

Policy M-3.3: Promote neighborhood greenways. Support the planning and construction of greenways that prioritize pedestrians and cyclist safety to encourage foot traffic, reduce parking demand, and support local businesses.

Policy M-3.4: Leverage waterways as a recreational resource. Support the use of water channel rights-of-way to provide off-street multi-use paths and trails that can serve as a recreational resource and means of commuting to local job centers.

Policy M-3.5: Expand tree canopy cover. Promote the planting of locally native trees in the public right-of-way, including street trees and park trees, to provide shaded pathways, neighborhood cooling, and other benefits.

Policy MU-3.6: Enhance signage and wayfinding. Create distinctive wayfinding and signage throughout communities to facilitate active transportation connectivity and guide residents and visitors to local services and amenities.



Goal M-4: Promote other transportation demand management (TDM) strategies.

Policy M-4.1: Support TDM strategies for schools. Support and collaborate with schools, parents, and students to develop, implement, and frequently reevaluate innovative TDM strategies and programs, such as safe-routes-to-schools, that encourage active and transit modes of travel to reduce traffic congestion.

Policy M-4.2: Local TDM strategies. Coordinate with residents, employees, local businesses, transit agencies, and community-based organizations to manage congestion by developing, promoting, and marketing TDM strategies for commuting that meet the needs of WSGV residents and employees.

Goal M-5: Parking is managed to maximize land for community benefits and spaces.

Policy M-5.1: Regulate parking supply. Support and manage parking supply through implementation of time limits, pay parking, or permits, in order to improve the flow of residents, visitors, and customers.



7.1 Introduction

7.2 Cultural Resources

7.3 Goals and Policies

Sections Included

CHAPTER 7 Historic Preservation Element

7.1 Introduction

Nestled in the diverse historical tapestry of Southern California, the West San Gabriel Valley (WSGV) Planning Area comprises nine unincorporated communities with rich and varied pasts. Spanning from the pre-contact era of the indigenous Tongva people to contemporary times, this land has witnessed an intricate interplay of cultural and historical forces. The Historic Preservation Element is dedicated to guiding the identification, preservation, and celebration of the WSGV's historic and cultural resources. Emphasizing a vision of shared history and stewardship, this element underscores the significance of local historic, archaeological, and cultural districts; sites; buildings; landscapes; and landmarks. This element draws from the detailed historical insights provided in Appendix B, Historic Context Statement (HCS) and the Community Cultural Assets Brief (ESA 2023). This integration aims to bolster the economic vitality of the WSGV Planning Area but and enrich the cultural fabric and enhance the overall quality of life for its residents and visitors, fostering a deepened sense of community identity and continuity.



A. ORGANIZATION

This section summarizes the types of resources addressed in this element, and a more comprehensive description of each resource is available in the Community Cultural Assets Brief (ESA 2023) and the *HCS* for the WSGV Planning Area (see Appendix B). This section then delineates the primary issues and opportunities for preserving cultural resources, guiding the establishment of goals and policies in Section 7.3 of this element.

B. A BRIEF HISTORY OF THE WEST SAN GABRIEL VALLEY

The following information has been extracted and extensively condensed from the HCS. See Appendix B for a more detailed historical overview of the West San Gabriel Valley as well as histories of each of the nine unincorporated communities and historical themes found in the WSGV Planning Area.

The Pre-Contact Period (before 1542)

The WSGV Planning Area is located in a region traditionally occupied by the Gabrielino Indians. The term "Gabrielino" is a general term that refers to those Native Americans who were sent by the Spanish to the Mission San Gabriel Arcángel. Gabrielino villages are reported by early explorers to have been most abundant near watercourses. Gabrielino villages known to have been located within the San Gabriel Valley, either within the WSGV plan area or located nearby as mapped by the ECCA LA Area Native Village Project unless otherwise noted, and they include:

- Akuuronga, located near La Presa Avenue and Huntington Drive in San Marino;
- Sonaanga, located on the present-day grounds of San Marino High School;
- Shevaanga I (Kizh/Tongva) located in present-day Whittier Narrows, at the confluence of the Rio Hondo and San Gabriel Rivers, baptism records from the San Gabriel Mission indicate that there were 222 baptisms from this village between 1774 and 1802;
- *Topisabit* (Serrano) Located near present day Altadena/La Canada Flintridge area or possibly the Sheldon Reservoir in Pasadena. San



Fernando Mission records indicate one baptism from this village in 1801 and records from the San Gabriel Mission indicate 41 baptisms between 1774 and 1805;

• *Guayibit* (Tongva) located in western Monrovia, Baptism records from the San Gabriel Mission indicate that there were 28 baptisms from this village between 1777 and 1825.

Coming ashore on Santa Catalina Island in October 1542, Juan Rodriguez Cabrillo was the first recorded European to make contact with the Gabrielino; the 1769 expedition of Portolá also passed through Gabrielino territory.28 Native Americans suffered severe depopulation and enslavement and their traditional culture was radically altered after Spanish contact. Nonetheless, Gabrielino descendants continue to reside in the greater Los Angeles and Orange County areas including the WSGV and vicinity and maintain an active interest in their heritage and preserving it for future generations.

The Spanish Period (1542-1821)

Although Spanish explorers made brief visits to the region in 1542 and 1602, sustained contact with Europeans did not commence until the onset of the Spanish Period in the late 18th to early 19th-centuries. Europeans first traversed the San Gabriel Valley as a part of the Portola expedition, which brought the Spanish army, Catholic priests, and enslaved indigenous people to the area in 1769. The expedition's goal was to expand Spanish control of the land along the coast.

Mission San Gabriel Arcangel was founded on September 8, 1771, the fourth in a series of twenty-one missions that spread from present-day San Diego to San Francisco. The original location was near the present-day Whittier Narrows Recreation Area, ostensibly to utilize the narrowing of the valley and riverfront there. After severe floods, The Mission was relocated three miles away in 1775 to utilize the land more efficiently for agriculture and cattle grazing.

The goal for all missions were to be self-sufficient, and for that, the Spanish needed labor. Thousands of Gabrielino people were forcibly enslaved by the Spanish in a system that prohibited the practice of indigenous culture and religious tradition. By the early 1870s, most of the surviving Gabrielino people had been forced to be baptized and to enter the mission system as enslaved labor.



During this time, the Tongva and Kizh became known as Gabrielino, after missionization. They were enslaved by the missionaries and forced to construct the buildings of the mission and the infrastructure surrounding it. Mission life drastically replaced the hunting and gathering culture of the Gabrielino with a localized agriculturally based one. As was common in post-contact societies, the introduction of European diseases proved deadly to the population which had no immunity to new illnesses. Those that lived were often forced into labor and coerced into conversion to Catholicism and then referred to as "neophytes", or new convert. However, many Gabrielino rebelled against the missions; Mission San Gabriel was the site of two notable rebellions: a 1771 attack in retribution of an alleged rape of a native woman and the 1785 revolt led by Tongva leader Toypurina, a Shaman, medicine woman, and freedom-fighter, who cited the Spanish colonization. Spanish mistreatment of indigenous women and the banning of traditional practices as her motivation. The revolt failed due to a Spanish ambush, and Toypurina was imprisoned for a year and a half. The Mission residents suffered greatly at the hands of soldiers and the Native Americans were the primary workforce of California during the Mission and later Secularization periods. The missions would loan out workers to private landowners and the mission would be paid not the laborers.

The Mexican Period (1821-1848)

Mexico gained its independence from Spain in 1821 with wide-ranging impacts on the San Gabriel Valley. Eager to utilize the largely ignored Alta California, Mexico promoted the settlement of California with the issuance of land grants. In 1883, Mexico began the process of secularization of the missions, which involved reclaiming the land and distributing it to local landowners. According to the terms of the Secularization Law of 1833 and Regulations of 1834, at least a portion of the lands were to be returned to Native populations; in reality, this was a rare occurrence. The lands, livestock and equipment were supposed to be divided among the neophytes but most of these holdings fell into non-native hands and the mission buildings were abandoned and fell into decay. As difficult as mission life was for Native Americans, the process of secularization was worse. The Native Americans had been dependent on the missions for two generations and now were disenfranchised with no land or way to make a living. Most ended up working on ranchos as servants or moving to the Pueblo and conducting day labor for little to no pay.



These ranchos, as they came to be known, were often given to families who had already gained influence throughout the area. The population of the San Gabriel Valley consisted of residents who called themselves *Californios*, Spanish-speaking, predominately Catholic persons of Latin American descent who were born in the region between 1769 and 1848. The largest ranchos were around the Los Angeles Pueblo and included names that still live on in contemporary Los Angeles County such as San Rafael, San Pasqual, and Santa Anita. The Californio owners of these ranchos maintained their wealth and influence throughout the Mexican period.

American Period (1848-present)

Mexico ceded California to the United States as part of the Treaty of Guadalupe Hidalgo in 1848. While the treaty recognized the right of Mexican citizens to retain ownership of land granted to them by Spanish or Mexican authorities, claimants were required to prove their right to the land before a patent was given. The process was lengthy and difficult, and generally resulted in the claimant losing at least a portion of their land to attorney's fees and other costs associated with proving ownership.

California joined the Union as the 31st state in 1850. The County of Los Angeles was established the same year as one of the original 27 counties of California. While there were small amounts of gold found in the mountains outside the San Gabriel Valley, then known as the Sierra Madre, homesteaders who purchased land in this area found a different commodity that would transform the valley—a hub for agriculture. Building on the previously established water infrastructure of the ranchos and embracing the temperate climate, the San Gabriel Valley became the epicenter of agriculture in Southern California.

Benjamin Davis Wilson, known as Don Benito, developed agriculture on Rancho de Cuato, Rancho San Pedro, and portions of Rancho San Pasqual. Wilson brought a variety of innovations to the San Gabriel Valley, including the development of citrus and the cultivation of walnuts as a cash crop, both of which relied on the irrigation ditches on his ranch. Leonard Rose and William Wolfskill developed innovative and pioneering operations for growing wine grapes, building on Wilson's citrus cultivation, and Elias Jackson "Lucky" Baldwin became the largest landowner in the region until the 1920s. These agricultural barons would grow even wealthier when Southern California was connected to the transcontinental railroad via San Francisco on



September 6, 1876. The web of railroads sprawling across the United States allowed produce from the San Gabriel Valley to be transported across the country. Two large packing houses were located along rail lines in what is now Duarte and Monrovia, and the greater SGV as well as the "Inland Empire" were considered "citrus belts" in Southern California. By 1948, however, the largest Fruit Exchange in the WSGV, the Duarte- Monrovia Fruit Exchange, was dissolved and the locations of the fruit orchards and packing houses were replaced by suburban development.

Los Angeles County saw over 100 towns platted between 1884 and 1888; 64 of them would never become incorporated cities. It would be half a century until the type of residential development these investors dreamed of would come to fruition in the San Gabriel Valley; the WSGV would remain largely agricultural land until after World War II. The streetcar system of the early twentieth century was also a transformative urban development tool. It shaped not just transit but also land use, encouraging the development of residential areas along its routes. The early 20th-century urban form was primarily based on a grid system which was efficient for both walking and streetcar transit.

These new Angelenos flocked to the San Gabriel Mountains in the late 1800s as a part of the "great hiking era", where the health benefits of a rural day trip and vigorous exercise were promoted. Mount Wilson, named after Benito Wilson, featured one of the first large telescopes in 1889 and resulted in improvements that facilitated access to these peaks. Adventure tourism developed as a new industry in the WSGV following the turn of the century. In 1906, hikers could take a Pacific Electric Red Car and be delivered to the Mount Wilson trailhead; a road for automobiles followed in 1912. Hiking cabins and elaborate mountain resorts proliferated in the San Gabriel foothills.

Patterns of settlement in the San Gabriel Valley were predicated on control of water, not just to supply consistent irrigation to the agricultural ranches, but to the residential communities that were being plotted. Major floods led to dozens of deaths and irreparable damage to many of the mountain resorts and early housing developments. The result of this was aggressive flood control and concrete channelization of the waterways of the Los Angeles and San Gabriel rivers, primarily completed by the Army Corps of Engineers.

Workers were needed for this concentration of agricultural enterprises, which, by the 1920s, included "oranges, lemons, walnuts, apricots,



strawberries, and tomatoes, as well as dairy farms, horse ranches, and one lion ranch." By 1913, there was a significant presence of Japanese farmers in the San Gabriel Valley, who formed the Japanese Farmer's Association of the San Gabriel Valley. Labor camps, most geared towards Mexican migrant workers, sprang up throughout the San Gabriel Valley. The most famous of these, "Hick's Camp" located along the San Gabriel River, would eventually grow into a thriving barrio community with a strong Mexican identity; portions of this barrio, which spanned 22-acres, were eventually annexed into the Cities of El Monte and South El Monte and portions of Whittier Narrows Recreation Area. The increase in racial and ethnic diversity of worker and residents in the WSGV led to a significant, but short lived, presence of the Ku Klux Klan in El Monte during the 1920s. These white supremacists selected El Monte for its proximity to Los Angeles and the smaller communities of the San Gabriel Valley and Riverside County.

Following the Great Depression, residential development expanded in the San Gabriel Valley, assisted through a new, federally backed loan program. The Home Owners' Loan Corporation (HOLC) was established as a part of the New Deal to assist first time home owners through federally backed loans. To ensure their loans were given to the least risky investments, the HOLC created color-coded maps of most American cities in order to assess risk; neighborhoods that were "characterized by detrimental influences" were given the lowest grade of D and marked in red. These "redlined" neighborhoods often contained residents that were predominately Black, Mexican, or recent immigrants. The effect of this redlining was that new residential construction, funded through HOLC loans, occurred almost exclusively in White neighborhoods, effectively segregating these cities further. Many of the unincorporated areas of the West San Gabriel Valley were not redlined by the HOLC, allowing Japanese Americans and Mexican Americans to more easily purchase homes in these areas than in incorporated cities, such as Pasadena and Glendale, which were only blocks away. Altadena was notably not redlined, becoming a hub for middle-class African-Americans.

While Black residents of the San Gabriel Valley faced discriminatory actions in the pre-WWII era, a variety of groups experienced racial and ethnic discrimination, segregation, and violence. Mexican residents, who made up large portions of the agricultural work force, were sequestered in barrios without infrastructure such as running water or floors. Japanese Americans, while facing anti-Asian discrimination, often found financial privilege through their status as farm owners,



especially in the flower industry, and had a robust cultural network that cultivated ethnic solidarity. However, following the Attack on Pearl Harbor and Executive Order 9066, Japanese residents of the San Gabriel Valley were forcefully detained at Santa Anita or Pomona Assembly Centers. Many lost their homes, business, and property because of foreclosure during the War.

The passage of the Servicemen's Readjustment Act in 1944 (commonly known as the G.I. Bill), postwar economic prosperity in the US, expansion of the freeway system, and the ability to mass-produce houses led to an explosion in new residential construction. However, restrictive housing covenants meant the first wave of newly built subdivisions in the West San Gabriel Valley were purchased by White families. Racial discrimination in FHA and VA loans would only become federally prohibited in 1962.

The Los Angeles County's Regional Planning Commission adopted the Master Plan of Metropolitan Los Angeles Freeways in 1947. While focused towards the City of Los Angeles, the entire San Gabriel Galley was planned to be woven into the web of freeways with proposed names such as the Concord Parkway, the Eaton Canyon Parkway, the Ramona Freeway, and the San Gabriel River Parkway, which follows nearly an identical path to the modern I-605. Many of work campsturned-barrios, including Hicks' Camp, were razed in the 1960s and 1970s to make room for new suburban developments or the expansion of the Los Angeles freeway system. The rise in cul-de-sac neighborhoods also coincided with the suburban boom during this time.

