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REGIONAL PLANNING

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January 30, 2024

The Honorable Board of Supervisors
County of Los Angeles
383 Kenneth Hahn Hall of Administration
500 West Temple Street
Los Angeles, CA 90012

Dear Supervisors:

PUBLIC HEARING ON THE EAST SAN GABRIEL VALLEY AREA PLAN
PROJECT NO. 2020-000612
ADVANCE PLANNING CASE NO. RPPL2021013047
GENERAL PLAN AMENDMENT NO. RPPL2022003554
ZONE CHANGE NO. RPPL2022003557
ORDINANCE NO. RPPL2022014158
ENVIRONMENTAL ASSESSMENT NO. RPPL2022003550
(FIRST & FIFTH SUPERVISORIAL DISTRICTS) (3-VOTES)

SUBJECT

The recommended actions are to certify the Final Programmatic Environmental Impact Report (PEIR) and approve the East San Gabriel Valley Area Plan (ESGVAP) and the associated amendments to: (1) the General Plan and its accompanying Land Use Policy Map; (2) Title 22 (Planning and Zoning) of the Los Angeles County Code, including the zoning map; and (3) rescind the Rowland Heights and Hacienda Heights Community Plans and incorporate updated community-level policies, goals, and Land Use Policy Map revisions into the ESGVAP, collectively known as the Project. The ESGVAP is a component of the General Plan that guides development in the twenty-four (24) unincorporated communities within the East San Gabriel Valley Planning Area (Planning Area), over the next 15 years.

The 24 unincorporated communities within the Planning Area include the following: Avocado Heights, Charter Oak, Covina Islands, East Azusa, East Irwindale, East San Dimas, Glendora Islands, Hacienda Heights, North Claremont, North Pomona, Northeast La Verne, Northeast San Dimas, Pellissier Village, Rowland Heights, South Diamond Bar, South San Jose Hills, South Walnut, Unincorporated North Whittier, Unincorporated South El Monte, Valinda, Walnut Islands, West Claremont, West Puente Valley, and West San Dimas.

The associated amendments to the General Plan and Title 22 implement the goals and policies of the ESGVAP and maintain consistency between the General Plan, ESGVAP, and ESGVAP's implementing documents. A project summary is included as Attachment 1. The proposed text amendments to the General Plan are included as Attachment 2. The proposed ESGVAP, including the appendices, is included as Attachment 3. The General Plan Amendments consisting of the Land Use Policy Maps and Significant Ridgelines are included as Attachment 4. The proposed Zone Change Maps and Zone Change Ordinance are included as Attachment 5. The proposed Title 22 amendments are included as Attachment 6.

IT IS RECOMMENDED THAT THE BOARD AFTER THE PUBLIC HEARING,

1. Certify that the Final PEIR (Environmental Assessment No. RPPL2022003550) for the Project has been completed in compliance with the California Environmental Quality Act (CEQA) and reflects the independent judgment and analysis of the County; find that the Board has reviewed and considered the information contained in the Final PEIR prior to approving the Project, adopt the mitigation monitoring program, finding that the mitigation monitoring program is adequately designed to ensure compliance with the mitigation measures during project implementation; and determine that the significant adverse effects of the project have either been reduced to an acceptable level or are outweighed by the specific overriding considerations of the Project, as outlined in the Environmental Findings of Fact and Statement of Overriding Considerations, which findings and statement are adopted and incorporated by reference;

2. Indicate its intent to approve the Project (Project No. 2020-000612, Advance Planning Case No. RPPL2021013047, General Plan Amendment No. RPPL2022003554, Zone Change No. RPPL2022003557, Ordinance No. RPPL2022014158) and rescind the Rowland Heights Community Plan and Hacienda Heights Community Plan, as recommended by the Regional Planning Commission (RPC); and

3. Instruct County Counsel to prepare the necessary final documents for the Project and bring them back to the Board for their consideration.

PURPOSE/JUSTIFICATION OF RECOMMENDED ACTION

Approval of the recommended actions will certify the Final PEIR and establish a policy framework for the Planning Area that conserves the character of the East San Gabriel Valley communities, while growing sustainably into a dynamic regional hub that provides diverse options for housing, goods and services, recreation, and mobility for its residents, workers, and visitors. The ESGVAP sets policies that: (1) promote sustainable growth patterns; (2) support diverse, walkable communities; (3) foster connected and active communities; (4) encourage a thriving economy and workforce; (5) support shared community identity and character; (6)

ensure a sustainable built and natural environment; and (7) foster informed, empowered, and environmentally just communities. Approval of the recommended actions will also support the implementation of the Green Zones Ordinance (GZO), which took effect on July 14, 2022. Furthermore, approval of the recommended actions will assist the County in meeting a portion of its Regional Housing Needs Allocation (RHNA) in the Planning Area, and ensure the County is in compliance with the State Housing Element Law, Government Code sections 65580 – 65589.11.

On August 9, 2023, the RPC held a public hearing and voted unanimously to recommend approval of the Project. A summary of RPC proceedings is included as Attachment 9. The RPC's resolution is included as Attachment 10.

Key Components

The Project includes the following key components:

East San Gabriel Valley Area Plan (ESGVAP)

As a policy document and a component of the General Plan, the ESGVAP directs future development and land use decisions for communities within the Planning Area. The vision of the ESGVAP, which was informed with extensive stakeholder input, is to conserve the character of the East San Gabriel Valley communities, while growing sustainably into a regional hub. The vision for the ESGVAP functions as the guiding mechanism for the goals and policies included in the six areawide elements (Chapters 2-7, *Land Use Element; Economic Development Element; Community Character and Design Element; Natural Resources, Conservation, and Open Space Element; Parks and Recreation Element; and Mobility Element*) and the *East San Gabriel Valley Unincorporated Communities* (Chapter 8), which includes goals and policies addressing the unique conditions and needs of the 24 individual communities in the Planning Area. Finally, ESGVAP includes Chapter 9, *Implementation Programs and Actions*.

The ESGVAP also includes the Land Use Policy Map, for which changes are proposed to increase housing diversity, increase diverse land uses along major corridors, and focus growth in areas with existing infrastructure and away from hazard and natural resource areas. Reductions in land use intensities are proposed for areas with hazards, scenic and biological resources, and where existing infrastructure does not meet the needs of the current land use designation. The reductions in land use intensity are consistent with and continue to allow the existing development currently on the properties. A total of 1,447 changes are proposed for Growth Areas, defined as within a mile of major transit stops, a half mile of high-quality transit corridors, and near major intersections with access to existing or proposed transit and commercial services. In addition, a total of 120 changes are proposed to implement the Housing Element. These land use changes are required to meet the RHNA as identified in the Housing Element. Furthermore, to maintain consistency with the General Plan Land Use Legend, each

lot in Rowland Heights and Hacienda Heights is assigned a General Plan land use designation that is equivalent to the existing land use designation from existing local plans, which are to be rescinded as part of the Project. In addition, a total of 4,766 properties with multiple land use categories have been updated to reflect the predominant land use and consistency with its context.

