



CITY OF LA VERNE GENERAL PLAN UPDATE



POLICY DOCUMENT Adopted January 2025



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Prepared For:

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POLICY DOCUMENT

Adopted January 2025

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INTRODUCTION IN



Introduction to the General Plan

The City of La Verne, nestled in the scenic foothills of the San Gabriel Mountains in eastern Los Angeles County, is a city of approximately 33,000 people, with an area of approximately nine square miles. The City is bounded by San Dimas to the west, Claremont to the east, Pomona to the south, and the San Gabriel Mountains to the north.

La Verne was incorporated in 1906 following a period of land speculation brought on by the extension of the Santa Fe Railroad. Originally named Lordsburg at the time of its founding in 1887, the City was selected as the site of the University of La Verne, which was established in 1892 and remains an important community institution. The City was known as the “Heart of the Orange Empire” due to its flourishing citrus industry, until rapid post-WWII development shaped the City’s residential neighborhoods.

The City of La Verne continues to celebrate its historic and cultural heritage, while looking to proactively embrace new opportunities for growth and economic development. The La Verne General Plan 2045 – the City’s updated general plan document – embraces the past and looks towards the future to guide decisions that support the community’s long-term growth and development. The General Plan reflects the community’s values and desires, and addresses important issues such as land use and urban design; mobility; resource management; public safety and noise; community services and facilities; economic development; sustainability; and health and wellness. Although the General Plan may be updated periodically to reflect changing market conditions, new legislative requirements, and modern local opportunities, the intent of the La Verne General Plan is to lay the foundation for long-term decision-making that stands the test of time.

Contents:

- Purpose of the General Plan
- Scope and Content of the General Plan
- Planning Process
- Public Participation
- Community Vision Statement
- Applying the General Plan
- Annual Reporting

Purpose of the General Plan

In California, all cities and counties are required to adopt a general plan. The general plan is a comprehensive policy document that shapes the long-term physical development of a jurisdiction's planning area. The general plan must include seven state-mandated elements including land use, circulation, housing, conservation, open space, noise, and safety elements, as specified in Government Code Section 65302, to the extent that the issues identified by State law exist in the City's planning area. Additional elements that relate to the physical development of the city may also be addressed in the general plan. The degree of specificity and level of detail of the discussion of each general plan element need only reflect local conditions and circumstances. The La Verne General Plan has been prepared consistent with the requirements of State law and addresses the relevant items addressed in Government Code Section 65300 et seq.

A general plan is a “constitution” or “blueprint” for the future physical and economic development of a city or county. All future planning decisions and project approvals must be consistent with the general plan, including, but not limited to: Specific Plans, subdivisions, public works projects, public services, and zoning decisions. A general plan has the following defining features:

A general plan is:

Comprehensive

A general plan is comprehensive in nature, covering a wide range of topics such as land use, housing, economic development, infrastructure, public safety, recreation, and natural resources.

Long Range

A general plan provides guidance on achieving a long-range vision of the future for a city or county. To reach this envisioned future, the general plan includes goals, policies, and implementation programs that address both near-term and long-term needs. The City of La Verne's General Plan looks ahead approximately 20 years—to the year of 2045. At the same time, the General Plan will provide policy direction that allows for flexibility to respond to changes in the marketplace and in technology, positioning the City for long-term success.

Consistent

A general plan must be internally (“horizontally”) consistent, meaning it cannot contradict itself. A general plan uses a consistent set of assumptions and projections to assess future demands for housing, employment, public services, and infrastructure and must fully integrate its separate parts and relate them to each other without conflict. Additionally, all adopted portions (elements) of a general plan have equal weight. None may supersede another, so the general plan must resolve conflicts among the provisions of each element. Finally, all other plans, ordinances, and policies must be consistent with the general plan. This “vertical” consistency helps resolve conflicts between local specific plans, the City's Zoning Ordinance, and the General Plan.

Scope and Content of the General Plan

General Plan Policy Document

The General Plan policy document contains the goals and policies that will guide future decisions within the City and identifies action items (implementation measures) to ensure the vision and goals of the General Plan are carried out. Two important documents support the General Plan: the Existing Conditions Report and the General Plan Environmental Impact Report (EIR). Both are intended to be used in conjunction with this General Plan and to serve as companions to this policy document.



The General Plan also contains a land use map, which serves as a general guide to the distribution of land uses throughout the City. The General Plan addresses all of the elements required by State law, in addition to a range of optional topics and elements that the City has elected to include. The table below identified the elements included in the General Plan and the corresponding requirement in State law.

Relationship Between General Plan Elements and State Requirements

| General Plan Elements | | State Mandated | | | | | | | |
|-----------------------|--------------------------|----------------|-------------|--------------|------------|-------|--------|---------|-----------------|
| | | Land Use | Circulation | Conservation | Open Space | Noise | Safety | Housing | Optional Topics |
| La Verne General Plan | Land Use | ▲ | | | | | | | |
| | Economic Development | | | | | | | | ▲ |
| | Mobility | | ▲ | | | | | | |
| | Resource Management | | | ▲ | ▲ | | | | ▲ |
| | Public Safety | | | | | ▲ | ▲ | | ▲ |
| | Community Services | | | | | | | | ▲ |
| | Community Design | | | | | | | | ▲ |
| | Fiscal Sustainability | | | | | | | | |
| | Health and Wellness | | | | | | | | ▲ |
| | Housing (Separate Cover) | | | | | | | ▲ | |



Organization of the General Plan Elements

Each element (i.e., chapter) of the General Plan is organized into a set of goals, policies, and implementation actions. Each goal is supported by a particular set of policies and actions to implement and achieve that goal. The final chapter of the General Plan (Implementation) includes a complete summary of each action that is identified in the various elements, accompanied by the City department responsible for implementing the action and the timing of implementation.

Planning Process

The City of La Verne's existing General Plan was last comprehensively updated in 1998. Since then, substantial changes to the planning context of the City have occurred, including accelerated growth in the region and shifts in the community's demographics, as well as new ways of thinking about sustainability, public health, and placemaking. In light of these changes, the City undertook a comprehensive update of the General Plan as an opportunity to reassess and refine its long-term vision and identify the new challenges it will face, opportunities it will follow, and approaches it will use to make that vision a reality. The update process began in mid-2017 and included the following steps.

Public Participation

The La Verne General Plan 2045 was developed with extensive community input and reflects the community's vision for La Verne. A summary of the community outreach and public participation process is provided below and a detailed summary is included as Appendix A.

Outreach Objectives

Objectives established for the comprehensive outreach program were to:

- Educate the public on the City's history, existing conditions, socioeconomic trends, and fiscal health
- Develop a long-term vision
- Build capacity for future public outreach and education
- Engage key stakeholders to perpetuate long-term involvement
- Engage a broad spectrum of the City, particularly those who are typically silent
- Raise the profile of the General Plan and establish a greater connection to current planning issues

La Verne General Plan Outreach

For all public workshops and meetings, the City of La Verne conducted extensive outreach, using a wide variety of methods and tools, to inform and encourage the community to participate in the update process. The following is a list of methods and tools used to inform the public of meetings, workshops, and the status of the work efforts.

- **General Plan Website:** The City maintains a website (www.laverne.generalplan.org) devoted to informing the public about, and encouraging participation in, the update process. The website includes workshop materials, background information, and draft and final work products.
- **E-mail Distribution List:** The distribution list was developed and maintained over time, and included email contacts for agencies, organizations, stakeholders, and individuals.
- **Social Media:** The City regularly posted meeting notices and project updates to its social media platforms, including Facebook, NextDoor, and Instagram.
- **Visual Advertising Campaign:** Flyers and newsletters were prepared to advertise the General Plan Update and Visioning Workshops; these flyers were made available on the City's municipal website as well as at key locations around the community. In addition, bilingual event flyers (in English and Spanish) were sent home with Bonita Unified School District students.

Visioning Workshops

The City hosted three monthly workshops (September through November 2017), addressing a different topic of focus each month. Each workshop was conducted in a bilingual environment (English and Spanish) to minimize barriers to participation. Each workshop included a brief overview of the General



Plan, including its importance and why the City is updating its Plan, background information on the evening's topic, and a series of facilitated activities to solicit input on key topics or ideas.

Visioning Workshop 1: Vision, Assets, and Challenges

The first General Plan Visioning Workshop was held on Tuesday September 26, 2017, at the La Verne City Council Chambers. Approximately 40 residents attended this workshop. The focus of this visioning workshop was to ask for input from residents on what they consider to be La Verne's greatest assets, what they see as challenges, and what their vision is for the future of the City. After a brief presentation on the General Plan Update, the consultant team facilitated two activities to help conduct this conversation. The first activity was an individual exercise where residents were asked to write-down what they think are La Verne's biggest assets and challenges, along with their vision for the future of La Verne. The second activity asked small groups of participants to review large-scale maps of the City and highlight areas that need special focused attention as part of the General Plan Update, including areas that should be preserved and protected, and areas where land use changes should be considered. After working on the maps, each smaller group reported-back to the entire group summarizing their key ideas.

Visioning Workshop 2: Guiding Principles, Vision Statement, and Placemaking

The second workshop was held on Thursday October 19, 2017, at the La Verne Community Center. Approximately 50 people attended this event. The second workshop focused on three major topics: establishing a set of guiding principles, crafting a vision statement for La Verne, and exploring opportunities to enhance placemaking throughout the community. The workshop included three activities related to the three meeting topics, which involved polling, small group brainstorming, and a placemaking mapping exercise designed to determine how and where residents live, work, and play.

Visioning Workshop 3: Circulation and Mobility

The third and final visioning workshop was held on Thursday November 20, 2017, at the La Verne Community Center. Approximately 30 people attended this event. The focus of the last Workshop was on circulation and mobility in La Verne, including how people get around (cars, walking, biking, transit) and regional transit connections, including existing Metrolink stations at the Fairplex (seasonal) and North Pomona, and a future Gold Line station in La Verne. The presentation included background on existing conditions, including existing traffic volumes, transit routes, and accident information. The group also reviewed existing commute patterns (where do people who live in La Verne go for work, and where do people who work in La Verne come from). The workshop included activities related to "complete streets" and mobility mapping.

The topics explored in each Workshop along with summaries of the input provided by the community are provided in the Visioning Workshops Summary Report (Fall 2017), which is available for review online at: www.laverne.generalplan.org.

General Plan Advisory Committee

As part of the General Plan Update, the City Council established a citizen-based General Plan Advisory Committee (GPAC) to provide Staff and the consultant team guidance on developing the General Plan. The 12-member GPAC, which consisted of residents, members of City government, local developers, and representatives from the University of La Verne, Historical Society, Downtown Business Improvement District, Senior Citizen Advisory Committee, and Active Transportation Committee, among others, collaborated with City staff and the General Plan Update consultant team throughout the development of the General Plan. The GPAC met 11 times throughout 2018 and 2019 to discuss issues related to housing and land use, economic development, mobility, noise, public safety, public facilities, open space, conservation, and community design. The GPAC identified key issues and challenges that La Verne is likely to face over the next 20 years and prepared a draft of the Community Vision Statement. Each General Plan Advisory Group meeting was open to the public. All GPAC materials are available on the City website: www.laverne.generalplan.org.

Online Surveys and Polls

In order to capture as much input from the community as possible, including input from those who may not have participated in in-person engagement opportunities, the project team designed two online surveys that were open to all. The surveys were conducted as part of the City's housing element update and were administered online via the SurveyMonkey web platform. The first survey focused on existing



housing conditions in La Verne. The second survey focused on housing priorities. During the approximately three-month time period that the two surveys were active, 25 responses to the 14 questions for Survey Number 1, and 19 responses to the two questions for Survey Number 2. The questions involved a wide range of response formats that are synthesized in the Community Vision Guide. The survey responses provide insight into the demographics and opinions of La Verne community members concerning goals and topics related to the update of the City's General Plan.

City Council Briefings

The City Council received briefings from City Staff and the Consultant team throughout the project to review input from the Visioning Workshops, receive information relevant to the specific topics addressed at the General Plan Advisory Group meetings, and provide specific direction and guidance to staff and the consultant team regarding the Community Vision Statement and the Land Use Themes Report/development of the Benchmark Plan which is analyzed in this Environmental Impact Report.

Community Vision Statement

Based on the extensive public input received, a Community Vision Statement (see the following page) was prepared to serve as the foundation for the General Plan. The following Vision Statement was reviewed by the General Plan Advisory Committee and approved by the City Council in 2019.





CITY OF LA VERNE GENERAL PLAN UPDATE

Envision La Verne...

The City of La Verne, nestled in the scenic foothills of the San Gabriel Mountains, is a thriving place to live, work, learn, and enjoy life in southern California. We cherish our special small-town charm—exemplified by the vibrant activity center of Old Town La Verne—and recognize the importance of preserving and protecting our cultural and historic resources which contribute to La Verne’s unique sense of place. We are deeply proud of our youth and we appreciate how critically important younger generations are to future success of our community. Family-friendly events and activities celebrate and enhance La Verne’s strong civic life, diversity, and inclusivity, and serve as inviting opportunities for local residents and people throughout the region to come together to appreciate all that the City has to offer.

We are recognized for our safe, quiet, and clean residential neighborhoods which offer a range of housing choices for residents of different ages and incomes. High-quality community services, activities, and facilities—including schools, parks and recreation opportunities, police, fire, medical services, and infrastructure—all contribute to creating the lifestyle that residents value. People living, working, and visiting La Verne can safely and efficiently get around the community and can easily reach regional destinations by driving, walking, biking, taking transit, or through emerging mobility technologies.

Economic development is a priority for La Verne and the City is fiscally well-positioned to adapt to future market changes. Multiple economic activity centers are well-distributed throughout the City providing an array of different dynamic business clusters. The community is home to a range of desirable employment opportunities and employers are attracted to La Verne because of its location, public amenities, housing options, access to transit, and business-friendly atmosphere.

The City serves as an example of how local communities can work together to creatively address important local and regional issues. Strong civic leadership and valued partnerships with the University of La Verne, public and private schools, business community, and other local and regional partners help maintain La Verne’s outstanding quality of life and ensure that we remain vibrant, successful, and fiscally sustainable for generations to come.



Applying the General Plan

The General Plan is intended for use by a broad range of persons, including City decision-makers, City staff, developers, and community members, to serve the following purposes:

- To identify land use patterns, growth, transportation, environmental, economic, and community goals and policies as they relate to land use, conservation, development, and provision of community services and facilities.
- To articulate a vision and strategy for the future development of La Verne and its residents.
- To enable the City Council and Planning Commission to establish long-range land use, transportation, services, conservation, and growth goals and policies.
- To provide a basis for judging whether specific private development proposals and public projects are in harmony with these goals and policies.
- To inform citizens, developers, decision makers, and other jurisdictions of the policies that will guide development and conservation within La Verne.

The General Plan applies to lands in the incorporated area of the City, to the extent allowed by Federal and State law. Under State law, many actions, such as development projects, specific plans, master plans, community plans, zoning, subdivisions, public agency projects, and other decisions must be consistent with the General Plan. State law requires that the City's ordinances regulating land use be consistent with the General Plan. The Zoning Ordinance, individual project proposals, and other related plans and ordinances must be consistent with the goals and policies in the General Plan.

Interpreting the General Plan

In reading the General Plan, one should infer that the goals, policies, and implementation measures are limited to the extent that it is financially feasible and appropriate for the City to carry them out and to the extent legally permitted by Federal and State law. For example, policies and measures which indicate that the City will “provide,” “support,” “ensure,” or otherwise require or carry them out do not indicate an irreversible commitment of City funds or staff resources to those activities, but rather, that the City will support them when the City deems that it is financially feasible and appropriate to do so. In some cases, the City will carry out various policies and measures by requiring development, infrastructure, and other projects to be consistent with the policies and actions of the General Plan. In other cases, the City may include General Plan items in the Capital Improvement Program, annual budget, or other implementation mechanisms, as the City deems appropriate.

Key Terms

Goal: A description of the general desired condition that the community seeks to create.

Policy: A specific statement that guides decision-making as the City works to achieve the various goals. Once adopted, policies represent statements of City regulations.

Action: An action, procedure, implementation technique, or specific program to be undertaken by the City to help achieve a specified goal or implement an adopted policy.



How to Read La Verne's General Plan

As the guide for future development and desired conditions, residents, property owners, and business owners should also familiarize themselves with how to read this document. Each element contains a brief introduction, several goals and related policies, and a description of related actions to help implement the City's vision.

Goals

A goal in the General Plan is the broadest statement of community values. It is a generalized ideal which provides a sense of direction for action. Goals are overall statements of desired future conditions.

Policies and Implementation Measures

The essence of the General Plan is contained within its policies. Policies are statements which further refine the goals, and guide the course of action the City must take to achieve the goals in the plan. It is important to note that policies are guides for decision makers, not decisions themselves. Policies and implementation measures must be clear to be useful. However, policies may range in terms of commitment of resources, importance, and expected results. Therefore, it is important for readers to understand the distinctions between various levels of policy and implementation action. The following is a list of common terms used in policies and implementation measures, and how to interpret its usage in the General Plan. In cases where other terms are used (and not defined below), an equivalent to the closest applicable term can be used.

Shall: Absolute commitment to the policy or action, and indicate that the policy must be adhered to in all cases.

Should: Policy will be followed in most cases, but exceptions are acceptable for good reasons.

Ensure: Policy indicates that the City plays a role in making sure something happens, often times in partnership with other agencies or as part of other City programs and processes.

Encourage: Policy is highly recommended and/or desired, and should be pursued when feasible.

Allow: Policy will be supported within certain parameters and certain guidelines.

Coordinate: Policy will occur in conjunction with another entity, and the City will carry its share of the responsibility.

Explore: Effort will be taken to investigate the subject at hand, to discover whether or not further commitment is relevant.

Consider: Policy may or may not be followed, depending upon the results of analysis that will be completed.

Limit: Effort will be taken to keep the subject within certain limits, or will at least make undesired change more difficult.

Restrict: Effort will be taken to keep the undesired action to a minimum.



Amending the General Plan

The General Plan is not static, but rather is a dynamic and multi-faceted document that defines and addresses the changing needs of the City. It is based on an on-going assessment and understanding of existing and projected community needs. The City's decision-makers have broad discretion in interpreting the General Plan and its purposes, and are allowed to weigh and balance the various goals and policies when applying them. Recognizing the need for the General Plan to remain current and reflective of local issues and policies, State law allows the City to periodically amend the General Plan to ensure that it is consistent with the conditions, values, expectations, and needs of its residents, businesses, and other stakeholders. The General Plan may be amended in accordance with State law. While specific findings may be applied on a project-by-project basis, at a minimum the following standard findings shall be made for each proposed General Plan amendment:

1. The amendment is deemed to be in the public interest;
2. The amendment is consistent and/or compatible with the rest of the General Plan;
3. The potential impacts of the amendment have been assessed and have been determined not to be detrimental to the public health, safety, or welfare; and
4. The amendment has been processed in accordance with the applicable provisions of the California Government Code, the California Environmental Quality Act (CEQA), and the City's Municipal Code.

City-initiated amendments, as well as amendments requested by other parties, are subject to the same basic process described above to ensure consistency and compatibility with the General Plan. This includes appropriate environmental review, public notice, and public hearings, leading to an official action by the City Council.

Timing

Under state law, mandatory elements of the General Plan may be amended up to four times in each calendar year. The City Council or any citizen may initiate consideration of a General Plan Amendment. State law further requires that the Housing Element be reviewed and updated at least once every eight years.

Exemptions

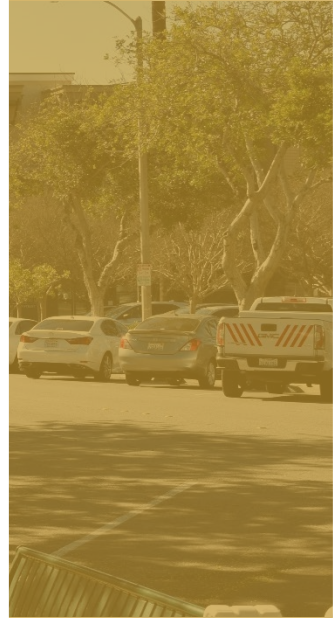
The State Legislature has recognized that occasions arise which require the local jurisdiction to have some flexibility in amending the General Plan. As set forth in the California Government Code, the following are exempt from the General Plan amendment schedule:

- Amendments to optional elements.
- Amendments requested and necessary for affordable housing (Section 65358(c)).
- Any amendment necessary to comply with a court decision in a case involving the legal adequacy of the general plan (Section 65358(d)(1)).
- Amendments to bring a general plan into compliance with an airport land use plan (Section 65302.3).

Annual Reporting

Given the long-term nature of the General Plan, it is critical to periodically evaluate its effectiveness and to document the implementation status of the various policies and actions that it contains. State law provides direction on how cities and counties can maintain the General Plan as a useful policy guide. State law also requires the City to annually report "the status of the plan and progress in its implementation" (California Government Code Section 65400(b)) to the City Council.





Introduction to Land Use

The Land Use Element provides for a development and resource conservation pattern that preserves and protects the clean, quiet, and family-friendly neighborhoods throughout La Verne and the City's beautiful parks and open space facilities, while promoting opportunities for economic development, high-quality local job growth, and fiscal sustainability. The Land Use Element demonstrates the City's commitment to providing for strong local job growth and economic development opportunities, and retaining La Verne's high quality of life by providing a range of housing types that promote a safe and family-oriented living environment. La Verne is a largely built-out community with limited vacant land. Desirable new growth consistent with the Community Vision is directed along the City's key corridors (Foothill Boulevard and Arrow Highway) and around its major activity and business centers (Old Town La Verne, the Metro A Line Station, La Verne Business Park, and Brackett Field). By planning carefully for how and where to accommodate future growth, La Verne is prioritizing the preservation and maintenance of its existing residential neighborhoods which continue to serve as one of the most defining features of this special community.

Organization of Element

The Land Use Element will address each of the topics below as they relate to La Verne. The goals and policies of this element are organized around the following topics:

- Land Use Mix
- Growth Management
- Residential Development
- Hillside Development
- Community Character

Contents:

- Land Use Mix
- Growth Management
- Residential Development
- Hillside Development
- Community Character

Overview

The Land Use Element provides for a development and resource conservation pattern that preserves and protects La Verne's unique character while promoting opportunities for economic development, local job growth, and expanded housing opportunities. Ensuring that La Verne has sufficient capacity and flexibility to support a diverse mix of land uses is essential to the community's ability to thrive and be economically sustainable over time.

Planning Area Boundaries

City Limits

The City Limits include all area within the City's corporate boundary, over which the City exercises land use authority and provides public services.

Sphere Of Influence

A Sphere of Influence (SOI) is the probable physical boundary and service area of a local agency, as adopted by a Local Agency Formation Commission (LAFCO). A SOI includes both incorporated and unincorporated areas within, which a city or special district will have primary responsibility for the provision of public facilities and services.

Planning Area

For the purposes of the General Plan, the Planning Area is defined as the city limits and SOI that is included in the analysis and planning for the 20-year horizon of the General Plan (Figure LU-1).

Specific Plan Areas

La Verne has numerous Specific Plans that oversee the development of each respective planning area. The plans act as tools for implementing the goals and policies of the General Plan through the regulation of use, density, height, and other design standards to achieve the overall vision for the selected area. Specific Plan Areas are identified on the Land Use Map as either "Specific Plan – Residential" (which allows for only residential uses) or "Specific Plan – Mixed Use" (which allows for a range of land uses).

Land Use Map

The Land Use Map (Figure LU-2) depicts the City's vision for how open space, commercial, industrial, residential, and other uses will occur in the city.

State law requires the Land Use Element to address:

- Proposed general distribution, general location and extent of the uses of the land for housing, business, industry, open space, including agriculture, natural resources, recreation, and enjoyment of scenic beauty, education, public buildings and grounds, solid and liquid waste disposal facilities, and other categories of public and private uses of land;
- Population density and building intensity; and
- Areas subject to flooding, which are addressed in the Public Safety Element.

Background information regarding land use is presented in Chapter 1 of the General Plan Update Existing Conditions Report.



Land Use Designations

The Land Use Designations in this General Plan specify the type of allowed uses associated with each designation, as well as the allowed range of development intensity, which is expressed in density or floor area ratio. Zoning, specific plans, and individual development projects must be consistent with the intensities allowed under the General Plan.

Land Use Classification System

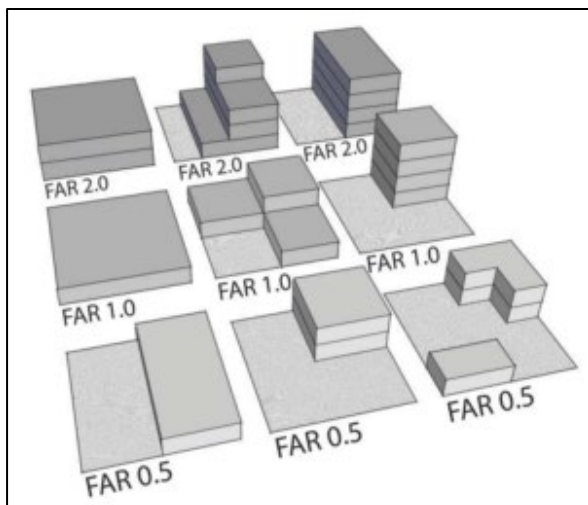
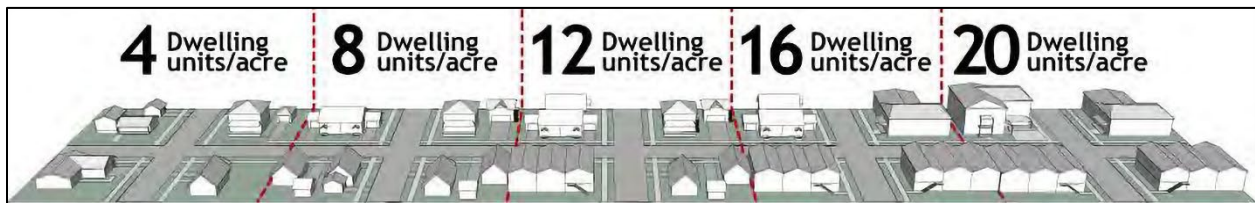
The Land Use Map (Figure LU-1) illustrates the various types and distribution of land uses planned for the community. The land use classification system includes 11 land use designations. Land use designations identify the types and nature of development allowed in particular locations depicted on the Land Use Map (Figure LU-1).