White emigration to the West San Gabriel Valley largely ceased between 1960 and 1990. Instead, new residents to the area were largely Asian immigrants, helped significantly by the passage of the Immigration and Nationality Act of 1965. The largest wave of new residents to the San Gabriel Valley at this time were immigrants from Taiwan and Hong Kong who came to America for educational and economic opportunity, especially in the face of political strife in their homeland. Following this demographic shift, multi-generational homeownership among Mexican and Asian families was much higher in the WSGV. The West San Gabriel Valley developed as a center of Chinese settlement, with Monterey Park becoming the first majority-Asian city in the United States in the mid-1980s. Frederich Hsieh, a Chinese-born real estate developer, began to advertise the West San Gabriel Valley, and the city of Monterey Park in particular, to Chinese immigrants from Taiwan and Hong Kong.



Today, the West San Gabriel Valley functions as a large, ethnically diverse suburb of Los Angeles with a variety of smaller business centers in its midst.

7.2 Cultural Resources

Cultural resources encompass a broad range of prehistoric and historic artifacts, buildings, structures, and landscapes. These resources reflect the dynamic cultural evolution within the WSGV. This element addresses four types of cultural resources—archaeological, historic, tribal cultural, and paleontological—each containing its own unique significance.

A. TYPES OF CULTURAL RESOURCES

Historical/Architectural

Historical resources include buildings, structures, districts, landscapes, and objects generally over 45 years old with potential or recognized historical significance on a local, state, or national register of historic resources. These resources serve as tangible links to the WSGV's past through their association with historical individuals; their embodiment of key architectural styles, construction methods, or works of art; or their representation of significant historical events, periods, or patterns of social, cultural, economic, or political history that have contributed to the shaping of the WSGV's identity and landscape.

Archaeological

Archaeological resources include artifacts, structural remains, and human remains that span both the pre-contact and historic eras, revealing the daily lives, practices, and cultures of earlier inhabitants through physical remnants. These resources include pre-contact sites such as villages, temporary camps, lithic scatters,¹⁰ rock art, roasting pits/hearths, milling features,¹¹ rock features, and burials/human remains. They can also include historic resources like refuse heaps, bottle dumps, ceramic scatters,¹² privies,¹³ foundations, and human remains.



¹⁰ Lithic refuse or debris produced during flaked- or ground-stone tool manufacturing or use.

¹¹ Features upon which seeds and other plant and animal products are ground.

¹² Pottery.

¹³ Pit beneath an outhouse.

Tribal Cultural

Tribal cultural resources are integral to understanding the rich and diverse history of the WSGV. These resources encompass sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a Native American Tribe. These may include but are not limited to villages, ceremonial sites, prayer circles, sacred stones, and areas associated with traditional tribal cultural practices like gathering or ritual. The WSGV, traditionally inhabited by the Tongva people, holds numerous locations that are significant for their cultural, historical, and spiritual importance to these indigenous communities. The preservation and the recognition of tribal cultural resources are crucial not only for acknowledging and respecting the deep-rooted heritage of Native American Tribes in the region, but also for protecting and maintaining the continuity of their living cultural traditions and practices.

Paleontological

Paleontological resources, which are fossilized remains older than 5,000 years, offer insights into the ancient ecological and biological history of the WSGV. They include fossilized geological formations, animals, and plants.

B. LEGISLATIVE TOOLS

This section outlines the legislative frameworks at the local, state, and federal levels that provide the foundation for protecting historic and cultural resources in the WSGV Planning Area, as defined by the General Plan.

Local: The Los Angeles County Historical Landmarks and Records Commission reviews and recommends cultural heritage resources in unincorporated areas for inclusion on the County Register. The County's Historic Preservation Ordinance seeks to preserve, conserve, and protect buildings, objects, landscapes, and other artifacts of historical and cultural significance. County Code Section 22.124.070 Criteria for Designation of Landmarks of Historic Districts states that:

- A. A structure, site, object, tree, landscape, or natural land feature may be designated as a landmark if it is 50 years of age or older and satisfies one or more of the following criteria:
 - It is associated with events that have made a significant contribution to the broad patterns of the history of the nation, State, County, or community in which it is located;



- It is associated with the lives of persons who are significant in the history of the nation, State, County, or community in which it is located;
- It embodies the distinctive characteristics of a type, architectural style, period, or method of construction, or represents the work of an architect, designer, engineer, or builder whose work is of significance to the nation, State, County, or community in which it is located; or possesses artistic values of significance to the nation, State, County, or community in which it is located;
- 4. It has yielded, or may be likely to yield, significant and important information regarding the prehistory or history of the nation, State, County, or community in which it is located;
- It is listed, or has been formally determined eligible by the United States National Park Service for listing, in the National Register of Historic Places, or is listed, or has been formally determined eligible by the State Historical Resources Commission for listing, on the California Register of Historical Resources;
- 6. If it is a tree, it is one of the largest or oldest trees of the species located in the County; or
- 7. If it is a tree, landscape, or other natural land feature, it has historical significance due to an association with a historic event, person, site, street, or structure, or because it is a defining or significant outstanding feature of a neighborhood.
- B. Property less than 50 years of age may be designated as a landmark if it meets one or more of the criteria set forth in Subsection A, above, and exhibits exceptional importance.
- C. The interior space of a property, or other space held open to the general public, including but not limited to a lobby, may be designated as a landmark or included in the landmark designation of a property if the space qualifies for designation as a landmark under Subsection A or B, above.
- D. Historic Districts. A geographic area, including a noncontiguous grouping of related properties, may be designated as a historic district if all of the following requirements are met:
 - 1. More than 50 percent of owners in the proposed district consent to the designation;



- 2. The proposed district satisfies one or more of the criteria set forth in Subsections A.1 through A.5, above; and
- 3. The proposed district exhibits either a concentration of historic, scenic, or sites containing common character-defining features, which contribute to each other and are unified aesthetically by plan, physical development, or architectural quality; or significant geographical patterns, associated with different eras of settlement and growth, particular transportation modes, or distinctive examples of parks or community planning.

State: The California Department of Parks and Recreation's Office of Historic Preservation maintains the State Historic Resources Inventory, which is a compilation of all resources that are formally determined eligible for or listed in the National Register of Historic Places or the California Register of Historical Resources, or are designated as State Historical Landmarks or Points of Historical Interest.

The California Environmental Quality Act (CEQA) provides guidelines for the identification and protection of archaeological sites, artifacts, and paleontological resources. If a project threatens an archaeological or paleontological resource, the project is required to provide mitigation measures to protect the site or enable study and documentation of the site. Assessment of these resources requires a survey prepared by a qualified archaeologist or paleontologist. For discretionary projects on sites containing Tribal Cultural resources, CEQA may also require a monitor.

The State Historical Building Code, which was originally written and adopted in 1979, is a set of regulations that was created to improve the protection and enhancement of historic buildings and structures. The intent of the code is to protect California's architectural heritage by recognizing the unique construction challenges inherent in historic buildings and offering an alternative code to deal with these problems. This code provides alternative building regulations for the rehabilitation, preservation, restoration, or relocation of structures designated as historic buildings. The code's regulations are intended to facilitate restoration or accommodate change of occupancy to conserve a historic structure's original or restored architectural elements and features.

Federal: The Archaeological Resources Protection Act of 1979 protects archaeological resources and provides requirements for permit issuance to excavate or remove archaeological resources.



The Native American Heritage Act of 1992 provides guidelines for the protection of Native American remains and artifacts.

The National Park Service's National Register of Historic Places is the official list of the country's historic places worthy of preservation. Authorized by the National Historic Preservation Act of 1966, the National Register of Historic Places is part of a national program to coordinate and support public and private efforts to identify, evaluate, and protect the country's historic and archaeological resources.

National Historic Landmarks are nationally significant historic places designated by the Secretary of the Interior because they possess exceptional value or quality in illustrating or interpreting the heritage of the United States. Today, fewer than 2,500 historic places bear this national distinction.

Section 106 of the National Historic Preservation Act protects historic properties from potential harm caused by federal projects. It requires federal agencies to identify historic sites, evaluate potential impacts, and consult with the community to avoid or minimize adverse effects.

C. ISSUES AND OPPORTUNITIES

The Community Cultural Assets Brief (ESA 2023), together with the feedback received through community outreach, identified several issues and opportunities, summarized below, that are critical to the preservation of the WSGV's rich historical and cultural fabric. The General Plan also identified primary threats to historic, cultural, tribal cultural, and paleontological resources that are relevant for the WSGV, including "incompatible land uses and development on or adjacent to resources, a lack of local registry, and the limitations of state and federal programs to protect resources." Several County programs and initiatives offer avenues for the effective preservation of cultural resources in the WSGV Planning Area.

Diverse and Distinct Histories among WSGV Communities

The diverse and distinct histories of the WSGV's nine communities necessitate nuanced preservation strategies that honor each area's unique historical and cultural identity. The nine communities of the WSGV Planning Area exhibit diverse development histories shaped by various historical factors, resulting in distinct and sometimes unique narratives. What may be a historically appropriate narrative for



Altadena would be inappropriate for Whittier Narrows. Similarly, the pre-contact tribal history and archaeology vary among the nine communities because of factors like proximity to water and other resources, and their significance to Tribes based on pre-contact settlements.

Lack of Documentation of Historical Resources

Local, state, and federal regulations that protect historic, archaeological, paleontological, and tribal cultural resources are based on identification, significance evaluation, and designation. Although limited historic surveys with associated contexts on specific themes have been produced, no large-scale architectural surveys of the Planning Area have been completed. Without surveys that provide an in-depth analysis of existing resources, no comprehensive inventories of community assets exist, and by extension, protection is limited.

An inventory of archaeological and historical resources is essential for effective preservation and underscores the need for more extensive research and documentation.

Limited Remaining Early Historical Resources

The early American history of the WSGV Planning Area, from the early 1900s through the 1940s, was dominated by large agricultural institutions and smaller single-family farmsteads. However, the communities of the Planning Area were subject to a dramatic amount of development pressure throughout the 20th century, especially during the rapid suburbanization in the post–World War II era. There are limited historical resources remaining from the first half of the 20th century and very few potential resources that represent the early history of the area, underscoring the importance of preserving what remains.

Lack of Integrity in Existing Resources

To qualify as a historical resource, a building must have both significance and integrity.¹⁴ Although many commercial and residential resources in the WSGV Planning Area are potentially significant, they lack the required architectural or historic integrity required for designation, emphasizing the need for thoughtful preservation strategies.



¹⁴ According to the National Park Service, "integrity is the ability of a property to convey its significance." The seven aspects of integrity are location, design, setting, materials, workmanship, feeling, and association.

Countywide Historic Preservation Ordinance

Adopted by Los Angeles County in 2015, the County's Historic Preservation Ordinance (Chapter 22.124 of the Los Angeles County Code of Ordinances) "specifies significance criteria and procedures for the designation of landmarks and historic districts" to "enhance and preserve the County's distinctive historic, architectural, and landscape characteristics." The ordinance is a critical vehicle for the identification and protection of historic resources in the unincorporated areas of Los Angeles County.

Certified Local Government Program Status

The Certified Local Government Program, established through the 1980 amendments to the National Historic Preservation Act of 1966, is a program that empowers local governments in the local preservation process. It encourages the direct participation of local governments in the identification, evaluation, registration, and preservation of historic properties (National Park Service 2021). Additionally, the program promotes the integration of local preservation interests and concerns into local planning and decision-making processes. Los Angeles County, which attained official certification in 2020, is now enabled to engage more directly in federal and statewide historic preservation programs. This status also provides access to matching grant funds, fostering local preservation objectives and facilitating community-based historic preservation initiatives.

Mills Act Program

Adopted by Los Angeles County in 2013, the Mills Act (Chapter 22.168 of the Los Angeles County Code of Ordinances) provides property tax relief for owners of qualified historic properties to preserve, restore, rehabilitate, and maintain the historic character of such properties on an ongoing basis. This statewide program is considered "the most important economic incentive program in California for the restoration and preservation of historic buildings by private property owners" (California Office of Historic Preservation, undated).

Historic Context Statement

The HCS for the WSGV Planning Area (see Appendix B) serves as a foundational document, providing a pre- and post-contact history of the Planning Area, along with detailed narratives of each of the nine unincorporated communities. The general history chapter provides a



section for the Pre-Contact Period (before 1542), the Spanish Period (1542-1821), the Mexican Period (1821-1848), and the American Period (1848-present).

This essential resource offers a structured approach for evaluating potential historical resources within the WSGV. The Significant Themes chapter provides a historical narrative of the following themes in the WSGV Planning Area: Agricultural Development; Industrial Development; Infrastructure and Public Transit; Parks and Recreation; Education; Civil Rights and Social Justice; Public Arts, Music, and Cultural Celebrations; Public and Private Health and Medicine; Civic Development; Commercial Development; Residential Development; Architectural Styles, as applied to residential development; and Religion and Spirituality. For themes which appear to have multiple extant resources, the chapter provides registration requirements for evaluation.

The HCS also identifies recommendations for potentially significant individual resources and potential historic districts and provides recommendations for future historical research and preservation efforts.

Community Historical Knowledge

Fostering a collaborative environment is vital for capturing and interpreting the diverse and rich heritage of the WSGV Planning Area. Community members of the WSGV possess invaluable, often intangible knowledge of their own communities' histories and cultures, which can be critical in identifying, interpreting, and preserving the area's historic, archaeological, and tribal resources. Recognizing and actively engaging with this local expertise can greatly enrich the preservation process.

7.3 Goals and Policies

The following goals, policies, and actions specifically address historic preservation issues and opportunities within the Planning Area, complementing the broader framework established in the Conservation and Natural Resources Element of the General Plan (LA County Planning 2022a). These goals, policies, and actions are designed to work in tandem with the General Plan's goals, policies, and implementation programs, providing a focused approach to historic preservation in the Planning Area.



VS 4 – Strong Social and Cultural Cohesion

Goal CR-1: Unincorporated communities with unique historic and cultural identities that foster a sense of place and community pride.

Policy CR-1.1: Foster community pride. In partnership with educational institutions, local historical societies, community organizations, and other interested groups, establish a sense of local ownership and civic pride for each community in the WSGV through educational programming, celebrations, and other activities.

Policy CR-1.2: Emphasize and celebrate community histories through built-environment enhancements. Accentuate and celebrate the unique historical attributes and narratives of each community, and support initiatives such as public art installations that incorporate local history and tribal narratives in their themes and styles.

Goal CR-2: High priority placed on identifying, evaluating, and preserving historic resources across communities, enhancing the historical and cultural fabric of the WSGV.

Policy CR-2.1: Evaluate historic resources. Support the identification and evaluation of historic properties and districts with potential historic significance, prioritizing those outlined in the WSGVAP Historic Context Statement.

Goal CR-3: Unique historical and cultural roots of each WSGV community are integrated and reflected in the built environment.

Policy CR-3.1: Facilitate adaptive reuse. Promote and foster collaboration between the County, property owners, developers, and community groups for the rehabilitation and adaptive reuse of historic buildings. Encourage mixed-use development with the colocation of housing and historic storefronts.



Goal CR-4: Comprehensive identification and evaluation of historic and cultural resources, archaeological resources and paleontological resources, which enrich the understanding and preservation of the WSGV's prehistoric and ancient past and understanding of its ecological and climatic history.

Policy CR-4.1: Integrate historic and cultural resources and archaeological insights into planning. Incorporate knowledge of each community's unique historical and cultural roots and archaeological resources into planning decisions to respect culturally sensitive areas.