Zoning Map

Zone changes are proposed for 22,987 parcels to ensure consistency with the Land Use Policy Map and the Project's overall goals. These include a total of 1,489 changes for selected properties from (1) A-1 (Light Agriculture) to R-2 (Two-Family Residence), R-3 (Limited Multiple Residence), or C-1 (Restricted Business); (2) R-A (Residential Agriculture) to R-2 (Two-Family Residence) or R-3 (Limited Multiple Residence); (3) R-1 (Single-Family Residence) to R-2 (Two-Family Residence); and (4) C-1 (Restricted Business), C-2 (Neighborhood Business), C-3 (General Commercial), or C-H (Commercial Highway) to MXD (Mixed Use Development). In addition, zone changes for 135 properties are required by the Housing Element to implement and meet the RHNA. Furthermore, administrative changes, which represent the majority of zone changes, are proposed for properties to better reflect the existing, on-the-ground uses, correct mapping errors, and eliminate unnecessary split-zoning. Also included are updates to agricultural legacy zoning into consistency with the land use category and existing residential uses of the properties. The majority of proposed zone changes consist of A-1 to R-A (Residential Agricultural) or R-1 (Single-Family Residence). In areas where agricultural or equestrian uses are predominant, the A-1 zoning was maintained. Finally, the "-GZ" Combining Zone is added onto industrial lots that are within 500 feet from sensitive uses such as residences, schools, and parks. The mapping of the Combining Zone makes it easier to identify industrial lots that are subject to existing Green Zones regulations.

Title 22 (Planning and Zoning)

The proposed amendments to Title 22 are as follows:

Planning Area Standards District (PASD)
The PASD is established to enhance the character of the 24 unincorporated communities within the Planning Area. The PASD implements the goals and policies of the ESGVAP. For the full ordinance text, please refer to Attachment 6.

1. PASD Area Wide Development Standards
   This section contains new standards applicable to the Planning Area. Standards include significant ridgelines protections, biological resource protections, expanded project notification requirements, and pedestrian-friendly parking standards.

2. PASD Zone Specific Development Standards
   New standards to foster a vibrant public realm and pedestrian-friendly environment in commercial zones include lot coverage limits, requirements for pedestrian amenities, requirements to incorporate building design details and architectural elements, and building height limits.

3. Avocado Heights Community Standards District (CSD)
   The existing standards in the Avocado Heights CSD are moved into the PASD with minor revisions to the CSD, including new language to clarify that a Type II (Minor Conditional Use Permit) is required for minor modifications to the CSD and to clarify that existing commercial zone standards apply to the MXD zone, including the 45-foot C-3 Zone height limit.

4. Rowland Heights Community Standards District (CSD)
   This CSD is updated to address the design and orientation of commercial development, particularly along the Colima Road corridor and hillside grading. The revisions include requirements to improve the pedestrian experience of commercial areas, provisions for public gathering areas in commercial developments, requirements for specific wall and fencing materials, consistent signage and awning design, compact parking limits, lot coverage increases, and language updates for clarification purposes.

5. Setback and Equestrian Districts
   The PASD incorporates the four equestrian districts within the Planning Area. The EQD 5 (Trailside Ranch) and EQD 7 (Avocado Heights) are proposed to be consolidated into one equestrian district, the Avocado Heights Equestrian District, with no changes to the current standards or outer boundaries. The Southwest Puente Setback District, located in Hacienda Heights, is also incorporated into the PASD with no changes to the standards.

Additional Amendments to Title 22

Non-substantive revisions within the proposed PASD ordinance include reorganization within some sections for continuity and adding content and cross references for clarity. Additionally, there are “plain language” edits, as well as edits to correct typographical and formatting errors.

Implementation of Strategic Plan Goals

The Project supports the County’s *Strategic Plan Goal I: Make Investments That Transform Lives; Objective I.1.5: Increase Affordable Housing Throughout L.A. County* by allowing higher density housing development in certain areas where appropriate and increasing housing options.

In addition, the Project supports the County's Strategic Plan *Goal II: Foster Vibrant and Resilient Communities* by supporting improved transit and walkability of neighborhoods with increased proximity to recreation, retail options, and services. The Project also supports *Strategy II.2.2: Expand Access to Recreational and Cultural Opportunities* by establishing a goal to increase access to neighborhood recreation areas, particularly for identified neighborhoods with high park needs. As the Project supports the implementation of the GZO and commits the County to further explore the feasibility of various strategies that will facilitate industrial land uses and operations that are compatible with neighboring sensitive land uses, it also supports *Strategy II.2.3: Prioritize Environmental Health Oversight and Monitoring*. The Project also supports *Objective II.2.4: Promote Healthy and Active Lifestyles* through policies and zoning that encourage mixed use developments and active transportation such as walking, biking, and other mobility modes to access local services. Moreover, the Project supports *Strategy II.3.5: Support a Clean, Flexible, and Integrated Multi-Modal Transportation System that Improves Mobility* through its multi-modal mobility and active transportation goals, policies, and implementation programs.

FISCAL IMPACT/FINANCING

Approval of the Project will not result in any significant new direct costs to the Department of Regional Planning (DRP) or other County departments and agencies.

FACTS AND PROVISIONS/LEGAL REQUIREMENTS

The Project supports the General Plan in that it will improve housing choice and affordability for residents of various incomes, promote infill development, support a mix of land uses that promote bicycling and walking, encourage compatible land uses that also foster economic development while addressing environmental justice, improve access to recreational spaces, support conservation of sensitive natural and biological resource areas, and ensure limited impacts to sensitive natural and scenic resources.

In addition to the public hearing conducted by the RPC on August 9, 2023, a public hearing before the Board is required pursuant to County Code section 22.232.040.B.1. Required notice (Attachment 11) has been given pursuant to the procedures and requirements set forth in County Code section 22.222.180. Additionally, the public hearing package has been sent to all local libraries within the East San Gabriel Valley Planning Area and courtesy public hearing notices were emailed to a contact list of stakeholders. A summary of the engagement strategies and activities is included as Attachment 7.

ENVIRONMENTAL DOCUMENTATION

The Final PEIR has been prepared in compliance with CEQA and County environmental guidelines to identify and mitigate any environmental impacts from the Project.

The Notice of Preparation was available for public review from April 28, 2022 to June 1, 2022. DRP held a scoping meeting on May 10, 2022, to provide project information and receive public comments.

The PEIR concludes that the Project would result in less than significant impacts to the following 13 areas: Agriculture and Forestry Resources; Energy; Geology and Soils; Greenhouse Gas (GHG) Emissions; Hazards and Hazardous Materials; Hydrology and Water Quality; Land Use and Planning; Mineral Resources; Population and Housing; Public Services; Recreation; Utilities and Service Systems; and Wildfire. The PEIR concludes that the Project would have potentially significant impacts that could be reduced, avoided, or substantially lessened through implementation of mitigation measures to the following areas, requiring a Mitigation Monitoring Program: Biological Resources, Cultural Resources, Noise, and Tribal Cultural Resources. However, impacts to Aesthetics, Air Quality, Biological Resources, Noise, and Transportation were determined to be significant and unavoidable, requiring a Statement of Overriding Considerations. The Final PEIR and CEQA Findings of Fact and Statement of Overriding Considerations is included in Attachment 8.

The Final PEIR addresses the comments received during the February 27, 2023 to April 12, 2023 public comment period. DRP held a virtual public meeting on March 9, 2023, to discuss the findings of the Draft PEIR. The Project has economic, social, legal, and other considerable benefits that outweigh the significant and unavoidable environmental effects. The Project creates opportunities for housing development, encourages reduction of vehicle miles traveled by placing services near residential uses and promoting other forms of mobility aside from single occupancy vehicles, prioritizes conservation of sensitive natural and scenic resources, supports attainment of state, regional, and County goals for GHG emission reductions, encourages economic development opportunities, supports social equity, and promotes environmental justice.