The residential category includes five designations that allow for a variety of housing types and densities. The nonresidential grouping includes two jobs-generating designations and two designations that serve the public good. Finally, the City has two Specific Plan designations which indicate that there is an adopted Specific Plan for an area (Residential or Mixed-Use, which guides future land use and zoning decisions).

Land Use Density and Intensity

This Element uses certain terminology to describe the various land use designations. Land use concepts, including density and floor area ratio, are described below.

Density. Density refers to the intensity of residential uses in terms of a range, from a minimum to a maximum, of dwelling units per gross acre. Various building configurations representing different densities are shown below.



Floor Area Ratio. Floor area ratio, referred to as FAR, is used to express the building intensity for non-residential uses, such as commercial, industrial, community facilities, and the non-residential component of mixed-use projects. FAR refers to the ratio of the gross floor area of all structures on a lot, excluding parking structures and outdoor storage areas, to the total (gross) lot area.



Residential Land Use Designations

Hillside Residential (HR); 0-2 du/ac

Single-family development at a density of up to 2 dwelling units per acre.

Due to environmental constraints (steep slopes, significant strands of oak and sycamore trees, fire hazard) some areas in this category may not be developable. All developments in this category must first undergo a detailed constraints analysis prepared by the applicant to determine the extent of development that would be feasible.

Low Density Residential (LDR); 0-5 du/ac

Single-family development at a density of up to 5 dwelling units per acre.

Medium Density Residential (MDR); 0-10 du/ac

Single-family and multiple-family development at a density of up to 10 dwelling units per acre.

High Density Residential (HDR); 0-15 du/ac

Single-family and multiple-family development at a density of up to 15 dwelling units per acre.

Very High Density Residential (VHDR); 0-32 du/ac

Single-family and multiple-family development at a density of up to 32 dwelling units per acre.

Nonresidential Land Use Designations

Commercial/Business Park; 0.50 FAR

Retail commercial, office, light manufacturing, industrial, and mixed uses are allowed on properties with this land use designation. Such uses can either be in individual buildings or in low intensity suburban centers. Maximum lot coverage of 50 percent is permitted.

Industrial; 0.50 FAR

The industrial land use category allows for more intense manufacturing and industrial uses than allowed in the commercial/business park areas of the City. This designation allows for maximum lot coverage of 50 percent.

Community Facilities; No Maximum FAR

This category includes water and sewer service systems, storm drains, schools, the University of La Verne, the library system, the cemetery, private hospitals, community care and residential care facilities, and places of worship.

Open Space; No development potential

The open space category includes parks and recreation areas, utilities, easements, flood control channels, and some hillside areas that will remain undeveloped due to environmental/safety constraints.

Specific Plan Land Use Designations

Specific Plan - Residential; Varies (defined by Adopted Specific Plan)

The purpose of a specific plan is to provide for the classification and development of parcels of land as a coordinated, comprehensive project in order to create a superior environment resulting from site specific community planning. As required by state law, specific plans generally consist of a land plan, circulation plan, development standards, design guidelines, and phasing plan and set forth detailed implementation programs necessary to serve the development.



The Specific Plan-Residential land use designation refers to areas implemented with Specific Plans which only allow for residential development and associated community facilities and open space. The maximum residential density will be identified in the Specific Plan. Nonresidential development, such as commercial/business park uses and industrial uses, are not permitted within areas designated for Specific Plan-Residential.

The actual zoning designation of each area will be an abbreviation of the Specific Plan name followed by "SP" (e.g., ACSP for Arrow Corridor Specific Plan). Land uses within the SP areas depicted on the land use plan are conceptual and will be shown to provide context with surrounding uses. Actual land uses are illustrated in detail in the specific plan documents (zoning). Amendments to land use in the specific plan will not warrant a revision to the General Plan (General Plan Amendment).

Specific Plan - Mixed Use; Varies (defined by Adopted Specific Plan)

The purpose of a specific plan is to provide for the classification and development of parcels of land as a coordinated, comprehensive project in order to create a superior environment resulting from site specific community planning. As required by state law, specific plans generally consist of a land plan, circulation plan, development standards, design guidelines, and phasing plan and set forth detailed implementation programs necessary to serve the development.

The Specific Plan-Mixed Use land use designation refers to areas implemented with Specific Plans which allow for a mix of land uses, including residential, commercial/business park, industrial, community facilities, and/or open space. The maximum density and intensity of each use will be identified in the Specific Plan.

The actual zoning designation of each area will be an abbreviation of the Specific Plan name followed by "SP" (e.g., ACSP for Arrow Corridor Specific Plan). Land uses within the SP areas depicted on the land use plan are conceptual and will be shown to provide context with surrounding uses. Actual land uses are illustrated in detail in the specific plan documents (zoning). Amendments to land use in the specific plan will not warrant a revision to the General Plan (General Plan Amendment).

Buildout Potential

State General Plan law requires that the Land Use Element indicate the maximum densities and intensities permitted within the Land Use Plan. The land use designations shown on the Land Use Map are described in detail in this Element. Table LU-1 lists each of the land use designations shown on the Land Use Map and provides a corresponding indication of maximum density or intensity of development. Maximum allowable development on individual parcels of land is governed by these measures of density or intensity. The table also includes the effective overall level of development within each land use designation within the City. These effective levels of development represent an anticipated overall density and intensity of development for La Verne and are, therefore, less than the absolute maximum allowed for an individual parcel of land. For various reasons, many parcels in the community have not been developed to maximum density or intensity and, in the future, maximum development as described in this Element can be expected to occur only on a limited number of parcels.

The overall future development in La Verne is anticipated to occur at the expected level of density or intensity indicated in Table LU-1. Development at an intensity or density between the expected and maximum levels is desired when projects offer exceptional design quality, important public amenities or benefits, or other factors that promote important goals and policies of the General Plan.



Table LU-1 General Plan Land Use 2040 Potential Buildout Summary

| Land Use Designation | Acres (1) | Allowed Density and/or Intensity | Assumed Density and/or Intensity (2) | Units | Population | Non-Residential Square Feet | Jobs |
|---|--------------|----------------------------------|--------------------------------------|---------------|---------------|-----------------------------|---------------|
| RESIDENTIAL LAND USES | | | | | | | |
| Hillside Residential | 477 | 0-2 du/ac | 0.55 du/ac | 263 | 729 | - | - |
| Low Density Residential | 1,179 | 0-5 du/ac | 4.25 du/ac | 5,008 | 13,872 | - | - |
| Medium Density Residential | 286 | 0-10 du/ac | 8.45 du/ac | 2,418 | 6,698 | - | - |
| High Density Residential | 28 | 0-15 du/ac | 9.40 du/ac | 263 | 729 | - | - |
| Very High Density Residential (3) | 0 | 0-32 du/ac | N/A | - | - | - | - |
| <i>Residential Subtotal</i> | <i>1,970</i> | <i>-</i> | <i>-</i> | <i>7,952</i> | <i>22,028</i> | <i>-</i> | <i>-</i> |
| NONRESIDENTIAL LAND USES | | | | | | | |
| Commercial/Business Park | 3 | 0.50 | 0.26 | 2 | 6 | 34,188 | 70 |
| Industrial (3) | 0 | 0.50 | N/A | - | - | - | - |
| Community Facilities | 600 | No max | 0.018 | 30 | 82 | 463,249 | 955 |
| Open Space | 1,516 | N/A | - | - | - | - | - |
| Right-of-Way (including Freeway Corridor) | 894 | - | - | - | - | - | - |
| <i>Nonresidential Subtotal</i> | <i>3,013</i> | <i>-</i> | <i>-</i> | <i>32</i> | <i>88</i> | <i>497,437</i> | <i>1,025</i> |
| SPECIFIC PLAN LAND USES | | | | | | | |
| Specific Plan – Residential | 1,121 | Varies | Varies | 2,723 | 7,543 | 30,599 | 63 |
| Specific Plan – Mixed Use | 860 | Varies | Varies | 3,647 | 7,483 | 7,509,814 | 15,484 |
| <i>Specific Plan Subtotal</i> | <i>1,981</i> | <i>-</i> | <i>-</i> | <i>6,370</i> | <i>15,026</i> | <i>7,540,413</i> | <i>15,547</i> |
| Totals | 6,964 | - | - | 14,354 | 37,142 | 8,037,850 | 6,572 |

1. Acres are given as adjusted gross acreages, which do not include the right-of-way for major roadways, flood control facilities, or railroads.
2. Density/intensity includes both residential density, expressed as dwelling units per acre, and nonresidential intensity, expressed as floor area ratio (FAR), which is the amount of building square feet in relation to the size of the lot. Historically, citywide buildout levels do not achieve the maximum allowable density/intensity on every parcel, and are, on average, lower than allowed by the General Plan. Accordingly, the projections in this General Plan do not assume buildout at the maximum density or intensity but are adjusted downward to account for variations in development.
3. Note that at time of the General Plan's Adoption, no parcels have been designated as "Industrial" or "Very High Density Residential" on the Land Use Map. These category has been created to allow for the possibility of designating one or more areas of the City for these designation at some point in the future. Future application of the I or VHDR land use designation will necessitate a General Plan Amendment.



GOAL LU-1 LAND USE MIX

A City with a land use plan that supports a diverse, self-sufficient community that offers a variety of housing types, job opportunities, institutional uses, community facilities, commercial services, and recreational opportunities.

LU-1 Policies

- LU-1.1 **Land Use Pattern.** Provide for an overall mix of housing, employment, service, and recreational opportunities that promotes efficient development and multimodal choices; reduces pollution, greenhouse gas emissions, and the expenditure of energy and other resources; ensures compatibility between uses; enhances community livability and public health; and sustains economic vitality.
- LU-1.2 **Open Space Areas.** Create, maintain, and expand recreational and open space lands to the extent feasible.
- LU-1.3 **Activity Areas.** Promote the development of distinct, well-designed destinations featuring a mix of residential, commercial, and recreational uses that are well-integrated with surrounding development, accessible from transit and walking and biking paths, and serve as focal points in the community.
- LU-1.4 **Commercial and Industrial Uses.** Support a balanced distribution of well-maintained, functional, and appropriate commercial business and industrial use areas to expand local employment opportunities and support a stable tax base.
- LU-1.5 **Aging Business Operations.** Support the redevelopment and repositioning of aging business operations to modern, clean, mixed-use business parks.
- LU-1.6 **High Visibility Commercial Development.** Encourage commercial development adjacent to highway and transit corridors to take advantage of the visibility and access.
- LU-1.7 **Development Review Process.** Encourage streamlining of the development review process in order to facilitate new projects without sacrificing health, safety, design, and community character.
- LU-1.8 **Development Standards Consistency.** Encourage quality development and ensure projects are consistent with development standards.
- LU-1.9 **Growth Pattern.** Strongly encourage new development to occur in infill locations in a balanced and efficient pattern that reduces sprawl, preserves open space, and creates convenient connections to other land uses and transportation facilities.
- LU-1.10 **Land Use Change.** Where opportunities for land use change arise, seek input from property owners, the surrounding neighborhood or district, and other stakeholders during the consideration process so as to determine appropriateness or inform strategies.



LU-1 Actions

1. Update the City's Zoning Map to be consistent with the land use designations shown on Figure LU-1, Land Use Map.
2. Review the standards provided in the Zoning Ordinance (Title 18 of the La Verne Municipal Code) and amend as necessary for consistency with General Plan, goals, policies, allowed uses, and future growth projections.
3. Review the standards provided in the City's adopted Specific Plans and amend as necessary for consistency with General Plan goals, policies, allowed uses, and future growth projections; require new Specific Plans to be consistent with the goals, policies, uses, and growth projections identified in the General Plan.
4. File an annual report with the City Council and the State of California Office of Planning & Research identifying the status of our General Plan and its implementation.
5. Monitor land availability through the regular review of the General Plan Land Use Map and the Zoning Map.



GOAL LU-2 GROWTH MANAGEMENT

A community that thoughtfully plans for and manages desirable future growth within its jurisdiction and its Sphere of Influence.

LU-2 Policies

- LU-2.1 **Development and Services.** Balance quality development with adequate and equitable distribution of services, resources, and amenities throughout the City.
- LU-2.2 **Upgrade of Services.** Place a high priority on upgrading local services to meet current and anticipated demand.
- LU-2.3 **Areas with Limited Local Services.** Provide stricter development controls in areas with limited local services.
- LU-2.4 **Sphere of Influence Areas.** Encourage development in the City's Sphere of Influence to be compatible with adjacent development and consistent with the City's design and service expectations.
- LU-2.5 **Neighboring Jurisdictions.** Collaborate with other jurisdictions in developing compatible land uses on neighboring lands.
- LU-2.6 **Claremont MOU.** Observe and implement the City's Memorandum of Understanding with Claremont for the sensitive development and protection of ecologically significant lands in the unincorporated Sphere of Influence areas between the two cities.
- LU-2.7 **Monitoring.** Actively monitor, engage in conversation, and comment on proposed development along City boundaries.
- LU-2.8 **Annexation.** Discourage annexation that may negatively impact the City's long-term ability to finance, maintain, and operate facilities; seek projects that contribute to a positive revenue flow.
- LU-2.9 **Expansion of Water and Sewer Facilities.** Prohibit the extension of water and sewer facilities to unincorporated areas unless those parcels annex to the City and observe the City's environmental and development standards.
- LU-2.10 **Cohesive and Integrated Development.** Implement the City's existing Specific Plans and encourage the creation of new Specific Plans to provide for the cohesive and integrated development of new areas, large projects, complex or multi-parcel sites, areas with multiple property owners, and/or areas of special importance to the community.
- LU-2.11 **Growth Accommodation.** Accommodate the appropriate level of residential and nonresidential growth for the San Gabriel Valley as determined by input made by the San Gabriel Valley Cities through Southern California Association of Government projections.



LU-2 Actions

1. Implement the master capital improvements program incorporating the following range of public facilities:
 - a. public buildings,
 - b. water and sewer facilities,
 - c. street construction and maintenance,
 - d. parks and recreation facilities,
 - e. other major capital investments needed to sustain the City's development and operations.
2. Regularly study mechanisms for funding and phasing of new infrastructure and bring recommendations to the City Council for consideration.
3. Require a fiscal/service impact analysis for commercial, industrial, business park or institutional projects that may impact the availability or financing of City utilities and services.
4. Cooperate with regional agencies to improve regional services and air quality by actively participating in the development of the Southern California Association of Government's regional comprehensive plan and its sub-regional plan component for the San Gabriel Valley.
5. Ensure that development conforms to the principles expressed in the joint Memorandum of Understanding between Claremont and La Verne.
6. Utilize a site development permit process and the California Environmental Quality Act in the review of proposed development projects to promote high quality in urban design and minimize environmental impacts.



GOAL LU-3 RESIDENTIAL DEVELOPMENT

A community that preserves and protects its residential neighborhoods.

LU-3 Policies

- LU-3.1 **Single Family Homes.** Maintain La Verne's predominant land use of single family residential, while providing for a mix of housing types throughout the community for people of various ages and incomes.
- LU-3.2 **Individual Neighborhoods.** Recognize and celebrate the unique identities of individual neighborhoods in La Verne and encourage the enhancement of characteristics that make each neighborhood special.
- LU-3.3 **Preserve Single Family Homes.** Prioritize growth and new development on underutilized parcels along the community's corridors or around special activity centers.
- LU-3.4 **Clustered Development.** Where appropriate, encourage clustered development and the clustering of housing so that larger open areas may be permanently preserved. Clustered development may provide flexibility in site design and layout to allow for smaller lot sizes, but shall not allow a project to exceed the gross density ranges established under the City's land use designations.
- LU-3.5 **Sensitive Uses.** Locate residences away from areas of excessive noise, smoke, or dust and ensure that adequate provisions, including buffers or transitional uses, are made to ensure the health and well-being of existing and future residents.
- LU-3.6 **Safe and Cohesive Neighborhoods.** Promote the design of neighborhoods that are safe and cohesive.

LU-3 Actions

1. Periodically review and amend (as needed) the Zoning Ordinance, City Subdivision Regulations, and Grading Regulations to provide consistency with new state legislation and court decisions. Review and amend the Zoning Ordinance to clarify permitted and conditionally permitted uses in all districts.
2. Continue to enforce the Zoning Ordinance and other ordinances to achieve the desired level of regulation.



GOAL LU-4 HILLSIDE DEVELOPMENT

A community defined by safe and subtle hillside development.

LU-4 Policies

- LU-4.1 **Development Level.** Maintain low density/intensity land use designations in hillside areas.
- LU-4.2 **Natural Grading.** Encourage natural grading techniques that blend with existing topography; grading should use rounded contours on slopes to minimize disturbance. Encourage the preservation of the physical shape of the hillside and views where feasible.
- LU-4.3 **Constraints.** Analyze and consider development constraints when reviewing new development applications.
- LU-4.4 **Site Design Techniques.** To the extent feasible, require the implementation of strategic site and building design techniques to shield new hillside development from view from the valley floor below.
- LU-4.5 **Slope Levels.** Prohibit development in areas with a natural slope of 25 percent or greater; roads to service development may be permitted in these areas if they are designed to minimize visibility and grading scars.
- LU-4.6 **Pad Grading.** Discourage conventional flat pad grading in hillside areas exceeding 10 percent slope.
- LU-4.7 **Off-Site Views.** Preserve off-site views by prohibiting hillside grading and development practices which damage the integrity of hillside areas.
- LU-4.8 **Subdivision Ordinance and Hillside Ordinance.** Enforce the City's Subdivision Ordinance and Hillside Development Overlay Zone Ordinance, which establish standards for grading along ridgelines, saddles, knolls, canyons, and other significant topographic features.
- LU-4.9 **Elevation Level.** Deny development above the 1780' elevation line unless it can be concealed from offsite view and it can be proven that adequate sewer and water service can be provided.
- LU-4.10 **Natural Fire Breaks.** Preserve natural fire breaks through designated open space land use.
- LU-4.11 **Materials.** Building materials and colors should blend with the natural landscape.

LU-4 Actions

1. Require a constraints analysis for all proposed land use development. (The constraints analysis shall include a detailed description and mapping of geologic factors, areas prone to flooding, slopes, and stands of oak and sycamore trees.)
2. Require continued implementation of the City's Subdivision Ordinance and Hillside Development Overlay Zone Ordinance.



GOAL LU-5 COMMUNITY CHARACTER

A community featuring a distinctive community character as demonstrated by its land use pattern, special activity areas, and use compatibility strategies.

LU-5 Policies

- LU-5.1 **Small-Town Character.** Support new development that enhances the City's small-town character and reputation.
- LU-5.2 **Citywide Development Standards and Guidelines.** Provide, periodically update, and consistently enforce comprehensive citywide development standards and guidelines.
- LU-5.3 **Zoning Standards.** Adhere to our zoning standards and regulations for specific plan areas, master plan areas, and special overlay zones and districts.
- LU-5.4 **Impact Evaluation.** Evaluate each development proposal for impact upon the neighborhood, City and San Gabriel Valley region.
- LU-5.5 **Project Compatibility.** Strive to ensure appropriate transitions in scale, development, and intensity between residential and nonresidential uses; between adjacent residences or uses within a defined neighborhood and within areas of different densities.
- LU-5.6 **Land Use Compatibility.** Non-residential use developments adjacent to residential land use designations shall be designed to ensure compatibility between the uses and to reduce any potential negative impacts associated with aesthetics, noise, and safety.
- LU-5.7 **Private Streets.** Encourage new private developments to include small neighborhoods with appropriately-sized streets that are sensitive to natural terrain, successful at slowing traffic, and meet public safety criteria.
- LU-5.8 **Open Space Dedications.** Strongly encourage open space dedications to be granted to a nonprofit conservancy to manage.
- LU-5.9 **Defensible Space Planning.** Encourage the incorporation of defensible space planning in new development to support neighborhood safety and security.
- LU-5.10 **Mixed-Use Development.** Encourage creative mixed-use development in accordance with the City's zoning regulations and in special activity areas.
- LU-5.11 **Specific Plans.** Require that development projects comply with applicable regulations when they are located within a Specific Plan area.



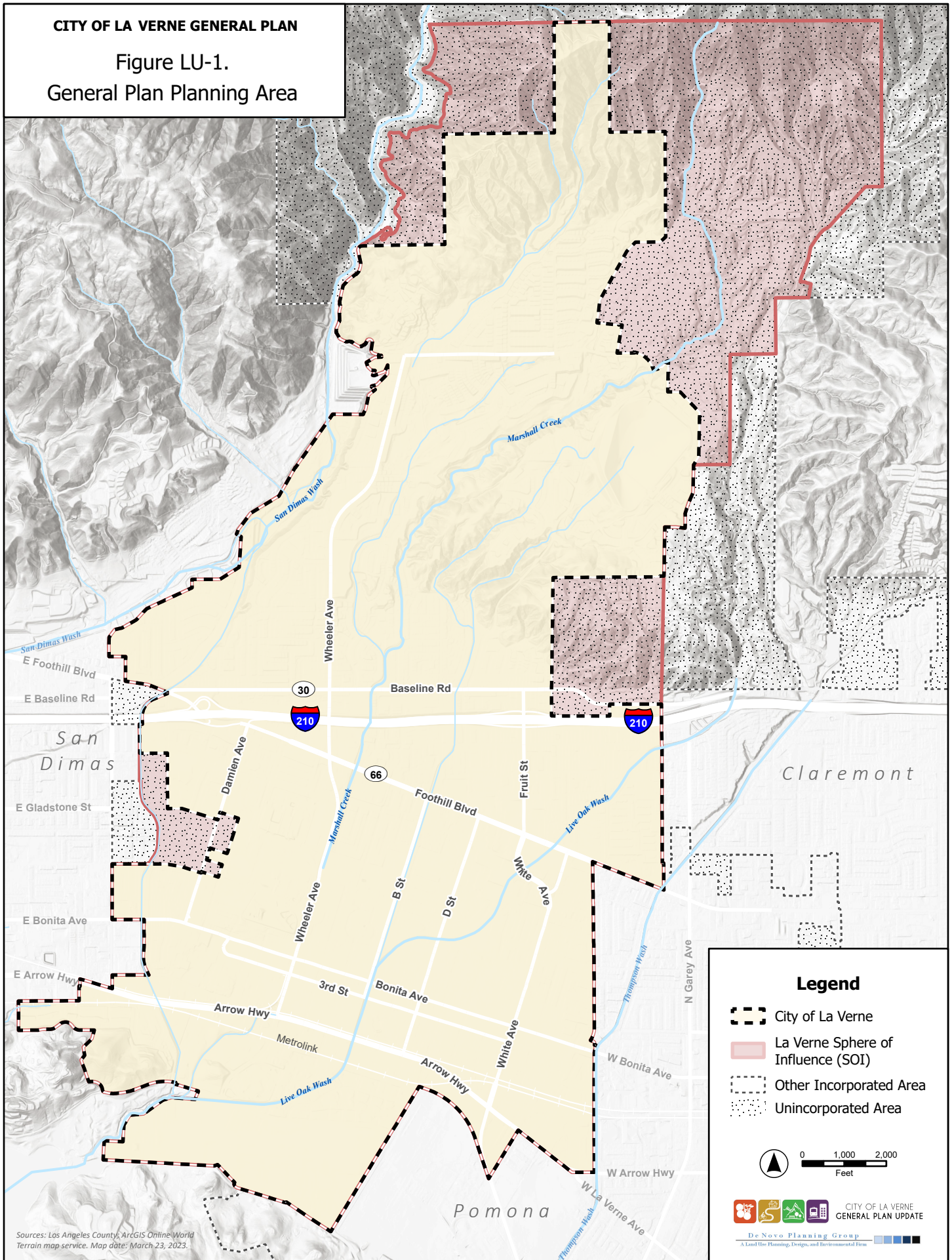
LU-5 Actions

1. As part of the City's development review process, ensure that commercial projects are designed to minimize conflicts with residential uses. Review of commercial projects should ensure that the following design concepts are minimized or avoided in projects that abut residential areas:
 - a. Inappropriate building scale and/or siting on the lot.
 - b. Excessive glare or excessive impacts from light sources onto adjacent properties.
 - c. Excessive noise generated from freight and waste management activities during night hours.
 - d. Excessive air pollutant emissions from freight trucks and large expanses of parking lot areas.
2. Maintain an assertive posture concerning developments along City boundaries by continuing to:
 - a. Monitor environmental assessments for these projects,
 - b. Participate in public hearings,
 - c. Approve annexations on a planned rather than piece-meal basis by encouraging adjoining properties to file for annexation at the same time and by developing plans to encompass all annexed properties,
 - d. Encourage LAFCO to adjust the City's Sphere of Influence lines when natural landforms make La Verne a more appropriate provider of public services; this action should only be taken when master general plan amendments, community plans, specific plans, or zoning have been adopted for the proposed annexation.
3. Create new design standards that discourage inappropriately wide street improvements in private developments. Instead, design small neighborhoods with reduced streets that are more sensitive to natural terrain, better at slowing traffic, and conform to public safety criteria.