Policy CR-4.2: Assess paleontological resources. Evaluate and monitor potential paleontological resources within the Planning Area for conservation and scientific understanding.

VS 6 – Equitable Decision Making

Goal CR-5: Collaboration among various stakeholders, including local communities, government agencies, and cultural groups, integrating tribal perspectives and knowledge into planning and preservation efforts.

Policy CR-5.1: Foster meaningful tribal consultation. Engage in ongoing, project-specific, and land-specific tribal consultations to ensure that tribal consultation is meaningful, respectful, and tailored to the specifics of each project, land area, and Tribe involved to adequately understand and mitigate impacts to tribal cultural resources.



- 8.1 Introduction
- 8.2 Altadena
- 8.3 East Pasadena–East San Gabriel
- 8.4 Kinneloa Mesa
- 8.5 La Crescenta-Montrose
- 8.6 San Pasqual
- 8.7 South Monrovia Islands
- 8.8 South San Gabriel
- 8.9 Whittier Narrows and South El Monte Island

Sections Included

CHAPTER 8 West San Gabriel Valley Unincorporated Communities

8.1 Introduction

The purpose of this chapter is to implement the West San Gabriel Valley (WSGV) areawide vision statements and goals as presented in previous chapters, at the community scale, as applicable. The WSGV Area Plan (WSGVAP) is comprised of the following nine unincorporated communities within WSGV:

- Altadena
- East Pasadena-East San Gabriel
- Kinneloa Mesa
- La Crescenta-Montrose
- San Pasqual
- South Monrovia Islands
- South San Gabriel
- Whittier Narrows
- South El Monte Island

Each community section includes an introduction, community-specific issues and opportunities, and community-specific policies tailored to



address the distinct character, needs and priorities within each community. The community-specific policies were guided and developed through input shared by residents during community outreach and engagement activities.

8.2 Altadena

A. INTRODUCTION

Altadena is an unincorporated community in Los Angeles County just north of the City of Pasadena in the northwest part of West San Gabriel Valley. The 8.5 square mile community is home to a population of 43,344 people. Altadena is bounded on three sides by open space including the Arroyo Seco, Angeles National Forest, and Eaton Canyon, providing access to parks, trails and recreational amenities. Parts of northern Altadena bordering the Angeles National Forest fall within the Altadena Foothills and Arroyos Significant Ecological Area (SEA).

Prior to the housing boom that followed World War II and brought widespread residential development to Altadena, many notable properties were erected by early residents. Built in the traditional architectural styles of the era, these properties include the McNally House, the Holmes House, and the Zane Grey Estate. Today, the community is largely characterized by single-family homes. Some multi-family residences are located near commercial corridors, including Lake Avenue, Altadena Drive, Fair Oaks Avenue, Lincoln Avenue, and Washington Boulevard. In addition to access to open space, Altadena contains numerous public facilities, including schools, libraries, supermarkets, and a weekly farmers market.

B. ISSUES AND OPPORTUNITIES

This section presents a summary of issues and opportunities learned from community feedback and an analysis of existing conditions in the community. These issues and opportunities inform the preparation of community-specific land use, zoning, and policies for Altadena.

1. Housing

Aging housing stock and high housing costs. A significant portion of the housing units in Altadena were built before 1979. This aging



housing stock, combined with a low vacancy rate, contributes to high housing costs and a limited supply of affordable housing.

Rent burden. While there is a relatively low number of renters compared to homeowners, nearly half of Altadena's residents who rent their homes are classified as rent-burdened.

2. Mobility

Topography. Topographic constraints can be a barrier to walking or biking for some residents. Promoting transit for streets in the hillsides is a possible solution to this issue.

Pedestrian safety and connectivity. For walkability and pedestrian safety, continuous and uniform sidewalks should be provided along major corridors and routes to local amenities. Sidewalk gaps exist along Altadena Drive, Fair Oaks Avenue, and Lincoln Avenue. In addition, many neighborhood roads do not have sidewalks, impacting residents ability to walk to amenities, including Loma Alta Park, Hahamongna Watershed Park, Eaton Canyon, and local trails. Residents have expressed a desire for off-road pathways made of non-concrete surfaces to preserve the community's rural character, which may also double as equestrian trails. Furthermore, the combination of wide roads, large curb radii, and elevated vehicle speeds increase pedestrian exposure and creates uncomfortable crossing environments, particularly at the intersections of Lake Avenue/Altadena Drive, Altadena Drive/Allen Avenue, New York Drive/Allen Avenue, and Fair Oaks Avenue/Mariposa Street.

Bicycle safety and connectivity. Altadena has a bicycle network with approximately seven miles of designated bikeways. However, there are significant network gaps between neighborhoods and community destinations. Certain streets exhibit collision hotspots, posing significant safety concerns for pedestrians, bicyclists, and motorists within the communities. Among these streets are Altadena Drive and Mendocino Street Collision data point to the need to focus safety improvements on Altadena Drive, Lake Avenue, and Woodbury Road and continue to monitor collision data to guide safety improvement priorities.

Obstructions to evacuation routes. Neighborhoods situated north of Loma Alta Drive fall within the Fire Hazard Severity Zones. Residents have reported instances of vehicles parking and obstructing evacuation routes.



Transit. Existing fixed transit services cover the south portion of the community, with limited facilities serving areas north of Altadena Drive and New York Drive. Neighborhoods north of Loma Alta Drive are not served by Metro Micro transit. Moreover, the existing bus frequency falls short of meeting the needs of residents, revealing a gap in transit adequacy. This issue is particularly pronounced in relation to commuter travel to key job centers, like Burbank and downtown Los Angeles. There is also an absence of transit serving key recreational destinations, including the Sam Merrill Trail, Upper Arroyo Seco Trail, Eaton Canyon Trail, and Chaney Trail.

3. Land Use and Community Design

Diversification of land uses. Lake Avenue presents an opportunity to provide a greater mix of land uses, including pedestrian and active transportation connectivity, enhanced community identity, beatification, and economic development.

4. Equitable Altadena

West Altadena. Due to historical disinvestment, West Altadena should be prioritized for investments in local infrastructure for access to recreation, walkability, transit, and traffic calming, with resources to support the development of locally-owned commercial services and goods along Lincoln Avenue.

C. COMMUNITY-SPECIFIC POLICIES

The following provides the policies for Altadena, organized to implement each of the six elements of the Area Plan and address the community-specific issues and opportunities presented above. Each policy is linked to a relevant vision statement (referenced as "VS"), as presented in Chapter 1, *Introduction*, of this Area Plan.

VS 1 – Harmonious and Coordinated Growth

Policy AL-1.1: Orderly and sustainable growth. Focus moderate growth along primary roads such as Lake Avenue, Lincoln Avenue, Washington Boulevard, and Allen Avenue where access to services, amenities, existing infrastructure, and transit is higher. Ensure development fits the community character.

See Land Use Policy LU-1.1.

Policy AL-1.1



COMMERCIAL CENTERS AND CORRIDORS

See Land Use Policy LU-6.2.

Policy AL-1.2

See Land Use Policy LU-3.4.
Policy AL-1.3

Policy AL-1.2: Commercial accessory units. Allow for commercial accessory units on corner lots along east west corridors, including East and West Altadena Drive.

Policy AL-1.3: Vibrant commercial corridors. Support Lake and Lincoln Avenues as vibrant, walkable mixed-use commercial districts with public realm improvements, local services, and amenities that serve local residents, with particular attention to the needs of West Altadena residents.

PARKS, OPEN SPACES, AND TRAILS

Policy AL-1.4: Complete Altadena Crest Trail connectivity. Support the completion of the Altadena Crest Trail and close gaps to create a continuous trail, avoiding impacts to sensitive resources.

Policy AL-1.5: Additional park resources. Support additional resources for park space and varied amenities in the southern portion of Altadena. Despite Altadena's overall low park need, the community lacks gathering spaces with amenities like group picnic areas and event spaces, as well as support facilities such as concessions and restrooms.

Policy AL-1.6: Support nightly trail gate closures. Support the consistent nightly closure of the Chaney Trail gate and other trail gates to prevent nuisances from improper use, wildfires, and other threats that can cause harm to wildlife and locals.

Policy AL-1.7: Address trail user conflicts. Support increased trail safety and reduced user conflict by designating specific trails as equestrian and hiking only, and prohibit biking on such designated trails, to help prevent conflicts with mountain bikers who proceed at higher speeds, frighten horses, and cause increased trail erosion and alteration.

Policy AL-1.8: Improvements for Farnsworth Park. Support additional funding and resources to improve and expand park space at Charles Farnsworth Park, along the North Marengo Avenue side, with amenities that support the recreational needs of the local community.

See Land Use Policy LU-5.7.

Policy AL-1.5

See Land Use Policy LU-5.7.

Policy AL-1.8



HOUSING

Policy AL-1.9: Promote mixed use development. Facilitate mixed-use developments along major streets such as Lake Avenue, Altadena Drive, Fair Oaks Avenue, Lincoln Avenue, and East Washington Avenue.

Policy AL-1.10: Support multifamily housing. Support the development of multifamily housing along Altadena Drive, Lincoln Avenue, Allen Avenue, and New York Drive by prioritizing infrastructure investments in these areas to allow for increased density.

VS 2 – Connected and Walkable Communities

WALKING, BIKING, AND TRANSIT

Policy AL-2.1: Increase sidewalk continuity. Preserve the existing mature tree inventory and canopy while prioritizing capital improvement projects that fill existing sidewalk gaps in Altadena to connect residential areas with commercial corridors and other community destinations. Consider using appropriate alternatives to concrete that complement the community's character.

Policy AL-2.2: Improve intersections and crosswalks. Improve high-stress crossings, such as the intersection at Altadena Drive and Lake Avenue, and other widely spaced intersections with improvements including mid-block crossings, protected left turns, pedestrian refuge islands, and similar enhancements.

Policy AL-2.3: Improve traffic calming for safe walking, biking, and horseback riding. Install traffic calming measures on primary and secondary roads to deter unsafe driving, prioritizing the safety of active transportation users and equestrians over traffic flow.

Policy AL-2.4: Promote a connected bike network. Create a connected network of protected bike lanes ranging from north-south and east-west throughout the community, including connections to open spaces at Hahamongna and Eaton Canyon.

Policy AL-2.5: Address safety issues of existing bicycle facilities. Provide safety treatments, such as separated and protected bikeways, to minimize the frequency and severity of collisions and enhance safety.

See Land Use Policy LU-3.7.
Policy AL-1.9

See Land Use Policy LU-3.1.
Policy AL-1.10

See Mobility Policy M-3.2. Policy AL-2.1

See Mobility Policy M-3.2.

Policy AL-2.2

See Mobility Policy M-3.1. Policy AL-2.4



See Land Use Policy LU-5.8.

Policy AL-2.6

Policy AL-2.6: Prioritize shared use paths. Prioritize shared use paths¹⁵ connecting from neighborhoods to open spaces and trails to build a network that provides equitable access to recreational opportunities for all residents.

Policy AL-2.7: Promote hillside transit service. Promote transit service for hillside communities where walking or biking is difficult.

EQUESTRIAN FACILITIES

Policy AL-2.8: Preserve and enhance equestrian culture. Preserve the equestrian district and enhance equestrian culture, by seeking additional resources to maintain and improve equestrian facilities in the community, seeking to engage local equestrians in the process.

Policy AL-2.9: Support development of an equestrian trail on Loma Alta. Support the design and implementation of an off-road pathway for equestrian and pedestrian use along Loma Alta Drive to directly connect local equestrian facilities, trails, and open spaces.

VS 3 – Strong Social and Cultural Cohesion

Policy AL-3.1: Create convenient community gathering spaces. Create community gathering areas along Lake Avenue and Lincoln Avenue and other areas where access to existing

VS 4 – A Thriving Business Friendly Region

BUSINESS DEVELOPMENT AND REVITALIZATION

amenities and services is high.

Policy AL-4.1: Establish a biosciences hub. Encourage growth of biosciences and sustainable industries along with supportive commercial uses and bike- and pedestrian-friendly infrastructure in the business park area along Woodbury Road to create a vibrant employment and commercial corridor.

See Land Use Policy LU-8.2.
Policy AL-3.1

See Land Use Policy LU-6.4.

Policy AL-4.1



¹⁵ Shared use paths offer network connectivity opportunities beyond that of the roadway network. These facilities are often located in parks, along rivers, beaches, and in greenbelts or utility corridors where there are few conflicts with motorized vehicles (FHWA 2016).

VS 6 – Equitable Decision Making

Policy AL-6.1: Invest in West Altadena. Invest in the historically redlined area of West Altadena to support infrastructure improvements, beautification of commercial corridors, growth of local small businesses, and enhanced access to parks and public facilities to promote community wellbeing.

8.3 East Pasadena-East San Gabriel

A. INTRODUCTION

East Pasadena–East San Gabriel consists of two neighboring unincorporated areas: East Pasadena and East San Gabriel. These census-designated places (CDP) cover approximately four square miles, with a total population of 26,807, resulting in a population density of around 6,700 people per square mile. The community borders Pasadena to the north, San Marino to the west, Arcadia to the east, and Temple City, San Gabriel, and Rosemead to the south. The primary land use in this area is dedicated to low-density single-family housing, accompanied by some multi-family housing concentrated near commercial corridors. These residential units typically range from one to three stories in height. The streets in the community exhibit a combination of grid patterns and cul-de-sacs, with occasional road curves around larger properties.

Rosemead Boulevard divides the area from north to south, serving as the primary location for commercial properties. On the northern edge, East Colorado Boulevard is lined with hotels, restaurants, and other businesses. Additionally, Huntington Drive runs from east to west through the community, featuring a few businesses and community amenities. In the southernmost part of East Pasadena–East San Gabriel, industrial land uses are found along Walnut Grove Avenue. Despite proximity to industrial land uses, this community is not classified as disadvantaged communities according to the CalEnviroScreen 4.0 tool, indicating that it does not experience significant environmental burdens. East Pasadena—East San Gabriel residents enjoy convenient access to various amenities, including schools, grocery stores, and parks, either within the community or nearby.



B. ISSUES AND OPPORTUNITIES

This section presents a summary of issues and opportunities learned from community feedback and an analysis of existing conditions in the community. These issues and opportunities inform the preparation of community-specific land use, zoning, policies, and programs for East Pasadena–East San Gabriel.

1. Housing

Aging Housing stock and high housing costs. As seen throughout the WSGV, a majority of the housing in East Pasadena–East San Gabriel was built prior to 1979. Aging housing stock, combined with a low vacancy rate and primarily single-family dwellings, can result in high housing costs.

Rent burden. Households who spend 30 percent of their income on rent are considered rent-burdened. 57.2 percent of renters in East Pasadena–East San Gabriel are rent-burdened, which is about 3 percent higher than the county average.

2. Mobility

Rosemead Boulevard safety. Injury collision data reveal the need to address certain areas along Rosemead Boulevard including near its intersection with Colorado Avenue, Del Mar Boulevard, California Boulevard, Huntington Drive, and Duarte Road. Half of the community's pedestrian-involved collisions occurred along Rosemead Boulevard, which indicates safety treatments along this corridor should be explored further.

Bicycle facilities. There were six bicycle-involved collisions that occurred along Huntington Drive and five along Duarte Road from 2018 through 2022. Though a proposed Class II bike lane along Huntington Drive will close gaps in the active transportation network, new facilities should integrate additional safety infrastructure to protect people on bicycles along major corridors.

Pedestrian facilities. The tree canopy coverage in East San Gabriel is less dense than in East Pasadena, especially in the areas furthest south and east of Rosemead Boulevard. Some residential areas and community resources do not have continuous sidewalks and sufficient



pedestrian amenities, such as wayfinding, striping, crosswalks, etc. contributing to gaps in the active transportation network.