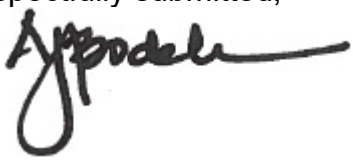
A mitigation monitoring and reporting program is included in the Final PEIR and is adequately designed to ensure compliance with the mitigation measures during Project implementation.

IMPACT ON CURRENT SERVICES (OR PROJECTS)

Approval of the Project will not significantly impact County services.

Should you have any questions, please contact Mi Kim of the Community Studies East Section at mkim@planning.lacounty.gov.

Respectfully submitted,



AMY J. BODEK, AICP
Director of Regional Planning

AJB:CC:MK:ar

Attachments:

1. Project Summary
2. Proposed Amendments to the General Plan
3. Proposed East San Gabriel Valley Area Plan
4. Proposed Land Use Policy and Significant Ridgelines Maps
5. Proposed Zone Change Ordinance and Maps
6. Proposed Title 22 Amendments
7. Engagement Strategies and Outreach Summary
8. CEQA Final PEIR and Attachments
9. Regional Planning Commission Hearing Proceedings
10. Regional Planning Commission Resolution
11. Hearing Notice

c: Executive Office, Board of Supervisors
County Counsel
Chief Executive Office
Los Angeles County Development Authority
Fire Department
Public Works

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COUNTY OF LOS ANGELES
DEPARTMENT OF REGIONAL PLANNING

PROJECT SUMMARY

PROJECT DESCRIPTION: The Project consists of the East San Gabriel Valley Area Plan (ESGVAP) and the associated amendments to: (1) the General Plan and its accompanying Land Use Policy Map; (2) Title 22 (Planning and Zoning) of the Los Angeles County Code, including the zoning map; and (3) rescind the Rowland Heights and Hacienda Heights Community Plans and incorporate updated community-level policies, goals, and Land Use Policy Map revisions into the ESGVAP, collectively known as the Project. The ESGVAP is a component of the General Plan that guides development in the 24 unincorporated communities within the East San Gabriel Valley Planning Area (Planning Area), over the next 15 years. The associated amendments to the General Plan and Title 22 implement the goals and policies in the ESGVAP and maintain consistency between the General Plan, ESGVAP, and ESGVAP's implementing documents.

REQUEST: Approval and adoption of the Project; rescission of the Rowland Heights and Hacienda Heights Community Plans; certification of the Project Final Programmatic Environmental Impact Report (PEIR); adoption of the Project Mitigation Monitoring and Reporting Program; and adoption of the Project Environmental Findings of Fact and Statement of Overriding Considerations.

LOCATION: (1,5)

STAFF CONTACT: Mi Kim, Supervising Regional Planner
(213) 974-6425
mkim@planning.lacounty.gov

RPC HEARING DATE(S): August 9, 2023

MEMBERS VOTING AYE: Commissioners Duarte-White, Louie, O'Connor, Moon, Hastings

MEMBERS VOTING NAY: None

MEMBERS ABSENT: None

MEMBERS ABSTAINING: None

KEY ISSUES:

The Project amends the General Plan to incorporate the ESGVAP, including its accompanying Land Use Policy Map, to guide development in the 24 unincorporated communities within the Planning Area.

The Project redesignates land use and zoning categories for 23,519 properties in the Planning Area, including 159 properties identified in the Housing Element 2021-2029 Rezoning Program.

The Project amends the zoning map to add the -GZ Combining Zone on industrially-zoned parcels that are subject to existing Green Zones regulations for clarity and ease of implementation of the Green Zones Ordinance.

The Project amends Title 22 to (1) establish the East San Gabriel Valley Planning Area Standards District (PASD), which incorporates and updates the existing Rowland Heights and Avocado Heights Community Standards Districts as distinct districts under the PASD; (2) enhance the character of the 24 unincorporated communities within the Planning Area; (3) protect designated significant ridgelines, biological resources, expand project notification requirements, and implement pedestrian-friendly parking standards area-wide; (4) foster a vibrant public realm and pedestrian-friendly environment with requirements for pedestrian amenities, building design details and architectural elements, and building height limits; (5) incorporate the four equestrian districts within the Planning Area and consolidate Trailside Ranch and Avocado Heights Equestrian Districts; and (6) incorporate Southwest Puente Setback District.

MAJOR POINTS FOR:

The Project (1) improves housing choice and affordability for residents of various incomes; (2) promotes infill development; (3) supports a mix of land uses that promote bicycling and walking; (4) encourages compatible land uses that foster economic development and neighborhood

connectivity; (5) improves access to recreational spaces; (6) supports conservation of sensitive natural and biological resource areas; and (7) ensures limited impacts to sensitive natural and scenic resources. The Project also ensures compliance with the Housing Element Law.

MAJOR POINTS AGAINST: The Project proposes land use and zoning changes that would allow for moderate density residential development within auto-oriented, predominantly single-family residential suburban communities that currently accommodate minimal multifamily housing with limited housing options and in some areas do not yet have efficient public transit options or proximate retail and services districts. This can be perceived by some residents as a shift in the character of their communities.

Chapter 5: Planning Areas Framework

I. Planning Areas Framework

The Los Angeles County General Plan is the foundational document for all community-based plans that serve the unincorporated areas. The purpose of the Planning Areas Framework is to provide a mechanism for local communities to work with the County to develop plans that respond to their unique and diverse character. As shown in Figure 5.1, the General Plan identifies 11 Planning Areas, which make up the Planning Areas Framework. The 11 Planning Areas are:

- Antelope Valley Planning Area
- Coastal Islands Planning Area
- East San Gabriel Valley Planning Area
- Gateway Planning Area
- Metro Planning Area
- San Fernando Valley Planning Area
- Santa Clarita Valley Planning Area
- Santa Monica Mountains Planning Area
- South Bay Planning Area
- West San Gabriel Valley Planning Area
- Westside Planning Area

Figure 5.1 Planning Areas Framework Map

The General Plan provides goals and policies to achieve countywide planning objectives for the unincorporated areas, and serves as the foundation for all community-based plans, such as area plans, community plans, and coastal land use plans. Area plans focus on land use and policy issues that are specific to the Planning Area. Community plans cover smaller geographic areas within the Planning Area, and address neighborhood and/or community-level policy issues. Coastal land use plans are components of local coastal programs, and regulate land use and establish policies to guide development in the coastal zone.

Figure 5.2 shows the relationship of the General Plan to community-based plans. All community-based plans are components of the General Plan and must be consistent with General Plan goals and policies.

The following is a list of community-based plans:

- Altadena Community Plan
- Antelope Valley Area Plan
- ~~*East Los Angeles Community Plan*~~
- East San Gabriel Valley Area Plan
- ~~Hacienda Heights Community Plan~~
- Marina del Rey Local Coastal Land Use Plan
- Malibu Local Coastal Land Use Plan
- *Metro Area Plan*
- ~~Rowland Heights Community Plan~~
- Santa Monica Mountains North Area Plan

- Santa Catalina Island Local Coastal Land Use Plan
- Santa Clarita Valley Area Plan
- Twin Lakes Community Plan
- ~~*Walnut Park Neighborhood Plan*~~
- ~~*West Athens-Westmont Community Plan*~~

…

Chapter 6: Land Use Element

I. Introduction

The Land Use Element provides strategies and planning tools to facilitate and guide future development and revitalization efforts. In accordance with the California Government Code, the Land Use Element designates the proposed general distribution and general location and extent of uses. The General Plan Land Use Policy Map and Land Use Legend serve as the "blueprint" for how land will be used to accommodate growth and change in the unincorporated areas.