CITY OF LA VERNE GENERAL PLAN

Figure LU-1.
General Plan Planning Area



Legend

- City of La Verne
- La Verne Sphere of Influence (SOI)
- Other Incorporated Area
- Unincorporated Area

0 1,000 2,000
Feet

CITY OF LA VERNE
GENERAL PLAN UPDATE
De Novo Planning Group
A Land Use Planning, Design, and Environmental Firm

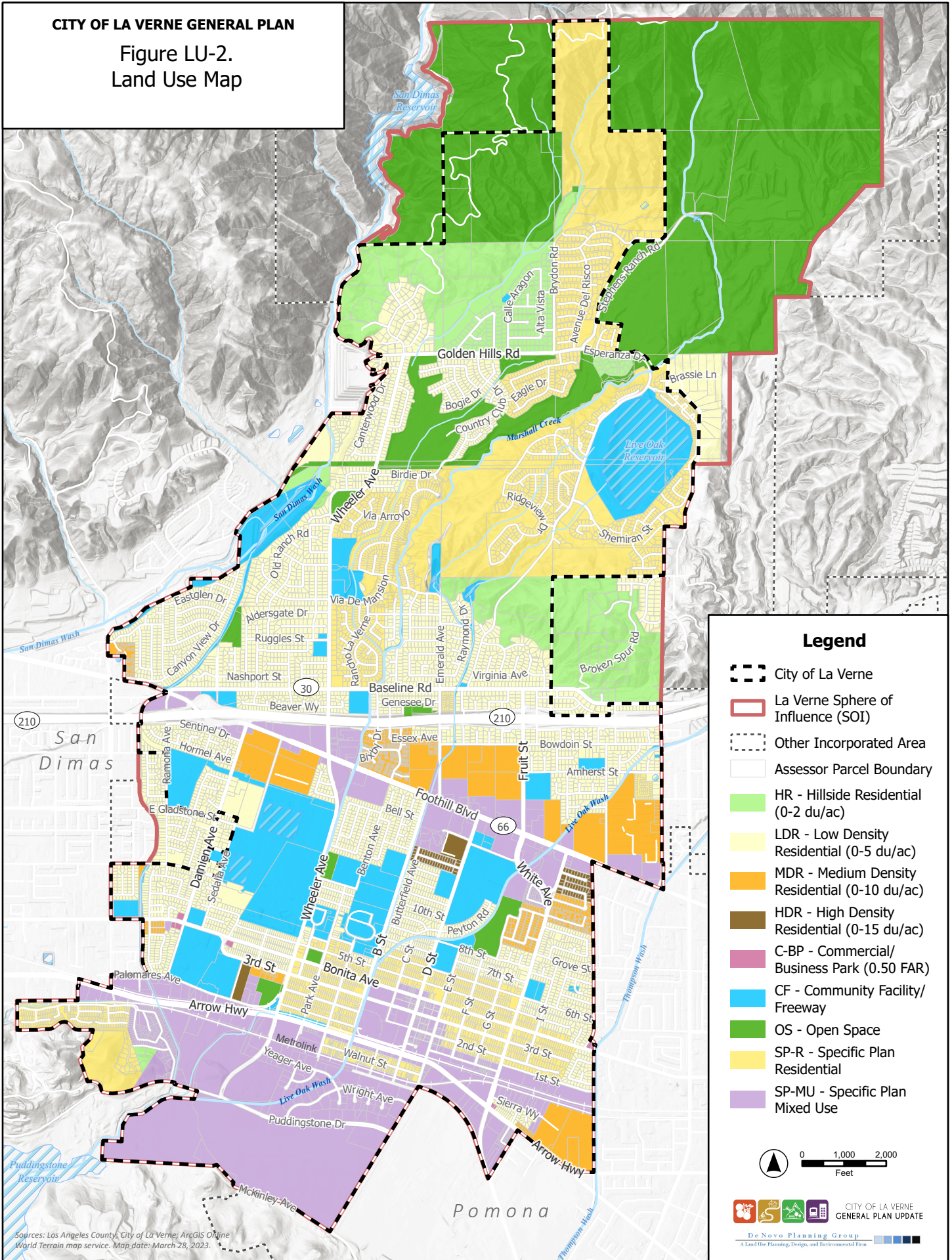
Sources: Los Angeles County, ArcGIS Online World Terrain map service. Map date: March 23, 2023.

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CITY OF LA VERNE GENERAL PLAN

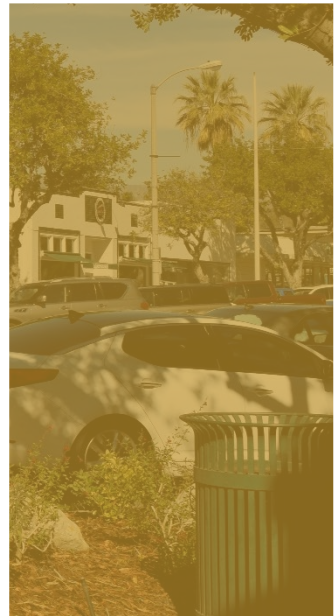
**Figure LU-2.
Land Use Map**



Sources: Los Angeles County, City of La Verne, ArcGIS Online World Terrain map service. Map date: March 28, 2023.

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Introduction to Economic Development

Economic development helps to support and realize many of the goals and policies contained in the General Plan and contributes to the community's overall well-being and identity. The Economic Development Element seeks to sustain and diversify the City's economy to move toward a more self-sufficient economy, recognizing the importance of supporting existing and local businesses while broadening and expanding the employment base and economic opportunities within the City. Providing a broader economic base is intended to improve the City's economic vitality while increasing access for La Verne residents to local goods and services and local employment opportunities. The Economic Development Element is not mandated by State law and is therefore considered optional.

Organization of Element

The Economic Development Element will address each of the topics below as they relate to La Verne. The goals and policies of this element are organized around the following topics:

- Strong Economic Base
- Economic Development Program
- Old Town La Verne
- Commercial Corridors
- Metro L (Gold) Line Station
- Regional Economic Position

Contents:

Strong Economic Base

Economic Development Program

Old Town La Verne

Commercial Corridors

Metro L (Gold) Line Station

Regional Economic Position

GOAL ED-1 STRONG ECONOMIC BASE

A community with a strong business environment which provides a diverse range of employment opportunities, services, and goods to support a high-quality of life in La Verne.

ED-1 Policies

- ED-1.1 **Unique Identity.** Continue to develop a distinct image and brand for La Verne that reflects its unique identity, and sets it apart from the rest of the region.
- ED-1.2 **Premier Business Location.** Promote La Verne as a premier place to do business in the San Gabriel Valley.
- ED-1.3 **Business Recruitment and Retention.** Attract and retain businesses from a variety of economic sectors to meet the diverse needs of the community and complement nearby regional uses like the Fairplex, Brackett Field, and surrounding universities and colleges.
- ED-1.4 **New Jobs.** Create an environment that attracts and supports new jobs in La Verne with a focus on jobs that match the skills of local and regional residents.
- ED-1.5 **Local Business Organizations.** Work with and support local organizations and institutions in order to promote a strong business base and improve relations with private industry through joint business attraction and retention efforts that include marketing and outreach, technical assistance, workforce development, training, and welcome/orientation activities for new businesses.
- ED-1.6 **Business Environment.** Strengthen the City's business-related operations to provide a business-friendly and service-oriented environment through efficient processing of applications and permits related to economic development.
- ED-1.7 **Adequate Sites.** Ensure that adequate sites are available through appropriate land use practices to accommodate a diverse range of desired businesses, including professional, technical, industrial, retail, and service-oriented, in order to provide goods and services to the San Gabriel Valley region and to provide skilled, high-paying jobs for local residents.
- ED-1.8 **Industry Diversification.** Consider economic and fiscal impact information in making key land use and other decisions that affect the City. Discourage overreliance on single economic and industry sectors for economic well-being and encourage a diverse economic base that does not rely unduly on any one single industry, recognizing that a diverse economy is less susceptible to sector-specific economic downturns.
- ED-1.9 **Small Business Support.** Assist local, small, and/or start-up businesses with resource referrals and, if available, financial and technical assistance to facilitate their expansion and job creation.



ED-1 Actions

1. Maintain an inventory of market conditions, such as market demand, labor force statistics, commercial sectors underrepresented in La Verne, and available sites and buildings to support business retention, expansion, and attraction efforts.
2. Establish a policy that determines when a fiscal impact analysis and/or market study shall be required for land use and development proposals, and that stipulates the general contents required for such analysis.
3. Identify existing undeveloped, underdeveloped, or unoccupied sites and buildings that can be categorized as “opportunity sites” for business attraction and expansion, and possible City efforts to improve the marketability of these sites, such as zoning changes or infrastructure improvements.
4. Target specific types of businesses and linkages that would allow dollars to recirculate within the local economy.
5. Identify tax incentives, bonds, assistance programs, and other benefits to attract a desirable, diverse range of companies to La Verne.



GOAL ED-2 ECONOMIC DEVELOPMENT PROGRAM

A community with creative and effective programs and partnerships that support local economic development.

ED-2 Policies

- ED-2.1 **Economic Development Action Plan.** Implement the Economic Development Action Plan and periodically review and update the Plan as needed.
- ED-2.2 **Public/Private Investments.** Support public and private investments and development projects that improve the City's commercial corridors and centers, and development opportunities.
- ED-2.3 **Development Proposals.** Take a leadership role in land development by proactively soliciting development proposals for City-owned vacant land.
- ED-2.4 **Business Improvements.** Publicize improvement and revitalization activities as a means to encourage the maintenance and improvement of existing businesses, in order to maintain and attract more private investment to existing business areas.
- ED-2.5 **Technology.** Explore creative ways to use technology and other marketing best practices to enhance economic development and promote the City of La Verne as a great place to do business.
- ED-2.6 **Funding Sources.** Regularly identify, research, and pursue available sources of funding for economic development programs consistent with the City's economic development objectives.
- ED-2.7 **New Ventures.** Encourage micro-enterprises, entrepreneurial ventures, home-based businesses, and telecommuting, including community resources, such as shared work spaces, offices, and meeting rooms, that support these types of ventures.
- ED-2.8 **Real Estate Brokers.** Establish and maintain robust partnerships with commercial and industrial real estate brokers and developers to market La Verne to potential new businesses.
- ED-2.9 **Mixed-Use Development.** Encourage mixed-use concepts in selected areas that combine high-quality residential and commercial uses that complement one another.
- ED-2.10 **Adaptive Reuse.** Encourage adaptive reuse of structures through creative financing techniques.



ED-2 Actions

1. Continue to prepare and share economic development marketing packages for business retention and expansion, business attraction, and business start-ups.
2. Provide information on small business assistance programs, the agencies regulating small businesses, and distribute small business resources directories.
3. Capitalize upon local regional facilities when marketing sites, particularly those in South La Verne:
 - a. Los Angeles County Fairplex/Pomona Raceway;
 - b. Bonelli Regional Park;
 - c. Brackett Field;
 - d. Metro L (Gold) Line Station;
 - e. University of La Verne.
4. Coordinate activities and foster communication between the Business Improvement District Advisory Board and the Chamber of Commerce, and support the continued regular attendance of a chamber representative at district board meetings.
5. Continue to implement the five principles of economic development assistance as contained in the Economic Development Action Plan as stated in Table ED-1 and update the Economic Development Action Plan periodically as needed.
6. Explore available sources of funding for economic development programs such as Community Development Block Grant (CDBG) funds.
7. Establish a business retention program that annually inventories existing industries and businesses, identifies businesses that may be at risk of closure or relocation outside of the community, includes periodic meetings with existing companies in the identified growth industries to identify service needs and assess the City's ability to address those needs, and actively seeks to retain existing businesses that are at risk of leaving the City.



GOAL ED-3 OLD TOWN LA VERNE

A community that celebrates Old Town as a major economic hub of La Verne that reflects the City's unique character and heritage, and provides for a range of retail uses, services, and public areas.

ED-3 Policies

- ED-3.1 **Old Town La Verne Specific Plan.** Continue to implement the Old Town La Verne Specific Plan, including standards for land use, public spaces, traffic circulation, and building design, which affirm the unique character (i.e., pedestrian-oriented, historic feel, local shops, and businesses) of Old Town.
- ED-3.2 **Diverse Business Mix.** Prioritize a diversity of retail and resident-oriented service uses to facilitate pedestrian storefront shopping in Old Town.
- ED-3.3 **Connectivity.** Ensure that there is adequate connectivity, including nonmotorized transportation and transit, to Old Town from nearby employment centers, institutions, and the Metro L (Gold) Line station.
- ED-3.4 **Distinctive Projects.** Encourage development projects and activities in Old Town that are distinctive, designed to reflect La Verne's history, and include components that promote a sense of place, either through providing public spaces, venues for community activities, or community art.
- ED-3.5 **Public Spaces.** Encourage social activity in Old Town through maintaining and expanding the City's parks and plazas, community gathering areas, and other indoor and outdoor venues to encourage and support community activities and events, and providing small public areas for casual meetings and relaxation.
- ED-3.6 **Historic Appreciation.** Encourage the historic conservation and/or preservation of existing structures with recognized historical value.
- ED-3.7 **Collaboration.** Encourage interaction between local institutions, organizations, and Old Town merchants.

ED-3 Actions

1. Continue to implement the Old Town La Verne Specific Plan; periodically review the success of implementation and identify potential amendments that may be necessary in order to better achieve the City's vision for the Old Town area.
2. Continue to encourage interaction between the University of La Verne and Old Town merchants.



GOAL ED-4 COMMERCIAL CORRIDORS

Financially strong and attractive commercial corridors that provide a solid economic base and diverse employment opportunities.

ED-4 Policies

- ED-4.1 **Identity.** Promote a distinct identity for the City's major commercial corridors (Foothill Boulevard and Arrow Highway) to create a sense of place in La Verne and support their long-term fiscal viability.
- ED-4.2 **Revenue Generating Uses.** Promote development of revenue-generating land uses along the City's commercial corridors that help defray the costs of public services throughout La Verne.
- ED-4.3 **Corridor Revitalization.** Improve existing commercial corridors by enforcing the Municipal Code and implementing development standards; investing in the public realm and infrastructure; and providing economic development services and programs in order to protect against regional retail competition and e-commerce's increasing capture of retail spending.
- ED-4.4 **Consolidation.** Encourage existing retail development to improve layout function and consolidate smaller developments into larger, more competitive, and more identifiable retail centers.
- ED-4.5 **Transition of Retail Uses.** Encourage the rehabilitation and redevelopment of existing shopping centers where a dominant retail use is still likely to be viable. At locations with obsolete retail space and limited opportunity for future viable retail uses, encourage conversion to mixed use and other non-retail uses.
- ED-4.6 **Connections.** Improve vehicular, pedestrian, and visual connections between commercial areas along the City's corridors and the rest of the community.
- ED-4.7 **Mixed-Use Development.** Allow for mixed-use development on vacant and underutilized parcels along Foothill Boulevard and Arrow Highway, allowing flexible reaction to changing market conditions; this may require review of and amendments to the Specific Plans which regulate development along these corridors.
- ED-4.8 **Light Industrial Uses.** Continue to allow for light industrial uses along Arrow Highway while requiring adherence to the City's operational standards to ensure compatibility with adjacent land uses.



CD-4 Actions

1. Review the Arrow Highway and Foothill Boulevard Corridor Specific Plans for consistency with the General Plan and initiate amendments as necessary to ensure they continue to further the goals of the City.
2. Enhance the commercial environment along Arrow Highway and Foothill Boulevard, recognizing the specialized and evolving market niche for corridor commercial properties.
3. Evaluate funding options for façade improvement programs.



GOAL ED-5 METRO L (GOLD) LINE STATION AREA

A vibrant and well-functioning transit-oriented mixed-use activity center located around the La Verne Metro L (Gold) Line Station.

ED-5 Policies

- ED-5.1 **Funding Sources.** Evaluate a broad array of public funding sources and public and private implementation mechanisms to support development around the Metro L (Gold) Line Station.
- ED-5.2 **Catalytic Projects.** Identify and pursue catalytic projects which exemplify the City's vision for the Metro L (Gold) Line Station Area and use these projects as an opportunity to demonstrate desirable development patterns and programs.
- ED-5.3 **Parking.** Consider the use of innovative parking solutions, including shared parking opportunities, to enhance the Metro L (Gold) Line Station Area as a walkable activity center; parking required for the Metro L (Gold) Line Station itself shall be provided on-site by Metro.
- ED-5.4 **Placemaking.** Maximize placemaking opportunities associated with the Metro L (Gold) Line Station to create a vibrant gateway to Old Town La Verne.
- ED-5.5 **Pedestrian-Oriented Design.** Maintain compaction and encourage vertically mixed-use development (ground floor retail, office and residential above) to create tight nodes of activity and to promote pedestrian-oriented design and movement.
- ED-5.6 **Development Controls.** Adopt and implement appropriate specific plans, zoning designations, development standards and code enforcement procedures to assure compatible scale and orientation of buildings, effective site planning, shared parking and the joint use of facilities, with an emphasis on transit and multimodal access.
- ED-5.7 **Multimodal Connections.** Create convenient and comfortable pedestrian/bicycle linkages to the Metro L (Gold) Line Station and promote multimodal amenities such as public art, street trees and furniture, supplemental lighting, widened sidewalks and bikeways, and narrowed vehicular right-of-ways to encourage non-vehicular usage.
- ED-5.8 **Contextual Design.** Encourage new development to respect La Verne's heritage by requiring that it "respond to context" and minimize adverse impacts on the privacy and access to light and air of its neighbors.
- ED-5.9 **Coordination.** Regularly coordinate with the parties responsible for the planning, design, construction, and operation of the La Verne Metro L (Gold) Line Station and the Foothill Metro L (Gold) Line to ensure that La Verne's preferences and interests are reflected in station operations and long-term planning.

CD-5 Actions

1. Continue to participate in regional transit planning discussions to advocate for La Verne.
2. Continue to implement the Old Town La Verne Specific Plan.



GOAL ED-6 REGIONAL ECONOMIC POSITION

A community that understands and leverages its competitive advantage in the region while supporting efforts to improve economic development throughout the region.

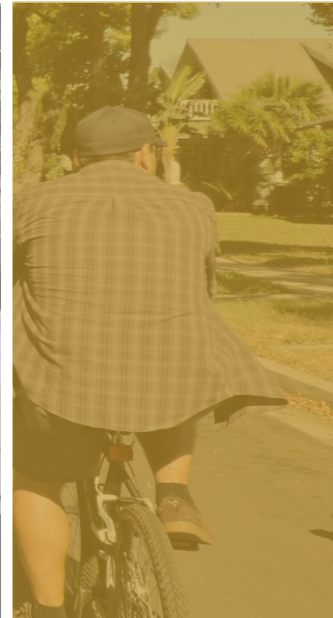
Policies

- ED-6.1 **Regional Promotion.** Promote the region as a dynamic marketplace for business.
- ED-6.2 **Regional Markets.** Work with other regional jurisdictions to identify, grow, and retain key industries that would flourish within the region and effectively compete in targeted markets.
- ED-6.3 **Partnerships.** Work with regional partners to research economic development issues and encourage businesses to stay in the region.
- ED-6.4 **Infrastructure.** Support programs designed to develop, maintain, and/or restore the region's infrastructure in order to accommodate business growth.
- ED-6.5 **Global Competitiveness.** Support the efforts of regional businesses competing in a global business environment.
- ED-6.6 **State Advocacy.** Encourage the state legislature to continue reform of the workers' compensation system and environmental regulations.
- ED-6.7 **Education and Training.** Promote business growth through the increase of educational attainment, training levels, and capabilities of regional residents.
- ED-6.8 **Link for Local Businesses.** Invest in the City's capacity to connect existing businesses with regional economic development service providers as needed to make regional economic development service providers aware of the needs of La Verne businesses.

Actions

1. Actively participate in a partnership with the Chamber of Commerce and other business associations to promote selected commercial and industrial expansion.
2. Maintain and publicize information about career development and training services available through the region, and adult and continuing education services available through local public and private educational institutions.





Introduction to Mobility

The Mobility Element provides the framework for decisions concerning the City's multimodal transportation system, which includes roadway, public transit, bicycle, pedestrian, and rail modes of travel. The Mobility Element provides for coordination with the Los Angeles County Metropolitan Transportation Authority (Metro), which serves as the coordinating agency for transportation funding for Los Angeles County.

State law (California Government Code Section 65302(b)) mandates that the Mobility Element contain the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, military airports and ports, and other public utilities and facilities, to the extent these items exist in the planning area. The Mobility Element reflects the City's desire to provide for complete street, bicycle, and pedestrian facilities and support the success of the Metro A (Gold) Line in La Verne.

Organization of Element

The Mobility Element will address each of the topics below as they relate to La Verne. The goals and policies of this element are organized around the following topics:

- Traffic Flow
- Complete Streets
- Parking
- Mobility Safety
- Public Transit
- Pedestrian, Bicycles, and Equestrian
- Goods Movement
- Funding
- Vehicle Miles Traveled
- Regional Circulation

Contents:

- Traffic Flow
- Complete Streets
- Parking
- Mobility Safety
- Public Transit
- Pedestrian, Bicycles, and Equestrian
- Goods Movement
- Funding
- Vehicle Miles Traveled
- Regional Circulation

GOAL M-1 TRAFFIC FLOW

A community served by a roadway network with sufficient traffic flow on arterial roadways and minimized adverse traffic effects on residential neighborhoods.

M-1 Policies

M-1.1 **Vehicle Level of Service (LOS).** Strive to maintain acceptable vehicular level of service along City facilities using methodologies consistent with the City's Transportation Study Guidelines.

Given the unique residential context around Old Town La Verne, and to maintain the area's character, lower levels of service may be deemed acceptable along portions of Bonita Avenue and White Avenue adjacent to Old Town La Verne.

M-1.2 **Traffic System Management.** Continue to invest in Traffic System Management (TSM), signal maintenance and coordination to facilitate the efficient movement of vehicles and minimize delay through the City utilizing existing roadway facilities.

M-1.3 **Foothill Boulevard.** Coordinate with Caltrans to explore the desired future configuration for Foothill Boulevard through the City.

M-1.4 **Development-Related Traffic Impacts.** Ensure that new development in the City does not adversely affect adjacent traffic flow and operations.

M-1.5 **Effects of New Technologies on Traffic Flow.** Monitor the development of new technologies (such as autonomous vehicles and rideshare) and the potential local effects on vehicular facilities and operations.

M-1.6 **Arterial Roadway Network.** In order to accommodate existing and future needs due to land use growth and shifts in travel patterns, strive to implement the buildout roadway network based on the classifications mapped in Figure M-1. Roadway classifications are defined by the number of vehicular lanes provided, and can include other features such as landscaped medians, center turn lanes, on-street parking, and bike lanes.

Major Arterials consist of six travel lanes (three in each direction) and a landscaped median.

Secondary Arterials consist of four travel lanes (two in each direction) and are either divided (with a median or enter turn lane) or undivided (with centerline striping).

Collectors consist of two travel lanes (one in each direction) and are either divided (with a center turn lane) or undivided (with or without centerline striping).



M-1 Actions

1. As part of the development review process, the Community Development Department and the Public Works Department shall require developers to complete and fund the following:
 - a. A local transportation analysis to ensure that the site plan incorporates City transportation goals, policies, and standards, that identifies the effects of the project on the local transportation system, and identifies improvements to maintain adopted LOS standards for operations at signalized city-controlled intersections;
 - b. The project's proportional share of the effects on the City's circulation network through payment of fees; and
 - c. For local project-related circulation effects requiring improvements that are not included in an adopted fee program, either complete the necessary improvements or pay a proportional-share of the cost.
2. Periodically review and update the City's standard street plans to ensure that the plans reflect the City's goals and policies for the circulation system.
3. Periodically review and assess the vehicular level of service along City facilities to determine what, if any, improvements are warranted to maintain a safe and efficient flow of traffic throughout La Verne. Based on a thorough review of facility operations and funding availability, improvements may be included in the City's Capital Improvement Plan and/or required as part of project approval through the development review process.
4. Maintain traffic signal-interconnect systems to efficiently coordinate and control traffic flow.
5. Evaluate the physical and economic feasibility of utilizing roundabouts or other innovative design solutions when a through traffic impact assessment has been conducted demonstrating that such an intersection design alternative would manage traffic flow and improve compatibility.
6. Periodically review and update, as necessary, the City's Signal Coordination Plans.
7. Continue to identify locations for new traffic signals.
8. Develop right-of-way acquisitions/dedication requirements to address key intersection congestion problems by providing separate right turn lanes, dual left turn lanes, driveway controls, medians, and other measures.



GOAL M-2 COMPLETE STREETS

A community with a well-designed and built transportation network that is safe, accessible, comfortable, and convenient for all transportation modes and users.

M-2 Policies

- M-2.1 **Complete Streets for Roadway Projects.** Apply Complete Streets principles to all new transportation improvements impacting the public right-of-way.
- M-2.2 **Local and Regional Collaboration.** Cooperate and collaborate with regional and local partners, stakeholders, and agencies to ensure the implementation of Complete Streets within and connecting to the City.
- M-2.3 **Best Practices and Design Guidance.** Monitor and strive to follow the best and latest design standards for implementing Complete Streets in the City.
- M-2.4 **Context Sensitivity.** Consider the land use and design context of the surrounding areas when designing Complete Streets.
- M-2.5 **Eliminate Gaps.** Continue to identify and eliminate gaps in networks serving automobiles, bicyclists, pedestrians, transit users, equestrians, and other users. Remove natural and man-made barriers to accessibility and connectivity.
- M-2.6 **Streetscape Improvements.** Create an attractive transportation network by providing streetscape improvements such as landscaping, benches, lighting, street furniture and public art in the Old Town area, University of La Verne area, Metro A (Gold) Line Station Area, and other pedestrian-oriented areas in the City.
- M-2.7 **ADA Accessibility.** Ensure the City's transportation network is safe, accessible, and consistent with the Americans with Disabilities Act (ADA), to allow mobility-impaired users, such as disabled persons and seniors, to safely travel within and beyond the City.
- M-2.8 **Safe Routes to School.** Work with the Bonita Unified School District and other schools in the City to establish a Safe Routes to School Program, allowing parents and children the opportunity to walk, bike, or roll to schools within the City.
- M-2.9 **Effects of New Technologies on Complete Streets.** Monitor the development of new technologies (e.g., scootershare and bikeshare) and the potential impacts on designing a transportation network that accommodates all modes and users.



M-2 Actions

1. Design, construct, operate, and maintain the street network depicted in the Mobility Element network map that provides safe and efficient access to all areas of the City.
2. Develop and implement the Capital Improvement Plan to maintain and repair roadways; construct and improve roadways to build out the roadway network to ensure adequate levels of service.
3. When planning roadway facilities, incorporate the concept of complete streets. Complete streets include design elements for all modes that use streets, including autos, transit, pedestrians, and bicycles. Complete streets shall be developed in a context-sensitive manner. For example, it may be more appropriate to provide a Class I bike path instead of bike lanes along a major arterial.
4. Consider the standards set forth in the latest editions of the California MUTCD and American Association of State Highway and Transportation Officials (AASHTO) Green Book for improvement and re-stripping of appropriate major collector and arterial streets to accommodate Class II bike lanes or Class IV protected bikeways in both directions, as applicable to the City of La Verne.



GOAL M-3 PARKING

A community with an adequate parking supply to support local businesses' vibrancy and residents' quality of life.