Sierra Madre Villa Station Transit-Oriented District (TOD). The northwestern portion of East Pasadena–East San Gabriel is located within a Transit-Oriented District, providing opportunities for new residential development to be located near transportation and community amenities.

3. Land Use and Community Design

Land use policy. The General Plan designates most of the land in East Pasadena–East San Gabriel as lower-density residential development, primarily characterized by single-family homes. Expanding the opportunity for diverse housing stock can lower housing costs and address the missing middle housing options.

Community Standards Districts (CSDs). The standards established by the East Pasadena–East San Gabriel Community Standards District (CSD) and the Chapman Woods CSD for multifamily housing provide the opportunity for future development to be consistent in scale and architectural style contributing to a cohesive community character.

Community amenities. Community amenities including recreational facilities, social gathering spaces, neighborhood-serving retail, and new green spaces, should be included in places where people already congregate, such as areas nearby existing amenities, such as elementary schools, parks, and grocery stores.

Underutilized sites. Explore possibilities for adaptive reuse of a site that can be transformed into a community-serving amenity to foster social gathering and to enrich the neighborhood with a valuable resource.

4. Community and Population Characteristics

Income and education. High levels of educational attainment and above-average median household income in East Pasadena–East San Gabriel offer a strong foundation for economic stability and incorporating economic development into future planning efforts, but allocating resources to support residents who fall below the income and education averages advances equity and fosters inclusion within the community.



Diversity. A sense of community and shared understanding in East Pasadena–East San Gabriel can be supported through embracing the diversity of the community, including a substantial Asian American population, promoting cultural exchange and inclusivity, and fostering a more vibrant and united environment for all residents.

Community identity. Fostering a collective community identity in East Pasadena–East San Gabriel supports improved community coordination and more civic engagement with surrounding cities and other unincorporated communities in the County.

C. COMMUNITY-SPECIFIC POLICIES

The following provides the policies for East Pasadena-East San Gabriel, organized to implement each of the six elements of the Area Plan and address the community-specific issues and opportunities presented above. Each policy is linked to a relevant vision statement (referenced as "VS"), as presented in Chapter 1, *Introduction*, of this Area Plan.

VS 1 – Harmonious and Coordinated Growth

Policy EPES-1.1: Identify opportunities for affordable housing. Encourage the development of multifamily housing units, particularly along transit corridors and commercial and mixed-use zones such as Rosemead Boulevard, Huntington Drive, and East Colorado Boulevard, to provide a range of housing options for residents.

Policy EPES-1.2: Explore sites for joint-use facilities. Explore partnerships with elementary schools in East Pasadena-East San Gabriel, and other underutilized public spaces such as the former Wilson Middle School campus, for joint use of facilities and resources.

Policy EPES-1.3: Reduce light pollution. Promote the use of lighting technology that reduces streetlight glare and light pollution in residential neighborhoods.



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See Land Use Policy LU-3.1.

Policy EPES-1.1

See Public Services and Facility Policy PSF-2.7.

Policy EPES-1.2

Policy EPES-1.4: Encourage cross-jurisdictional partnerships and coordination. Encourage coordination and communication with the cities of Pasadena, Arcadia, San Marino, Temple City, San Gabriel, and Rosemead in the maintenance, infrastructure planning, and enforcement of the public realm, especially along community boundaries.

Policy EPES-1.5: Support the provision of additional park resources. Support the dedication of additional resources for the provision of park space in the southern portion of East Pasadena– East San Gabriel, which has a very-high park need (LACDPR 2022b).

VS 2 – Connected and Walkable Communities

WALKING, BIKING AND TRANSIT

Policy EPES-2.1: Promote transit-oriented design. Facilitate transit-oriented land uses and pedestrian-oriented design within the Sierra Madre Transit-Oriented District, with a focus on the first/last mile connections to the Metro A Line Sierra Madre Villa Station.

Policy EPES-2.2: Improve safety on Rosemead Boulevard.

Improve safety for pedestrians and cyclists on Rosemead Boulevard during routine maintenance by adding signs, road markings, and signal improvements.

Policy EPES-2.3: Enhance pedestrian facilities along Rosemead Boulevard. Enhance pedestrian facilities along Rosemead Boulevard, including locally native street trees and vegetation, sidewalks, pedestrian crossings, and street lighting to ensure safety and comfort.

Policy EPES-2.4: Improve sidewalk continuity. Improve sidewalk continuity and safety throughout the community to connect residential areas with commercial corridors along Rosemead Boulevard and Huntington Drive and other community destinations by closing existing sidewalk gaps and prioritizing capital improvement projects.

Policy EPES-2.5: Enhance bicycle facilities. Integrate additional safety infrastructure and bicycle facilities along Huntington Drive and Duarte Road.

See Land Use Policy LU-5.9.

Policy EPES-1.5

See Mobility Policy M-3.2.

Policy EPES-2.3

See Land Use Policy LU-8.2.

Policy EPES-2.6

Policy EPES-2.6: Support social gathering places. Prioritize places for social gathering along Rosemead Boulevard where access to existing services and amenities is high, especially near intersections with Huntington Drive and Duarte Road.

VS 4 – A Thriving Business Friendly Region

Policy EPES-4.1: Focus improvements along Rosemead Boulevard. Focus business revitalization and public realm improvements along Rosemead Boulevard to support the development of locally owned shops and improved pedestrian facilities.

Policy EPES-4.2: Create a vibrant downtown corridor. Provide a vibrant downtown corridor along Rosemead Boulevard with a diverse mix of locally serving businesses within walking distance of neighborhoods.

VS 5 – Sustainable Built and Natural Environment

Policy EPES-5.1: Create walking paths along utility corridors. Support the creation of walking paths along the utility corridor adjacent to Eaton Wash while preserving existing agricultural uses and nurseries.

8.4 Kinneloa Mesa

A. INTRODUCTION

Kinneloa Mesa, situated in the northern part of the WSGV Plan Area, is a census-designated place (CDP) encompassing approximately 1.6 square miles and with a population of 845 residents. The community is bordered by Altadena to the west, the City of Pasadena to the south, and the City of Arcadia to the east, with the expansive Angeles National Forest encompassing its northern border.

Used for agriculture prior to suburban development, the community today predominantly consists of undeveloped open spaces in its northern region and low-density residential neighborhoods to the south, resulting in a dispersed development pattern. The prevalent housing type in Kinneloa Mesa is single-family homes, typically one to three stories in height, strategically positioned to make the most of the area's hilly terrain. The layout of the residential areas features meandering



streets, numerous cul-de-sacs, and a significant number of private driveways. Commercial activities and public services within the community are limited, though some amenities, such as schools and a church, are available. Residents benefit from easy access to hiking trails along the northwestern boundary, adjacent to Altadena.

B. ISSUES AND OPPORTUNITIES

This section presents a summary of issues and opportunities learned from community feedback and an analysis of existing conditions in the community. These issues and opportunities inform the preparation of community-specific land use, zoning, and policies for Kinneloa Mesa.

1. Housing

Housing diversity. Existing residential development in Kinneloa Mesa is limited to single-family homes. The limited housing diversity can lead to limited alternative housing options for a diverse range of existing and future residents.

2. Mobility

Transit. Kinneloa Mesa is near the Sierra Madre Villa Station, a stop on the Metro A Line, which provides transit access to the broader region. However, given the unique location and topography of Kinneloa Mesa, transportation facilities in the community are limited, with fixed public transit and bicycle facilities exclusively provided along New York Drive and Sierra Madre Boulevard. Residents north of Mesaloa Lane and Fairpoint Street are beyond one half-mile walking distance from an existing transit stop. Although those living south of Kinneloa Canyon Road have access to Metro Microservices, few neighborhoods north of Kinneloa Canyon Road have access to transit. Due to the nature of the community's recreational areas, there are opportunities to extend transit or consider Metro Micro transit to connect local residents to these destinations.

Pedestrian facilities. Most residential neighborhoods in the hillside areas have limited right-of-way widths and are facing the challenge of an absence of continuous sidewalks and other pedestrian amenities.



3. Land Use and Community Design

Access to amenities. Kinneloa Mesa is a relatively isolated residential community with no options for commercial needs and public services close to its boundary.

VHFHZ and limitations to development. Kinneloa Mesa's location within Very High Fire Hazard Zones and the presence of significant ecological areas in the northern part of the community impose significant limitations on future development. Regulations for ordinary maintenance, repair and alterations of existing buildings, as well as new development are subject to much stricter building code regulations to ensure fire, life, and safety measures are met. These stricter code requirements often result in much higher permitting fees and construction costs and could limit future new development and increased density in this community.

Open space access. Kinneloa Mesa has a large portion of land dedicated to open space and is located right next to the Angeles National Forest. Residents have access to trails for hiking and outdoor recreation.

4. Community and Population Characteristics

Population diversity. Kinneloa Mesa exhibits low levels of population diversity. When certain populations are underrepresented in an area, there may be barriers or trends that have contributed to their exclusion.

Income and education. The high levels of educational attainment and above-average median household income in Kinneloa Mesa offer a strong foundation for future planning efforts geared toward promoting economic stability. Additionally, the County can consider allocating resources to support residents who fall below the income and education averages, thus advancing equity and fostering inclusion within the community.

C. COMMUNITY-SPECIFIC POLICIES

The following provides the policies for Kinneloa Mesa, organized to implement each of the six elements of the Area Plan and address the community-specific issues and opportunities presented above. Each policy is linked to a relevant vision statement (referenced as "VS"), as presented in Chapter 1, *Introduction*, of this Area Plan.



VS 2 – Connected and Walkable Communities

Policy KM-2.1: Promote access to transit service. Promote access to transit service for hillside neighborhoods in Kinneloa Mesa to foster connections to the goods, services, and employment centers.

Policy KM-2.2: Improve sidewalk connectivity. Work with community members and stakeholders to identify locations for improvements to address existing sidewalk gaps and other pedestrian needs.

8.5 La Crescenta-Montrose

A. INTRODUCTION

La Crescenta-Montrose is a census-designated place (CDP), located at the northwest corner of the WSGV planning area, that encompasses the historically separate communities of La Crescenta and Montrose. La Crescenta, the larger of the two, is located to the north of the I-210 freeway. Montrose is a planned subdivision dating from the early 1920s and is currently bisected by I-210. The 3.45 square-mile area is surrounded by the city of Glendale to the south and west and the city of La Canada Flintridge to the east. The majority of the area's northern boundary directly abuts the San Gabriel Mountains (National Forest land), with a small portion of the northern boundary abutting Glendale parks and open space. The total population of this community is 19,893, with a population density of 5,766 people per square mile. Most land use is dedicated to residential zoning, primarily single-family homes. Commercial corridors along Foothill Boulevard feature various businesses, including pharmacies, medical offices, and grocery stores. The La Crescenta Library, managed by the County, serves the La Crescenta–Montrose community.

B. ISSUES AND OPPORTUNITIES

This section presents a summary of issues and opportunities learned from community feedback and an analysis of existing conditions in the community. These issues and opportunities inform the preparation of community-specific land use, zoning, and policies for La Crescenta-Montrose. See Mobility Policy M-2.1.

Policy KM-2.1

See Mobility Policy M-3.2. Policy KM-2.2



1. Housing

Aging housing stock and high housing costs. A significant portion of the housing units in La Crescenta-Montrose were built before 1979, making them at least 44 years old. This aging housing stock, combined with a low vacancy rate, can contribute to high housing costs in the community.

2. Mobility

Access to transportation. The major travel corridors, including highways and public transit, are clustered in the southern part of La Crescenta-Montrose. While the southern portion of La Crescenta-Montrose is better-served by public transit, and even includes a Commuter Express route with service to Downtown Los Angeles, the majority of the residential neighborhoods in the northern portion of the community are not close to public transit or major highways. which could be a reason why fewer people in La Crescenta-Montrose use public and active transit than the county average. Access to fixed transit along Foothill Boulevard from northern neighborhoods is limited due to hilly topography and limited pedestrian infrastructure connecting to transit stops.

Safety. Certain streets and corridors exhibit collision hotspots, posing significant safety concerns for pedestrians, bicyclists, and motorists within the community. Clusters of collisions can be found along the Foothill freeway, with concentrations near the ramps on La Crescenta Avenue and Ocean View Boulevard, as well as along Ramsdell Avenue. More than half of the community's pedestrian-involved collisions occurred along Foothill Boulevard, which indicates safety treatments in this corridor should be explored further.

Transit accessibility. The Glendale Dial-a-Ride program provides curb-to-curb transportation service that includes LA Crescenta-Montrose, but only seniors and people with disability qualify.

Active transportation. The four major north-south corridors that connect residential areas to community resources have a relatively high level of traffic stress, including Ramsdell Avenue, La Crescenta Avenue, Rosemont Avenue, and Briggs Avenue. Residents living along these corridors face sidewalk gaps, steep grades, and limited pedestrian amenities. As the main commercial corridor in La Crescenta-Montrose, Foothill Boulevard does not have sufficient tree



canopy and pedestrian amenities to support the high-quality pedestrian environment of a neighborhood corridor.

Mode share. The mode share (during 2022) of commuters in La Crescenta-Montrose showed the highest vehicle usage (97.4%) among all WSGV communities. This is in part due to limited transit service and a lack of active transportation facilities in the community.

3. Land Use and Community Design

Very High Fire Hazard Severity (VHFHS) Zone. The northern half of La Crescenta-Montrose is located within a VHFHS Zone and is almost completely surrounded by VHFHS zones on all sides. Regulations for ordinary maintenance and repair and alterations of existing buildings, as well as new development are subject to much stricter building code regulations to ensure fire, life, and safety measures are met. These stricter code requirements often result in much higher permitting fees and construction costs and could limit future new development and increased density in those areas.

Community amenities. Though La Crescenta-Montrose is served by a library facility, the community does not contain a dedicated community center. Community amenities, including athletic facilities, teen hang-out spaces, small retail clusters, and separated green spaces, should be included in places where people already congregate, such as in areas nearby existing amenities, such as elementary schools, parks, and grocery stores.

Open space programs. La Crescenta-Montrose is home to the Rosemont Preserve, featuring 7.6 acres of natural open space and protected wilderness land in La Crescenta. The Preserve's customized, free educational field trip programs for schools in Los Angeles County, provides an equitable and accessible educational opportunity for youth of all ages to learn about a variety of topics, including Native American and regional California history, native plants, water conservation, and geology. Collaborative partnerships should ensure that resources like Rosemont Preserve are made even more accessible and connective to larger open space areas of the San Gabriel Mountains.

4. Community and Population Characteristics

Diversity. A sense of community and shared understanding in La Crescenta-Montrose can be supported through embracing the diversity of the community, including a substantial Korean American population



(13 percent), promoting cultural exchange and inclusivity, and fostering a more vibrant and inclusive environment for all residents.

C. COMMUNITY-SPECIFIC POLICIES

The following provides the policies for La Crescenta-Montrose, organized to implement each of the six elements of the Area Plan and address the community-specific issues and opportunities presented above. Each policy is linked to a relevant vision statement (referenced as "VS"), as presented in Chapter 1, *Introduction*, of this Area Plan.

VS 1 – Harmonious and Coordinated Growth

LAND USE PLANNING AND DEVELOPMENT FOCUS

Policy LCM-1.1: Focus growth around Foothill Boulevard. Focus growth along Foothill Boulevard to enhance access to services, amenities, existing infrastructure, and transit. Support development that increases the diversity of existing businesses, increases pedestrian and bicyclist activity and fits the community's scale and character.