II. Background

Land Uses

As shown in Table 6.1, more than half of the unincorporated area is designated for natural resources. The next largest is rural, which accounts for approximately 39 percent of the unincorporated areas, followed by residential, which accounts for approximately three percent of the unincorporated areas.

…

General Plan Amendments and Implementation Tools

As the constitution for local development, the General Plan guides all activities that affect the physical environment.

…

Specific Plans

A specific plan is a tool to systematically implement the General Plan within an identified project area. Specific plans are used to ensure that multiple property owners and developers adhere to a common plan or coordinate multiple phases of a long-term development. Specific plans must further the goals and policies of the General Plan. Specific plans must be consistent with the General Plan. No local public works project may be approved, no tentative map or parcel map for which a tentative map was not required may be approved, and no zoning ordinance may be adopted or amended within an area covered by a specific plan unless it is consistent with the adopted specific plan.

…

The following is a list of specific plans in the unincorporated areas:

- Canyon Park Specific Plan
- *Connect Southwest LA: A TOD Specific Plan for West Athens-Westmont*
- East Los Angeles Third Street Plan and Form-Based Code Specific Plan
- *Florence-Firestone Transit Oriented District Specific Plan*
- La Viña Specific Plan
- Marina del Rey Specific Plan (component of Local Coastal Program)
- Santa Catalina Island Specific Plan (component of Local Coastal Program)
- Northlake Specific Plan
- Newhall Ranch Specific Plan
- Universal Studios Specific Plan
- *West Carson Transit Oriented District Specific Plan*
- *Willowbrook TOD Specific Plan*

…

IV. Land Use Legend

Table 6.2: Land Use Designations

Land Use	Code	Permitted Density or FAR	Purpose
…			
COMMERCIAL			
General Commercial	CG	Residential: 20-50 du/net ac** Non-Residential: Maximum FAR 1.0 Mixed Use: 20-50 du/net ac** and FAR 1.0	Purpose: Local-serving commercial uses, including retail, restaurants, and personal and professional services; single family and multifamily residences; and residential and commercial mixed uses. **Also applicable to residential developments or the residential component in mixed-use developments on lots with one of the following land use designations: - Altadena Community Plan: Business Park (BP) or General Commercial (GC); ~~*- East Los Angeles Community Plan: Community Commercial (CC), Major Commercial (MC), or Commercial Manufacturing (CM);*~~ ~~- Rowland Heights Community Plan: Commercial (C);~~ ~~*- Walnut Park Neighborhood Plan: General Commercial (GC), Mixed Commercial (MC), or Office Commercial (OC); or*~~

Land Use	Code	Permitted Density or FAR	Purpose
			~~- West Athens-Westmont Community Plan: Regional Commercial (C.1), Community Commercial (C.2), Neighborhood Commercial (C.3), Commercial Manufacturing (C.4), or Commercial Recreation (CR).~~
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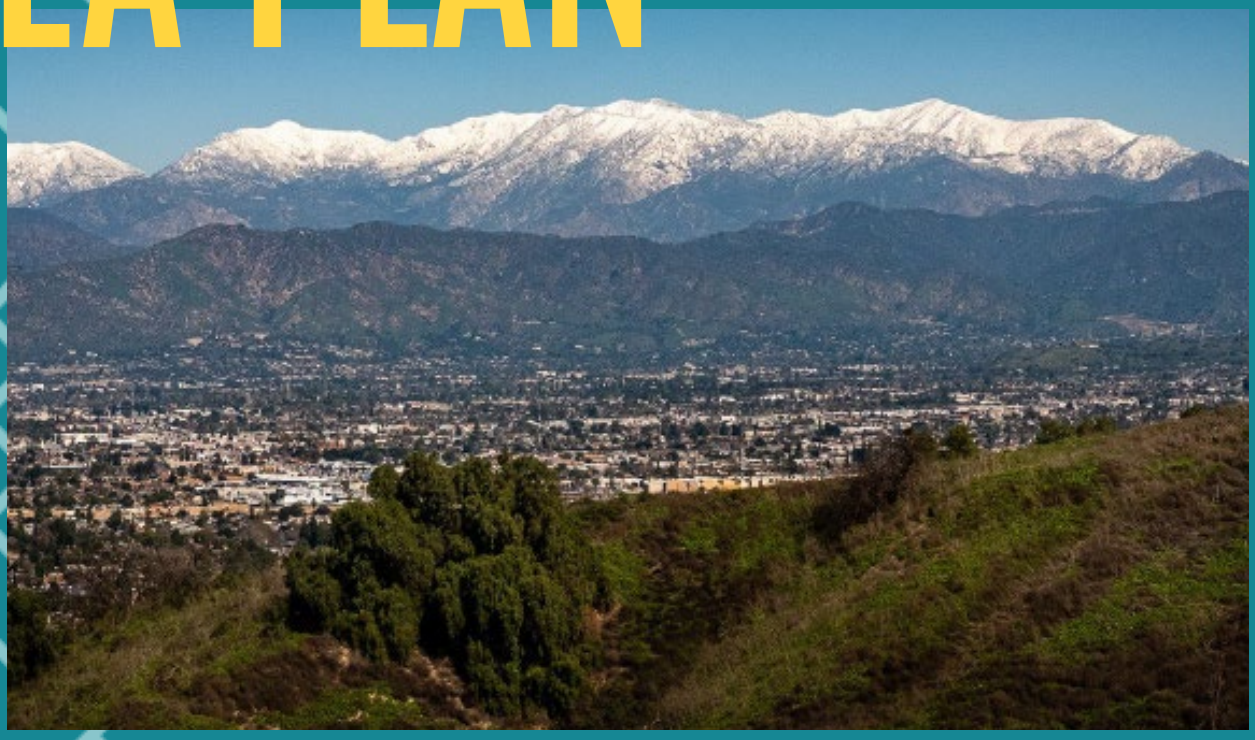
EAST SAN GABRIEL VALLEY