M-3 Policies

- M-3.1 **Old Town Parking Supply.** Continue to manage an adequate parking supply in Old Town La Verne to ensure efficient and safe utilization.
- M-3.2 **Metro A Line Impacts on Parking.** Coordinate with LA Metro and the Foothill Gold Line Construction Authority to minimize the effects of the future Metro A (Gold) Line Station on Old Town and neighborhood parking around the station.
- M-3.3 **Effects of New Technologies on Parking Demand.** Monitor the development of new technologies (such as autonomous vehicles and rideshare) and the potential effects on parking demand.
- M-3.4 **Flexible Parking Supply.** Study the potential for flexible parking supply, such as shared parking, flexible parking structures, and zoning overlays.
- M-3.5 **Adequate Parking Supply.** Ensure new residential and non-residential developments provide adequate parking supply to meet demand and reduce spillover to surrounding areas.
- M-3.6 **Parking Demand and Supply Trends.** Monitor and consider trends in the region pertaining to reduced parking demand for transit-oriented developments, mixed-use developments, and other high-density areas and the allocation of parking for shared vehicles, alternative energy vehicles, bicycles, and other modes of transportation.
- M-3.7 **University of La Verne Parking.** Work collaboratively with the University of La Verne to ensure student and staff parking needs do not affect Old Town La Verne and other areas in the City.

M-3 Actions

1. Periodically review the City's parking requirements in the Municipal Code to ensure that it adequately addresses new types and patterns of development and new mobility technologies which may have an impact on parking supply and/or demand in the City.
2. Upgrade existing City-owned public parking lots to current parking lot design standards, which include abundant landscaping, sufficient lighting, and user convenience.
3. Negotiate for advance notice of major events and cooperation with Fairplex, Bonelli Park, and the City of Pomona, and City of San Dimas during all major events sponsored in those areas.
4. Maintain and enforce City overnight and preferential parking ordinances.
5. Require adequate on-site parking at all schools to prevent pressure on the surrounding residential and commercial neighborhoods.



GOAL M-4 SAFETY

A community featuring a transportation and circulation system that is safe for all users.

M-4 Policies

- M-4.1 **Safe Rail Crossings.** Work with rail agencies and operators to ensure the rail crossings in the City are safe for vehicles, pedestrians, and bicyclists and explore opportunities to implement grade separation where desirable.
- M-4.2 **Traffic Calming.** Support traffic calming strategies in residential areas to slow traffic through residential neighborhoods and divert traffic to arterial roads.
- M-4.3 **New Project Access and Safety.** Ensure that new projects follow best design practices and guidelines to reduce conflicts between circulation system users.
- M-4.4 **I-210 Crossings.** Work with Caltrans to ensure safe conditions continue to be provided at the I-210 crossings and ramps in the City.
- M-4.5 **Bicyclist and Pedestrian Safety.** Develop safe and convenient bicycle and pedestrian facilities and crossings that reduce conflicts with other modes.
- M-4.6 **Safe Transportation to and from University of La Verne.** Work collaboratively with the University of La Verne to ensure that the transportation needs of students and staff (such as rideshare hailing at City curbsides) are accommodated safely.
- M-4.7 **Public Education.** Work with the Police Department and other groups to implement safety-related community classes and awareness campaigns.

M-4 Actions

1. Evaluate the applicability of traffic calming tools in appropriate areas.



GOAL M-5 PUBLIC TRANSIT

A community with a comprehensive public transportation system.

M-5 Policies

- M-5.1 **Transit Use.** Support programs encouraging public transit use by people living in, working in, or visiting La Verne.
- M-5.2 **Improve Local Public Transit Service.** Work with Foothill Transit and other local public transit providers to improve local transit service in the City.
- M-5.3 **Improve Bus Stops.** Work with Foothill Transit to improve bus stop amenities along roads in La Verne that have local transit service.
- M-5.4 **Paratransit Service.** Work with local transit and other providers to support paratransit service for seniors and persons with disabilities.
- M-5.5 **Metrolink Service.** Monitor and participate in any future regional discussions pertaining to changes in Metrolink service in the area and station facilities.
- M-5.6 **Metro A (Gold) Line Service.** Work with LA Metro to ensure Metro A (Gold) Line service (including headways and service hours) are sufficient to meet the needs of transit commuters to and from La Verne and do not overly impact vehicular crossings.
- M-5.7 **Metro A (Gold) Line Station.** Work with LA Metro and the Foothill Gold Line Construction Authority to ensure the planned station in La Verne is consistent with the City's Complete Streets, active transportation, and parking policies.
- M-5.8 **Effects of New Technologies on Transit Use.** Monitor the development of new technologies (such as rideshare and microtransit) and the potential effects on transit demand and the way users access public transit.
- M-5.9 **Transit to and from University of La Verne.** Work collaboratively with the University of La Verne to determine the most effective ways to encourage transit use by students and staff, such as shuttles between campus and the planned Metro A (Gold) Line station in La Verne.

M-5 Actions

1. Continue to participate in regional transit planning with Metro through regular communication and coordination.
2. Monitor Federal, State, and Metro transit funding programs to identify potential sources of funds for transit programs in La Verne. Pursue any potential funding through the identified programs.



GOAL M-6 PEDESTRIAN, BICYCLE, AND EQUESTRIAN

A community with a comprehensive network of pedestrian, bicycle, and equestrian facilities.

M-6 Policies

- M-6.1 **Active Transportation Plan.** Maintain and implement the Active Transportation Plan (ATP) to provide active transportation facilities that can serve as an alternative to automobiles, including the ATP's walking and bicycling facility recommendations as shown in Figure M-2 and Figure M-3.
- M-6.2 **Active Transportation Facilities on Foothill Boulevard.** Coordinate with Caltrans to explore the appropriate bicycle and pedestrian facility improvements on Foothill Boulevard through the City.
- M-6.3 **Connectivity to Metro A (Gold) Line.** Coordinate with LA Metro and the Foothill Gold Line Construction Authority to ensure suitable first-last mile facilities are provided to facilitate non-vehicular access to the planned Metro A (Gold) Line station.
- M-6.4 **Effects of New Technologies on Active Transportation.** Monitor the development of new technologies (such as bikeshare, scootershare, and electric bikes) and the potential effects on non-vehicular travel and mode choice in La Verne.
- M-6.5 **Marshall Canyon Trail.** Work with the County of Los Angeles to ensure the Marshall Canyon Trail is open and maintained and that access to and from the trail, including equestrian access, is facilitated within the City.
- M-6.6 **Sidewalk and Bikeway Gaps.** Identify and eliminate gaps in sidewalks and bikeways in the City in order to create a connected and complete active transportation network.
- M-6.7 **Coordination with Adjacent Cities.** Coordinate its bikeways system and pedestrian facilities (including trails and sidewalks) to be consistent with and connected to regional facilities and facilities in adjacent jurisdictions.
- M-6.8 **Bicycle/Pedestrian Facilities at New Developments.** Encourage new residential and non-residential developments in the city to provide safe and attractive bicycle and pedestrian facilities, such as secure bicycle parking, pedestrian-scale lighting, street furniture, landscaping, and other improvements.
- M-6.9 **Effective Roadway Projects.** Consider the implementation of projects within the ATP when roadways are being rehabilitated or resurfaced.
- M-6.10 **Bicycling and Walking to University of La Verne.** Work collaboratively with the University of La Verne to ensure walking and bicycling options to different destinations in the City are facilitated for students and staff.



M-6 Actions

1. Review and update the City's Municipal Code, as necessary, to consider bicycle and pedestrian access as part of the site plan review for new development projects.



GOAL M-7 GOODS MOVEMENT

A community that integrates safe and efficient goods movement into the local transportation network.

M-7 Policies

- M-7.1 **Truck Traffic on Local Streets.** Continue to discourage truck traffic within residential neighborhoods.
- M-7.2 **Local Truck Routes.** Maintain a network of local truck routes to facilitate goods movement to regional roads and to discourage the use of residential roads.
- M-7.3 **Roadway Design.** Maintain roadway design standards to facilitate access to light industrial and manufacturing areas along designated truck routes.

M-7 Actions

1. Update and implement the City's Freight Routes Map to ensure it serves the City's goods movement needs while considering the potential mobility conflicts and the location of sensitive land uses in the City.
2. Require traffic index calculations (consistent with the State Department of Transportation) for construction on streets that are designated as truck routes, in order to provide structural sections that will accommodate the projected truck volumes.



GOAL M-8 FUNDING

A community with a well-funded and fiscally sound transportation system.

M-8 Policies

- M-8.1 **Innovative Funding.** Research and study innovative funding sources at the federal, state, regional, and county level to implement transportation projects.
- M-8.2 **Regional Funding.** Encourage regional agencies to continue to provide adequate transportation funding to local jurisdictions.
- M-8.3 **Development Fees.** Ensure that new development projects contribute their appropriate fair share to transportation network improvements.

M-8 Actions

1. Develop and support a flexible financing program to fund the construction, maintenance, and improvement of the roadway system.



GOAL M-9 VEHICLE MILES TRAVELED

A community with reduced citywide vehicle miles traveled per capita that contributes to regional and statewide greenhouse gas emission targets.

M-9 Policies

- M-9.1 **Vehicle Miles Traveled Analysis.** Require vehicle miles traveled (VMT) analysis for the purposes of environmental review under the California Environmental Quality Act (CEQA), using methodologies and standards consistent with the City's Transportation Study Guidelines. The City shall continue to maintain level of service (LOS) standards for the purposes of planning and designing street improvements.
- M-9.2 **Transportation Demand Management.** Require transportation demand management (TDM) strategies as mitigation measures for new projects that exceed the City's VMT impact thresholds.

M-9 Actions

1. Review and update the City's Municipal Code, as necessary, to reflect Transportation Demand Management best practices.
2. Consider allowing for a reduction in parking standards if comprehensive TDM programs and/or other parking strategies are provided.
3. Require developments that are approved based on TDM plans to incorporate monitoring and enforcement of TDM targets as part of those plans.



GOAL M-10 REGIONAL CIRCULATION

A City that coordinates with neighboring jurisdictions and regional agencies to ensure regional consistency and efficient circulation.

M-10 Policies

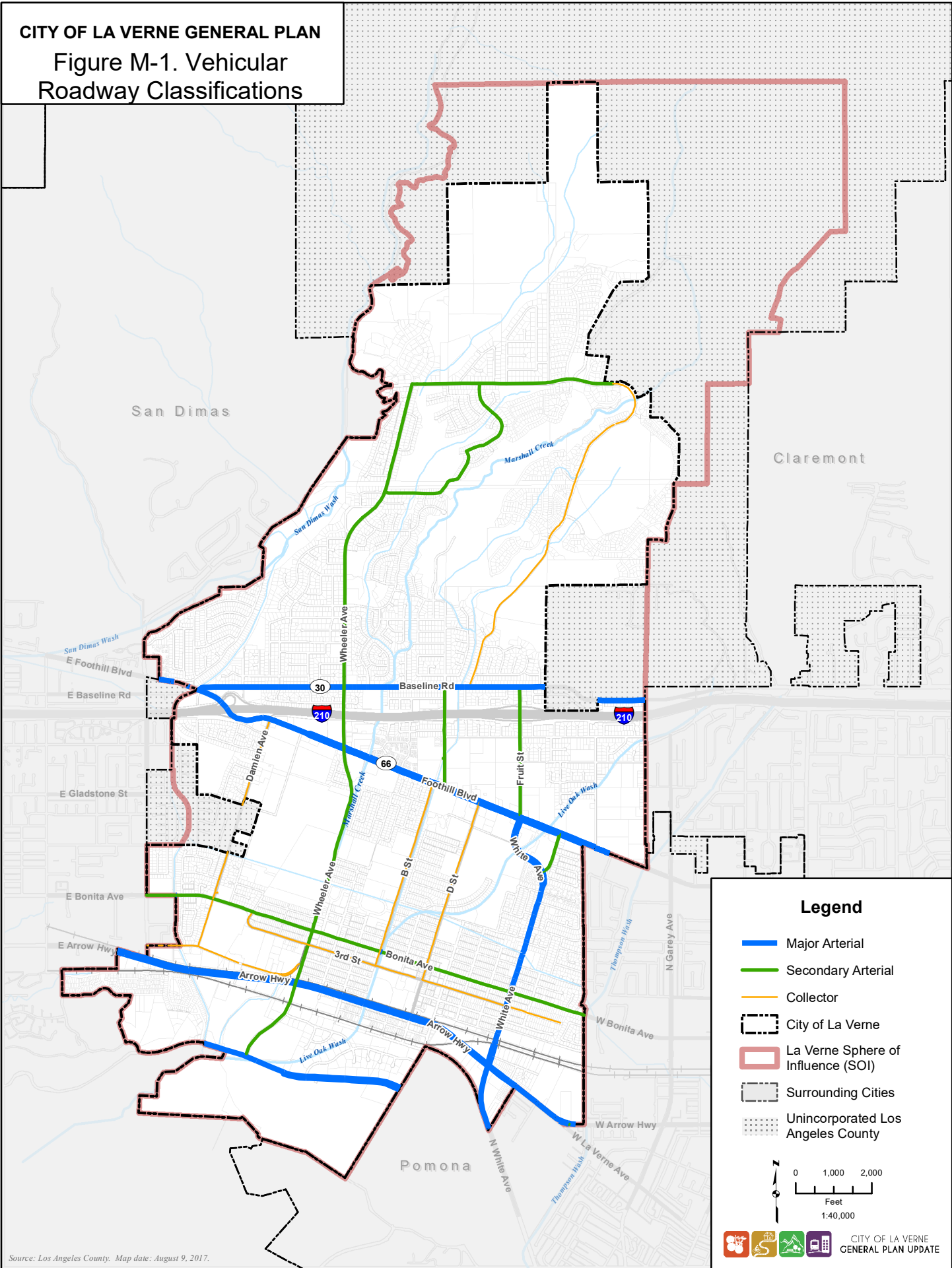
- M-10.1 **Caltrans Coordination.** Continue to coordinate with Caltrans to reduce the effects of I-210 ramp traffic on City roads.
- M-10.2 **Agency Coordination.** Coordinate with regional agencies such as County of Los Angeles, Metrolink, and LA Metro to meet the needs of people living in, working in, or visiting La Verne.
- M-10.3 **Neighboring Jurisdictions.** Coordinate the City's vehicular facilities, Complete Street treatments, active transportation facilities, and goods movement network to be consistent with those in neighboring jurisdictions.

M-10 Actions

1. Participate in regional planning forums to ensure that the City's concerns are considered at the regional level.
2. Monitor land use, circulation planning, and the development review process of neighboring jurisdictions, so that the City has an opportunity to recommend that impacts to La Verne are considered by those jurisdictions.



CITY OF LA VERNE GENERAL PLAN
Figure M-1. Vehicular
Roadway Classifications

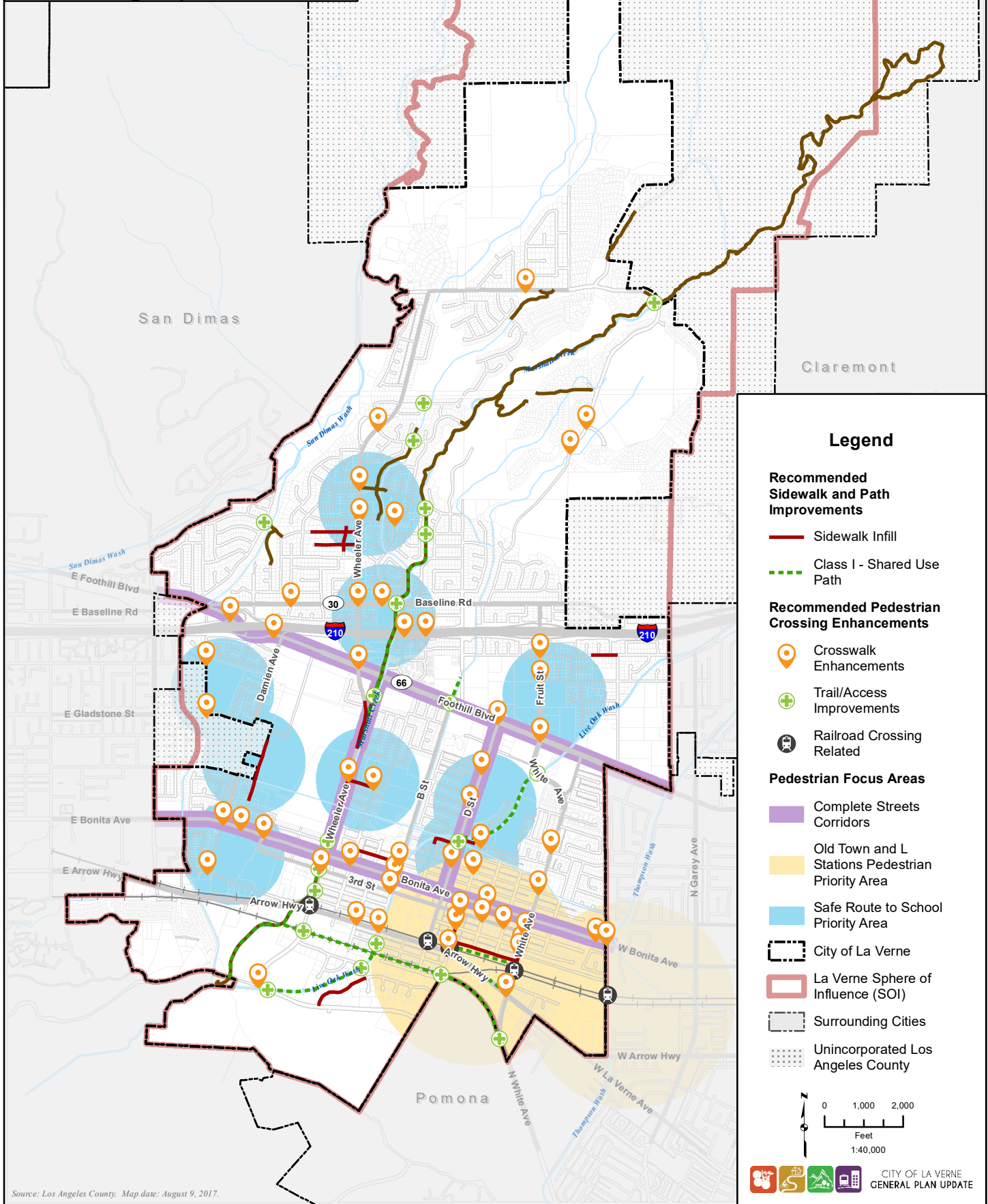


Source: Los Angeles County. Map date: August 9, 2017.

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CITY OF LA VERNE GENERAL PLAN
Figure M-2. Recommended
Walking Improvements



Legend

Recommended Sidewalk and Path Improvements

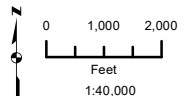
- Sidewalk Infill
- Class I - Shared Use Path

Recommended Pedestrian Crossing Enhancements

- Crosswalk Enhancements
- Trail/Access Improvements
- Railroad Crossing Related

Pedestrian Focus Areas

- Complete Streets Corridors
- Old Town and L Stations Pedestrian Priority Area
- Safe Route to School Priority Area
- City of La Verne
- La Verne Sphere of Influence (SOI)
- Surrounding Cities
- Unincorporated Los Angeles County

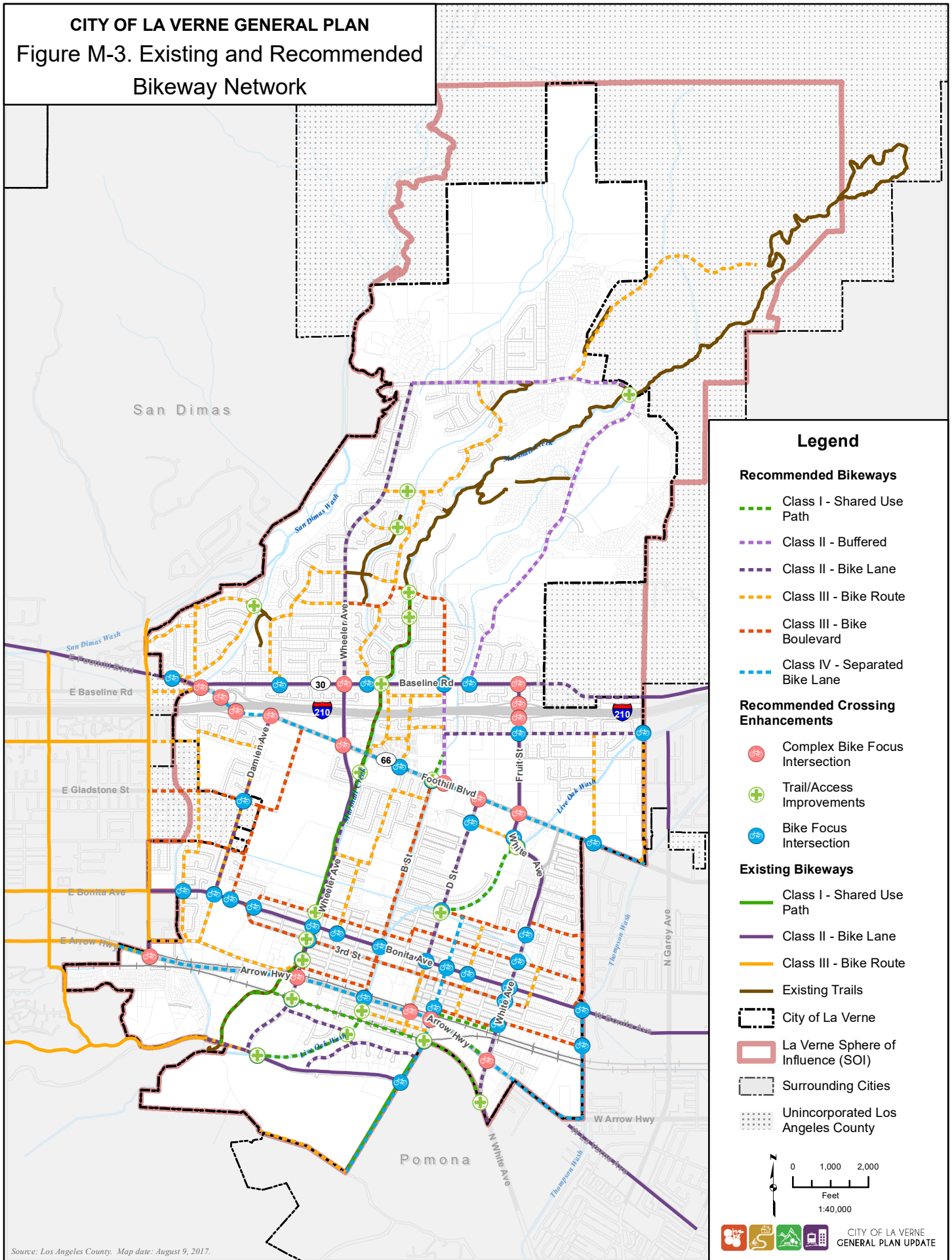


Source: Los Angeles County. Map date: August 9, 2017.

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CITY OF LA VERNE GENERAL PLAN
Figure M-3. Existing and Recommended
Bikeway Network



Legend

Recommended Bikeways

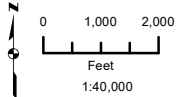
- Class I - Shared Use Path
- Class II - Buffered
- Class II - Bike Lane
- Class III - Bike Route
- Class III - Bike Boulevard
- Class IV - Separated Bike Lane

Recommended Crossing Enhancements

- ⊗ Complex Bike Focus Intersection
- + Trail/Access Improvements
- ⊗ Bike Focus Intersection

Existing Bikeways

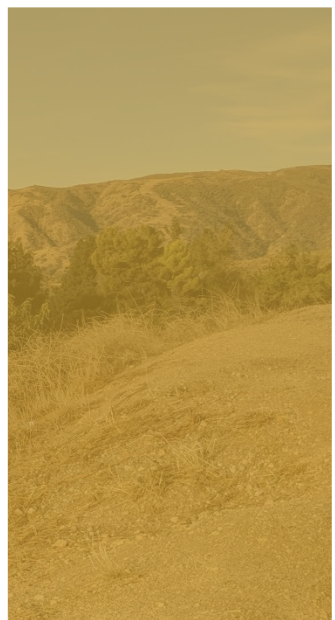
- Class I - Shared Use Path
- Class II - Bike Lane
- Class III - Bike Route
- Existing Trails
- City of La Verne
- La Verne Sphere of Influence (SOI)
- Surrounding Cities
- Unincorporated Los Angeles County



Source: Los Angeles County. Map date: August 9, 2017.

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Introduction to Resource Management

The City of La Verne's natural resources contribute to the community's high quality of life and distinct regional identity. Its parks and recreation facilities and open space areas provide beautiful places for residents to relax and enjoy the outdoors. Preservation of limited resources, including water, biological, energy, and mineral resources is an important responsibility to ensure that these resources are available for future generations. Additionally, through the reduction of solid waste La Verne can reduce impacts to local landfills and support a more sustainable future. Improved air quality is also a topic of local importance and collaborative regional strategies to address air quality issues in the San Gabriel Valley are explored in this Element.

Organization of Element

The Resource Management Element will address each of the topics below as they relate to La Verne. The goals and policies of this Element are organized around the following topics:

- Parks and Recreation
- Open Space
- Cultural Resources
- Water Conservation
- Biological Resources
- Energy and Mineral Resources
- Solid Waste Management
- Air Quality

Contents:

- Parks and Recreation
- Open Space
- Cultural Resources
- Water Conservation
- Biological Resources
- Energy and Mineral Resources
- Solid Waste Management
- Air Quality

GOAL RM-1 PARKS AND RECREATION

A community featuring an attractive, safe, and accessible parks and recreation system that is sufficiently funded and properly maintained.

RM-1 Policies

- RM-1.1 **Park Types.** Provide a range of open spaces, parks, trails and recreation facilities to meet the active and passive recreational needs of all La Verne residents, regardless of age, ability, or income.
- RM-1.2 **Park Standard.** Maintain at least four acres of open space, park land and recreational facilities for every 1,000 residents.
- RM-1.3 **Access Standard.** Provide open space, parks or recreation facilities within one-half mile radii of all City residents and prioritize acquisition and development of new facilities in underserved areas. Physical barriers (i.e., roadways, railroad lines, topography) should also be considered when evaluating service area and access.
- RM-1.4 **Park Design.** Uphold design, construction, implementation, and maintenance standards to ensure safe high-quality facilities, programs, and services that cater to a variety of ages and abilities, and reflect local and historic cultural elements.
- RM-1.5 **Funding.** Explore conventional and non-traditional funding options for the construction, maintenance, rehabilitation, and periodic modernization of La Verne's parks and recreation facilities, and allocate sufficient funding to park development in order to ensure that the public has adequate amenities and resources.
- RM-1.6 **Park Sustainability.** Encourage the incorporation of sustainable landscaping plans for new and existing parks which work to reduce water waste and conserve energy.
- RM-1.7 **Open Space for Private Developments.** Require future private development to incorporate open space areas or greenspace for resident or employee use consistent with the Municipal Code and/or Specific Plan.
- RM-1.8 **Park Maintenance.** Perform regular maintenance and facility inspections on park playground equipment, facilities, and recreational fields to uphold the quality of City parks.
- RM-1.9 **Accessible Facilities.** Require that new park facility construction and existing facility retrofits meet accessibility standards defined by the Americans with Disabilities Act (ADA) and playground safety requirements (Senate Bill 2733).
- RM-1.10 **Joint-Use Agreements.** Collaborate with school districts; public and private institutions (i.e. the University of La Verne); and private developers to create joint-use agreements that broaden the range of park and recreation facility options available to the public.
- RM-1.11 **Partnerships.** Establish creative partnerships with local and regional agencies, private developers, and institutions to develop new, nontraditional types of open space and recreational facilities.