Policy LCM-1.2: Promote housing diversity. Promote the development of missing-middle housing types, such as townhouses, duplexes, and triplexes, proximate to Foothill Boulevard, Montrose Avenue, and Honolulu Avenue, where feasible, to increase the availability of community-scale housing in high-amenity areas while maintaining the surrounding neighborhood characteristics.

Policy LCM-1.3: Discourage development in hazard zones.

Discourage development in hazardous and sensitive areas including Very High Fire Hazard Severity (VHFHS) and environmentally sensitive wildland areas in the northern portion of the community adjacent the San Gabriel Mountains.

Policy LCM-1.4: Provide community benefits. Support projects that provide community benefits that promote pedestrian vibrancy and activity along Foothill Boulevard, such as community facilities, small business retail and eateries, open space, and infrastructure improvements.



Policy LCM-1.1

See Land Use Policy LU-3.1.

Policy LCM-1.2

See Land Use Policy LU-2.1.

Policy LCM-1.3

See Economic Development Policy ED-2.8.

Policy LCM-1.4



Policy LCM-1.5: Support context-specific design standards. Support designs that honor the community's foothill characteristics and mountainous backdrop to ensure the retention of the area's identity, by using local materials such as river rock, natural stone, and native plants.

Policy LCM-1.6: Foothill community character. Support residential development that is in scale with existing development and emphasizes the characteristics of a foothill community and views of the San Gabriel Mountains.

PARKS AND GREENSPACES

Policy LCM-1.7: Support additional community park spaces. Support additional resources for the provision of parks, parklets, and community gathering spaces in La Crescenta-Montrose on underutilized land such as the intersection of Mira Vista Avenue and Orangedale Avenue and the Southern California Edison Sharon Substation Property near the intersection of Foothill Boulevard and Glenwood Avenue.

Policy LCM-1.8: Water resources. Enhance stormwater capture capacity of the Goss Canyon Debris Basin and the recharge of local groundwater resources.

Policy LCM-1.9: Rosemont Preserve access. Identify and remove access barriers to Rosemont Preserve, where feasible, to improve pedestrian access to open space, educational opportunities, and natural resources.

VS 2 – Connected and Walkable Communities

WALKING, BIKING AND TRANSIT

Policy LCM-2.1: Mobility and access. Promote neighborhoodscale micro transit service for hillside areas where walking or biking is difficult. Coordinate with surrounding jurisdictions to ensure that service is connective to nearby destinations along Foothill Boulevard and Honolulu Avenue including schools, healthcare services and shopping streets, and is accessible to youth, older adults, and people traveling with young children.

Policy LCM-2.2: Enhance school travel safety. Enhance safety measures and infrastructure to improve safety and traffic circulation near schools during school pick-ups and drop-offs.

See Land Use Policies LU-5.7 and LU-8.2.

Policy LCM-1.7

See Public Services and Facilities Policy PSF-2.10.

Policy LCM-1.8

See Mobility Policy M-4.1.

Policy LCM-2.2



See Mobility Policy M-3.2.

Policy LCM-2.3

Policy LCM-2.3: Improve walkability along Foothill Boulevard. Improve pedestrian safety and comfort along Foothill Boulevard to enhance the pedestrian experience by providing native street trees, landscaping, wayfinding signs, street furniture, and other pedestrian amenities. Encourage corner properties along Foothill Boulevard to include pedestrian-activated space within the corner cutoff zone to balance sight-lines and improve the pedestrian space.

Policy LCM-2.4: Improve pedestrian pathway continuity.

Provide safe and continuous protected pathways along north-south corridors, including Ramsdell Avenue, La Crescenta Avenue, Rosemont Avenue, and Briggs Avenue, that connect residential areas with community destinations including recreation areas, trails, and commercial corridors such as Foothill Boulevard, Honolulu Avenue.

Policy LCM-2.5: Create a connected bike network. Create a connected network of protected bikeways throughout the community, connective from Rosemont Preserve in the northern part of the community to destinations along Foothill Boulevard, and to Honolulu Avenue along the southern community boundary.

Policy LCM-2.6: Discourage drive-thru facilities. Discourage the development of new drive-thru establishments along Foothill Boulevard and promote more pedestrian and bicyclist-friendly services. Promote the establishment of walk-up windows, bicycle racks, and short-term parking for take-out.

VS 3 – Strong Social and Cultural Cohesion

Policy LCM-3.1: Establish multifunctional gathering and recreation spaces. Support joint-use partnerships to develop multifunctional gathering and recreation spaces in underutilized buildings and spaces that can be turned into athletic facilities, and integrated green pathways, such as on underutilized lots along Foothill Boulevard and connecting streets. These gathering spaces shall be inclusive, accessible, well maintained, and safe.



See Mobility Policy M-3.1. Policy LCM-2.5

VS 4 – A Thriving Business Friendly Region

Policy LCM-4.1: Enhance shading along commercial corridors. Improve the pedestrian experience, particularly along the west side of the community where the pedestrian environment lacks tree canopy coverage, and encourage businesses to provide native shade trees and shade structures along commercial corridors.

Policy LCM-4.2: Support small businesses along central Foothill Boulevard. Support the establishment of independentlyowned, local businesses along Foothill Boulevard by promoting the community's unique features and leveraging resources to identify barriers and strategies to fill vacancies and build new storefronts.

8.6 San Pasqual

A. INTRODUCTION

San Pasqual, an unincorporated community centrally situated within the WSGV Planning Area, spans 0.26 square miles and is home to approximately 1,919 residents. Its name traces back to the historic land grant, Rancho del Rincon de San Pasqual, from the early 1800s. The community is bordered by Pasadena to the north and San Marino to the south. The community's main thoroughfare, Sierra Madre Boulevard, serves as its main corridor, providing amenities like a CVS Pharmacy, a deli, and a pediatric medical office. Residential homes dominate San Pasqual's landscape, with primarily single-family homes, one and two stories in height. Notably, homeownership rates in the community surpass County averages. Despite its appeal, the prospect of future development is limited, with nearly all available land already devoted to single-family residences. Demographically, San Pasqual has a higher concentration of residents aged 55 and above compared to County averages.

B. ISSUES AND OPPORTUNITIES

This section presents a summary of issues and opportunities learned from community feedback and an analysis of existing conditions in the community. These issues and opportunities inform the preparation of community-specific land use, zoning, and policies for San Pasqual. See Mobility Policy M-3.5.

Policy LCM-4.1

See Economic Development Policies ED-1.6 and ED-2.3.

Policy LCM-4.2



1. Housing

Aging housing stock and high housing costs. Similar to other communities in the WSGV, most of the housing in San Pasqual was built before 1979. This aging housing stock, combined with a low vacancy rate and limited housing options, can result in high housing costs in the community.

Rent burden. Households that spend 30 percent of their income on rent are considered rent-burdened. While less than the County average of 54.4 percent, 46.3 percent of renters in San Pasqual are rent-burdened.

2. Mobility

Transportation and commuting. A significant proportion of commuters in San Pasqual drive alone to work and fewer people use alternative modes of transportation (transit, biking, walking, carpooling) compared to the County.

Sierra Madre Boulevard. San Pasqual demonstrates a comparatively lower collision frequency compared to other communities in the WSGV area. Sierra Madre Boulevard is the major commercial corridor with higher employment density and pedestrian activities. Collision data points to the need to focus safety improvements along Sierra Madre Boulevard at the intersection with San Pasqual Street where the greatest collision frequency occurs.

Pedestrian amenities. San Pasqual Street, Altadena Drive, and Sierra Madre Boulevard were found to subject pedestrians to a relatively high level of traffic stress. This provides an opportunity to collaborate with the community to identify locations for pedestrian amenity improvements, such as wayfinding, striping, crosswalks, etc.

3. Community and Population Characteristics

Diversity. A sense of community and shared understanding in San Pasqual can be supported through embracing the diversity of the community, including a substantial Asian American population, a large percentage of people who speak Chinese at home, and a significant population of people over the age of 55. This promotes inclusivity and fosters a more vibrant and united environment for all residents.



C. COMMUNITY-SPECIFIC POLICIES

The following provides the policies for San Pasqual, organized to implement each of the six elements of the Area Plan and address the community-specific issues and opportunities presented above. Each policy is linked to a relevant vision statement (referenced as "VS"), as presented in Chapter 1, Introduction, of this Area Plan.

VS 1 – Harmonious and Coordinated Growth

Policy SP-1.1: Provide additional park resources. Dedicate additional resources for the provision of park space in San Pasqual, which has been identified as a very low park needs community.

Policy SP-1.2: Expand transit options for aging populations.

Support development of on-demand shuttle options to serve residents aging in place community-wide.

VS 2 – Connected and Walkable Communities

Policy SP-2.1: Implement traffic calming measures. Implement traffic calming measures along Sierra Madre Boulevard near its intersection with Del Mar Avenue and San Pasqual Street to promote pedestrian safety.

Policy SP-2.2: Reduce collisions and traffic stress. Reduce the level of traffic stress and collisions and identify areas of improvement along Sierra Madre Boulevard and San Pasqual Street.

Policy SP-2.3: Improve the pedestrian experience. Improve the pedestrian experience by providing street trees, landscaping, wayfinding signs, street furniture, and other pedestrian amenities to activate space along Sierra Madre Boulevard.

VS 4 – A Thriving Business Friendly Region

Policy SP-4.1: Focus improvements along Sierra Madre Boulevard. Focus business revitalization and public realm improvements along Sierra Madre Boulevard to support the development of locally owned shops and improved pedestrian facilities. See Mobility Policy M-2.4.

Policy SP-1.2

See Mobility Policy M-3.2.

Policy SP-2.3



See Land Use Policy LU-3.4.

Policy SP-4.2

Policy SP-4.2: Create a vibrant downtown corridor. Provide a vibrant downtown corridor along Sierra Madre Boulevard with businesses catering to residents within walking distance, such as retail shops, cafés, and restaurants to enhance the sense of community, diversity, and place in San Pasqual.

8.7 South Monrovia Islands

A. INTRODUCTION

South Monrovia Islands is an unincorporated community composed of neighborhoods including North El Monte, East Arcadia, Mayflower Village, Bradbury, and South Monrovia Island, situated in the southeast area of the West San Gabriel Valley. The City of Monrovia borders South Monrovia Islands to the west and north, Duarte to the east, and Irwindale and El Monte to the south. South Monrovia Islands has a total area of around 1.3 square miles with a total population of 12,385 residents. During the 1950s the area was primarily utilized as orange groves. Today, most of the land in South Monrovia Islands is zoned for single-family residential uses with small pockets of multi-family residential. The area features a grid pattern for major streets with residential neighborhoods situated between corridors with various culde-sacs. The community hosts schools, a library, two major parks, and a public daycare center. The absence of public amenities in South Monrovia Islands, particularly in the northern area, has contributed to this area's designation as a disadvantaged community (DAC).

B. ISSUES AND OPPORTUNITIES

This section presents a summary of issues and opportunities learned from community feedback and an analysis of existing conditions in the community. These issues and opportunities inform the preparation of community-specific land use, zoning, and policies for South Monrovia Islands.

1. Housing

Housing diversity. There are opportunities to encourage more diverse housing options, including affordable multifamily units and mixed-use developments.



2. Mobility

Pedestrian safety. Pedestrian safety concerns discourage residents from walking around in their community. These include the absence of essential safety features such as "eyes on the street" gang activity. The tree canopy in South Monrovia Islands falls below the County average, particularly around the Peck Road Water Conservation Park. Additionally, certain residential areas and community resources lack continuous sidewalks and adequate pedestrian amenities, indicating a need for infrastructure enhancements. Proposed improvements include the implementation of secure walking paths, enhanced street lighting, and the creation of a more pleasant walking environment through the addition of a tree canopy and increased greenspace.

Transit accessibility. The community faces challenges in transit accessibility, with a pressing need for faster, safer, and more direct transit options.

Bicycle facilities. Bicycle facilities within South Monrovia Islands are limited, with the Rio Hondo Bike Path being a notable exception. The County has proposed bicycle facilities along several streets, such as California Avenue and Longden Avenue, to close and limit existing gaps (ESA 2023).

3. Land Use and Community Design

Environmental vulnerability. The northern area of the South Monrovia Islands has been designated as a DAC due to environmental factors, including income levels and limited access to public services. The DAC's percentile rankings for environmental factors, such as pollution exposure, ozone levels, and diesel particulate matter, indicate potential health risks.

Limited public amenities. South Monrovia Islands faces a significant deficit in public amenities within the community, including healthcare facilities, police stations, fire stations, and grocery stores.

Locally owned businesses. Live Oak Avenue is the community's primary business corridor, offering a variety of establishments such as restaurants, bars, and coffee shops. In a recent community workshop, South Monrovia Island residents indicated a desire for locally owned small businesses in this area, especially restaurants.



4. Community and Population Characteristics

Diverse demographic profile. The community's diverse population, with significant Hispanic/LatinX and Asian representation, presents opportunities for cultural enrichment and community engagement initiatives.

C. COMMUNITY-SPECIFIC POLICIES

The following provides the policies for South Monrovia Islands organized to implement each of the six elements of the Area Plan and address the community-specific issues and opportunities presented above. Each policy is linked to a relevant vision statement (referenced as "VS"), as presented in Chapter 1, *Introduction*, of this Area Plan.

VS 1 – Harmonious and Coordinated Growth

LAND USE PLANNING AND DEVELOPMENT PRIORITIZATION

See Land Use Policy LU-2.1.

Policy SMI-1.1

See Land Use Policy LU-3.4.
Policy SMI-1.2

See Land Use Policies LU-1.1 and LU-1.2.

Policy SMI-1.3

See Land Use Policy LU-3.7.

Policy SMI-1.4

Policy SMI-1.1: Provide buffering from hazardous uses.

Provide adequate buffering and implement mitigation measures to minimize potential impacts on residents from nearby heavy industrial facilities, toxic release facilities, and hazardous waste generators.

Policy SMI-1.2: Establish vibrant commercial corridors.

Improve Live Oak Avenue and Tyler Avenue as vibrant, walkable mixed-use commercial districts with pedestrian-oriented features and public realm improvements that support local services and amenities. Activate the corridors with down-cast pedestrian lighting and active storefronts.

Policy SMI-1.3: Prioritize diverse land uses near transit

corridors. Prioritize diverse development along major streets and corridors with access to public transportation, offering residents convenient access to amenities and transit.

Policy SMI-1.4: Support mixed-use development along Live Oak Avenue. Promote the development of projects along Live Oak Avenue that incorporate ground-floor commercial spaces and pedestrian-oriented amenities, fostering a mixed-use environment.



Policy SMI-1.5: Identify vacant land for community uses. Identify vacant land or underutilized spaces for potential development and joint-use for community amenities, through partnership with local schools such as Maxwell Academy.

VS 2 – Connected and Walkable Communities

Policy SMI-2.1: Improve neighborhood connectivity. Improve connectivity between neighborhoods and Live Oak Avenue through active transportation infrastructure.

Policy SMI-2.2: Promote walkability along Live Oak Avenue. Enhance the streetscape along Live Oak Avenue with green infrastructure elements such as bioswales and locally native plants. Provide illuminated mid-block crossings, wayfinding signs, street trees, street furniture, down-cast lighting, and other pedestrian amenities. Transform the corridor into a highly accessible destination with mobility options.

Policy SMI-2.3: Improve pedestrian safety design features.

Implement strategic environmental design principles, such as proper pedestrian-scaled lighting, medians, natural surveillance, and clear visibility, to create defensible spaces that deter criminal behavior around community facilities such as Pamela Park.