AREA PLAN

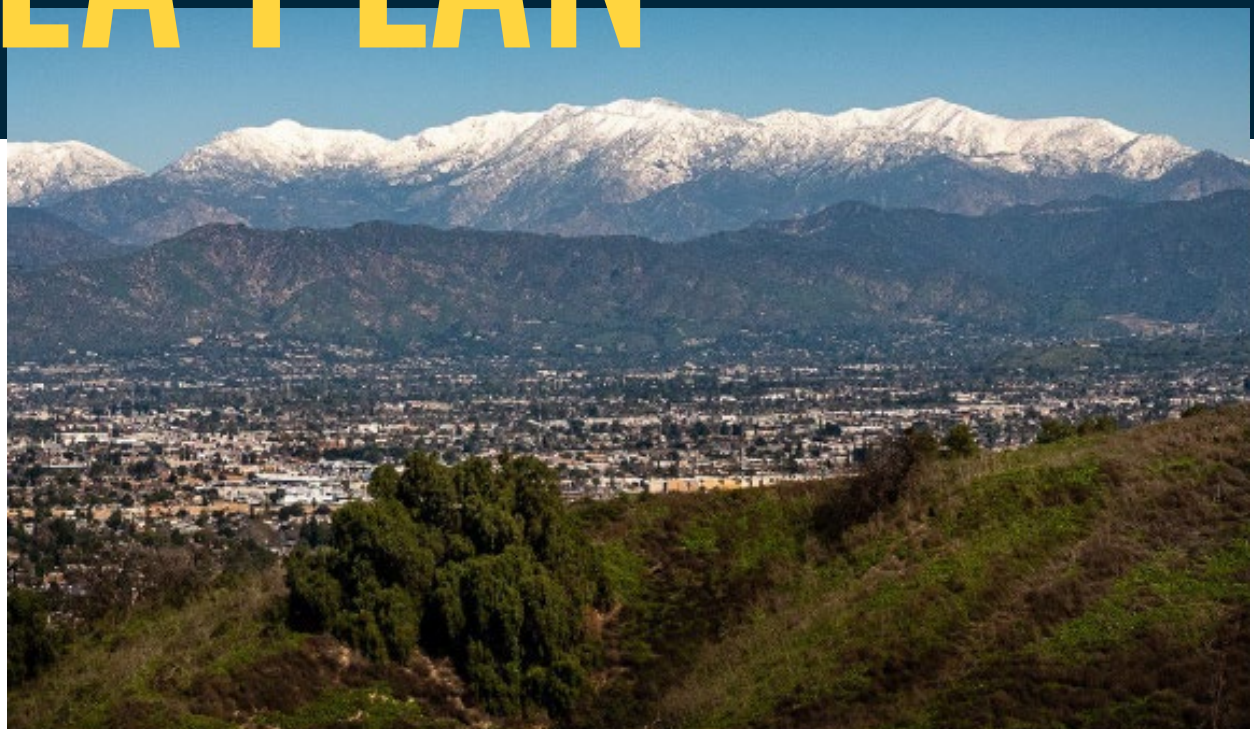


Board of Supervisors
Public Hearing Draft – January, 2024

LA COUNTY PLANNING

EAST SAN GABRIEL VALLEY

AREA PLAN



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Glossary

Term	Definition
Active Transportation	Active transportation refers to human-powered methods of travel, such as walking, bicycling, or rolling to get from one place to another.
ADA	Americans with Disabilities Act
ATSP	Active Transportation Strategic Plan
Bonelli Park	Frank G. Bonelli Regional Park
Cal Poly Pomona	California State Polytechnic University, Pomona
CAP	Climate Action Plan
CCAP	Community Climate Action Plan
Connect SoCal	2020–2045 Regional Transportation Plan/Sustainable Communities Strategy
County	County of Los Angeles
County Planning	LA County Planning
DPR	Los Angeles County Department of Parks and Recreation
EJSM	Environmental Justice Screening Method

Term	Definition
Environmental justice	Environmental justice is the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies.
Equitable development	Equitable development is a policy and land use strategy that aims to provide healthy, livable, and equitable communities.
Equity	Equity is when every individual, regardless of race, income level, or neighborhood, is given access to the resources they need to succeed and thrive. Closing the gaps so that race does not predict one's success, while also improving outcomes for all.
ESGV	East San Gabriel Valley
ESGVAP	East San Gabriel Valley Area Plan
ESL	English as a Second Language
EV	electric vehicle
FAR	floor area ratio
FEMA	Federal Emergency Management Agency
General Plan	Los Angeles County General Plan
GHG	greenhouse gas
Habitat linkage	Habitat linkages are areas within the overall range of a species or suite of species that possess sufficient cover, food, forage, water, and other essential elements to serve as a movement pathway, or between two or more larger areas of habitat.
Hillside Management Areas	Hillside Management Areas are areas with a natural slope gradient of 25 percent or steeper.
HMA	Hillside Management Area
HOME Act	California Housing Opportunity and More Efficiency Act
HQTA	high-quality transit area
HVAC	heating, ventilation, and air conditioning
I	Interstate
IT	information technology
LA County Library	Los Angeles County Library

Term	Definition
Mansionization	Mansionization refers to the practice of demolishing smaller, older houses in a neighborhood and replacing them with new ones that occupy the maximum amount of lot space possible on the site.
Metro	Los Angeles County Metropolitan Transportation Authority
Multi-benefit park	Multi-benefit parks serve more than one function.
Multi-use trail	Multi-use trails are those used by equestrians, cyclists, hikers, and runners.
PHHPA	Puente Hills Habitat Preservation Authority
Planning Area	ESGV Planning Area
PNA	Los Angeles Countywide Parks and Recreation Needs Assessment
RMC	San Gabriel and Lower Los Angeles Rivers and Mountains Conservancy
RRE	Regional and Rural Edition
SB	Senate Bill
SCAG	Southern California Association of Government
SCAG	The Southern California Association of Governments is an association of local governments and agencies that voluntarily convene as a group to address regional issues.
Scenic viewshed	A scenic viewshed is a scenic vista from a specific location along a highway, trail, waterway, or in a park or neighborhood.
SEA	Significant Ecological Areas (SEAs) are officially designated areas within Los Angeles county that contain irreplaceable biological resources.
SR	State Route
STEAM	science, technology, engineering, arts, and mathematics
STEM	science, technology, engineering, and mathematics
Step by Step Los Angeles County	Step by Step Los Angeles County – Pedestrian Plans for Unincorporated Communities
Total maximum daily load	Total maximum daily load is the calculation of the maximum amount of a pollutant allowed in a waterbody, and serves as the starting point for restoring water quality.
VHFHSZ	Very High Fire Hazard Severity Zone

Term	Definition
Vision Zero Action Plan	Vision Zero Los Angeles County: A Plan for Safer Roadways 2020–2025
Wildlife corridor	Wildlife corridors are areas of open space of sufficient width—generally several hundred feet wide and unobstructed—to permit larger, mobile species to pass between larger areas of open space, or to disperse from one major open space region to another.
Wildlife crossing	Wildlife crossings are structures—such as bridges, underpasses, tunnels, or viaducts—that allow animals to cross human-made barriers safely.

1.1 Overview
1.2 Communities, Vision, and Purpose
1.3 Organization of the Area Plan
1.4 Relationship of the Area Plan to Other County and Regional Plans
1.5 Community Engagement
1.6 History
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Sections Included



CHAPTER 1 Introduction

1.1 Overview

The East San Gabriel Valley Area Plan (ESGVAP) is a policy document intended to direct future development and land use decisions and achieve a shared vision for the potential growth and change of the built environment over the coming years and decades. The ESGVAP focuses on land use and policy issues specific to the unique characteristics and needs of the East San Gabriel Valley Planning Area (Planning Area) and its communities.

1.2 Communities, Vision, and Purpose

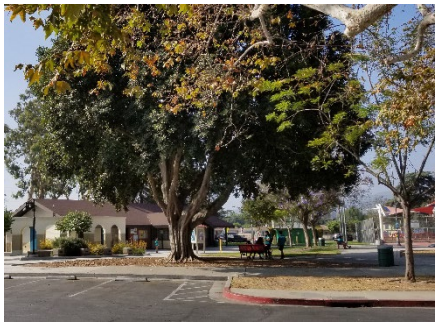
A. COMMUNITIES

The Planning Area includes the easternmost parts of Los Angeles County (County) and totals approximately 51.3 square miles. The Planning Area is located south of the Angeles National Forest, north of Orange County, and east of San Bernardino County, with the San Gabriel River and Interstate (I)-605 forming its western boundary.