RM-1 Actions

1. Pursue available resources to fund facilities and parkland maintenance, acquisition, and/or development such as General Fund, private donations, gifts and endowments, special districts, and federal and state grants.
2. Continue the City's systematic completion of Americans with Disabilities Act (ADA) compliance upgrades for City parks and recreation facilities.



3. Periodically review and update the Parks and Recreation Charges ordinance as-necessary to better reflect current costs and needs to address park demand generated by infill development.
4. Periodically review and update the fees charged for facility rentals, recreation programs, and other activities to ensure that they are appropriate and equitable.



GOAL RM-2 OPEN SPACE

A community with distinctive natural open spaces that provide significant scenic value to La Verne.

RM-2 Policies

- RM-2.1 **Balanced Open Space System.** Support a balanced and integrated open space system that reflects a variety of considerations, including resource conservation, recreation, aesthetics, and community identity.
- RM-2.2 **Minimal Alterations to Existing Space.** Encourage minimal alteration of the natural terrain in environmentally sensitive open space areas.
- RM-2.3 **Wilderness Management Plan.** Implement and support recommendations and policies established in the City of La Verne Wilderness Management Plan.
- RM-2.4 **Scenic Vistas and Routes.** Discourage development on or immediately adjacent to existing scenic vistas in order to preserve community character.
- RM-2.5 **Regional Cooperation.** Recognize areas of overlapping jurisdiction with respect to open space and biological resources, such as Los Angeles County's Significant Ecological Area, and coordinate the City's actions with efforts of surrounding cities, agencies, and Los Angeles County to protect and maximize regional open space.
- RM-2.6 **Cooperative Agreements.** Where feasible, enter into inter-jurisdictional cooperative agreement with allied agencies such as the Angeles National Forest, the San Gabriel Mountains National Monument, Los Angeles County Department of Parks and Recreation, the cities of Claremont, San Dimas, and Pomona, and non-governmental organizations, to implement resource management programs.

RM-2 Actions

1. Prepare and distribute in electronic and hard-copy format resource guides regarding public access to regional and local open space.
2. Periodically coordinate with neighboring jurisdictions to share plans regarding open space protection and access.



GOAL RM-3 CULTURAL RESOURCES

A City that celebrates and preserves its rich culture and historic assets.

RM-3 Policies

- RM-3.1 **Documentation.** Promote community identity and local history by identifying, documenting, and appropriately archiving our tangible and intangible cultural resources so they can be recognized, accessed, and appreciated by future generations.
- RM-3.2 **Planning Considerations.** Continue to integrate cultural resources into everyday planning processes through careful and creative collaborative design review and prioritization of historic and cultural history in new design development.
- RM-3.3 **Funding.** With input and involvement of multiple stakeholder groups, seek adequate funding and support from public and private sources that aim to protect cultural and historic resources within the City.
- RM-3.4 **Public Education.** Educate and actively involve the public in preserving historic cultural assets, including techniques, incentives, and legal requirements for preservation.
- RM-3.5 **Equitable History.** Commemorate the contributions of La Verne's various ethnic, religious, racial, and age groups through preservation of the physical manifestations of their lives, and through educational programs and art projects, especially for those groups that are underrepresented or historically disadvantaged.
- RM-3.6 **Resource Evaluation.** Evaluate the condition of historical buildings, the costs of rehabilitation, and the feasibility of preservation or conservation alternatives when considering the demolition or movement of historic structures; when possible, encourage the adaptive re-use of the historic structure.
- RM-3.7 **Specific Plans and Municipal Code Provisions.** Adhere to the preservation procedures and provisions included in the City's adopted Specific Plans and La Verne Municipal Code, and State Historical Building Codes.
- RM-3.8 **Innovation.** With input and involvement of multiple stakeholder groups, provide innovative means of preservation that reduce costs and facilitate desirable preservation of the City's cultural and historic resources.
- RM-3.9 **Archaeological/Paleontological Resources.** Require projects with a potential to affect archeological or paleontological resources to be conditioned to immediately stop grading and/or excavation activities if archeological or paleontological resources are encountered. At this point, a qualified archaeologist/paleontologist approved by the City should be enlisted to investigate the resources and conduct a preliminary assessment to determine whether a resource mitigation plan and monitoring program will be required.
- RM-3.10 **Human Remains.** Ensure that human remains are treated with sensitivity and dignity, and ensure compliance with the provisions of California Health and Safety Code Section 7050.5 and California Public Resources Code Section 5097.98.
- RM-3.11 **Tribal Consultation.** Consistent with State, local, and tribal intergovernmental consultation requirements such as SB 18 and AB 52, the City shall consult as necessary with Native American tribes that may be interested in proposed new development and land use policy changes.



RM-3 Actions

1. City staff shall require applicants for future proposed projects with planned impacts greater than 5 feet below the current surface in undisturbed sediments ranked PFYC 3 or above to provide a technical paleontological assessment consisting of a record search, survey, background context and project specific recommendations performed by a qualified paleontologist. If resources are known or reasonably anticipated the recommendations shall provide a detailed mitigation plan which shall require monitoring during grading and other earthmoving activities in undisturbed sediments, provides a fossil recovery protocol that includes data to be collected, requires professional identification, radiocarbon dates and other special studies as appropriate, requires curation at an accredited museum such as the Los Angeles County Museum of Natural History for fossils meeting significance criteria, requires a comprehensive final mitigation compliance report including a catalog of fossil specimens with museum numbers and an appendix containing a letter from the museum stating that they are in possession of the fossils.
2. City staff shall require applicants for future proposed projects with intact extant building(s) more than 45 years old to provide a historic resource technical study evaluating the significance and data potential of the resource. If significance criteria are met, detailed mitigation recommendations are required as part of the technical study. All work will be performed by a qualified architectural historian meeting Secretary of the Interior Standards.
3. City staff shall require applicants for future proposed projects in areas of known or inferred archaeological resources, prehistoric or historic, to provide a technical cultural resources assessment consisting of a record search, survey, background context and project specific recommendations performed by a qualified archaeologist. If resources are known or reasonably anticipated the recommendations shall provide a detailed mitigation plan which shall require monitoring during grading and other earthmoving activities in undisturbed sediments, provide a treatment plan for potential resources that includes data to be collected, requires professional identification, other special studies as appropriate, requires curation at an accredited museum such as the Cultural and Natural History Collections of the University of La Verne for artifacts meeting significance criteria, requires a comprehensive final mitigation compliance report including a catalog of specimens with museum numbers and an appendix containing a letter from the museum stating that they are in possession of the materials.
4. Unanticipated discoveries of human remains shall require immediate cessation of ground disturbance and notification to City staff and shall follow state law as stated in Health and Safety Code Section 7050.5 and Public Resources Code Section 5097.98.
5. Continue to implement the preservation procedures and provisions of the La Verne Municipal Code and adopted specific plans and require the inclusion of preservation-sensitive policies in new specific plans, as appropriate.
6. Maintain a current list of selected buildings and sites of outstanding local importance until such time that the city has an ordinance and a local register and/or places the buildings and sites on the California Register of Historical Resources.
7. Provide consultation with a restoration architect serving as an adjunct to staff to assist with preservation-related design issues. Include historic preservation-related design issues.
8. Continue to implement the City's public arts program.
9. Regularly consult with the La Verne Historical Society as needed regarding historic and cultural resources in the City.
10. Reduce the significant effects of projects on cultural resources through:
 - creative programs for replacement
 - enhancements of related cultural resources programs
 - contributions that ensure preservation of similar resources; or
 - avoidance of negative effects altogether by choosing a feasible alternative that preserves the resource in question.



11. Consistently consider archeological resources (historic and prehistoric) at the initial study stage of a development and consult with the regional Historical Resources Information Center at the University of California at Los Angeles.
12. Offer Mills Act agreements (contracts between the City and owners of designated historic resources enabling the owners to receive property tax breaks) to owners of exemplary historic resources who will use the funds to provide the highest standards of restoration and maintenance.
13. Seek new opportunities for cultural resource enhancement through these actions.
 - Pursue grants to provide public art along and adjacent to the Foothill freeway and other transportation projects such as the Metro L (Gold) line.
 - Include notable landscapes, sculptures, and artful architectural features as part of new development.
 - Commission public art as part of owner participation agreements.
 - Publicize our public art and encourage opportunities for new public art.
 - Develop a Cultural Resources Inventory, similar to the Historic Resources Survey.
14. Require preservation plans for significant properties where demolition of structures, including outbuildings, are proposed.
15. Maintain an information repository on proper maintenance, rehabilitation and restoration techniques to assist owners and developers of historic buildings.
16. Maintain current information about tax credits, property tax assistance, and other financial incentives for preservation
17. Develop ordinances to protect historic buildings from demolition or alteration at the time of a natural disaster.



GOAL RM-4 WATER CONSERVATION

A community that protects and conserves limited water resources.

RM-4 Policies

- RM-4.1 **Conservation Strategies.** In partnership with local water agencies, promote residential and commercial water conservation using multiple innovative strategies and contemporary best practices.
- RM-4.2 **Efficient Use of Sources.** Minimize dependence on imported water through efficient use of local surface sources, using wise groundwater management practices, conservation measures, and the use of reclaimed wastewater and non-potable water for irrigation of landscaping and agriculture, where feasible.
- RM-4.3 **Distribution.** Utilize the most recent available water conservation technology and green infrastructure to ensure an efficient and cost-effective distribution system.
- RM-4.4 **Landscaping.** Encourage all public and private landscaping in new development and renovation projects to be designed to reduce water demand, prevent runoff, decrease flooding, and recharge groundwater through the installation of irrigation systems, the selection of appropriate plant materials, and proper soil preparation.
- RM-4.5 **Stormwater.** Work cooperatively with local water agencies to effectively and efficiently manage stormwater runoff as part of the City's multipronged water conservation strategy.

RM-4 Actions

1. Develop educational outreach designed to increase public participation in water conservation and water quality awareness through printed material and the City's website and social media accounts.



GOAL RM-5 BIOLOGICAL RESOURCES

A community that preserves our diverse plant and animal life.

RM-5 Policies

- RM-5.1 **Biological Resource Protection.** Preserve and enhance those biological communities that contribute to La Verne's and the region's biodiversity including, but not limited to, the following resources: Southern Oak Riparian Woodlands, Southern Mixed Chaparral and Coastal Sage Scrub, Ruderal-Disturbed, and riparian areas.
- RM-5.2 **City Programs.** Incorporate habitat maintenance techniques into City programs when possible.
- RM-5.3 **New Development.** Require non-infill development proposals to provide biological assessments in areas which may contain important plant communities and wildlife habitat.
- RM-5.4 **Wildlife Corridors.** Support the establishment of contiguous wildlife corridors by removing existing physical barriers that restrict wildlife access to water and native habitat, where feasible.
- RM-5.5 **Land Use Planning.** Ensure that open space areas that contain sensitive biological resources are maintained as passive recreation uses.
- RM-5.6 **Focused Conservation.** Focus conservation efforts on high priority conservation areas that contain suitable habitat for endangered, threatened, migratory, or special-status species and that can be managed with minimal interference with nearby urban land uses.
- RM-5.7 **Native Vegetation.** Conserve existing native vegetation where possible and integrate regionally native plant species into development and infrastructure projects where appropriate.
- RM-5.8 **Urban Forest.** Build upon existing streetscapes and develop an urban forest along the City's major corridors and in residential neighborhoods to provide avian habitat, sequester carbon monoxide emissions, foster pedestrian activity, and provide shade. The City's "urban forest" refers to all public- and privately-owned trees, vegetation, and landscaping throughout La Verne which provide a range of benefits to the community, including reduced energy use, cooling along streets and sidewalks, improved air and water quality, diversification of wildlife habitat, and increased health and well-being.
- RM-5.9 **Mature and Protected Trees.** Avoid removal of large, mature trees and protected trees that provide wildlife habitat or contribute to the visual quality of the environment to the greatest extent feasible through appropriate project design and building siting. If full avoidance is not possible, prioritize planting of replacement trees on-site over off-site locations.
- RM-5.10 **Agency Coordination.** Coordinate with appropriate federal, state, or local agencies, such as the U.S. Army Corps of Engineers, California Department of Fish and Wildlife, and/or the Los Angeles Regional Water Quality Control Board, prior to conducting management activities in riparian areas.



RM-5 Actions

1. Maintain a buffer area between natural (not manmade) waterways and urban development to protect water quality and riparian areas.
2. Require new development, as well as infrastructure projects, long-range planning projects, and other projects, to comply with the requirements of the La Verne Wilderness Area Management and Public Access Plan to ensure that potentially significant impacts to special-status species and sensitive resources are adequately addressed.
3. Require new development which has the potential to result in water quality impacts to the City's creeks and the local groundwater basin to implement all feasible mitigation measures to reduce impacts.

Publicize volunteer-based programs that organize community creek restoration and/or clean-up events and provide public education regarding the benefits of city and regional water resources.

4. Where feasible, vegetation and tree removal should occur outside of the bird nesting season (February 1 to August 31). If not feasible, the project applicant shall retain a qualified biologist to conduct a nesting bird survey no more than three days prior to the commencement of construction activities. The biologist conducting the clearance survey shall document the negative results if no active bird nests are observed on the project site or within the vicinity during the clearance survey with a brief letter report, submitted to the City of La Verne Community Development Department prior to construction, indicating that no impacts to active bird nests would occur before construction can proceed. If an active avian nest is discovered during the pre-construction clearance survey, construction activities shall stay outside a 300-foot buffer around the active nest. For listed and raptor species, this buffer shall be 500 feet. A biological monitor shall be present to delineate the boundaries of the buffer area and to monitor the active nest to ensure the nesting behavior is not adversely affected by construction activity, pursuant to the Migratory Bird Treaty Act (MBTA). Prior to the commencement of construction activities and the issuance of any permits, results of the pre-construction survey and any subsequent monitoring shall be provided to the City of La Verne Community Development Department, California Department of Fish and Wildlife (CDFW), and other appropriate agencies.



GOAL RM-6 ENERGY AND MINERAL RESOURCES

A community that protects its energy and mineral resources for future generations.

RM-6 Policies

- RM-6.1 **Regulatory Compliance.** Meet all state and regional regulations in regard to gas and energy conservation and technology use, including the mandatory energy efficiency requirements of the California Green Building Standards Code (CALGreen) and Building and Energy Efficiency Standards
- RM-6.2 **Reduced Consumption.** Promote energy sustainability and conservation in order to reduce consumption of natural resources and promote air quality.
- RM-6.3 **Alternative Energy Use.** Regularly evaluate the viability of alternative energy sources for their application in La Verne.
- RM-6.4 **Green Building.** Support the use of green building standards and sustainable development strategies, such as Leadership in Energy and Environmental Design (LEED), in both private and public projects.
- RM-6.5 **Regional Conservation.** Participate in regional alternative energy supply movements and transition when financially feasible.
- RM-6.6 **Public Education.** Coordinate with local utility companies to increase public awareness of energy conservation practices and programs, such as rebate programs and energy efficiency audits.
- RM-6.7 **Mining Activities.** Require that any future mining activities be in compliance with the State Mining Reclamation Act, federal and state environmental regulations, and local ordinances.
- RM-6.8 **Mining in Open Space Areas.** Limit the impacts of mining operations on the City's natural open space biological and scenic resources, and any adjacent land uses.



RM-6 Actions

1. Develop and implement strategies, in coordination with energy and natural gas providers, to reduce residential and nonresidential energy use. These strategies could include requiring existing development to meet specified conservation standards and requiring new development to utilize energy reduction strategies during construction and operation.
2. Use the project review process to ensure that all new development complies with California State Energy Regulation requirements
3. Work with energy providers, schools, the University of La Verne, and other agencies and organizations on outreach programs to promote energy conservation for residential and nonresidential uses.
4. Prepare a package of information that is made available at the public counter on alternative energy that describes the technology and identifies financial and nonfinancial resources available for residents and business owners to assist them in implementing alternative energy programs.



GOAL RM-7 SOLID WASTE MANAGEMENT

A community with reduced generation and disposal of solid waste to landfills and an increased public awareness and participation in waste diversion programs.

RM-7 Policies

- RM-7.1 **Compliance with State Legislation.** Comply with Assembly Bill 939 source reduction and recycling requirements of 50 percent diversion of solid waste from landfills and strive to partner, plan for, and document compliance with Assembly Bill 341 source reduction, recycling, and composting requirements of 75 percent by 2020.
- RM-7.2 **Solid Waste Collection.** Provide adequate waste disposal, recycling, and refuse services for present and future residents and businesses, including programs that improve public access to solid waste collection and recycling facilities.
- RM-7.3 **Source Reduction and Recycling Efforts.** Participate in source reduction and recycling techniques to reduce the amount of solid waste sent to the landfill and extend the life of the landfill.
- RM-7.4 **Special Waste.** Ensure that special waste—including hazardous materials, tires, medications, infectious waste, asbestos waste, construction waste, and electronic waste—can be recycled and disposed of in a manner that is safe for the environment, residents, and visitors to La Verne.
- RM-7.5 **Organic Waste.** Work with appropriate service providers to collect and compost greenwaste, including landscaping, Christmas trees, composting and mulch, and other sources of organic waste, to distribute for use in parks, medians, and other municipal areas.
- RM-7.6 **Public Education.** Regularly educate the public on ways to divert household waste from the landfill, including education programs on reducing, reusing, and recycling material.
- RM-7.7 **Public Funding Sources.** Pursue public funding sources, such as grants to reduce fiscal impacts of continued implementation of recycling programs.



RM-7 Actions

1. Regularly monitor the level of service provided by waste and recycling collection contractors to ensure that service levels meet the terms of the contract.
2. Include standard language in requests for services and in City agreements requiring contractors to use best management practices to maximize diversion of waste from the landfill in order to meet the City's specified diversion rates.
3. Encourage recycling, reuse, and appropriate disposal of hazardous materials, including the following:
 - Increased participation in single family and multifamily residential curbside recycling programs;
 - Increased participation in commercial and industrial recycling programs for paper, cardboard, and plastics;
 - Reduce yard and landscaping waste through methods such as composting, grass recycling, and using resource efficient landscaping techniques.
4. Encourage local businesses to provide electronic waste (e-waste) drop-off services and encourage residents and businesses to properly dispose of, or recycle, e-waste.



GOAL RM-8 AIR QUALITY AND GREENHOUSE GAS EMISSIONS

Improved air quality in La Verne and the region through reductions in air pollutants and greenhouse gas (GHG) emissions.

RM-8 Policies

- RM-8.1 **Development Patterns.** Improve air quality through continuing to require a development pattern that focuses growth in and around existing urbanized areas, locates new housing near places of employment, encourages alternative modes of transportation, supports efficient parking strategies, reduces vehicle miles traveled, and requires projects to mitigate significant air quality impacts.
- RM-8.2 **Regional Collaboration.** Coordinate planning efforts with the South Coast Air Quality Management District (SCAQMD), Southern California Association of Governments (SCAG), and the California Air Resource Board (CARB) to meet local and regional air quality standards and ensure attainment of established goals.
- RM-8.3 **Measurement.** Coordinate with the California Air Resources Board and South Coast Air Quality Management District to properly measure air quality at emission sources and enforce the standards of the Clean Air Act.
- RM-8.4 **Local Reduction Targets.** The City of La Verne establishes the following per capita GHG reduction targets, in order to meet the requirements established by the state under AB 32 and SB 32, consistent with the CARB's Scoping Plan:
- 3.99 MT CO₂e per capita by 2030
 - 2.66 MT CO₂e per capita by 2040; and
 - 1.33 MT CO₂e per capita by 2050.
- RM-8.5 **Sensitive Receptors.** Minimize exposure of sensitive receptors to concentrations of air pollutant emissions and toxic air contaminants. For discretionary projects involving sensitive receptors (i.e., children, the elderly, or people with illnesses) proposed within 500 feet of SR-210, require an analysis of mobile source toxic air contaminant health risks and, if necessary, appropriate mitigation measures to reduce health risks to acceptable levels.
- RM-8.6 **Municipal Operations.** Reduce adverse air quality impacts of municipal operations.
- RM-8.7 **Effects of Development on Air Quality.** Use the City's development review process and the California Environmental Quality Act to evaluate and mitigate the local and cumulative effects of new development on air quality.
- RM-8.8 **Construction Activities.** Meet state and federal clean air standards by minimizing particulate matter emissions from construction activities.
- RM-8.9 **Airborne Pollutants and Noxious Odors.** Comply with regional, state, and federal standards and programs for control of all airborne pollutants and noxious odors, regardless of source.
- RM-8.10 **GHG Reduction.** Consider and adopt new policies and programs that will help to provide energy efficient alternatives to fossil fuel use and reduce consumption in order to reduce greenhouse gas emissions.
- RM-8.11 **Carbon Reduction.** Expand the number of parks and trees in La Verne to provide a larger carbon sink or area containing natural sources that retain more carbon than what those sources emit.



RM-8.12 **Public Engagement.** Promote regional air quality programs in order to inform the public on regional air quality concerns and encourage the engagement of all La Verne residents in future planning decisions related to air quality.

RM-8 Actions

1. Review all new industrial and commercial development projects for potential air quality impacts to residences and other sensitive receptors. Ensure that mitigation measures and best management practices are implemented to reduce significant emissions of criteria pollutants.
2. Review development, infrastructure, and planning projects for consistency with SCAQMD requirements during the CEQA review process. Require project applicants to prepare air quality analyses to address SCAQMD and General Plan requirements, which include analysis and identification of:
 - Air pollutant emissions associated with the project during construction, project operation, and cumulative conditions.
 - Potential exposure of sensitive receptors to toxic air contaminants.
 - Significant air quality impacts associated with the project for construction, project operation, and cumulative conditions.
 - Mitigation measures to reduce significant impacts to less than significant or the maximum extent feasible where impacts cannot be mitigated to less than significant.
3. Work with Los Angeles County to implement programs aimed at improving regional air quality.
4. Continue to review development projects to ensure that all new public and private development complies with the California Code of Regulations (CCR), Title 24 standards as well as the energy efficiency standards established by the La Verne Municipal Code.
5. Monitor GHG emissions generated by the community over time for consistency with the established GHG reduction targets, and update the City's community GHG Inventory every five years. In the event that the City determines that ongoing efforts to reduce GHG emissions are not on track to meet the City's adopted GHG reduction targets, the City shall establish and adopt new and/or revised GHG reductions measures that will effectively meet the established GHG reduction targets.
6. Explore the feasibility of providing the necessary facilities and infrastructure to facilitate the use of City-owned low or zero-emission vehicles such as electric vehicle charging facilities and conveniently located alternative fueling stations.
7. Evaluate and consider multi-modal transportation benefits to all City employees, such as free or low-cost monthly transit passes. Encourage employer participation in similar programs. Encourage new transit/shuttle services and use.
8. Evaluate and consider the feasibility of allowing private bicycle rental companies to operate in La Verne.
9. Encourage community car-sharing and carpooling.
10. Support the establishment and expansion of a regional network of electric vehicle charging stations and encourage the expanded use of electric vehicles.
11. Establish standards and requirements for electric vehicle parking, including the installation of electric vehicle charging stations, in new development projects.



12. Periodically review and update the City's Green Building Program to reflect best practices, such as encouraging the use of cement substitutes and recycled building materials for new construction.
13. Update the City's Green Building Program to promote the reduction of urban heat islands through vegetation management and cool surfaces. Encourage multi-family residential and non-residential development to increase the use of higher-albedo materials for surfaces including roofs, parking areas, driveways, roads, and sidewalks. Encourage developments with parking lot areas to shade these areas with vegetation or solar panels when appropriate. Support various programs to plant and maintain trees, which can also contribute to a reduction of urban heat islands.
14. Future development projects implemented under the General Plan will be required to demonstrate consistency with SCAQMD construction emission thresholds. Where emissions from individual projects exceed SCAQMD thresholds, the following actions shall be incorporated as necessary to minimize impacts. These measures do not exclude the use of other, equally effective mitigation measures.
 - Require all off-road diesel equipment greater than 50 horsepower (hp) used for this Project to meet, at a minimum, USEPA Tier 4 final off-road emission standards or equivalent. Such equipment shall be outfitted with Best Available Control Technology (BACT) devices including, at a minimum, a California Air Resources Board Certified Level 3 Diesel Particulate Filter (DPF) or equivalent. This DPF will reduce diesel particulate matter and NOx emissions during construction activities.
 - Require a minimum of 50 percent of construction debris be diverted for recycling.
 - Require building materials to contain a minimum 10 percent recycled content.
 - Require materials such as paints, primers, sealants, coatings, and glues to have a low volatile organic compound concentration compared to conventional products. If low VOC materials are not available, architectural coating phasing should be extended sufficiently to reduce the daily emissions of VOCs.
15. Future development projects implemented under the General Plan will be required to demonstrate consistency with SCAQMD's operational emission thresholds. For projects where operational emissions exceed regulatory thresholds, the following measures may be used to reduce impacts. Note the following measures are not all inclusive and developers have the option to add or substitute measures that are equally or more appropriate for the scope of their project.
 - Develop a project specific TDM program for residents and/or employees that provides opportunities for carpool/vanpools.
 - Provide onsite solar/renewable energy in excess of regulatory requirements.
 - Require that owners/tenants of non-residential or multi-family residential developments use architectural coatings that are 10 grams per liter or less when repainting/repairing properties.
 - Require dripless irrigation and irrigation sensor units that prevent watering during rain storms.
 - Ensure all parking areas are wired for capability of future EV charging and include EV charging stations that exceed regulatory requirements.