Policy SMI-2.4: Improve the bicycle and trail network. Enhance existing and support proposed bicycle paths and trails in the community. Close gaps and improve connectivity between neighborhoods and recreational spaces such as Peck Road Water Conservation Park through effective wayfinding and landscape improvements.

Policy SMI-2.5: Create first/last mile connections. Create seamless first/last mile connections to improve access to the Metro A Line Monrovia Station.

VS 3 – Strong Social and Cultural Cohesion

Policy SMI-3.1: Support diverse programming at Pamela Park. Support a diverse range of programming at Pamela Park to cater to the needs and interests of the community's diverse population, including the expansion of adult-oriented programming. See Public Services and Facilities Policy PSF-2.7.

Policy SMI-1.5

See Public Services and Facilities Policy PSF-2.5 and Economic Development Policy ED-2.6.

Policy SMI-2.2

See Mobility Policy M-3.2.

Policy SMI-2.3

See Mobility Policy M-3.1.

Policy SMI-2.4



Policy SMI-3.2: Celebrate Pamela Park's history and community revival. Recognize and honor the significant role of the community in the history and revitalization of Pamela Park.

Policy SMI-3.3: Create and renovate safe places for play.

Create activated spaces and support funding to renovate existing playgrounds for residents to safely play in their neighborhood.

Policy SMI-3.4: Public facility partnerships. Partner with local schools in South Monrovia Islands for the joint use of facilities, where feasible, outside of school hours in order to improve community access to recreational and educational amenities.

VS 4 – A Thriving Business Friendly Region

Policy SMI-4.1: Support Live Oak Avenue as diverse, vibrant business corridor. Support small businesses within the community and encourage the entry of a wide range of dining, entertainment, retail, and complementary services.

VS 5 – Sustainable Built and Natural Environment

Policy SMI-5.1: Enhance the Sawpit Wash. Enhance the Sawpit Wash as a multi-use trail with walking areas buffered from habitat and restoration areas.

VS 6 – Equitable Decision Making

Policy SMI-6.1: Prioritize green infrastructure investment. Prioritize the allocation of funds and resources for green infrastructure projects within the DAC in the northern part of South Monrovia Islands to address environmental justice concerns.

8.8 South San Gabriel

A. INTRODUCTION

South San Gabriel is bordered by Rosemead to the north Rosemead and Whittier Narrows to the east, Montebello to the south, and Monterrey Park to the west. This census-designated place (CDP) is close to one square mile in size with a total population of 7,615. San Gabriel is located on land that was originally inhabited by Gabrielino-Tongva people.

See Public Services and Facilities Policy PSF-2.7.

Policy SMI-3.4

See Mobility Policy M-3.4.

Policy SMI-5.1

See Public Services and Facilities Policy PSF-2.5.

Policy SMI-6.1



Most of the land use in South San Gabriel is dedicated to single-family housing; however, there are portions of the community with dispersed multifamily housing. Neighborhoods in the community branch off major roads, including Del Mar Avenue, Hill Drive, Paramount Boulevard, and Potrero Grande Drive, with many roads ending in cul-de-sacs.

The western section of South San Gabriel falls within a census tract classified as a disadvantaged community (DAC) due to the lack of essential public amenities within its boundaries. This deficiency, combined with the community's proximity to hazardous waste generators emphasizes socioeconomic and environmental challenges faced by residents.

B. ISSUES AND OPPORTUNITIES

This section presents a summary of issues and opportunities learned from community feedback and an analysis of existing conditions in the community. These issues and opportunities inform the preparation of community-specific land use, zoning, and policies for South San Gabriel.

1. Housing

Housing diversity. Housing in South San Gabriel predominantly consists of single-family homes, with 85 percent of units falling into this category. The high percentage of single-family homes in South San Gabriel may limit housing options for different demographics.

2. Mobility

Transit. South San Gabriel has the lowest level of transit use among unincorporated communities in the WSGV. Collaboration and coordination among transit operators is essential to close transit gaps and improve accessibility. New community transit services can close gaps in transit accessibility in neighborhoods west of Del Mar Avenue. Regionally, current transit service does not align with commuter travel patterns for those working in Downtown Los Angeles, a prominent job center of South San Gabriel.

Bicycle facilities. South San Gabriel currently lacks bicycle facilities. Though a proposed Class II bike lane along Del Mar Avenue–Hill Drive–San Gabriel Boulevard will close gaps in the active



transportation system, new facilities should integrate additional safety infrastructure to protect people on bicycles along major corridors.

Pedestrian facilities. The tree canopy coverage in South San Gabriel east of Del Mar Avenue and Potrero Grande Drive is limited relative to the Planning Area. Paramount Boulevard, spanning from Rush Street to Del Mar Avenue, has been identified as a Collision Concentration Corridor in the Los Angeles County Vision Zero Action Plan. This corridor also exhibits a high level of traffic stress. Despite continuous sidewalks on both sides of the street, intersections lack crosswalks, and other areas with street facilities such as power poles or tree wells have limited sidewalk width. Furthermore, community members have expressed a need for cleanliness and maintenance of pedestrian walkways, with specific concerns raised about areas along Del Mar Avenue-Hill Drive, Potrero Grande Drive- San Gabriel Boulevard, Graves Avenue and all streets along the boundary between incorporated and unincorporated areas.

3. Land Use and Community Design

Lack of public facilities. South San Gabriel has limited public facilities within the community boundaries, and community members raise a need for additional facilities, especially community gathering spaces.

Limited healthy food access. The community lacks grocery stores within its boundaries, forcing residents to travel outside their neighborhood for fresh, affordable food options. The absence of grocery stores can lead to food insecurity and health-related issues.

Environmental vulnerability. The disadvantaged community (DAC) within South San Gabriel faces environmental challenges, including pollution burden, toxic releases, and traffic-related pollution. These factors can contribute to health problems.

Proximity to recreational areas. Although South San Gabriel lacks parks within the community boundary, residents can access larger parks and recreational areas nearby, such as Potrero Heights Park and Garvey Ranch Park.

4. Community and Population Characteristics

Diverse cultural makeup. A substantial Asian population characterizes the racial and ethnic makeup of South San Gabriel at 63.1 percent, a contrast to the 14.6 percent average in Los Angeles



County. The unique racial and ethnic makeup should be leveraged to stimulate cultural exchange and celebration within the community.

C. COMMUNITY-SPECIFIC POLICIES

The following provides the policies for South San Gabriel, organized to implement each of the six elements of the Area Plan and address the community-specific issues and opportunities presented above. Each policy is linked to a relevant vision statement (referenced as "VS"), as presented in Chapter 1, *Introduction*, of this Area Plan.

VS 1 – Harmonious and Coordinated Growth

Policy SSG-1.1: Improve cross-jurisdictional partnerships and coordination. Improve coordination and communication with surrounding cities in the maintenance and improvements to the public realm, including streets, especially along community boundaries of South San Gabriel.

Policy SSG-1.2: Housing near transit corridors. Promote and encourage mixed-use developments along transit corridors such as San Gabriel Boulevard, as well as major roads like Del Mar Avenue, Paramount Boulevard, and Potrero Grande Drive, to provide a range of housing opportunities.

Policy SSG-1.3: Develop green spaces. Develop green spaces such as pocket parks and protected pathways along major roads including along San Gabriel Boulevard, Potrero Grande Drive, and Del Mar Avenue.

See Mobility Policy M-3.3. Policy SSG-1.3

VS 2 – Connected and Walkable Communities

WALKING, BIKING AND TRANSIT

Policy SSG-2.1: Enhance bicycle facilities. Provide protected bikeways along Del Mar Avenue–Hill Drive–San Gabriel Boulevard when implementing new bikeway facilities along the corridor.

See Public Services and Facility Policy PSF-2.6.

Policy SSG-2.1



See Mobility Policy M-3.2.

Policy SSG-2.2

Policy SSG-2.2: Improve pedestrian facilities along Paramount Boulevard. Improve pedestrian facilities along Paramount Boulevard, such as enhancing the tree canopy along sidewalks, street landscaping, sidewalk widening, visible pedestrian crossings, and mid-block crossings, to ensure pedestrian safety and comfort along the corridor.

Policy SSG-2.3: Maintain clean and safe community sidewalks. Work with adjacent cities, community members, local businesses, and community organizations to keep sidewalks clean and free of debris through clean streets education and community trash bins.

Policy SSG-2.4: Improve local transit service. Evaluate the feasibility of a local community transit route serving neighborhoods west of Del Mar Avenue.

Policy SSG-2.5: Support high-quality regional service. Support coordinated transit service planning with LA Metro, Montebello Bus, and Rosemead Explorer to provide reliable, safe, and connective service to local and regional destinations such as Downtown Los Angeles.

TRAFFIC CALMING

Policy SSG-2.6: Address traffic congestion. Address traffic congestion in areas around the City of Montebello boundary through improved street design that improves traffic management and encourages the use of transit and active transportation.

VS 3 – Strong Social and Cultural Cohesion

Policy SSG-3.1: Support new community gathering spaces. Support existing venues like Potrero Grand Park and Community Center with additional diverse gathering spots throughout the community, such as community gardens, to fulfill the expressed community needs for more inclusive and accessible social spaces.

Policy SSG-3.2: Public facility partnerships. Partner with local schools in South San Gabriel for the joint use of facilities, where feasible, outside of school hours in order to improve community access to recreational and educational amenities.

See Mobility Policy M-2.1.

Policy SSG-2.4

See Land Use Policy LU-8.2.

Policy SSG-3.1

See Public Services and Facility Policy PSF-2.7.

Policy SSG-3.2



VS 4 – A Thriving Business Friendly Region

Policy SSG-4.1: Create a vibrant business corridor. Provide a vibrant business corridor and expand food access along Del Mar Avenue and Hill Drive, with businesses catering to local residents within walking distance, such as retail shops, cafés, restaurants, and small grocery stores.

VS 6 – Equitable Decision Making

Policy SSG-6.1: Prioritize green infrastructure investment. Prioritize the allocation of funds and resources for green infrastructure projects within the western section of South San Gabriel and its disadvantaged communities to address environmental justice concerns.

8.9 Whittier Narrows and South El Monte Island

A. INTRODUCTION

Whittier Narrows is an unincorporated area south of the City of El Monte. Most of the community is comprised of the Whittier Narrows Recreation and Natural Areas located along both sides of the Pomona Freeway (Route 60) at Rosemead Boulevard and Santa Anita Avenue. At 1,492 acres, the park is one of the County's largest. The recreation area features lakes, bike trails, the American Military Museum, and a nature center with exhibits on the plants and animals of the surrounding environment. The lack of development in this otherwise intensely developed area makes the natural sites at Whittier Narrows a window into the natural environment of Southern California. Most of the land in Whittier Narrows is designated as Parks and Recreation with some surrounding areas classified for light manufacturing along Rooks Road, Pacific Park Drive, and Coast Drive. There are a range of uses in the industrial areas such as a beauty supplies wholesaler, a garbage collection service, an electronics supply store, and a truck parts supplier. Although there are no residential land uses in Whittier Narrows, census data indicates there is a population of 18 living in the community. Given the lack of residential land use designation and lack of residential structures on the parcels in the community, it is likely that these persons may be unhoused.

See Land Use Policy LU-3.4.

Policy SSG-4.1

See Public Services and Facility Policy PSF-2.5.

Policy SSG-6.1



South El Monte Island is a small unincorporated area with six unincorporated parcels bounded by the cities of El Monte and South El Monte. The community is roughly 0.1 square miles. The parcels that make up South El Monte Island include a strip mall, as well as a mobile home community with 42 units, zoned R-3. There are a total of 137 residents living in South El Monte Island and these residents make up a total of 33 households.

B. ISSUES AND OPPORTUNITIES

This section presents a summary of issues and opportunities learned from community feedback and an analysis of existing conditions in the community. These issues and opportunities inform the preparation of community-specific land use, zoning, and policies for Whittier Narrows and South El Monte Island.

1. Mobility

Safety. Whittier Narrows is a major recreational destination in the WSGV area with naturalized river areas and developed park areas. The Rio Hondo and San Gabriel Rivers run through this community, which is also surrounded and divided by high-volume and high-speed traffic corridors, such as the Pomona Freeway and Rosemead Boulevard. Rosemead Boulevard divides different sections of the Whittier Narrows recreation area without pedestrian or bike crossings. Existing collision analysis reveals hotspots along Rosemead Boulevard, where all the fatal pedestrian-involved collisions within the community have occurred. This underscores an opportunity to prioritize safety interventions and enhance pedestrian facilities along this corridor.

Access to recreation. Whittier Narrows has a bicycle network with approximately 10 miles of designated bikeways that connect adjacent residential neighborhoods to the Whittier Narrows Recreation Area. Class I bike paths in the Recreation Area connect to the Rio Hondo Bike Path and San Gabriel River Bike Path in the south part of the community. The existing Class II bike lane along San Gabriel Boulevard between Lincoln Avenue and Rosemead Boulevard connect the Rio Hondo Bike Path to the San Gabriel River Bike Path. However, the absence of high-visibility crossings and bicycle signal phases makes it challenging or uncomfortable for pedestrians and cyclists to traverse the intersection of San Gabriel Boulevard and Rosemead Boulevard.



Pedestrian infrastructure. The lack of pedestrian pathways or greenways limit residents and visitors from accessing recreational areas without a vehicle, emphasizing the need for improved infrastructure. Additionally, the scarcity of transit stops at certain recreational access points presents an obstacle for transit riders, making it more challenging for them to reach the area efficiently. Addressing these access constraints is vital to fostering a more inclusive and accessible environment for all community members.

2. Land Use and Community Design

Land use. Land uses in the areas surrounding Whittier Narrows and South El Monte Island, including heavily trafficked freeways and industrial sites, contribute to high levels of air and water pollution which can particularly affect wildlife in the Whittier Narrows Recreation Area.

Community amenities. The expansive recreation opportunities in Whittier Narrows Recreation Area offers unique access to nature for local community members.

Lack of accessible services. Residents in South El Monte Island have less access to community services compared to residents of South El Monte.

C. COMMUNITY-SPECIFIC POLICIES

The following provides the policies for Whittier Narrows and South El Monte, organized to implement each of the six elements of the Area Plan and address the community-specific issues and opportunities presented above. Each policy is linked to a relevant vision statement (referenced as "VS"), as presented in Chapter 1, *Introduction*, of this Area Plan.

VS 2 – Connected and Walkable Communities

Policy WNSE-2.1: Incorporate multimodal safety treatments along Rosemead Boulevard. Incorporate multimodal safety treatments into street design along Rosemead Boulevard.



See Mobility Policies M-3.2 and M-3.3.

Policy WNSE-2.2

See Mobility Policy M-3.2.

Policy WNSE-2.3

Policy WNSE-2.2: Enhance pedestrian continuity. Provide safe and continuous pathways that connect adjacent residential areas to the Whittier Narrows Recreation Area and local trails. Prioritize capital improvement projects that close existing sidewalk gaps and enhance pedestrian and cyclist safety.

Policy WNSE-2.3: Improve intersections and street crossings.

Enhance the safety and accessibility of Whittier Narrows Recreation Area by addressing high-stress crossings particularly at the intersection of San Gabriel Boulevard and Rosemead Boulevard, providing secure mid-block crossings for individuals to safely reach various sections of the recreational area and local trails.

VS 3 – Strong Social and Cultural Cohesion

Policy WNSE-3.1: Foster meaningful tribal engagement. Engage in ongoing, project-specific, and land-specific tribal consultations regarding the use and interpretation of Whitter Narrows to integrate tribal perspectives, knowledge, and tribal ethnographic information into planning and preservation efforts.