The Planning Area is comprised of the following 24 unincorporated islands and communities (see **Figure 1-1, *ESGVAP Communities***):

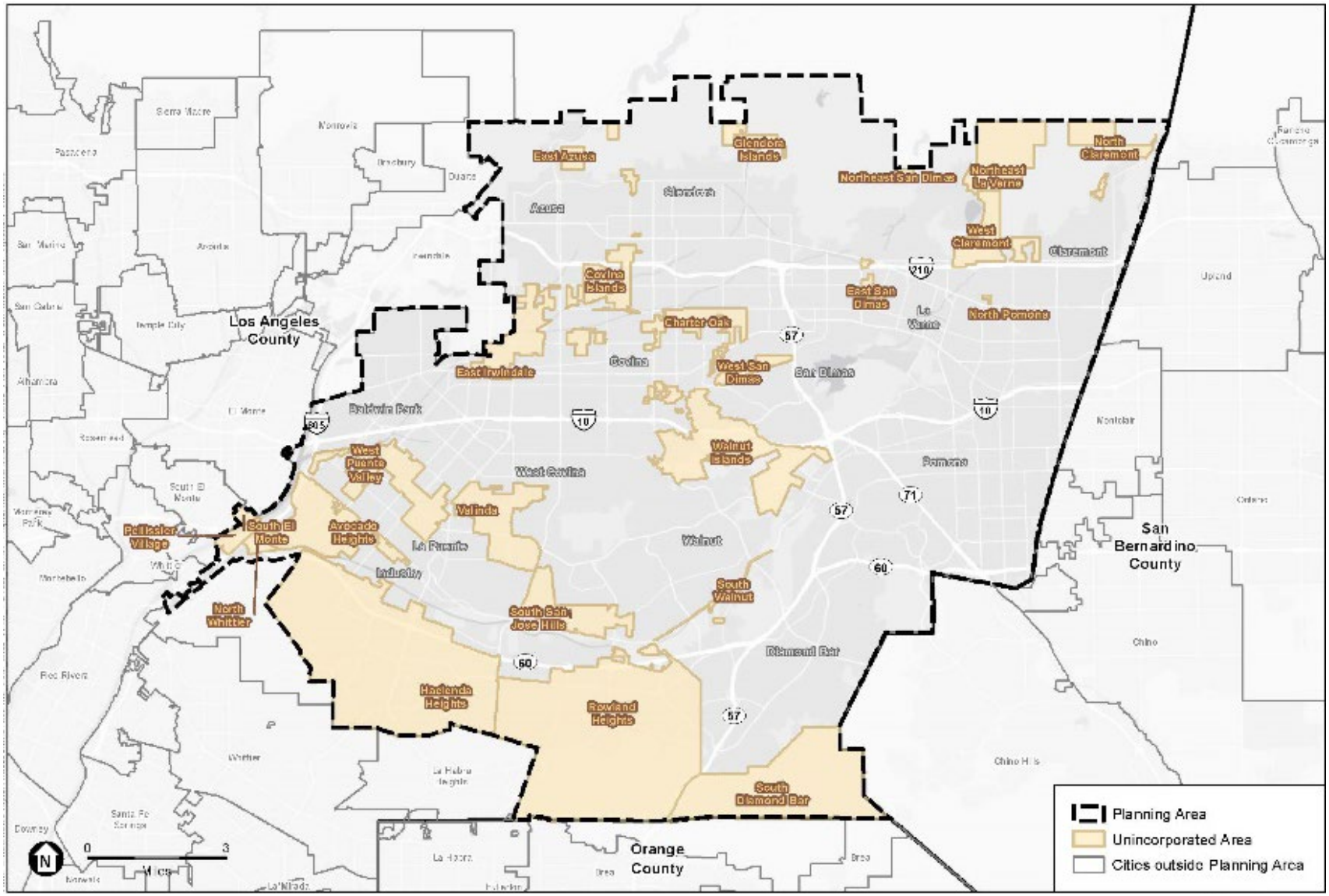
- Avocado Heights
- Charter Oak
- Covina Islands
- East Azusa
- East Irwindale
- East San Dimas
- Glendora Islands
- Hacienda Heights
- North Claremont
- North Pomona
- Northeast La Verne
- Northeast San Dimas
- Rowland Heights
- South Diamond Bar
- South San Jose Hills
- South Walnut
- Valinda
- West Claremont
- West Puente Valley
- West San Dimas
- Pellissier Village
- Unincorporated South El Monte
- Unincorporated North Whittier







The Planning Area has a population of over 242,034 residents with a population density ranging from 18 to 14,100 persons per square mile, incorporating a considerable diversity of communities. Most of the communities are predominantly residential with some industrial and commercial areas. However, some of the communities are unpopulated or have very few residences and are primarily designated open space, water resource areas, or natural land without recent human development.



SOURCE: ESRI, Los Angeles County GIS, ESA, 2023

FIGURE 1-1 **ESGVAP Communities**

The Planning Area is well connected to the regional transportation system with extensive freeway access including I-605 along the western boundary, I-210 and I-10 in the north, SR-60 running through the central area, and SR-57 in the east connecting to Orange County. In addition, railroad lines for both commuter and goods movement run through the area, including the Alameda Corridor-East. However, the connectivity to freeways and goods movement corridors do have impacts on residential communities creating barriers to movement, air quality issues, and perpetuating reliance on automobiles.

One of the most valued assets voiced by community members is the wealth of natural features, including the San Gabriel Mountains and Puente Hills, which contribute to the distinctive ecological and scenic qualities of the region. The Planning Area contains many parks, open spaces, trails, and natural areas without development where native and rare animal and plant species can be found. Much of the hillside and habitat areas are designated Significant Ecological Areas (SEAs), which provides additional protections to minimize impacts of development to habitat areas and the increasingly rare plant and animal communities found there.

Planning efforts for the ESGVAP have sought to build upon community engagement and local assets, while addressing issues and concerns voiced by local organizations and community members. Some of the primary concerns the ESGVAP seeks to address include diversifying housing types, pedestrian connectivity, deteriorating commercial infrastructure, residential-industrial land use conflicts, and preservation of habitat areas.

B. VISION

The overarching vision of the ESGVAP is to conserve the character of the East San Gabriel Valley communities, while growing sustainably into a dynamic regional hub that provides diverse options for housing, shopping, entertainment, recreation, and services for its residents, workers, and visitors. While each of the 24 unincorporated communities in the ESGV Planning Area has its own unique set of characteristics and growth potential, the ESGVAP supports the community-wide desire to preserve the rural and equestrian character of the East San Gabriel Valley.

The connective thread that links the 24 communities together is captured in the following seven vision statements that together

represent the vision for the future. These vision statements provide the foundation for the development of growth and preservation strategies, as well as the goals, policies, and implementation programs for the ESGVAP.

Sustainable Growth Patterns

Growth in the ESGV Planning Area will be sustainably targeted, away from established residential neighborhoods, hazard areas and natural resources, and towards areas with existing and future transit opportunities. These targeted growth areas will be largely within a mile of major transit stops and within a half mile of high-quality transit corridors to capture the economic value induced by the presence of transit stations and corridors. Additionally, growth will be targeted within a quarter mile of commercial centers where new residents can easily access everyday goods and services. Growth will be coordinated with infrastructure and public facility investments to ensure sufficient capacity to sustain a high-quality level of service to meet the needs of existing and future development.

Diverse, Walkable Communities

While the developed communities contain primarily single-family residential uses, growth moving forward will strive to bring residents more diverse land use and housing choices and bring everyday services and amenities within walking distance. Aging commercial centers will be revitalized to become destination places for gathering, outdoor dining, and shopping for daily services. New commercial centers will be permitted at neighborhood gateways to bring everyday needs closer to homes. Single-family neighborhoods will be enabled to provide more affordable housing choices. Community facilities will be equitably distributed to support the mental, physical, emotional, and social needs of all who live within the Planning Area.