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Introduction to Public Safety

The goal of La Verne's Public Safety Element is to reduce the risk of death, injury, property damage, economic loss, and harm due to natural and human-caused disasters. This element will view hazards on both a short-term and long-term basis, and will place a special emphasis on local and regional risk factors.

The Local Hazard Mitigation Plan (LHMP) for the City of La Verne planning area was developed in accordance with the Disaster Mitigation Act of 2000 (DMA 2000) and followed FEMA's 2011 Local Hazard Mitigation Plan guidance. The LHMP incorporates a process where hazards are identified and profiled, the people and facilities at risk are analyzed, and mitigation actions are developed to reduce or eliminate hazard risk. The implementation of these mitigation actions, which include both short-term and long-term strategies, involve planning, policy changes, programs, projects, and other activities. The Local Hazard Mitigation Plan can be found at this location: [Document Center \(https://www.cityoflaverne.org/documentcenter\)](https://www.cityoflaverne.org/documentcenter).

Organization of Element

The Public Safety Element will address each of the topics below as they relate to La Verne. The goals and policies of this element are organized around the following topics:

- Fire Safety
- Flooding
- Seismic Safety and Geologic Hazards
- Severe Weather Hazards
- Hazardous Waste and Materials
- Aircraft
- Noise
- Emergency Operations and Facilities
- Climate Change and Resiliency Planning

Contents:

- Fire Safety
- Flooding
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- Severe Weather Hazards
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- Aircraft
- Noise
- Emergency Operations and Facilities
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GOAL PS-1 FIRE SAFETY

A community that is minimally impacted by wildland and urban fires through implementation of proactive fire hazard abatement strategies.

PS-1 Policies

- PS-1.1 **Services and Facilities.** Provide adequate fire prevention services and facilities to meet the service standards identified by the Fire Department.
- PS-1.2 **Fire Hazard Identification.** Maintain and regularly update the City's Fire Hazard Severity Zones map (Figure PS-1) for changes in fire hazard severity zones consistent with changes in hazard designations by CAL FIRE.
- PS-1.3 **City Standards.** Require that all development in Very High Fire Hazard Severity Zones (VHFHSZ) meet VHFHSZ standards as designated by City Ordinance.
- PS-1.4 **Community Wildfire Protection Plan.** Update La Verne's Community Wildfire Protection Plan (CWPP) on a regular basis in order to reflect changing conditions, best practices, regulatory environment, and advancements in knowledge.
- PS-1.5 **Development in Very High Fire Hazard Severity Zones.** Avoid or minimize new residential development in VHFHSZs as feasible.
- PS-1.6 **Fire Protection Plans.** Require adequate fire protection plans and emergency vehicle access for new development in VHFHSZs.
- PS-1.7 **Fire Protection Buffers.** Require fire breaks and fuel breaks between natural areas and developed areas susceptible to wildland fires, particularly in the VHFHSZ. Fire breaks (i.e. a gap in vegetation or combustible material achieved by completely scrapping an area to bare mineral soil) and fuel breaks (i.e. vegetation is reduced in size to slow progression but is still present) shall be maintained at private expense and on private property according to the applicable standards and regulations of the Fire Department.
- PS-1.8 **Fire Safe Design.** Consider fire safe design (i.e. fire-resistant building and site design, materials, and landscaping) for development within very high fire hazard severity zones as part of the development review process.
- PS-1.9 **Fire Hazard Reduction Projects.** Coordinate with the Fire Department to identify and maintain fire hazard reduction projects, including community fire breaks and private road and public road clearance.
- PS-1.10 **Standards for New Development.** As part of the review process, require ongoing brush management, fuel management/modification, defensible space, fire-resistant landscaping, visible home and street addressing and signage, and other project design features for new development located in areas of or adjacent to high wildfire hazard.
- PS-1.11 **Rebuilding After a Fire.** Coordinate with the Fire Department to identify building and site design methods or other methods to minimize damage if new structures are proposed to be in VHFHSZs when rebuilding after a fire.
- PS-1.12 **Adequate Water Supply.** Require development to prove conclusively that it can be served with adequate water capacity to support fire protection services.
- PS-1.13 **Response Time.** Require all new development to ensure that fire response times and service standards are maintained, as determined by the La Verne Fire Department.



- PS-1.14 **Access.** Require sufficient ingress/egress access points in all new development to support firefighting activities, as determined by the Fire Department.
- PS-1.15 **Education.** Educate the community (residents, builders, property owners, and employers) on fire hazards, fire safety measures, and local, regional, state, and federal assistance programs; with a special focus on at-risk populations, such as those with limited mobility.
- PS-1.16 **Permit Approvals.** Ensure compliance with the Subdivision Map Act requirements for structural fire protection and suppression services, subdivision requirements for on/off-site improvements, ingress and egress, street standards, and other concerns.
- PS-1.17 **Fire and Building Codes.** Require that all new buildings and structures within La Verne comply with local, state, and federal regulatory standards such as the California Fire and Building Codes as well as other applicable fire safety standards.
- PS-1.18 **Critical Facilities and Structures.** Locate, when feasible, new essential public facilities and infrastructure outside of VHFHSZs, including but not limited to, hospitals and health care facilities, emergency shelters, emergency command centers, emergency communication facilities, and utilities or identify construction methods or other methods to minimize damage if these facilities must be located in VHFHSZs.
- PS-1.19 **Sustainable Ecological Management.** Encourage implementation of wildfire mitigation activities in a manner consistent with the goals of promoting sustainable ecological management and community stability.
- PS-1.20 **Emergency Services Training.** Coordinate with the Fire Department to proactively develop ongoing emergency services training to stay current with best practices and support community programs that train volunteers to assist “First Responders” in the implementation of the Hazard Mitigation Plan programs and Community Wildfire Protection Plan actions.



PS-1 Actions

1. Work with the Fire Department to maintain and regularly update the City's Fire Hazard Severity Zones Map for changes in fire hazard severity zones consistent with changes in hazard designations by CAL FIRE.
2. Work with the Fire Department to maintain an ongoing fire inspection program to reduce fire hazards associated with multifamily development, critical facilities, public assembly facilities, industrial buildings, and nonresidential buildings.
3. Mitigate, as feasible, existing non-conforming development to contemporary fire safe standards where feasible, including road standards and vegetative hazards.
4. Assess site constraints when considering land use designations near wildlands to avoid or minimize wildfire hazards as part of a land use update or amendment.
5. Locate, design and construct development to provide adequate defensibility and minimize the risk of structural loss from wildland fires.
6. Design development on hillsides and canyons to reduce the increased risk of fires from topography features (i.e. steep slopes, ridge saddles).
7. Conduct an evaluation on fire flow pressures in the City. Collaborate with the appropriate water providers on necessary upgrades to ensure adequate fire protection.
8. Work with CAL FIRE, United States Forest Service, United States Geologic Service, and applicable nongovernmental agencies to create a plan to address post-fire recovery activities and projects that allow burned areas to fully recover and minimize repetitive losses and further damage.
9. In the event of a significant wildfire, the City and its Fire Department shall immediately coordinate with relevant federal, state, and local agencies, including but not limited to the USDA, USFS, CalFire, the Los Angeles Flood Control District, and the Los Angeles Fire Department to establish and implement, as feasible, a flooding and debris flow prediction and monitoring program. The intent of the program shall be to map and assess the likelihood of debris flow (in %), potential volume of debris flow (in m³), and combined relative debris flow hazard. In the event that a flood or debris flow risk is predicted during a subsequent storm event, the City shall implement procedures contained in the Emergency Operations Plan to notify residents and business owners of evacuation orders in affected areas. This action is written and adopted with the understanding that the City of La Verne does not possess the resources to implement such a monitoring program independently, and must rely on the expertise and resources of outside agencies.
10. The Fire Department and City Engineer will review proposed development projects and street networks to evaluate the accessibility for fire engines and other emergency response functions.
11. Continue to require that all new habitable structures be designed in accordance with the most recent California Building and Fire Code with local amendments adopted by the City, including the use of fire sprinklers in residential structures.



GOAL PS-2 FLOODING

A community that is protected from the dangers of flood and inundation hazards.

PS-2 Policies

- PS-2.1 **Flood Hazard Identification.** Maintain and continuously update the City's floodplain safety hazards map in concert with FEMA map amendments and improvements to local drainage facilities.
- PS-2.2 **New Development.** Avoid and minimize flood risks for new development.
- PS-2.3 **Areas Susceptible to Flooding.** Reduce flood hazards in developed areas susceptible to flooding (such as the 100-year floodplain and areas known to the City to flood during intense or prolonged rainfall events) and require new development in these areas to incorporate mitigation measures designed to mitigate flood hazards.
- PS-2.4 **Education.** Educate the community regarding flood prevention information and notify residents and motorists of impending flood hazards and evacuation procedures using the most efficient and modern technology appropriate.
- PS-2.5 **Joint Use of Flood Control Facilities.** Develop flood control facilities as parks, nature trails, equestrian parks, golf courses, or other types of recreational facilities or joint-use facilities that can withstand periodic inundation, to the extent feasible.
- PS-2.6 **Interagency Coordination.** Coordinate with neighboring jurisdictions and public agencies responsible for flood protection to consider the impact to flooding and flood control measures on properties within La Verne resulting from development in other jurisdictions.
- PS-2.7 **Stormwater Runoff.** Require new developments that add substantial amounts of impervious surfaces to integrate low impact development (LID) best management practices (BMPs) to reduce stormwater runoff.
- PS-2.8 **Critical Facilities.** Prohibit development of new essential and critical facilities and lifeline services in the 100-year floodplain.
- PS-2.9 **Aquifer Recharge.** Work collaboratively with local water agencies to create opportunities for successful aquifer recharge.
- PS-2.10 **Open Space Area.** Preserve open space areas for flood mitigation when possible.
- PS-2.11 **Flood Control Facilities.** Continue to coordinate with Los Angeles County Flood Control District to encourage the improvement of channel segments to alleviate local flooding, in accordance with the City's Stormwater Master Plan.



PS-2 Actions

1. Monitor changes in Federal and State laws and regulations related to local flood protection, including the National Flood Insurance Program and incorporate necessary changes into the Municipal Code, the City's Emergency Operations Plan, and building codes as required and ensure that the City's regulations continue to require that new development within flood hazard zones is consistent with this Safety Element and is required to meet the flood protection requirements of State law.
2. Continue to disseminate information on flooding, flood control on private property, floodplains, and flood preparedness to the public.
3. Communicate with FEMA annually regarding updates to Flood Insurance Rate Maps and Letter of Map Revisions.
4. Periodically review county, state, and federal flood control best practices and incorporate appropriate standards into the Municipal Code.



GOAL PS-3 SEISMIC SAFETY AND GEOLOGIC HAZARDS

A community that has reduced risk from geologic hazards such as earthquakes, landslides, and liquefaction.

PS-3 Policies

- PS-3.1 **Geologic Hazard Identification.** Maintain and continuously update the City's geologic and seismic hazards map in concert with updates from the California Geologic Survey and local surveys.
- PS-3.2 **Hillside Development.** In Hillside Development areas (as shown in Map PS-1), require a full site-specific geologic study to consider effects of the proposed development on adjacent upslope and downslope areas as well as on the site itself.
- PS-3.3 **Alquist-Priolo Act.** Enforce development requirements, such as seismic study analyses, project siting, and project design features for proposed developments near active faults pursuant to the Alquist-Priolo Act.
- PS-3.4 **Building Codes.** Adhere to the latest California Building Codes and regulations regulating earth work and grading during construction, and hillside grading guidelines to minimize erosion; update local codes periodically for the latest advances.
- PS-3.5 **Bare Soils.** Limit acreage of bare soils exposed at any one time.
- PS-3.6 **Critical Infrastructure and Facilities.** Require that critical infrastructure and facilities that exist or may be built in the city (e.g., police, medical facilities, fire, roads, reservoirs, etc.), incorporate site specific seismic structural design.
- PS-3.7 **Liquefaction.** Require special site-specific studies in areas potentially subject to liquefaction (shown in Map PS-2) to determine the nature and extent of possible liquefaction and to identify engineering and development siting measures to permit development to occur.
- PS-3.8 **Education.** Compile and distribute earthquake preparedness information to residents, business owners, and schools; work with partners to conduct periodic inspections and preparedness events.
- PS-3.9 **Retrofitting Buildings.** Encourage owners of potentially hazardous buildings (e.g., mobile homes and historic structures) to assess seismic vulnerability and conduct seismic retrofitting as necessary to improve resistance to earthquakes.
- PS-3.10 **Historic Hazards.** Discourage development in identified potential and historical landslide and flood plain areas which cannot be mitigated through regulation.



PS-3 Actions

1. Review development proposals to ensure compliance with California Health and Safety Code Section 19100 et seq. (Earthquake Protection Law), which requires that buildings be designed to resist stresses produced by natural forces such as earthquakes and wind.
2. Update building, zoning, and grading codes as needed to ensure adopted standards mitigate potential seismic hazards and comply with the Alquist-Priolo Act and Unreinforced Masonry Law.
3. Establish a public relations and education program to increase public awareness on potential geologic and seismic hazards in the community, their associated risks, and preparedness strategies.



GOAL PS-4 HAZARDOUS WASTE AND MATERIALS

A community that is protected from the potential for hazardous waste and materials contamination.

PS-4 Policies

- PS-4.1 **Regulations.** Enforce the Uniform Fire Code as it controls the use of hazardous materials, seeing that appropriate laws are followed and precautions are taken for the type and amount of hazard being created.
- PS-4.2 **Mitigation Measures.** Require facilities that handle hazardous waste and materials to implement mitigation measures that reduce the risks associated with hazardous material production, storage, and disposal; incorporate the standards of the Los Angeles County Hazardous Waste Management Plan in regard to siting, development controls, and review procedures.
- PS-4.3 **Transport.** Restrict the transport of hazardous waste and materials to designated routes.
- PS-4.4 **Railroad Safety.** Work with railroads to ensure rail safety along lines used to transport hazardous materials including emergency response procedures in the event of a rail accident involving hazardous materials.
- PS-4.5 **Emergency Response.** Ensure that the Fire Department can continue to respond safely and effectively to a hazardous materials incident in the City, whether it is a spill at a permitted facility, or the result of an accident along a section of the freeway or railroads that extend across the City.
- PS-4.6 **Regional Compliance.** Continue to comply with the Los Angeles County Hazardous Waste Management Plan.
- PS-4.7 **City Plans.** Ensure continued implementation of the proposed Hazardous Materials Release Plans and Hazardous Materials Inventories of the City of La Verne.
- PS-4.8 **Education.** Prepare and distribute educational materials to the community regarding illegal dumping, the dangers of hazardous waste, and city and county hazardous waste management plans.

PS-4 Actions

1. As part of the development review process, require projects that result in significant risks associated with hazardous materials to include measures to address the hazards and reduce the risks to an acceptable level.
2. Continue to require the submittal of information regarding hazardous materials manufacturing, storage, use, transport, and/or disposal by existing and proposed businesses and developments to the Fire Department.
3. Continue to promote off-site hazardous materials and/or electronic waste drop-off.



GOAL PS-5 SEVERE WEATHER

A community with minimized impacts from severe weather conditions on residents, businesses, and visitors.

PS-5 Policies

- PS-5.1 **Wind Protective Features.** Promote the installation of protective wind barriers on homes and buildings, such as vegetation walls, glass panel windscreens, roof clips, hedges, or rows of trees.
- PS-5.2 **Public Trees and Landscaping.** Adequately maintain public trees and landscaping to reduce damage to infrastructure during periods of high winds; select resilient tree species that can withstand high wind and severe storm hazards in public landscapes.
- PS-5.3 **Private Landscaping.** Require adequate maintenance of private landscaping that could otherwise interfere with utility infrastructure in severe weather conditions.
- PS-5.4 **Signage.** Require all signage and moving structures susceptible to high wind damage to be tied down appropriately, or brought down or covered when high wind alerts are in effect.
- PS-5.5 **Cooling Centers.** Designate public buildings, specific private buildings, or institutions with air conditioning as public cooling shelters; extend hours at air-conditioned sites during periods of extreme heat or power outage (if the site is supported by a backup generator).
- PS-5.6 **Storms.** Continue to provide access to flood protection resources and services (signage, sandbags, etc.) as feasible at designated public facilities during and after extreme weather events.
- PS-5.7 **Special Assistance.** Address the needs of individuals with limited mobility or limited access to transportation for access to safe and comfortable shelter during extreme heat events or other severe weather events.
- PS-5.8 **Public Education.** Educate the community about the importance of regular tree maintenance near structures and power lines to minimize risk of downed trees, branches, and power lines during windstorms.

PS-5 Actions

1. Establish a public relations and education program to increase public awareness on potential severe weather hazards in the community, their associated risks, and preparedness strategies.



GOAL PS-6 AIRCRAFT

A community that is protected from the impacts and potential risks of aircraft activity at Brackett Field.

PS-6 Policies

- PS-6.1 **Land Use Compatibility.** Maintain compatibility of development with airport operations in the area surrounding the airport in accordance with the adopted Airport Land Use Compatibility Plan (ALUCP).
- PS-6.2 **Development Plans.** Review plans for all building and development improvements at Brackett Field for consistency with the City of La Verne General Plan, to the extent required by Government Code 65403, and provide the County of Los Angeles with suggestions to resolve areas of inconsistency.
- PS-6.3 **Airport Operations Monitoring.** Maintain regular communication and coordination with Los Angeles County and Brackett Field, and request advance notice of any operations that could adversely impact the community, even if those impacts are temporary.
- PS-6.4 **Federal Aviation Regulation Part 77.** Do not approve buildings and structures that would penetrate Federal Aviation Regulation (FAR) Part 77 Imaginary Obstruction Surfaces for Brackett Field unless found consistent by the Los Angeles County Airport Land Use Commission (ALUC). Additionally, in accordance with FAR Part 77, require applicants proposing buildings or structures that penetrate the 100:1 Notification Surface to file a Form 7460-1 Notice of Proposed Construction or Alteration with the Federal Aviation Administration (FAA) and provide a copy of the FAA determination to the City and the ALUC.
- PS-6.5 **Structures above 200 Feet.** For development projects with structures higher than 200 feet above existing grade, the City shall inform the ALUC and submit materials to the ALUC for review. Proposed projects that would exceed a height of 200 feet above existing grade shall be required to file Form 7460-1 with the FAA.
- PS-6.6 **Unmanned Aircraft Systems.** Require compliance with all applicable FAA and Los Angeles County regulations regarding the operation of Small Unmanned Aircraft Systems (UAS), commonly referred to as “drones”, including restrictions and requirements for operation near airports (e.g., Brackett Field).
- PS-6.7 **Heliports.** Ensure that development proposals including the construction or operation of a heliport or helistop comply fully with permit procedures under State law and compliance with the Airport Environs Land Use Plan for Heliports, including referral of the project to the Los Angeles County Airport Land Use Commission (ALUC) by the applicant, and with all conditions of approval imposed or recommended by the Federal Aviation Administration (FAA), ALUC, and Caltrans, including the filing of a Form 7480-1 (Notice of Landing Area Proposal) with the FAA. This requirement shall be in addition to all other City development requirements.



PS-6 Actions

1. Maintain consistency with the Los Angeles County Airport Land Use Compatibility Plan as it pertains to Brackett Field.



GOAL PS-7 NOISE

A community with minimized harmful effects of noise on sensitive uses, and reduced noise coming from freeways, motor vehicle traffic, trains, Brackett Field, and the Fairplex.

PS-7 Policies

- PS-7.1 **Planning Decisions.** Consider existing and future noise levels when making land use planning decisions and require mitigation of all significant noise impacts to the extent feasible.
- PS-7.2 **Sensitive Facilities.** Locate sensitive facilities such as residential uses, schools, medical facilities, libraries, churches, and convalescent homes away from areas of excessive noise unless proper mitigation measures are in place.
- PS-7.3 **Site Design.** Protect noise-sensitive uses from excessive noise levels by incorporating site planning and project design techniques to minimize noise impacts. The use of noise barriers shall be considered after all practical design-related noise measures have been integrated into the project. In cases where sound walls are necessary, they should help create an attractive setting with features such as setbacks, changes in alignment, detail and texture, murals, pedestrian access (if appropriate), and landscaping.
- PS-7.4 **Mixed-Use Development.** Ensure that mixed-use structures and projects be designed to prevent transfer of noise and vibration from nonresidential areas to residential areas.
- PS-7.5 **Special Events.** Specific events which generate noise in excess of local noise standards may be considered on a case-by-case basis when they contribute to the quality of life of the La Verne community.
- PS-7.6 **Noise Control.** Utilize innovative noise abatement, design techniques, and other mitigation strategies—including staggered operating hours, insulation, building setbacks, noise barriers, placement of parking and utility areas, and building orientation—to ensure that noise levels do not exceed the limits in the La Verne Municipal Code.
- PS-7.7 **Roadway Noise.** Encourage nonmotorized transportation alternatives for local trips and the implementation of noise sensitivity measures in the public realm, including traffic-calming road design, lateral separation, natural buffers, and setbacks to decrease excessive motor vehicle noise along major arterials.
- PS-7.8 **Highway Noise.** Continue to coordinate with the California Department of Transportation (Caltrans) to achieve maximum noise abatement in the design of new highway projects or improvements along SR-210; abatement techniques could include alignment, barriers, lateral separation, or other innovative techniques.
- PS-7.9 **Railroad Noise.** Continue to coordinate with railroad companies, Foothill Gold Line Construction Authority (regarding Metro A [Gold] Line construction), and Los Angeles County Metropolitan Transportation Authority (regarding Metro A [Gold] Line operation), to support and maintain reasonable limits on rail traffic, the use of bells and whistles, and the speed and hours of rail operation in affected areas of the City, and maintain adequate setbacks and buffer zones along rail lines to reduce adverse noise impacts on sensitive receptors.
- PS-7.10 **Vehicles and Trucks.** Monitor and enforce existing speed limits and motor vehicle codes requiring adequate mufflers on all types of vehicles traveling through the city and compliance with designated truck routes.



- PS-7.11 **Airport Noise.** Work with Los Angeles County and Brackett Field to monitor aircraft noise, implement noise-reducing operation measures, promote pilot awareness of noise impacts, and maintain noise from the airport at its current level.
- PS-7.12 **Fairplex Noise.** Coordinate with Los Angeles County Fairplex officials on a regular basis to apply and update the noise mitigation measures as needed in the Comprehensive Sound Management Plan for Pomona Raceway and ensure that noise impacts on the local community are adequately considered by all parties when planning events at the facility.
- PS-7.13 **Interjurisdictional Coordination.** Coordinate with Los Angeles County and neighboring cities to minimize noise conflicts between land uses along the City's boundaries.
- PS-7.14 **Nuisance Noise.** Regulate the control of nuisances, such as residential party noise and barking dogs, through the city's Municipal Code.

PS-7 Actions

2. Update the La Verne Municipal Code to ensure that the noise standards are consistent with this General Plan, and to require new residential, mixed-use with a residential component, and other noise-sensitive development to be designed to minimize noise exposure to noise sensitive uses through incorporation of site planning and architectural techniques. The update shall also include noise standards for residential uses within a mixed-use development, which may differ from other adopted residential noise standards.
3. Review new development projects for compliance with the noise requirements established in this General Plan, including the standards established in Tables PS-1 and PS-2. Where necessary, require new development to mitigate excessive noise through best practices, including building location and orientation, building design features, placement of noise-generating equipment away from sensitive receptors, shielding of noise-generating equipment, placement of noise-tolerant features between noise sources and sensitive receptors, and use of noise-minimizing materials such as rubberized asphalt.
4. Require acoustical studies for all new discretionary projects, including those related to development and transportation, which have the potential to generate noise impacts or include sensitive uses that would be exposed to noise impacts which exceed the standards identified in this General Plan. The studies shall include representative noise measurements, estimates of existing and projected noise levels, and mitigation measures necessary to ensure compliance with this element.



5. In making a determination of impact under the California Environmental Quality Act (CEQA), a substantial increase will occur if ambient noise levels have a substantial increase. Generally, a 3 dB increase in noise levels is barely perceptible, and a 5 dB increase in noise levels is clearly perceptible. Therefore, increases in noise levels shall be considered to be substantial when the following occurs:
 - When existing noise levels are less than 60 dB, a 5 dB increase in noise will be considered substantial;
 - When existing noise levels are between 60 dB and 65 dB, a 3 dB increase in noise will be considered substantial;
 - When existing noise levels exceed 65 dB, a 1.5 dB increase in noise will be considered substantial.
6. Update the City's Noise Ordinance (Chapter 8.20) to reflect the noise standards established in this General Plan and proactively enforce the City's Noise Ordinance, including requiring the following measures for construction:
 - Restrict construction activities to the hours of 7:00 a.m. to 7:00 p.m. on Monday through Friday, and 8:00 a.m. to 6:00 p.m. on Saturdays. No construction shall be permitted outside of these hours or on Sundays or federal holidays, without a specific exemption issued by the City.
 - A Construction Noise Management Plan shall be submitted by the applicant for construction projects, when construction is located 200 feet or less from a sensitive receptor. The Construction Noise Management Plan shall include proper posting of construction schedules, appointment of a noise disturbance coordinator, and methods for assisting in noise reduction measures.
 - Noise reduction measures may include, but are not limited to, the following:
 - o Equipment and trucks used for project construction shall utilize the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures and acoustically attenuating shields or shrouds) wherever feasible.
 - o Except as provided herein, impact tools (e.g., jack hammers, pavement breakers, and rock drills) used for project construction shall be hydraulically or electrically powered to avoid noise associated with compressed air exhaust from pneumatically powered tools. However, where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used. This muffler can lower noise levels from the exhaust by up to about 10 dBA. External jackets on the tools themselves shall be used, if such jackets are commercially available. This could achieve a reduction of 5 dBA. Quieter procedures shall be used, such as drills rather than impact equipment, whenever such procedures are available and consistent with construction procedures.
 - o Temporary power poles shall be used instead of generators where feasible.
 - o Stationary noise sources shall be located as far from adjacent properties as possible, and they shall be muffled and enclosed within temporary sheds, incorporate insulation barriers, or use other measures as determined by the City of provide equivalent noise reduction.
 - o The noisiest phases of construction shall be limited to less than 10 days at a time. Exceptions may be allowed if the City determines an extension is necessary and all available noise reduction controls are implemented.