VS 5 – Sustainable Built and Natural Environment

Policy WNSE-5.1: Protect waterways. Maintain, protect, and where feasible, restore the San Gabriel River and Rio Hondo to enhance the natural water systems and surrounding habitat areas.

VS 6 – Equitable Decision Making

Policy WNSE-6.1: Prioritize green infrastructure investment. Prioritize the allocation of resources for green infrastructure projects to address environmental justice concerns and impacts from adjacent industrial uses in neighboring jurisdictions and transportation infrastructure.

See Land Use Policy LU-5.12.

See Public Services and Facilities Policy PSF-2.5.

Policy WNSE-6.1

Policy WNSE-5.1



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- 9.1 Introduction
- 9.2 Implementation Framework
- 9.3 Implementation Steps

Sections Included

CHAPTER 9 Implementation Programs and Actions

9.1 Introduction

This chapter introduces area-wide and community-specific actions for implementing the West San Gabriel Valley Area Plan (WSGVAP) goals and policies for sustainable growth patterns and equitable and accessible land use distribution for unincorporated communities.

9.2 Implementation Framework

Table 9-1, West San Gabriel Valley Area Plan Implementation Table, organizes the implementing actions for the WSGVAP. The actions are arranged under the Plan's vision statements. Refer to Chapter 1, *Introduction*, for a detailed description of each vision statement. The listed actions do not encompass all potential actions and programs for implementing the Plan.

For successful implementation, each action is aligned with a corresponding policy, identifies coordinating agencies or County



departments, and includes estimated costs and timeframes, as outlined below.

- Coordinating agencies/departments. Identifies the local and regional agencies and County departments with authority, influence, or knowledge to assist with implementing the associated action.
- **Cost estimate.** Provides a proximate cost estimate for implementing the associated action using dollar signs (\$). One dollar sign (\$) is, based on the assumption that it would require the use of existing staff time. Two dollar signs (\$\$) indicate the action may require additional time and resources outside of current resource allocation. Three dollar signs (\$\$\$) indicate the action may be part of a capital improvement project and/or include construction.
- Timeframe. Determines the target timeframe for the implementation of the action, using "Short," "Mid," and "Long" timeframes. A "short" timeframe indicates the action may be implemented in the near term, within five years. A "mid" timeframe suggests 5 to 10 years for implementation, and "long" refers to projects that may require more than ten years to implement. Additionally, "Ongoing" is added for actions that require ongoing implementation; for example, as funding becomes available.

9.3 Implementation Steps

The following implementation steps can assist in carrying out each action within its designated timeframe. Additional steps may be required for certain actions to refine details, establish specific action items, determine catalysts for implementation, and evaluate the financial feasibility and implications of taking action versus the risks or costs of inaction:

- **Develop partnerships.** All actions identify agencies and/or County departments to coordinate with for implementation. For many actions, coordination efforts will be critical to successful implementation, especially for coordinating agencies and departments with ongoing initiatives for achieving a common goal.
- **Secure funding.** Some actions may require additional funding from outside sources and existing County resources. These may come through grants, loans, or other financial resources. These



actions will generally take longer to account for identifying and accessing funding.

- Develop and refine estimates. The identified actions were developed based on the current knowledge of County departments and responsibilities, staffing, available resources, and capacity.
 Detailed cost estimates may be necessary for many actions to offer more accurate information and facilitate financially cautious decision-making.
- Adopt/update ordinances, codes, and regulations. Some actions may refer to updating or creating new ordinances and regulations. When implementing new ordinances, codes, and regulations, the County may require a more extended timeframe and higher costs to ensure compliance with County and state regulations.
- Determine monitoring indicators. Determining appropriate indicators for monitoring, as feasible, can guide funding and implementation for some actions. For example, monitoring trends related to urban greening, energy systems, or employment can assist with accessing funding opportunities and measuring progress from implementation.



Action	Name	Description	Related Policy	Coordinating Agencies/ Departments	Cost Estimate (\$, \$\$, \$\$\$)	Timeframe (short/mid/ long range)
		Areawide				
Vision Stat	ement I – Harmon	ious and Coordinated Growth				
Action 1.1	Infrastructure Needs Assessment for Disadvantaged Communities	Perform a detailed analysis of disadvantaged communities in WSGV to identify specific infrastructure and facility needs to serve as a foundation for prioritizing capital improvement projects in WSGV, ensuring that resources are equitably allocated.	LU-1.4: Prioritize investments in growth areas and disadvantaged communities	Los Angeles County Department of Regional Planning (DRP)	\$	Short
				Los Angeles County Department of Public Works (DPW)		
Action 1.2	Mixed Use Development Incentive and Streamlining Program	 Develop a comprehensive program to incentivize mixed-use developments with quality public open spaces and incorporated sustainable design practices in communities in the WSGV Plan Area. The program should consider the following: The research of incentives, standards, and guidelines to streamline the approval process for projects that incorporate pedestrian-friendly designs, open space amenities such as pocket parks, plazas, and outdoor dining, ground-floor commercial uses. Specific guidance on incentives, identification of the impediments to mixed-use construction in WSGV, and research how to address those barriers. Marketing strategies to promote mixed-use standards and available incentives to property owners and local businesses. 	LU-3.7: Encourage mixed-use development ED-2.9: Increase diversity and collocation of land uses LU-3.8: Foster public- private harmony in mixed-use development LU-3.4: Activate commercial corridors	DRP DPW Los Angeles County Department of Consumer Business Affairs (DCBA) Los Angeles County Department of Economic Opportunity (DEO)	\$	Short



Action	Name	Description	Related Policy	Coordinating Agencies/ Departments	Cost Estimate (\$, \$\$, \$\$\$)	Timeframe (short/mid/ long range)	
Action 1.3	Community	Coordinate with local governments and school districts to identify	PSF-1.1: Partner for the	DRP	\$\$	Mid/	
	Joint-Use Facilities	barriers to joint-use agreements. Develop strategies to remove barriers for implementation of joint-use agreements. Formalize agreements with school districts to open school facilities where feasible, such as athletic fields, to the public during non-school	joint use of public facilities	Department of Parks and Recreation (DPR)		Ongoing	
		hours.		Los Angeles County Office of Education (LACOE)			
				Local School Districts			
Action 1.4	Green	Partner with environmental non-governmental organizations	LU-5.10: Implement	DRP	\$\$\$	Mid/	
	Infrastructure Collaboration	(NGOs) to implement community-based green infrastructure projects, focusing on the creation and maintenance of neighborhood rain gardens, bioswales and permeable pavements in public spaces with fewer open space and greening amenities	green infrastructure for water management	DPW	***	Ongoing	
Action 1.5	Community	Explore the feasibility of establishing community-scale trust funds	PSF-1.1 Partner for the	DRP	\$\$	\$\$	Mid
	Trust Funds	in the West San Gabriel Valley. The trust funds would be jointly administered by the County and community for infrastructure	joint use of public facilities	DPW			
		projects.	PSF-3.1: Encourage multipurpose infrastructure	Los Angeles County Development Authority (LACDA)			
Action 1.6	Adaptive Reuse	Identify good candidates for the adaptive reuse of historic	CR-4.1: Facilitate	DRP	\$	Mid	
	Sites	buildings through engagement and analysis, especially along Lake Avenue and East Colorado Boulevard.	adaptive reuse	DPW			
Action 1.7	Crime Prevention through Environmental	Update the Zoning Ordinance, where appropriate, to implement principles of CPTED in site design, including but not limited to setbacks, dedication of right of way to establish emergency access where non-existent, implementing a directional signage	esign, including but not limited to Prevention through Sherrif of way to establish emergency Environmental Design Department nplementing a directional signage (CPTED) (LASD)	\$\$	Mid		
	Design (CPTED)	program to assist the public, and restricting street parking where appropriate so as to not impede line of sight and emergency access in the WSGV.		DPW			



Action	Name	Description	Related Policy	Coordinating Agencies/ Departments	Cost Estimate (\$, \$\$, \$\$\$)	Timeframe (short/mid/ long range)
Vision Stat	tement II – A Thriv	ving Business-Friendly Region				
Action 2.1	ACU Overlay	Explore the feasibility of establishing an ACU district or overlay, targeting underserved neighborhoods in the WSGV to enhance local access to goods and services.	LU-6.2: Facilitate accessory commercial units (ACUs)	DRP	\$	Short
Action 2.2	Corridor	Develop a program for businesses and community groups to	LU-3.5: Revitalize	DRP	\$\$	Mid/
	Activation Program	transform vacant lots, storefronts, and commercial corridors into active community spaces and improve the public realm by	underutilized spaces	DPW	D)	Ongoing
	-	planting additional native street trees, providing wayfinding signage, installing green infrastructure elements, to encourage pedestrian activity.		Los Angeles Department of Economic Opportunity (DEO)		
Action 2.3	Adopt a Lot	Collaborate with community-based organizations (CBOs) to	LU-8.2 Foster gathering	DRP	\$\$	Mid/
		create a catalog of vacant County-owned lots within WSGV, providing residents with information on available locations for opportunities to transform County-owned lots into parks, gardens, or marketplaces.	spaces	DPR		Ongoing
Action 2.4	Business	Study the feasibility of forming a Business Improvement Districts	ED-2.4: Help	DRP	\$\$	Mid
	Improvement Districts	(BID) on key commercial corridors and creating a WSGV Business Council to organize and represent small businesses	businesses through the permitting process	DCBA		
		within the WSGV Area Plan.		DEO		
		Corridors that should be considered in BID formation include, but are not limited to:				
		 Altadena: Woodbury Road, Lincoln Avenue, Fair Oaks Avenue, Lake Avenue, Washington Boulevard 				
		La Crescenta-Montrose: Foothill Boulevard				
		East Pasadena – East San Gabriel: Rosemead Boulevard				
		South Monrovia Islands: East Live Oak Avenue				
		South San Gabriel: San Gabriel Boulevard/Hill Drive/Del Mar Avenue, Potrero Grande Drive				
Action 2.5	Small Business	Conduct a feasibility study to identify potential locations for the	ED-2.1: Promote small business and entrepreneurship.	DRP	\$\$	Short
	Incubator	cubator establishment of a small-business incubator to support new, locally owned, restaurants, cafes, and retail stores in the WSGV.		DCBA		
				DEO		



Action	Name	Description	Related Policy	Coordinating Agencies/ Departments	Cost Estimate (\$, \$\$, \$\$\$)	Timeframe (short/mid/ long range)
Vision Stat	tement III – Coni	nected and Walkable Communities				
Action 3.1	Pedestrian Plans	 Seek funding for and develop a pedestrian plan for the following communities: Altadena East Pasadena - East San Gabriel Kinneloa Mesa La Crescenta-Montrose San Pasqual South Monrovia Islands South San Gabriel This plan would incorporate community input and follow the Step- by-Step framework developed by the Department of Public Health; the plan would provide recommendations for specific safety- and convenience-related improvements to pedestrian infrastructure as well as a funding schedule to implement these features. The plan should consider the following: Feedback and coordination from community members in identifying locations of concern and prioritization The feasibility of community-based funding plans to maintain pedestrian pathways in good repair. Connections to amenities both inside and outside of the community (such as medical facilities and commercial centers) and existing walksheds (such as multi-use pathways along existing storm channels and utility corridors). Improving the continuity of pedestrian pathways, including sidewalks and off-street trails, where appropriate, through context-sensitive design features. Strategies to improve pedestrian connections through residential areas, including pathways through cul-de-sacs. 	LU-7.2: Support pedestrian passageways through cul-de-sacs M-3.2: Prioritize safe and connected pedestrian networks	DRP Los Angeles County Department of Public Health (DPH) DPW	\$\$	Medium
Action 3.2	Bicycle and Urban Trail Networks	Coordinate with agencies, institutions, and community stakeholders to implement on-street bikeways and off-street paths proposed in the LA County Bicycle Master Plan (BMP) 2025 Network. Prioritize the following streets: • Loma Alta Drive, Lincoln Avenue, Altadena Drive in Altadena.	LU-3.4: Activate commercial corridors LU-5.8: Expand parks, open spaces, and trails	DRP DPW DPR	\$\$\$	Medium



Action	Name	Description	Related Policy	Coordinating Agencies/ Departments	Cost Estimate (\$, \$\$, \$\$\$)	Timeframe (short/mid/ long range)
		 Foothill Boulevard and nearby streets, Rosemont Avenue, La Crescenta Avenue, Ramsdell Avenue, Montrose Avenue, and Ocean View Boulevard in La Crescenta-Montrose. 	M-3.1: Evaluate bike network gaps			
		 Rosemead Boulevard, San Gabriel Boulevard, Durfee Avenue, Rush Street, and Santa Anita Avenue in Whittier Narrows. 				
		Study the feasibility of funding and establishing a protected urban trail network. Consider the following locations in addition to BMP 2025 network and stakeholder inputs, as feasible:				
		 Eagle Canyon channel as an active transportation corridor from Crescenta Valley Community Regional Park to Two Strike Park. 				
		Sawpit Wash converting the into a pedestrian trail and extend it to Live Oak Avenue via Myrtle Avenue.				
Action 3.3	Healthy Streets	Develop a "Healthy Streets' program for WSGV that establishes	LU-7.3: Create streets	DRP	\$\$\$	Mid/
	Initiative	criteria for selecting streets and provides the elements for a healthy street design, with the goal of redesigning streets for	that foster healthy lifestyles	DPW		Ongoing
		public use to improving community activity.		DPH		
Action 3.4	Comprehensive	Seek funding to conduct a comprehensive parking study to	LU-7.6: Enable parking	DRP	\$\$	Medium
	Parking Study	identify parking demand and supply in business districts and along commercial corridors in the Plan Area where density is expected to increase. The study should consider:	flexibility M-5.1: Regulate parking	DPW		
		• The utilization of existing on-street and off-street parking areas and strategies to incentivize the efficient use of underutilized and/or overutilized parking areas.	supply LU-7.4: Repurpose underutilized surface			
		• Strategies to support and incentivize the development shared off-street parking facilities in key commercial areas to promote economic development and improve the public realm.	parking			
		• Design best-practices to improve pedestrian safety and comfort in parking areas, as well as the inclusion of guidelines to include green infrastructure elements, such as bioswales, tree plantings, and native landscaping, in all new and redeveloped parking lots.				
		 Strategies to incentivize the converting of underutilized curb parking spaces and parking lots for other uses for the public, such as plazas, parklets, and bike corrals. Prioritize installation in areas with high volume of pedestrians and bicyclists. 				