Connected and Active Communities

The Planning Area will consist of walkable neighborhoods and communities, with safe and convenient access to transit, jobs, shopping, entertainment, health, and recreational services to support active, healthy lifestyles, and a clean environment. The mobility network will provide safe pedestrian and bicycle infrastructure. Neighborhood greenways will connect communities, parks, waterways, and open spaces together across the Planning Area with distinct signage to mark routes to key destinations and provide a sense of community identity.

Thriving Economy and Workforce

The ESGV will be an economically thriving region, with a business-friendly environment that fosters innovation and the expansion of the Planning Area's strong industry niches. Employment opportunities will be expanded through economic development strategies that support the needs of existing businesses and attract quality jobs that match residents' skillsets. Residents will be able to live and work in their own communities. Priority will be given to strengthening the workforce, with improved access to education and economic resources, to reduce economic and financial stress and support the health and resilience of businesses and the workforce in the Planning Area.

Shared Community Identity and Character

The Planning Area will be tied together through a shared sense of pride and commitment to protecting and reinforcing the community characteristics that make it a special place to live, work, and play. Community identity will be reinforced through placemaking, compatible development, and design treatments. Community identity and character will be represented in public spaces and facilities, street beautification projects, community gateways, wayfinding signage, village centers, and other special places and destinations that are shared amenities for residents.

Sustainable Built and Natural Environment

The built environment across the Planning Area will reflect sustainability best practices, contributing to the goal of reducing greenhouse gas reductions and facilitating a cleaner environment. The ESGV's rich natural setting—made up of conservation areas, open spaces, undeveloped lands, and water resources—will be preserved, enhanced, and restored for the continued benefit, safety, and health of the current and future population, wildlife, and habitat areas.

Informed, Empowered, and Environmentally Just Community

The Planning Area residents will be informed, actively engaged, and empowered to participate as partners at all stages of the planning and decision-making process. Land use decisions are made through the lens of environmental justice, considering the varied needs of all residents, especially those who are most vulnerable. Disadvantaged

communities will be prioritized in the allocation of funding and capital investments, to ensure the equitable distribution of resources and amenities, and to address environmental injustices, correct social and economic inequities, and support the health, safety, and well-being of all residents.

C. PURPOSE

The purpose of the ESGVAP is to respond to local planning challenges, guide long-term development, enhance community spaces, promote a stable and pleasant environment, balance growth and preservation, and promote housing to enhance quality of life and support vibrant, thriving, safe, healthy communities in East San Gabriel Valley.

The primary objectives of the ESGVAP are to:

- Retain the residential character of the ESGV Planning Area in harmony with its surroundings;
- Promote economic development via an active regional hub near transportation centers with diverse options for housing, shopping, entertainment, recreation, and public services;
- Develop goals, policies, and implementation programs that support smart growth, sustainable development, and thoughtful enhancement of residential neighborhoods while preserving specific community's rural and equestrian character;
- Establish more public spaces and create walkable communities linked by paths and greenways; and
- Encourage a diversity of housing options and affordability.

The ESGVAP includes area-wide goals, policies, and implementation programs within six different elements. The ESGVAP also includes changes to land use designations to increase residential density and locate commercial and mixed uses in areas near transit. The ESGVAP provides a framework for the County, the development community, business owners, and residents to shape future growth in the Planning Area.

1.3 Organization of the Area Plan

The Area Plan is organized into the following nine chapters.

- **Chapter 1, *Introduction***, provides the intent and purpose of the ESGVAP, along with the guiding vision statements and its relationship to other documents.
- **Chapters 2 through 7** comprise the six ESGVAP area-wide elements, which describe the key challenges and opportunities under each topic area and provide goals and policies to achieve the vision of the Area Plan. The area-wide elements are applicable to all 24 unincorporated communities and include the following:
  - **Chapter 2, *Land Use Element***, provides guidance on the regulation and distribution of land uses to promote sustainable growth patterns in support of the Area Plan's vision.
  - **Chapter 3, *Economic Development Element***, provides a framework for an economically and fiscally equitable and sustainable ESGV.
  - **Chapter 4, *Community Character and Design Element***, includes goals and policies in support of enhancing community identity, placemaking, and high-quality design.
  - **Chapter 5, *Natural Resources, Conservation, and Open Space Element***, establishes goals and priorities to guide conservation of open space, biological, water, and scenic resources in the ESGV.
  - **Chapter 6, *Parks and Recreation Element***, establishes goals, policies, and strategies to address the park and recreation needs of the ESGV.
  - **Chapter 7, *Mobility Element***, provides goals and policies that support efficient and safe mobility across diverse modes, with an emphasis on facilitating active transportation and transit use.
- **Chapter 8, *East San Gabriel Valley Unincorporated Communities***, highlights goals and policies unique to each individual community in the East San Gabriel Valley Area.
- **Chapter 9, *Implementation Programs and Actions***, contains a list of actions and programs that will implement the goals and policies presented in Chapters 2 through 8. The chapter describes which County departments and agencies are responsible for implementation programs and sets a timeframe for completion of those programs.

A. HOW TO USE THE AREA PLAN

The ESGVAP outlines a vision, goals, policies, and programs that will shape the land, communities, neighborhoods, and places of the East San Gabriel Valley Area. The ESGVAP, used in conjunction with the LA County General Plan, will guide land use decision-making and serve several important roles: (1) Setting direction for County administration, County staff, and elected and appointed officials, including County planning commissioners, regarding the long-range land use needs of those who live, work and recreate in the East San Gabriel Valley Area communities; (2) Informing community-based organizations, business owners, developers, designers, and builders of the County's plans for the future and development priorities; and (3) Communicating the agreed upon future form of the East San Gabriel Valley Area communities to ensure accountability of decision makers in achieving the goals of this plan. **Table 1-1, *User Groups and Intended Use of the Area Plan***, outlines how the plan may be referenced by three main user groups.

TABLE 1-1 **User Groups and Intended Use of the Area Plan**

Main User	Intended Use of the Area Plan
County Staff, Commissions, and Elected Officials	Provides direction regarding the long-range land use needs for those that live, work, and recreate in the East San Gabriel Valley Area communities. Communicates the agreed-upon future form of the East San Gabriel Valley Area communities to ensure accountability of decision makers in achieving the goals of this plan. Helps guide the County's capital improvements program, zoning ordinance, and zoning maps for future improvements and developments. Encourages alignment with other County planning documents including, but not limited to, the Bike Master Plan, the Vision Zero Plan, and the OurCounty Sustainability Plan. Consolidates regulations that exist across multiple plans to simplify and streamline land use and zoning regulations.
Developers/ Designers/Builders	Informs the County's future plans and development priorities.

TABLE 1-1 **User Groups and Intended Use of the Area Plan**

Main User	Intended Use of the Area Plan
Residents/Community Organizations/Business Owners	Holds the County administration accountable for implementing the identified goals and policies. Informs the County's future plans and development priorities. Identifies current trends and economic development opportunities.