- o Delivery of materials shall observe the hours of operation described above. Truck traffic should avoid residential areas to the extent possible.
- Require new development to minimize vibration impacts to adjacent uses during demolition and construction. For sensitive historic structures, a vibration limit of 0.08 in/sec PPV (peak particle velocity) will be used to minimize the potential for cosmetic damage to the building. A vibration limit of 0.30 in/sec PPV will be used to minimize the potential for cosmetic damage at buildings of normal conventional construction.
- The City shall require new residential projects located adjacent to major freeways, hard rail lines, or light rail lines to follow the FTA vibration screening distance criteria to ensure that residential uses are not exposed to vibrations exceeding 72 VdB for frequent events (more than 70 events per day), 75 VdB for occasional events (30-70 events per day), or 80 VdB for infrequent events (less than 30 events per day).



Table PS-1 Land Use Compatibility for Community Noise Environment

| Land Use Category | Community Noise Exposure L _{dn} or CNEL, dB | | | | | |
|---|---|------------|------------|------------|-----------|-------|
| | 55 | 60 | 65 | 70 | 75 | 80 |
| Residential- Low Density Single Family, Duplex, Mobile Homes | Light Gray | Light Gray | Light Gray | Light Gray | Dark Gray | Black |
| Residential- Multi Family | Light Gray | Light Gray | Light Gray | Light Gray | Dark Gray | Black |
| Transient Lodging- Motels, Hotels | Light Gray | Light Gray | Light Gray | Light Gray | Dark Gray | Black |
| Schools, Libraries, Churches, Hospitals, Nursing Homes | Light Gray | Light Gray | Light Gray | Light Gray | Dark Gray | Black |
| Auditoriums, Concert Halls, Amphitheaters | Light Gray | Light Gray | Light Gray | Light Gray | Dark Gray | Black |
| Sports Arena, Outdoor Spectator Sports | Light Gray | Light Gray | Light Gray | Light Gray | Dark Gray | Black |
| Playgrounds, Neighborhood Parks | Light Gray | Light Gray | Light Gray | Light Gray | Dark Gray | Black |
| Golf Courses, Riding Stables, Water Recreation, Cemeteries | Light Gray | Light Gray | Light Gray | Light Gray | Dark Gray | Black |
| Office Buildings, Business Commercial and Professional | Light Gray | Light Gray | Light Gray | Light Gray | Dark Gray | Black |
| Industrial, Manufacturing, Utilities, Agriculture | Light Gray | Light Gray | Light Gray | Light Gray | Dark Gray | Black |
| Interpretation: | | | | | | |
| Normally Acceptable | | | | | | |
| Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements. | | | | | | |
| Conditionally Acceptable | | | | | | |
| New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice. | | | | | | |
| Normally Unacceptable | | | | | | |
| New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design. | | | | | | |
| Clearly Unacceptable | | | | | | |
| New construction or development should generally not be undertaken. | | | | | | |



Table PS-2 Performance Standards for Stationary Noise Sources, Including Affected Projects ^{1,2,3,4}

| Noise Level Descriptor | Daytime | Nighttime |
|------------------------|---------------|---------------|
| | 7 am to 10 pm | 10 pm to 7 am |
| Hourly Leq, dBA | 55 | 50 |

1. Each of the noise levels specified above should be lowered by 5 dB for simple noise tones, noises consisting primarily of speech or music, or recurring impulsive noises. Such noises are generally considered to be particularly annoying and are a primary source of noise complaints.

2. No standards have been included for interior noise levels. Standard construction practices should, with the exterior noise levels identified, result in acceptable interior noise levels.

3. Stationary noise sources which are typically of concern include, but are not limited to, the following:

- | | |
|----------------------|---------------------------------------|
| HVAC Systems | Cooling Towers/Evaporative Condensers |
| Pump Stations | Lift Stations |
| Emergency Generators | Boilers |
| Steam Valves | Steam Turbines |
| Generators | Fans |
| Air Compressors | Heavy Equipment |
| Conveyor Systems | Transformers |
| Pile Drivers | Grinders |
| Drill Rigs | Gas or Diesel Motors |
| Welders | Cutting Equipment |
| Outdoor Speakers | Blowers |

4. The types of uses which may typically produce the noise sources described above include but are not limited to: industrial facilities, pump stations, trucking operations, tire shops, auto maintenance shops, metal fabricating shops, shopping centers, drive-up windows, car washes, loading docks, public works projects, batch plants, bottling and canning plants, recycling centers, electric generating stations, race tracks, landfills, sand and gravel operations, and athletic fields.



GOAL PS-8 EMERGENCY OPERATIONS AND FACILITIES

A community that is prepared for and responds effectively to natural and human-induced disasters and emergencies, minimizing loss of life, injury, property damage, and disruption of vital services.

PS-8 Policies

- PS-8.1 **Critical Facilities.** Coordinate with service providers to ensure the resilience of critical facilities, lifeline services, and infrastructure, and plan for the use of critical facilities during post-disaster response and recovery.
- PS-8.2 **Natural Hazard Mitigation Plan.** Update La Verne’s Natural Hazard Mitigation Plan (NHMP) on a regular basis in order to reflect changing conditions, best practices, regulatory environment, and advancements in knowledge; and to maintain eligibility for public assistance grants.
- PS-8.3 **Communication.** Maintain proper communication protocols and procedures among emergency service providers; local, state, and federal government agencies; businesses; schools; utilities; and other relevant parties to ensure quick and efficient response in the event of an emergency.
- PS-8.4 **Education.** Prepare our community for comprehensive and efficient emergency response including safe and secure evacuation routes.
- PS-8.5 **Automatic and Mutual Aid.** Continue to participate in automatic and mutual aid agreements with adjacent service providers to ensure efficient and adequate resources, facilities, and support services during and after emergencies.
- PS-8.6 **Emergency Evacuation Routes and Access.** Work with the Fire Department and Police Department to define minimum standards for evacuation of residential areas, particularly in VHFHSZs, and to maintain, update, and regularly exercise emergency access, protocols, and evacuation routes to assess their effectiveness under a range of emergency scenarios. If areas with inadequate evacuation routes are identified, develop appropriate mitigation measures, improvement plans, or education programs to ensure safe evacuation. (*Refer to SB 99 evacuation routes analysis in the General Plan Existing Conditions Report.*)
- PS-8.7 **Emergency Shelters.** Periodically review emergency shelters to ensure that necessary equipment supplies are available in case of emergency.
- PS-8.8 **Collaboration.** Strengthen emergency services preparedness and response by linking emergency services with natural hazard mitigation programs, and enhancing public education on a regional scale.
- PS-8.9 **Institutions.** Regularly coordinate with the City’s major institutions, schools, employers, and homeowners associations regarding emergency response procedures.
- PS-8.10 **Volunteer Service.** Continue to support volunteer service programs such as the City of La Verne Community Emergency Response Team (CERT) Training and Retired Senior Volunteer Patrol (RSVP) as valuable assets to the community.
- PS-8.11 **Warning Systems.** Maintain and regularly upgrade a mass communications system to effectively notify people during disasters and emergencies by using current communication technologies.



PS-8 Actions

1. Regularly practice implementation of the City's Emergency Operations Plan and update it regularly.
2. Regularly review County and State Emergency response procedures that must be coordinated with City procedures.
3. Continue to implement the City of La Verne's Natural Hazard Mitigation Plan.



GOAL PS-9 CLIMATE CHANGE AND RESILIENCY PLANNING

A well-prepared community where risks to life, property, the economy, and the environment resulting from climate change are minimized.

PS-9 Policies

- PS-9.1 **Community Preparedness.** Promote a well-prepared City that can effectively overcome natural disasters and scarcity of resources due to climate change.
- PS-9.2 **Collaboration.** Collaborate with local, regional, state and/or federal jurisdictions and agencies on climate resiliency and adaptation strategies.
- PS-9.3 **Community Engagement.** Educate the community regarding potential hazards due to climate change and develop programs and educational material to encourage public readiness.
- PS-9.4 **Energy Supply.** Promote plans and programs that increase sustainable energy sources.
- PS-9.5 **Water Supply.** Promote plans and programs and collaborate with local, regional, state and federal jurisdictions to increase sustainable water sources and protect water infrastructure.
- PS-9.6 **Programs.** Implement necessary actions and programs to improve drought preparation and response for the most vulnerable community members.
- PS-9.7 **Leadership.** Demonstrate leadership in local climate planning efforts through a range of tangible actions and policies at the municipal operations level.
- PS-9.8 **Storms.** Provide access to flood protection resources and services (signage, sandbags, etc.) at designated public facilities before and during extreme weather events.
- PS-9.9 **Special Assistance.** Address the needs of individuals with limited mobility or limited access to transportation for access to safe and comfortable shelter during extreme heat events or other severe weather events.
- PS-9.10 **Greenhouse Gas Reductions.** Reduce communitywide greenhouse gas emissions locally by actively supporting regional efforts to reduce greenhouse gases.
- PS-9.11 **Monitoring.** Monitor climate change-related effects with local, regional, state, and/or federal partners to provide information on effectiveness of existing infrastructure and programs.
- PS-9.12 **Extreme Heat Vulnerabilities.** Encourage new developments, major remodels, and redevelopments address urban heat island issues and reduce urban heat island effects for the proposed project site and adjacent properties.



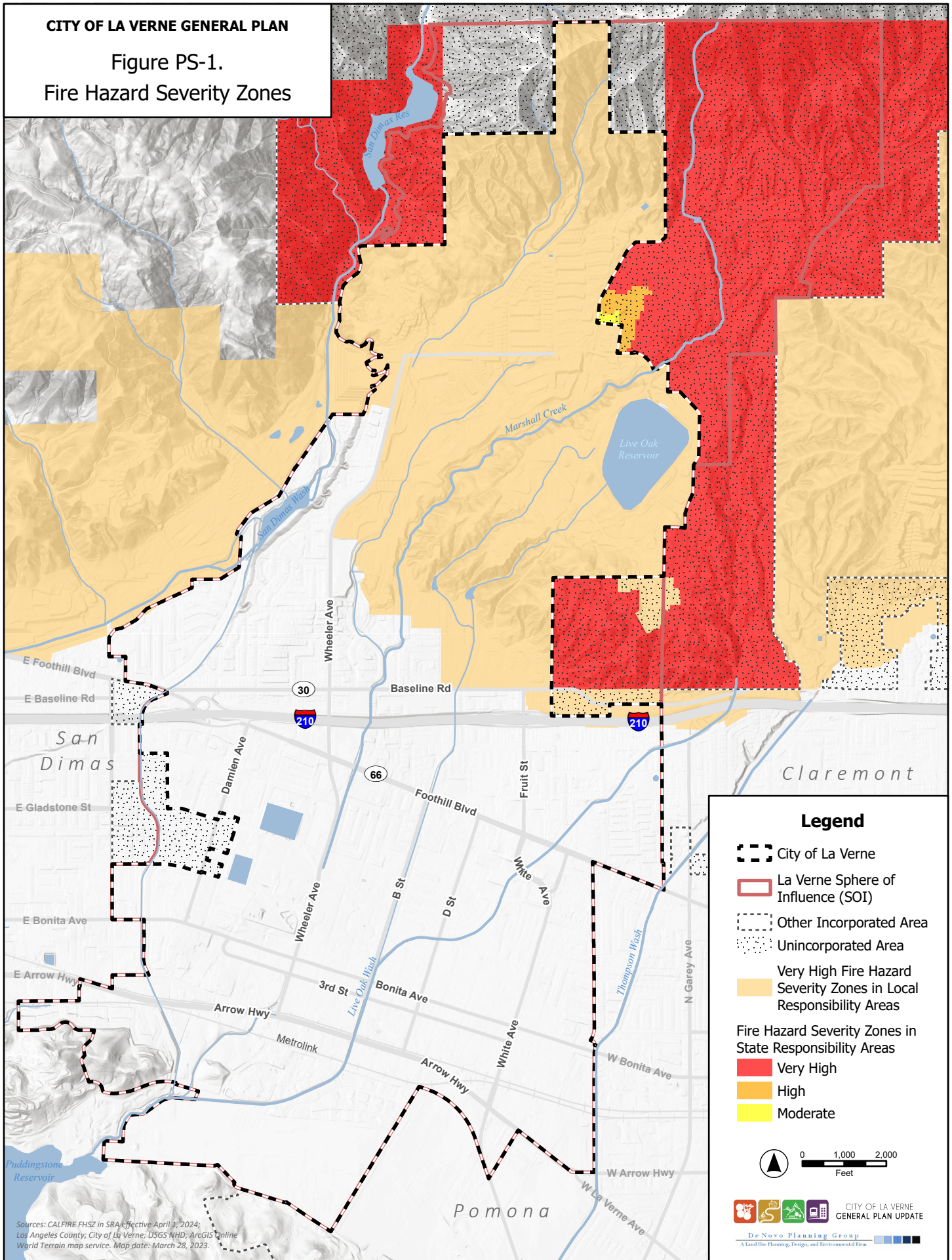
PS-9 Actions

1. Provide information and resources to the public and businesses regarding steps the City is taking to address the issue of climate change.
2. Study the transition to energy-efficient street lights, such as LEDs, for City-owned light facilities.
3. Consider purchasing only electric or alternative-energy vehicles for the City vehicle fleet, as appropriate, based on the intended use of the vehicle.
4. Evaluate the feasibility for government-constructed and/or -operated new development to exceed the CalGreen Tier 1, or successor program, standards.
5. Promote the use of sustainable and carbon-neutral energy sources in new development as directed in the City's Green Building Program.
6. Explore using renewable energy and clean generation technologies such as solar, wind, biogas, or fuel cells to power City facilities where appropriate.
7. Implement necessary actions and programs to improve drought preparation and response for the most vulnerable community members.
8. Provide access to flood protection resources and services (signage, sandbags, etc.) as feasible at designated public facilities during and after extreme weather events.
9. Promote the use of sustainable and carbon-neutral energy sources in new development.
10. Encourage the use of transit and active transportation modes in new developments to help reduce greenhouse gas emissions.
11. Educate the public about designated cooling centers and other places they can go for shelter and assistance during extreme heat events.



CITY OF LA VERNE GENERAL PLAN

**Figure PS-1.
Fire Hazard Severity Zones**



Legend

- City of La Verne
- La Verne Sphere of Influence (SOI)
- Other Incorporated Area
- Unincorporated Area
- Very High Fire Hazard Severity Zones in Local Responsibility Areas
- Fire Hazard Severity Zones in State Responsibility Areas
- Very High
- High
- Moderate

0 1,000 2,000 Feet

CITY OF LA VERNE GENERAL PLAN UPDATE

De Novo Planning Group
A Land Use Planning, Design, and Environmental Firm

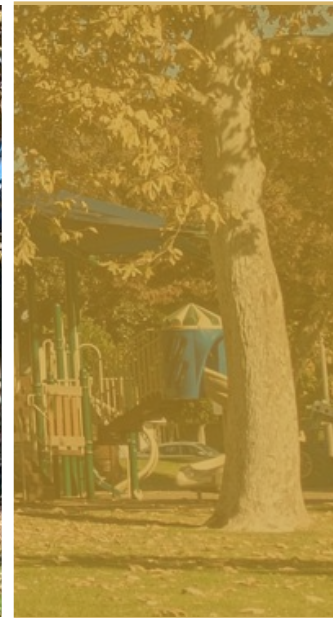
Sources: CALFIRE FHSZ in SRA effective April 1, 2024; Los Angeles County; City of La Verne; USGS NHD; ArcGIS Online World Terrain map service. Map date: March 28, 2023.

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COMMUNITY SERVICES AND FACILITIES

CSF



Introduction to Community Services and Facilities

The City and various local public agencies and districts provide a range of public services and utilities services that are integral to providing a high quality of life for La Verne's residents.

While not specifically required by State law for inclusion in the General Plan, this Community Services and Facilities Element is a critical component in meeting the infrastructure and public services needs of businesses and residents. This Element works collaboratively with the topics addressed in all other General Plan Elements, specifically the City's Land Use, Resource Management, Public Safety, and Community Health and Wellness Elements.

Organization of Element

The Community Services and Facilities Element will address each of the topics below as they relate to La Verne. The goals and policies of this element are organized around the following topics:

- Provision of Services and Facilities
- Water System
- Wastewater System
- Communication System
- Community Safety
- Educational Resources
- Regional Services and Facility Coordination

Contents:

- Provision of Services and Facilities
- Water System
- Wastewater System
- Communication System
- Community Safety
- Educational Resources
- Regional Services and Facility Coordination

GOAL CSF-1 PROVISION OF SERVICES AND FACILITIES

A community that values and maintains high quality community services and facilities for all residents, businesses, institutions, and visitors in La Verne.

CSF-1 Policies

- CSF-1.1 **New Development.** Ensure that new growth and development participates in the provision and expansion of community services and facilities, and does not exceed the City's ability to provide them.
- CSF-1.2 **Impact on Resources.** Require new utility infrastructure to avoid sensitive natural and cultural resources to the greatest extent feasible.
- CSF-1.3 **Mitigation.** Require new development to offset or mitigate impacts to community services and facilities to ensure that service levels for existing users are not degraded or impaired by new development.
- CSF-1.4 **Protection of Services and Facilities.** Protect physical spaces in the City which accommodate community services and facilities, including open space, cemetery land, and places of worship.
- CSF-1.5 **Revenue Sources.** Identify local, stable and predictable sources of revenue and creative financing strategies (such as an Enhanced Infrastructure Financing District) to meet public facility, service, and infrastructure needs.
- CSF-1.6 **Private Sector.** Actively pursue private sector assistance in funding the provision of public facilities and services and encourage new large-scale development projects to incorporate community features such as meeting spaces/rooms that may be used by the City, community organizations, local non-profits, etc. for little to no cost.
- CSF-1.7 **Capital Improvements.** Maintain and finance the capital improvement program to ensure the timely implementation of the General Plan and the adequate and timely provision of public facility and municipal improvements.
- CSF-1.8 **Public Facility Plans.** Maintain and implement public facility master plans to ensure compliance with appropriate regional, state, and federal laws and to provide appropriate public facilities and services to maintain quality of life in La Verne.
- CSF-1.9 **Infrastructure Rehabilitation.** Prioritize the regular maintenance and rehabilitation of public facilities and critical infrastructure to extend its useful life; prioritize replacement of structures that have reached the end of their useful life or have capacity constraints.
- CSF-1.10 **Facility Sharing.** Promote the clustering of public and quasi-public facilities (e.g., schools, parks, activity centers, etc.), the joint use of facilities, and agreements for sharing costs and operational responsibilities among users.



CSF-1 Actions

1. Regularly coordinate with outside service providers and other agencies regarding their public facility plans and provide local input on goals, objectives, and projects.
2. Maintain records regarding the quality and status of public facilities and critical infrastructure and use this information to inform the capital improvement planning process.
3. Require that the capital improvements program place a high priority on upgrading local services to meet our current and anticipated demand.
4. Study mechanisms for funding and phasing of new infrastructure.
5. Require any development that would put local and regional facilities at or near capacity to upgrade those facilities.



GOAL CSF-2 WATER SYSTEM

A community with adequate access to a clean and plentiful potable water supply that is also well-served by efficient distribution and stormwater systems.

CSF-2 Policies

- CSF-2.1 **Water Master Plan.** Maintain a Citywide Water Master Plan to identify existing and future water needs, implement needed improvements, and identify potential funding sources.
- CSF-2.2 **Water Supply Needs.** Promote efficient operation and expansion of the water supply system to meet current and projected needs.
- CSF-2.3 **Water Quality.** Strive to ensure safe high-quality potable water for La Verne that meets or exceeds state and federal drinking water standards.
- CSF-2.4 **Fair Share.** Ensure that all new development provides for and funds its fair share of the costs for adequate water distribution, including line extensions, easements, and dedications.
- CSF-2.5 **Use of Recycled Water.** Encourage the use of recycled water in development projects and landscaping; implement best practices (e.g., dual plumbing) to expand recycled water use when safe, financially feasible, and available.
- CSF-2.6 **Drought Planning.** Support the implementation of drought contingency plans to ensure adequate water during drought, including emergency water connections and related measures.
- CSF-2.7 **Water Conservation.** Support water conservation measures that comply with state and federal legislation and that are consistent with measures adopted in the Urban Water Management Plan.
- CSF-2.8 **Unincorporated Areas.** Prohibit extension of the water supply system to unincorporated areas until those areas are annexed.
- CSF-2.9 **Storm Drain System.** Provide an efficient, attractive, environmentally sound storm drain system.
- CSF-2.10 **Stormwater Treatments.** Projects shall incorporate Best Management Practices (BMPs) and Low Impact Development measures (LID) to minimize the quantity of stormwater directed to impermeable surface and to treat stormwater before discharge from the site. The facilities shall be sized to meet regulatory requirements.



CSF-2 Actions

1. Continue to require, as part of the development review process, project applicants to demonstrate sufficient access to water resources to service the project area.
2. Continue educational outreach designed to increase public participation in water conservation and water quality awareness through printed material and the City's website and social media accounts.
3. Perform water rate studies on a regular basis to ensure that water operations, capital projects, and maintenance are financially sustainable and supported by rate payers.
4. Continue to review development projects to identify potential stormwater and drainage impacts and require development to include measures to ensure that off-site runoff is not increased beyond pre-development levels during rain and flood events.
5. Project designs shall minimize drainage concentrations, minimize impervious coverage, utilize pervious paving materials, utilize low impact development (LID) strategies, and utilize Best Management Practices (BMPs) to reduce stormwater runoff.
6. Promote the use of LID strategies in new development and redevelopment projects, including but not limited to the use of canopy trees and shrubs, vegetated swales, and permeable paving.
7. Require new development to mitigate increases in stormwater peak flows and/or volume. Mitigation measures, such as LID strategies, should take into consideration impacts on adjoining lands in the City.
8. Identify which storm water and drainage facilities are in need of repair and address these needs through the City's Capital Improvement Program.



GOAL CSF-3 WASTEWATER SYSTEM

A community with a wastewater system adequate to protect the health and safety of all La Verne residents, businesses, and institutions.

CSF-3 Policies

- CSF-3.1 **Sewer Facilities Master Plan.** Maintain a Citywide Sewer Facilities Master Plan to identify existing and future wastewater treatment needs, implement needed improvements, and identify potential funding sources.
- CSF-3.2 **System Maintenance.** Maintain the existing wastewater system on a regular basis to increase the lifespan of the system and ensure public safety.
- CSF-3.3 **Fair Share.** Ensure that all new development provides for and funds its fair share of the costs for adequate sewer collection and treatment, including line extensions, easements, and dedications.
- CSF-3.4 **Service Levels.** Maintain adopted service standards for sewer service systems and fee structures that are equitable and efficient.
- CSF-3.5 **Statewide Requirements.** Comply with the current Statewide General Waste Discharge Requirements concerning the operation and maintenance of the City's sanitary sewer collection system.

CSF-3 Actions

- CSF-3a Cooperate with the Metropolitan Water District to update population projections, water use and sewer generation formulas, needed improvements, and programs within the Citywide Sewer Master Plan at least every five years.
- CSF-3b Work with the Metropolitan Water District to expedite the improvement and expansion of water, reclaimed water, and sewer facilities, when necessary.



GOAL CSF-4 COMMUNICATION SYSTEMS

A community with a modern and efficient telecommunications system that improves economic development, governmental efficiency, and equitable access.

CSF-4 Policies

- CSF-4.1 **Telecommunications.** Work with service providers to ensure adequate access and availability of a wide range of modern telecommunications services for residences, businesses, institutions, and public agencies.
- CSF-4.2 **Improved Facilities and Service.** Work with service providers to expand service to areas that are not served by telecommunication technologies.
- CSF-4.3 **Co-Location.** The City shall encourage compatible co-location of telecommunication facilities and shall work with service providers to site telecommunications facilities on City-owned property and public rights-of-ways.
- CSF-4.4 **Cell Towers, Radio Towers, and Appurtenances.** Regulate and ensure that communication facilities such as cell towers, radio towers, and other appurtenances do not block, impede, or impair the visual quality of La Verne; discourage such infrastructure on hillsides surrounding the community.
- CSF-4.5 **New Technologies.** Proactively explore the viability of new communication technologies for their relevancy and implementation in La Verne.
- CSF-4.6 **Public Access.** Support public access to community meetings and events through the use of modern technology and communication systems, such as online video sources, local access television, and streaming services. To the extent feasible, digital material should be preserved and made available via the City's website for future access.

CSF-4 Actions

1. Periodically review and revise existing City ordinances regulating the placement, maintenance, and operation of cell facilities; revise as needed to implement the General Plan.
2. Prepare a plan for the incorporation and accessibility of state-of-the art, attractive telecommunication systems and services for public use in public buildings and support the development of internet-connected informational kiosks in public places and streetscapes.



GOAL CSF-5 COMMUNITY SAFETY

A safe community due to the provision of high-quality police and fire services and crime prevention measures.

CSF-5 Policies

- CSF-5.1 **Provision of Services.** Ensure that the Police and Fire Departments have adequate funding, staff, and equipment to accommodate existing and future growth in La Verne.
- CSF-5.2 **Culture of Safety.** Establish a culture of safety in La Verne by encouraging and supporting public safety programs that enhance safety and reduce crime through community policing, public education, youth crime prevention, and outreach programs.
- CSF-5.3 **Site Planning.** Emphasize the use of physical site planning as an effective means of preventing crime. Open spaces, landscaping, parking lots, parks, play areas, and other public spaces should be designed with maximum feasible visual and aural exposure to community residents.
- CSF-5.4 **Department Consultation.** Promote coordination between land use planning and urban design through consultation and coordination with the Police and Fire Departments during the review of new development applications.
- CSF-5.5 **Fire Response Times.** Plan for, track, and maintain acceptable response times, as determined by the La Verne Fire Department.
- CSF-5.6 **Technology.** Support efforts to improve police, fire, and emergency medical services through improved use of modern technology and industry best practices.
- CSF-5.7 **Training.** Support the Police and Fire Departments in their efforts to continue to provide staff training that enhances cultural sensitivity, increases community outreach efforts, emphasizes their community service role, and maintains and enhances positive rapport with the community.
- CSF-5.8 **Roadway Design.** Design and maintain roadways in such a way so as to maintain acceptable emergency vehicle response times.
- CSF-5.9 **Code Compliance.** Ensure that new development is designed, constructed, and equipped consistent with the requirements of the California Fire Code and Uniform Building Code (UBC) in order to minimize the risk of fire.
- CSF-5.10 **Mutual Aid Agreements.** Maintain and enhance active mutual aid agreements for police, fire, and medical disasters.