Action	Name	Description	Related Policy	Coordinating Agencies/ Departments	Cost Estimate (\$, \$\$, \$\$\$)	Timeframe (short/mid/ long range)
Action 3.5	West San Gabriel Valley Mobility Action Plan	 Seek funding to develop a West San Gabriel Valley Mobility Action Plan (WSGVMAP). Applicable to all unincorporated communities in the Plan Area. The objectives of the WSGVMAP include: Mobility Network. Create a comprehensive multimodal network of on and off-street pathways. Mobility Gaps. Identify and close gaps in the mobility system, including active transportation and transit, with consideration for gaps as a result of jurisdictional boundaries and gaps that limit travel to local destinations. Safety. Incorporate features in mobility infrastructure to improve the safety and comfort of all users, regardless of age or ability. Partnerships. Partner with institutions like schools, colleges, intergovernmental organizations, transit agencies, as well as surrounding jurisdictions. Transit. Improve transit connections to retail districts, shopping streets, community facilities, recreational areas, and other 	M-1.2: Multijurisdictional complete streets M-2.1: Enhance local transit services LU-3.4: Activate commercial corridors M-3.2: Prioritize safe pedestrian networks	DRP DPW	\$\$	Medium
Action 3.6	Wayfinding	destinations. Develop a comprehensive wayfinding signage system that promotes designated routes for biking and walking and celebrates the unique identities of unincorporated communities in the West San Gabriel Valley.	MU-3.6: Enhance signage and wayfinding LU-7.2: Support pedestrian passageways through cul-de-sacs	DRP Los Angeles County Department of Arts and Culture (DAC) DPW	\$\$	Mid
Action 3.7	First/Last Mile Plans	Work with LA Metro to develop First/Last Mile plans at two Metro A Line stations in the WSGV area - Sierra Madre Villa Station and Monrovia Station, as well as four bus stop FLM areas within WSGV communities identified in Metro's 2023 Active Transportation Strategic Plan. These FLM areas include Altadena Drive/Lake Avenue and Woodbury Road/Lincoln Avenue in Altadena, as well as Rosemead Boulevard/Huntington Drive and Rosemead Boulevard/Colorado Boulevard in East Pasadena-East San Gabriel.	M-2.2: Enhance regional transit service through partnerships	DRP DPW	\$	Mid



Action	Name	Description	Related Policy	Coordinating Agencies/ Departments	Cost Estimate (\$, \$\$, \$\$\$)	Timeframe (short/mid/ long range)
Vision Sta	tement IV – Strong	g Social and Cultural Cohesion				
Action 4.1	Crafting a Brand for WSGVAP Communities	Conduct an area branding study for WSGVAP communities to inform public realm improvements, such as coordinated signage and commercial storefront revitalization. Prioritize the creation of branded, identifiable commercial districts at key corridors and intersections and include an identifiable theme that links businesses and related public space together.	ED-2.5: Strengthen community identity ED-2.7: Targeted development incentives	DPW DAC DRP DEO	\$\$	Mid
Action 4.2	Designated Historic Districts	 Conduct focused intensive-level historic resources surveys for the eligibility of the following as historic districts: a. Park Planned Homes, subdivision designed by Gregory Ain b. Chapman Woods neighborhood c. Altadena Commercial Corridor d. Altadena Grand Estates e. San Pasqual Grand Homes (Period Revival estates and Pre- WWII smaller tract) 	CR-2.1: Evaluate historic resources	DRP	\$\$	Mid
Action 4.3	Historic Preservation Thematic Studies	 Commission historic context statements of various thematic, geographical, or cultural studies that can serve as a framework for multiple -property listings. Potential themes include the following: a. Stone Homes of La Crescenta-Montrose b. Remnants of Montrose, first planned community in WSGV c. Mid-Century Apartment Buildings d. Altadena Grand Estates, potentially organized by architect e. Altadena equestrian culture and trails f. Asian American History in the WSGV 	CR-2.1: Evaluate historic resources	DRP	\$\$	Mid



Action	Name	Description	Related Policy	Coordinating Agencies/ Departments	Cost Estimate (\$, \$\$, \$\$\$)	Timeframe (short/mid/ long range)
Vision Sta	tement V – Resilie	ent and Sustainable Built and Natural Environment				
Action 5.1	Biodiversity Assessment and Ecological Preservation	In partnership with non-profits and other entities (e.g., California Native Plant Society, universities, etc.), conduct ecological, genetic, and field studies to assess the biological and ecological health of the WSGV. Use these field studies to identify and map areas with highest biological interest (e.g., presence of special status species, sensitive natural community, known wildlife corridor, etc.) and with sensitive natural communities (e.g., coastal sage scrub, alluvial fans, etc.), to prioritize conservation efforts. Conduct periodic studies to determine changes over time (every five years).	COS-1.1: Strengthen ecosystem preservation for biodiversity	DRP DPR	\$\$	Mid/ Ongoing
Action 5.2	Wildlife Corridors Program	In partnership with conservancies, non-profits, and other stakeholders, seek funding and study opportunities to implement protected wildlife corridors in communities in the Plan Area. Consider the adaptation of existing water channels and infrastructure to support the connectivity of sensitive habitats.	COS-2.4: Facilitate species migration	DRP/DPW	\$\$	Mid
Action 5.3	Significant Ridgelines Mapping	Study ridgelines in the West San Gabriel Valley Planning Area and consider a ridgeline's prominence, unique character and location, presence of cultural or historical landmarks, and ecological or scenic significance for potential designation as a Significant Ridgeline.	COS-6.3: Protect scenic hillsides and ridgelines	DRP	\$	Short
Action 5.4	Tree Canopy Needs Assessment	Conduct a comprehensive inventory of street trees within the WSGVAP communities. Develop a living map and analyze which segments lack tree canopy. Determine and map the level of need on a street-by-street basis, inclusive of sidewalks and pedestrian pathways, to support shading and carbon sequestration. Work in concert with the Urban Forest Management Plan to implement the planting of additional trees in these areas.	COS-3.3: Increase native vegetation and tree canopy coverage across WSGV	DRP/DPW	\$	Short



Action	Name	Description	Related Policy	Coordinating Agencies/ Departments	Cost Estimate (\$, \$\$, \$\$\$)	Timeframe (short/mid long range
Vision Stat	tement VI – Equita	ble Decision Making				
Action 6.1	Bioscience Corridor Development	Identify funding sources and research strategies that promote the development and colocation of uses that support the life and biological sciences industries, prioritizing equitable investment for WSGVAP populations, workers, and businesses. Corridors in the Plan Area that should be considered for these uses include Woodbury Road, Lincoln Avenue, and Fair Oaks Avenue, in Altadena and Rosemead Boulevard in East Pasadena – East San Gabriel.	LU-6.4: Incentivize diverse and innovative industries	DRP DEO	\$\$\$	Long
		Altadena				
Vision Stat	ements II – Harmo	onious and Coordinated Growth and III – Connected and Walkat	ole Communities			
AL 1.1	Pedestrian Safety	Prioritize the implementation of pedestrian safety features along collision concentration corridors and areas along Altadena Drive, Loma Alta Drive, Lake Avenue, Fair Oaks Avenue, Lincoln Avenue, and Woodbury Road.	AL-1.3: Vibrant commercial corridors AL-2.1: Increase sidewalk continuity AL-2.3: Improve traffic calming for safe walking, biking, and horseback riding	DRP DPW DPH	\$\$	Mid
AL 1.2	Pedestrian and Equestrian Trail Network	 Coordinate with agencies, institutions, and community stakeholders to study the feasibility of establishing an off-road urban trail network for pedestrians and equestrians that connect to open spaces, trails, equestrian facilities, and parks in the community. Consider the following locations in addition to stakeholder input, as feasible: Loma Alta Drive to connect from Sam Merrill Trail to Chaney Trail to Loma Alta Park. Lincoln Avenue between Loma Alta Drive and Altadena Drive. Altadena Drive from Eaton Canyon to Hahamongna Watershed Park and Gabrielino Trail. Add elevated push buttons for roadway-crossings for equestrians along trail network. 	AL-2.9: Support development of an equestrian trail on Loma Alta AL-2.6: Prioritize shared use paths	DRP DPW DPR	\$\$	Mid



Action	Name	Description	Related Policy	Coordinating Agencies/ Departments	Cost Estimate (\$, \$\$, \$\$\$)	Timeframe (short/mid/ long range)
AL 1.3	Altadena Crest Trail Connectivity	Identify resources and funding to close gaps and create a continuous trail along the historic access of the Altadena Crest Trail. Perform biological assessments to identify sensitive resources and avoid impacts. If necessary, reroute trail sections as needed to avoid impacting sensitive resources.	AL-1.4: Complete Altadena Crest Trail connectivity	DPR	\$\$\$	Mid
AL 1.4	Trail Enforcement	Identify resources and funding for additional ranger presence on trails to enforce against trail use violations, night-time gatherings, illegal fires to improve safety and consistently lock trail gates at nights, particularly the Chainey Trail Gate.	AL-1.6: Support nightly trail gate closures	DPR	\$\$	Short
AL 1.5	Bioscience Industry	Create a bioscience incentive program that focuses on attracting green industries and biosciences to the Woodbury Road Business	AL-4.1: Establish a biosciences hub	DCBA	\$\$	Mid
	Attraction	District in Altadena. As part of this program, establish a	biosciences nub	DEO		
		streamlined permitting process for a green and bioscience industries innovation hub where incentives can be offered to attract such industries. Develop an innovation fund to provide seed grants to startups in technology, sustainability, and bioscience sectors, encouraging growth and diversification of the local economy. Partner with academic institutions to offer specialized training in emerging fields like green tech and biosciences, preparing the local workforce for future industry demands.		DRP		
		East Pasadena–East San Gal	oriel			
Vision St	atement III – Conne	ected and Walkable Communities				
EPESG 1	.2 Tree Canopy	Increase Tree Canopy Coverage, utilizing native shade trees where feasible, in East Pasadena-East San Gabriel on streets such as Rosemead Boulevard, to improve shading and ensure pedestrian comfort and safety.	EPES-2.3: Enhance pedestrian facilities along Rosemead Boulevard	DRP DPW	\$\$	Mid



Action	Name	Description	Related Policy	Coordinating Agencies/ Departments	Cost Estimate (\$, \$\$, \$\$\$)	Timeframe (short/mid/ long range)
		La Crescenta-Montrose				
Vision Sta	itement III – Conne	ected and Walkable Communities				
LCM 1.1	Increase Fixed Transit Service Frequency	Coordinate with transit operators such as Los Angeles Metro, Glendale Beeline, and La Cañada Flintridge (LCF) Shuttle, to study the feasibility of increased fixed service frequency along Foothill Boulevard and Montrose Avenue to better connect residents to employment centers and other shopping streets such as Honolulu Avenue in the City of Glendale and Colorado Boulevard in the City of Pasadena.	LCM- 1.1: Focus growth around Foothill Boulevard	DRP Transit Agencies	\$\$	Mid
LCM 1.2	Protected	Prioritize streets such as Foothill Boulevard and nearby streets,	LCM-2.5: Create a	DRP	\$\$\$	Mid
	Bikeways	Rosemont Avenue, La Crescenta Avenue, Ramsdell Avenue, Montrose Avenue, and Ocean View Boulevard, to create a network of protected bikeways.	connected bike network	DPW		
LCM 1.3	Evacuation	Coordinate with agencies and stakeholders to study existing	LCM 2.4: Improve	DRP	\$	Short
	Capacity	emergency evacuation plans in La Crescenta-Montrose for hillside areas and in areas with limited street access. In evaluating evacuation plans, consider the existing capacity to evacuate all residents, including youth, older adults, and people without cars.	pedestrian pathway continuity	OEM		
LCM 1.4	Foothill	Coordinate with Southern California Edison and local	LCM-1.7: Support	DRP	\$	Short
	Boulevard Pocket Park	stakeholders to explore the feasibility of establishing a pocket park at the Sharon Substation property on Foothill Boulevard near the intersection with Glenwood Avenue.	additional community park spaces	DPR		
LCM 1.5	Foothill	Consider installing center medians along Foothill Boulevard in La	LCM-4.1: Enhance	DRP	\$\$	Mid
	Boulevard Landscaped Medians	Crescenta-Montrose. The median should be landscaped with native trees and plants that would expand the tree canopy and mitigate stormwater runoff. Consider additional safety treatments to the roadway in conjunction with the medians to reduce collisions and promote safety along the corridor.	shading along commercial corridors	DPW		



Action	Name	Description	Related Policy	Coordinating Agencies/ Departments	Cost Estimate (\$, \$\$, \$\$\$)	Timeframe (short/mid/ long range)
		South Monrovia Islands				
Vision Sta	tement II – A Thriv	ring Business-Friendly Region				
SMI 2.1	Small Businesses & Commercial Space	Conduct outreach to existing commercial tenants in South Monrovia Islands to enhance existing commercial space and promote small businesses along Live Oak Avenue using LA County DEO programs including RENOVATE and Catalytic Development Fund.	SMI-4.1 Support Live Oak Avenue as diverse, vibrant business corridor	DRP	\$	Mid
Vision Sta	tement III – Conne	cted and Walkable Communities				
SMI 2.2	Pedestrian Safety	Study the feasibility of improving environmental design, including pedestrian-scale street lighting, especially on Maydee and Flagstone Streets to improve pedestrian safety.	SMI-2.3: Improve pedestrian safety design features	DRP DPW	\$\$	Mid
SMI 2.3	Sawpit Wash Trail	Explore converting the Sawpit Wash into a pedestrian trail and extend it to Live Oak Avenue via Myrtle Avenue.	SMI-2.4: Improve the bicycle and trail network	DRP	\$\$	Mid
SMI 2.4	Walkability along Live Oak Avenue	Improve the frontage road along Live Oak Avenue to make it more attractive to pedestrians and transit users.	SMI-2.2: Promote walkability along Live Oak Avenue	DRP DPW	\$	Mid
Vision Sta	tement IV – Strong	g Social and Cultural Cohesion				
SMI 3.1	Historical Signage at Pamela Park	Study and develop a plan to promote the historical significance and revival of Pamela Park in the 1980s through installation of markers and/or interpretive signage.	SMI-3.2: Celebrate Pamela Park's history and community revival	DRP DAC	\$\$	Mid
Vision Sta	tement VI – Equita	ble Decision Making				
SMI 3.1	Tree Canopy	Increase Tree Canopy Coverage in South Monrovia Islands on streets such as Peck Road, Rio Hondo Parkway, and Hemlock Street, with emphasis on connections to Peck Road Water Conservation Park, to improve shading and ensure pedestrian comfort and safety.	SMI-6.1: Prioritize green infrastructure investment	DRP	\$\$	Mid



Action	Name	Description	Related Policy	Coordinating Agencies/ Departments	Cost Estimate (\$, \$\$, \$\$\$)	Timeframe (short/mid/ long range)
		South San Gabriel				
Vision Stat	tement II – Conne	cted and Walkable Communities				
SSG 1.1	Public Realm Maintenance Program	Study the feasibility of establishing a Public Realm Maintenance Program for South San Gabriel to enhance community aesthetics, cleanliness, and health. Identify key areas requiring regular maintenance and cleaning, including streets, sidewalks, and public facilities. The study should consider potential funding sources, best practices, community engagement, opportunities to collaborate with surrounding jurisdictions, and clear performance metrics.	SSG-2.3: Maintain clean and safe community sidewalks	DRP DPW	\$	Short
SSG 1.2	Master Plan of Highways Amendment	Study the feasibility of amending the Los Angeles County Master Plan of Highways to reclassify and/or remove a proposed secondary highway segment starting at the intersection of E Graves Avenue and New Avenue in South San Gabriel and terminating at the intersection of S Orange Avenue and Saturn Street in the City of Monterey Park.	M-1.3: Prioritize environmental justice in mobility	DRP DPW	\$	Short
		Whittier Narrows and South El Mor	nte Island			
Vision Stat	tement III – Conne	ected and Walkable Communities				
WNSE 1.1	Whittier Narrows Pedestrian Connectivity	Implement pedestrian and bike safety infrastructure for safe and convenient access to Whittier Narrows Recreation Area and local trails from nearby residential areas and between different sections of the park, nature center, natural areas, and trails. Work with park users and nearby residents to identify locations of concern and prioritization, with attention to Rosemead Blvd, San Gabriel Blvd, Durfee Ave, Rush St., and Santa Anita Ave. Provide relief from high-stress street crossings near the park areas. Improve the continuity of pedestrian pathways, including sidewalks and off- street trails, where appropriate, through context-sensitive design features.	WNSE-2.1: Incorporate multimodal safety treatments along Rosemead Boulevard WNSE-2.2: Enhance pedestrian continuity WNSE-2.3: Improve intersections and street crossings	DRP DPW DPH	\$\$	Mid



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