CSF-5 Actions

1. The La Verne Fire Department and City Engineer will review proposed development projects and street networks to evaluate the accessibility for fire engines and other emergency response functions.
2. Continue to coordinate and promote crime and fire prevention and suppression programs with the community.
3. Pursue grant funding on an on-going basis to increase Police and Fire Department staffing levels, improve police and fire facilities and equipment, and improve community safety services and programs.
4. Develop a Crime Prevention Through Environmental Design (CPTED) Checklist to encourage project applicants to incorporate CPTED principles into the design of their projects and to assist in the Police Department's review of development applications.
5. Prepare a comprehensive update of the City's disaster awareness and emergency preparedness program.
6. Conduct annual disaster drills to train City staff and test the effectiveness of the Comprehensive Emergency Management Plan and operational readiness of the Emergency Operations Center.
7. Continue the City's volunteer reserves program for La Verne residents certified in Community Emergency Response Training (CERT). The reserves program shall include a regular training program and a leadership structure to communicate and coordinate with volunteers during emergencies.
8. Periodically review and update (as necessary) the City's mass communication system (the system for sending emergency information and updates to the La Verne community).



GOAL CSF-6 EDUCATIONAL RESOURCES

A community with quality primary, secondary, and college educational opportunities, including occupational and lifelong learning options.

CSF-6 Policies

- CSF-6.1 **Adequate Facilities.** Continue to work cooperatively with Bonita Unified School District in order to ensure that adequate facilities and educational opportunities for all students are provided in a timely manner in accordance with the pace of residential development.
- CSF-6.2 **High-Quality Schools.** Continue to strongly support and encourage the maintenance of high-quality schools and diverse educational opportunities in La Verne, and work cooperatively with the local schools to explore all funding sources to secure available funding for new school facilities and resources.
- CSF-6.3 **Early Childhood Development.** Encourage community organizations and schools to provide and expand opportunities for early childhood care (0–5 years) and development.
- CSF-6.4 **After-School Programs.** Encourage schools and community organizations to provide safe, affordable, and quality after-school programs that offer recreational, educational, and health programs.
- CSF-6.5 **College Education.** Support the University of La Verne and other institutions of higher education in providing comprehensive educational opportunities that include certificate and associate, four-year, and advanced degree programs.
- CSF-6.6 **Adult Education.** Support the provision and expansion of continuing adult education programs.
- CSF-6.7 **Library System.** Support the development of the local library and expand access to materials where possible through partnerships with other organizations, such as Bonita Unified School District and the University of La Verne.
- CSF-6.8 **Partnerships.** Increase partnership opportunities between the City, businesses, and other organizations and institutions (e.g., University of La Verne, Bonita Unified School District, Fairplex Association, nonprofit groups, and private schools) to increase community education and lifelong learning.
- CSF-6.9 **Communication.** Maintain and strengthen open communications between the City and its many educational institutions to achieve the highest quality education for La Verne’s children, youth, and adults.
- CSF-6.10 **Recognition.** Continue to recognize and celebrate the successes of participants in our lifelong learning programs.
- CSF-6.11 **Community Learning.** Provide an environment in which community literacy and cultural opportunities are enhanced.

CSF-6 Actions

1. Consider and evaluate the financial feasibility of implementing programs to promote and provide access to local and web-based educational resources, programs, and services for parents, students, and adults.
2. Continue to partner with local schools, the La Verne Chamber of Commerce, and the University of La Verne College, to coordinate the educational support programs and services offered to La Verne’s youth.



3. Establish an annual awards program to recognize and honor the achievements of students, local schools, and businesses and community organizations that support local schools.
4. Coordinate with local school districts, alumni networks, real estate professionals, and the business community to develop and implement a comprehensive marketing campaign that promotes the positive achievements of local schools.



GOAL CSF-7 REGIONAL SERVICES AND FACILITY COORDINATION

A community that has positive relationships with regional service providers, agencies, and jurisdictions resulting in enhanced community services and facilities for La Verne.

CSF- 7 Policies

- CSF-7.1 **Cooperation.** Encourage cooperation and coordination between and among cities in the San Gabriel Valley and Los Angeles County for delivery of services to the public.
- CSF-7.2 **Subregional Public Facilities.** Consider the adequacy of subregional public facilities and services when reviewing new development proposals.
- CSF-7.3 **Availability of Facilities and Services.** Time development to coordinate it with public facilities availability and service improvements.
- CSF-7.4 **Cost Sharing.** Explore equitable subregional methods for sharing the costs of facilities that serve the San Gabriel Valley.
- CSF-7.5 **Capital Improvement Planning.** Encourage agencies to carry out long-range capital improvement planning, which includes funding methods for the construction of projects that are compatible with subregional land use planning goals and objectives.
- CSF-7.6 **Fair Share Funding.** Require subregionally significant projects to provide fair share funding of all public facility needs created by the development.

CSF- 7 Actions

1. Participate in regional and sub-regional planning forums that may address matters affecting the quality of life in La Verne and the region.





Introduction to Community Design

La Verne's "small town" character is a distinct part of its identity and retaining that character is one of the community's top priorities. The intent of placemaking in La Verne is to continue to foster and create places to congregate, promote inclusiveness, and maintain or improve the visual quality of La Verne, resulting in a more dynamic and livable city. The formation of community in La Verne is grounded in the City's established historic roots of Old Town, and the single-family residential neighborhoods and commercial corridors that arose in subsequent decades. Through the Community Design element of the General Plan, La Verne has the opportunity to set the framework for the appearance, livability, and functionality of the City by creating new high-level design standards for projects and future activity centers.

Organization of Element

The Community Design Element will address each of the topics below as they relate to La Verne. The goals and policies of this element are organized around four topics:

- Community Identity and Placemaking
- Design Quality
- Scenic Vistas and Corridors

Contents:

Community
Image and
Placemaking

Design Quality

Scenic Vistas and
Corridors

GOAL CD-1 COMMUNITY IDENTITY AND PLACEMAKING

A community featuring a charming small-town character that exemplifies La Verne's unique sense of identity and place.

Policies

- CD-1.1 **Welcoming Environment.** Support the development of gathering places that are safe, clean, and provide adequate street furniture and other needed facilities.
- CD-1.2 **Cohesive Community Identity.** A unified and attractive community identity that complements the character of the city's distinctive neighborhoods.
- CD-1.3 **Public Art.** Promote the use of public art that celebrates the culture and history of La Verne at key gateways, major projects, and public gathering places.
- CD-1.4 **Historic Preservation.** Encourage property owners to renovate or restore structures in a manner compatible with La Verne's architectural and cultural heritage.
- CD-1.5 **Gateways.** Introduce special signage, streetscape treatments, landscaping, special building design elements, and/or other image enhancements at strategic locations along the community's edge in order to highlight arrival and departure from the City.
- CD-1.6 **Monumentation.** Provide special landscaping and monument signage to mark the general locations of districts, neighborhoods, and major community destinations.
- CD-1.7 **Programming.** Hold festivals, parades, and other special events throughout the community, and encourage development of arts and music venues that attract audiences of different ages, abilities, and cultures.
- CD-1.8 **Gathering Places.** Promote the incorporation of public plazas, outdoor dining, seating, and other gathering spaces into project design. Examples include:
- **Street Furniture.** Provide adequate benches, bus shelters, water fountains, restrooms, and other needed facilities in order to make the public realm more useable.
 - **Lighting.** Provide adequate lighting of all gathering places within the public realm.
 - **Maintenance.** Continue to support adequate maintenance of all existing facilities.
 - **Gathering Places.** Provide active and/or passive activities that attract people to gathering places.
- CD-1.9 **Distinct Commercial Destinations.** Recognize the uniqueness and importance of commercial development throughout the City and promote the distinct identity of these key areas.
- **Old Town.** Support the economic vitality of Old Town by encouraging destination-type commercial uses, civic uses such as performing/cultural arts, dining, and galleries, and other commercial uses to locate in the area.
 - **Foothill Boulevard.** Promote and strengthen the Foothill Boulevard District and the development of its own unique identity.
 - **Arrow Highway Corridor.** Promote the continued development of the Arrow Highway corridor and the unique identities of the districts to the north and south of this important node.

- CD-1.10 **Neighborhood Identity.** Celebrate the uniqueness of individual neighborhoods/communities within the City with entry monuments, flags, street signs, and/or special street trees, landscaping, and lighting.
- CD-1.11 **Cultural Inclusivity.** Value the importance of La Verne’s diverse residents and create facilities, activities, and amenities that promote inclusivity.
- **Events and Activities.** Plan events and activities that appeal to a variety of audiences, interests, and backgrounds.
 - **Youth.** Ensure the continued success of La Verne by providing adequate amenities and resources for children and youth.
 - **Senior Citizens.** Provide necessary amenities and resources to care for La Verne’s Senior Citizens.

Actions

1. Develop a design and improvement plan based on the City Capital Improvement Plan to strengthen landscaping, identification graphics, and other physical improvements to enhance major public thoroughfares and activity areas.
2. Participate in discussions with Caltrans and jurisdictions located along Foothill Boulevard and Arrow Highway to evaluate consistent branding and theming for the corridors.
3. Encourage La Verne talent to apply for grants for public art creation and programs.
4. Foster cultural awareness through public art projects, promotion of the arts, and programs commemorating La Verne's history, with special appreciation of the role played by the City's various ethnic groups in that history.
5. Maintain a listing of craftsmen (such as plasterers and woodworkers), skilled in old building repair and restoration.

GOAL CD-2 DESIGN QUALITY

A community with high-quality buildings, projects, and public spaces that best serve residents and complement the character of La Verne.

CD-2 Policies

- CD-2.1 **Design Features.** Introduce, protect, and enhance community design features such as street trees, landscaping, lighting, benches, public art, and walls and fences that exemplify the characteristics of La Verne.
- CD-2.2 **Building Design.** Require the design of new buildings (i.e., massing, setbacks, colors, materials, roofs) to be complementary to the surrounding neighborhood.
- CD-2.3 **Residential Streetscenes.** Require new residential developments to implement visually interesting streetscenes through varied setbacks, architectural styles, landscaping, lighting, or other design features.
- CD-2.4 **People-Oriented Design.** Maintain vibrant character by planning with people in mind. Buildings should be appropriately human-scaled, with building orientation, entrances, and walkways that are pedestrian facing, when possible.
- CD-2.5 **Design Guidelines.** Ensure that development meets standards for high-quality design by implementing standards for massing, setbacks, style, materials, and architectural elements.
- CD-2.6 **Parking Areas.** Require new development to reduce the visual impacts of parking lots through innovative site design or landscaping techniques.
- CD-2.7 **Signage.** Require high-quality signage that is appropriately scaled for pedestrians and motorists.
- CD-2.8 **CPTED.** Implement Crime Prevention Through Environmental Design (CPTED) techniques to create safe and secure environments.
- CD-2.9 **Alleys.** Recognize the aesthetic and functional value of alleys.
- CD-2.10 **Freeway Adjacent Development.** Require projects that adjoin the freeway right-of-way to be oriented away from the freeway and receive full architectural treatment on the freeway side.
- CD-2.11 **Municipal Code Consistency.** Require projects to adhere to adopted design standards included in the City of La Verne Municipal Code, including standards included in adopted Specific Plans, overlays, and other similar implementing plans and programs.
- CD-2.12 **Hillside Development.** Design sensitive and subtle hillside development; require all new development to comply with the City's Development Code related to hillside development.

CD-2 Actions

1. Implement the City's existing development standards, or where not in place, create new standards (either through an update to the Zoning Code or through the creation of Specific Plans or other regulating tools) to regulate new construction and revisions to existing buildings.
2. Continue to provide free technical advice to residents regarding the preservation and rehabilitation of historic properties, including the distribution of flyers and newsletters; occasional workshops; or other outreach programs.
3. Evaluate strategies to support qualified applicants to preserve eligible structures, complete rehabilitation work consistent with the original character of a building, and/or undertake qualified economic development projects.
4. Offer owner participation agreements for seismic work in conjunction with façade improvements consistent with adopted preservation guidelines.
5. Encourage historic building façade easements, which may be donated for a tax advantage to the City or other qualified non-profit preservation organization for National Register qualified properties.
6. Apply for and provide awards or grants for the preservation and protection of outstanding building interiors that are rarely protected in any way.
7. Consider reduced processing fees for preservation and protection of outstanding building interiors.
8. Design guidelines and procedures for approving changes to cultural resources, including guidelines defining architectural style and building mass for infill development in historic districts; and Standards and incentives encouraging the continuing use, adaptive re-use and mixed use of significant cultural resources. Procedures for quick response in the event that fire, flood, quake or other disaster damages a significant cultural resource or its contents. Provisions governing infill, demolition and relocation practices on or adjoining historically or architecturally significant properties. Provisions for stays of demolition:
 - Allow enough time for the City to consider and implement alternatives prior to issuance of a demolition permit; and
 - Require that building permits be issued and financial backing available for replacement structures prior to issuing a demolition permit.
 - Provisions for relocation of historic structures from their original sites. Incentives. Once an ordinance is adopted, apply to the State Historic Preservation office for acceptance as having a Certified Local Ordinance to qualify for favored treatment by the state and for funding opportunities.

GOAL CD-3 SCENIC VISTAS AND CORRIDORS

A community that recognizes the exceptional value of its scenic vistas and corridors as a key component of its regional identity.

CD-3 Policies

- CD-3.1 **Preservation of Scenic Views and Vistas.** Identify, preserve, and improve the outstanding scenic vistas within the City; ensure that the scale, bulk, and setbacks of new development preserve important public scenic views and vistas.
- CD-3.2 **Scenic Corridors.** Recognize, preserve, and enhance the aesthetic value of the city's enhanced landscape corridors and scenic corridors.
- CD-3.3 **Hillside Development.** Promote thoughtful hillside development that respects the natural landscape by designing houses that fit into the natural contours of the slope and sensitive development that preserves and protects important cultural and biological resources.

CD-3 Actions

1. Identify, define, map, and protect the City's scenic resources, scenic vistas, scenic corridors, viewsheds, and natural landmarks.



Introduction to Fiscal Sustainability

The Fiscal Sustainability Element presents goals, policies, and actions relating to the City's long-term financial health and prosperity. The ability of the City to provide services such as public safety, parks, recreation, code enforcement, planning, and public works is dependent on the City collecting adequate revenues. La Verne's economic development and fiscal vitality are inter-dependent. A vital local economy ensures that private investment is taking place in the community while generating needed tax revenues to support public services and facilities. When local government is adequately financed, it can in turn provide the infrastructure, planning, and services essential for maintaining a high quality of life and environment where businesses can prosper. The Fiscal Sustainability Element is not mandated by State law and is therefore considered optional.

Organization of Element

The Fiscal Sustainability Element will address each of the topics below as they relate to La Verne. The goals and policies of this element are organized around the following topics:

- Revenue Base
- Long-Term Financial Planning

Contents:

Revenue Base

Long-Term
Financial Planning

GOAL FS-1 REVENUE BASE

A community with a stable and sufficient revenue base necessary to generate the financial resources needed to provide city services consistent with La Verne's values and goals.

FS-1 Policies

- FS-1.1 **Diverse Revenue Sources.** Ensure that the City's revenue base is not overly dependent on any one land use designation or any single revenue source.
- FS-1.2 **Competitive Rates.** Maintain competitive rates for City services and for fees charged for the use of community resources.
- FS-1.3 **User Fees.** User fees should be used to recover the cost of services that benefit specific segments of the community.
- FS-1.4 **Development Revenues.** Require that revenues generated by development be sufficient to cover the costs incurred by the City to provide infrastructure, recreational/community facilities and public services for such development.
- FS-1.5 **Property Values.** Work to enhance and protect the property values of all La Verne residents and property owners.
- FS-1.6 **Creative Cost Recovery.** Recover the direct and indirect costs of providing services and facilities through a combination of fees, creative financing plans and programs, exactions, and other methods based on an evaluation of long-term economic benefits.
- FS-1.7 **Public Facilities.** Support the maintenance and development of public facilities and infrastructure to service existing and proposed activity centers, commercial districts, and employment centers.
- FS-1.8 **Catalyst Development.** Encourage new development in areas where it has the potential to catalyze reinvestment and revitalization of existing development.
- FS-1.9 **Surplus Vacant Land.** Work with other institutions to sell surplus vacant land that is currently off the property tax roll.
- FS-1.10 **Strategic Businesses and Industries.** Strategically target specific types of businesses and industries that would allow dollars to recirculate within the local economy.
- FS-1.11 **Revenue Share Agreements.** On a case-by-case basis, evaluate the potential for revenue share agreements with neighboring cities and the County of Los Angeles to ensure all partners receive their fair share of the benefits of economic growth due to development along jurisdictional boundaries.
- FS-1.12 **Outside Revenue Sources.** Seek additional outside revenue sources, such as intergovernmental funding and grants, with a priority on funding one-time capital projects.

FS-1 Actions

1. Investigate programs which will diversify and stabilize the City's revenue sources as well as potential new revenue sources that result in minimal or reduced impacts to the City's infrastructure.



GOAL FS-2 LONG-TERM FINANCIAL PLANNING

A forward-looking community that considers the long-term fiscal prosperity of La Verne when making budget and financial decisions.

FS-2 Policies

- FS-2.1 **Operating Budget.** Strive to adopt an operating budget that funds current year operating expenditures with current year revenues; avoid relying upon one-time revenues to fund recurring operating costs.
- FS-2.2 **Surplus Funds.** Surplus fund balances (those in excess of minimum reserves established in the City's formal reserve policies) may be used to increase reserves, fund projects that are identified in the Capital Improvement Program, and/or be carried forward to fund future operating budgets to ensure fiscal stability. Consider investment options for surplus, set-aside, and reserve funds that will generate a return on investment in terms of future revenue increases.
- FS-2.3 **Reserve Levels.** Maintain and regularly review the targeted reserve levels to ensure that the reserve set-aside goals and amounts are appropriate to cover reasonably foreseeable emergencies and economic declines and to determine whether alternative uses, such as funding for facilities and services necessary to attract major business, would be appropriate for surplus reserves or surplus funds.
- FS-2.4 **Legislative Changes.** Continue to budget and plan for changes in legislation that may increase the City's operating costs, including employee-related costs and costs of providing services.
- FS-2.5 **Performance-Based Budgeting.** Consider a performance-based budgeting system in order to ensure that all programs and services provide decision-makers with data on accurate measures of key successes of services, products, and product costs, and motivation to continuously improve overall productivity, cost effectiveness, and quality of service.
- FS-2.6 **City Resource Requests.** All competing requests for City resources should be weighed within the formal annual budget process.
- FS-2.7 **Capital Improvements.** Design and maintain capital improvements to assure cost efficiency and implement measures to minimize or reduce future operating and maintenance costs.
- FS-2.8 **Leveraging Private Investment.** When deciding where to invest public resources and how much to invest, consider the degree to which the public investment will leverage private sector investment, whether through development and redevelopment or through the establishment of financing mechanisms.
- FS-2.9 **Transparency.** Provide transparency in City fiscal policy and activities, including the City budget, annual City audits, Capital Improvement Program, development impact fee schedule, and user fees schedule for various City services, and ensure that City documents and materials are user-friendly and intuitive.

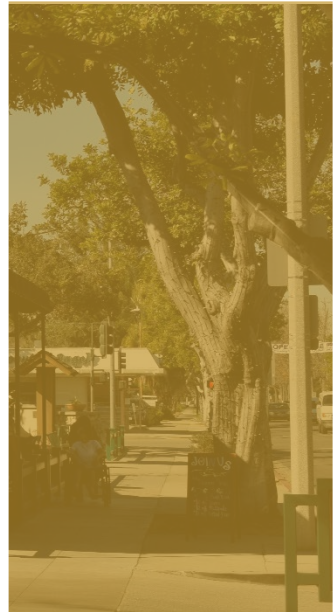
FS-2 Actions

1. Prepare an Annual Fiscal Assessment of the City that considers the soundness of major infrastructure financing programs (e.g., development impact fees, Public Facilities Implementation Plan, Capital Improvement Program, etc.) and the future prospects for overall fiscal balance of the City.



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Introduction to Health and Wellness

A healthy community contributes to a safe and welcoming environment for community members of all ages and abilities. Working with local and regional partners, the City of La Verne can support an active and healthy lifestyle of people who live and work in the community. Access to healthy food choices, a range of recreation opportunities, and thoughtfully planned and regulated uses can help create healthy lifestyle choices. Additionally, healthcare services for people of all ages is an important part of ensuring a healthy and well community, and this is especially important for La Verne's older residents who will continue to need access to specialized medical care later in life. A range of human services designed to support the community's unique populations and needs, including its youth, seniors, and persons with disabilities, further support La Verne's desire to help people who call La Verne home live long and prosperous lives.

While this Health and Wellness Element is not required by State Law, it has been prepared to reflect the City of La Verne's commitment to supporting a healthy and well community for generations to come.

Organization of Element

The Health and Wellness Element will address each of the topics below as they relate to La Verne. The goals and policies of this element are organized around the following topics:

- Healthy Lifestyle
- Healthcare
- Human Services

Contents:

- Healthy Lifestyle
- Healthcare
- Human Services

GOAL HW-1 HEALTHY LIFESTYLE

A community with access to nutritious food and an environment encouraging healthy lifestyles.

HW-1 Policies

- HW-1.1 **Development Patterns.** Encourage future growth and development within existing service areas to support infill development, redevelopment, and compact, transit-oriented development that promote equity and access to a variety of housing types, affordability levels, and needed community services.
- HW-1.2 **Active Living.** Promote programs, multimodal transportation facilities, and community events to support active living.
- HW-1.3 **Healthy and Locally-Grown Foods.** Reduce barriers and increase access to healthy and locally-grown food in our community, especially for our youth and seniors with specific dietary needs.
- HW-1.4 **Employee Wellness.** Encourage businesses to support employee wellness programs that facilitate healthy living, such as programs which focus on diet and exercise, or providing private space for new parents.
- HW-1.5 **Health Events.** Provide support to organizations engaged in citywide public health events, such as health fairs, youth fitness programs, wellness competitions, and public health speakers and workshops.
- HW-1.6 **Partnerships.** Pursue partnerships and funding opportunities with local, regional, and state agencies, organizations, and institutions to implement healthy lifestyle plans and programs in La Verne; to the extent feasible, encourage the expansion of private wellbeing and research efforts to the broader La Verne community.
- HW-1.7 **Education.** Educate the community on easy ways to lead healthy lives, including smart eating habits, benefits of physical activity, and preventive care.
- HW-1.8 **Public Spaces.** Support the creation and maintenance of community public spaces that enhance the built environment, promote walking, and provide social gathering places.
- HW-1.9 **Discouraged Use.** Discourage the expansion or introduction of new liquor, tobacco, fast food, and other similar uses near schools and in areas with an existing high concentration of such stores.
- HW-1.10 **Senior Residents.** Prioritize the wellbeing of senior residents in the City of La Verne by working with partners to provide senior facilities, programs, and services that promote regular physical activity, social interaction, and mental stimulation.
- HW-1.11 **Aging in Place.** Promote community health, safety, and neighborhood cohesiveness by supporting housing and neighborhood amenities that allow residents to age in place.



HW-1 Actions

1. Partner with local health officials, planners, nonprofit organizations, businesses, schools, hospitals, local health clinics, and community groups to conduct a study to identify strategies, programs, and practices that prioritize the overall health of La Verne residents and employees.
2. Develop a checklist of health strategies that could be incorporated into the design of discretionary development projects and plans. The City shall share this resource with project applicants to help them design their projects to promote community health.
3. Identify service assistance, grants, loans, and/or special concessions in permitting procedures to maintain or modify homes to meet the needs of aging senior residents.



GOAL HW-2 HEALTHCARE

A community that supports equitable and sufficient access to healthcare and resources across La Verne.

HW-2 Policies

- HW-2.1 **Array of Services.** Support a full array of physical and mental health care services in the community, including private and nonprofit organizations that provide preventive and treatment health services for existing and future residents.
- HW-2.2 **Support Programs.** Support and develop programs aimed at improving resident health and reducing substance abuse (drugs, alcohol, and tobacco).
- HW-2.3 **Vulnerable Residents.** Coordinate with regional and local service providers to increase healthcare accessibility for vulnerable residents.
- HW-2.4 **Barriers to Access.** Reduce informational and transportation barriers to access healthcare services.
- HW-2.5 **Public Education Programs.** Provide and expand innovative public education programs that support better health outcomes and help eliminate health inequities.
- HW-2.6 **Mental Health.** Coordinate with health providers to promote public awareness of mental health issues and resources.

HW-2 Actions

1. Assess the proximity of public transit to local health facilities and advocate for mobility and transportation improvement where necessary.



GOAL HW-3 HUMAN SERVICES

A community that prioritizes the unique needs and wellbeing of its diverse population.

HW-3 Policies

- HW-3.1 **Youth Services.** Support and expand youth-oriented recreational, educational, and leadership opportunities that lead to a healthy youth population.
- HW-3.2 **Family Services.** Work with family service providers to ensure that families and households have access to convenient and affordable child care, health care services, and other supportive services.
- HW-3.3 **Homelessness.** Address factors that contribute to homelessness in La Verne and promote programs that offer resources to homeless residents and those on the verge of homelessness.
- HW-3.4 **Environmental Pollution.** Reduce the disproportionate impacts of environmental pollution on vulnerable populations.
- HW-3.5 **Volunteerism.** Coordinate with La Verne's nonprofits, businesses, schools, institutions, and other organizations to facilitate and strengthen opportunities for residents to volunteer for community service.
- HW-3.6 **Services for People with Disabilities.** Support private and nonprofit organizations that provide services tailored for residents' mental health, physical or developmental disabilities, and other special needs.
- HW-3.7 **Mental Health.** Support and expand partnerships to address mental health issues, reduce stigma through open discussion, and promotion of mental health resources for all segments of the community.
- HW-3.8 **Partnerships.** Expand partnerships with community organizations to provide a broad range of human services that meet the needs of La Verne residents.
- HW-3.9 **Public Participation.** Encourage public participation in local government actions and maintain excellent levels of City government service.
- HW-3.10 **Access to Information.** Provide information related to City services and resources to residents, businesses, and visitors through the City's website and other media, including community bulletin boards, local newspapers, direct mailings, and other appropriate methods.

HW-3 Actions

1. Enhance regional partnerships to leverage services and programs which improve the health and well-being of La Verne residents and community members while ensuring equity in access and information.



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