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

A. GENERAL PLAN

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

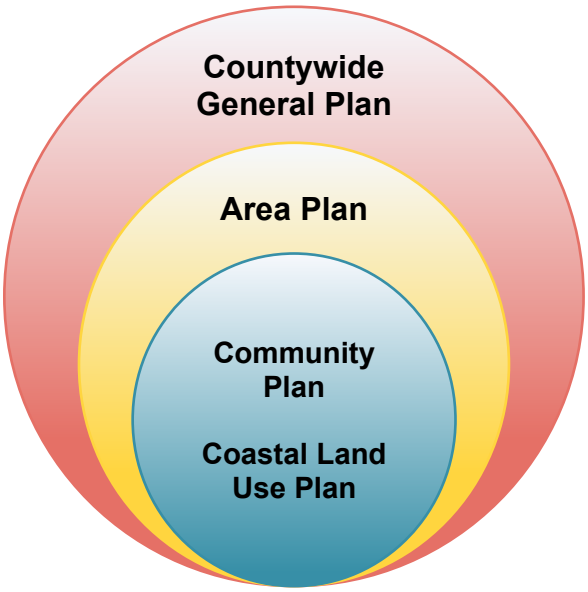


FIGURE 1-2 **Relationship of the General Plan to Community-Based Plans**

Countywide General Plan Guiding Principles

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

The General Plan's Guiding Principles include:

1. **Employ smart growth:** Shape new communities to align housing with jobs and services; protect and conserve the County's natural and cultural resources, including the character of rural communities.
2. **Ensure community services and infrastructure is sufficient to accommodate growth:** Coordinate an equitable sharing of public and private costs associated with providing appropriate community services and infrastructure to meet growth needs.
3. **Provide the foundation for a strong and diverse economy:** Protect areas that generate employment and promote programs that support a stable and well-educated workforce. This will provide a foundation for a jobs housing balance and a vital and competitive economy in the unincorporated areas.

4. **Promote excellence in environmental resource management:** Carefully manage the County's natural resources, such as air, water, wildlife habitats, mineral resources, agricultural land, forests, and open space, in an integrated way that is both feasible and sustainable.
5. **Provide healthy, livable, and equitable communities:** Design communities that incorporate their cultural and historic surroundings, are not overburdened by nuisance and negative environmental factors, and provide reasonable access to food systems. These factors have a measurable effect on public well-being.
6. **Promote strengths, community voice, and equity outcomes:** Seek out special places or traditions that are significant to the community and recommend ways to preserve and celebrate them.

Furthermore, the ESGVAP correlates with and implements the General Plan's Housing Element as it reinforces Housing Element policies and designates the proposed general distribution, location, and extent of land uses for housing at a range of densities to support housing for all income levels. Because the **Southern California Association of Government's (SCAG's)** 6th Regional Housing Needs Assessment allocation requires accommodating additional residential densities and additional housing affordability options in the ESGV, select land use goals, policies, and strategies in the ESGVAP address the accommodation of diverse housing types at various levels of affordability.

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

The **Southern California Association of Governments** is an association of local governments and agencies that voluntarily convene as a group to address regional issues.

SCAG is a Joint Powers Authority under California state law that was founded in 1965. Under federal law, SCAG is designated as a Metropolitan Planning Organization and, under state law, as a Regional Transportation Planning Agency and a Council of Governments.

SCAG 2021

Los Angeles County Community Climate Action Plan 2045

In 2015, the County adopted the 2020 Community Climate Action Plan (CCAP) as a component of the General Plan Air Quality Element and set a target to reduce emissions by 11% by 2020. The document is currently being updated as the 2045 Climate Action Plan (CAP). The 2045 CAP sets new targets and goals beyond 2020, ties together existing climate change initiatives, and provides a blueprint for deep carbon reductions. The 2045 CAP builds upon the existing and

ongoing efforts of the 2020 CCAP and focuses on actions to reduce greenhouse gas (GHG) emissions associated with community activities in unincorporated areas of the county.

The CCAP aligns with General Plan goals, policies, and programs, as well as several other existing programs in the County. The 2045 CAP includes a GHG inventory, projections for future emissions, and a roadmap for addressing emissions from transportation, stationary energy (used by buildings and other facilities), waste, industrial, agricultural, and land use sectors. GHG emission reduction strategies, measures, and actions identified in the 2045 CAP will also yield community co-benefits, such as improvements in air quality, public health, mobility, and resilience. The 2045 CAP also outlines a process for implementation and monitoring that integrates with these ongoing sustainability efforts in the county.

The ESGVAP aligns with several policies and programs of the CCAP relating to the reduction of GHG emissions, the most significant being the targeting of growth near transit, active transportation, and commercial services, as well as expanding pedestrian infrastructure to facilitate walking, biking, and transit use in place of vehicular travel that can lead to increased GHG emissions.

Active Transportation Strategic Plan

Active transportation refers to human-powered methods of travel, such as walking, bicycling, or rolling to get from one place to another.

Los Angeles ATSP 2016

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

As part of the County's plan to make it easier to use **active transportation**, Metro is working to advance active transportation initiatives and provide more travel options throughout the county. Metro is currently updating the 2016 ATSP, which will further their mission of providing a world-class transportation system. The update will focus specifically on improving the regional active transportation network and first last mile connectivity to transit. Relevant, existing, and proposed initiatives from the ATSP have been incorporated into the ESGVAP to further implement the ATSP and meet the ESGVAP goals of enhancing walkability and integrating land use and mobility throughout its communities.

Connect SoCal

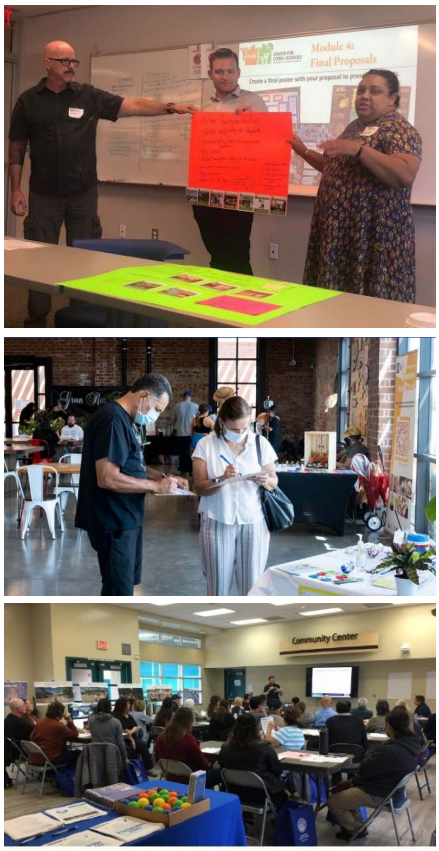
The SCAG 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy (Connect SoCal) is a long-range plan that embodies a collective vision for the region's future and balances future mobility and housing needs with economic, environmental, and public health goals of the region. Connect SoCal was developed with input from local governments, county transportation commissions, tribal governments, nonprofit organizations, businesses, and local stakeholders within the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura. Fundamental components of the Connect SoCal document contributed to the identification of the ESGV opportunity areas as informed by the SCAG-identified priority growth areas and high-quality transit areas. Additionally, Connect SoCal informed relevant goals, policies, and actions of the ESGVAP.

Step by Step Los Angeles County

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

1.5 Community Engagement

Stakeholder and community engagement was an important foundational backbone to the preparation of the Area Plan. The Engagement Strategy for the Area Plan provides a multi-faceted approach to community outreach. At its core, the strategy is centered around the concept of "meeting people where they are." In addition to traditional methods of community meetings and stakeholder outreach, the Plan team needed to interact with and hear from groups typically not engaged with planning topics and challenges. Often these groups consist of marginalized populations and people who may have different experiences or needs of the built environment.



A variety of public engagement events were held throughout the planning process

For example, young residents are not commonly heard from during community outreach because planning meetings may be held at times when they cannot attend, or they may have difficulty accessing meeting spaces without reliable means of transportation. Spoken language can be another barrier to community outreach, and the planning team recognized the need for the translation of project documents and summaries into multiple languages.

From the concept of "meeting people where they are," the planning team developed an outreach strategy that fused traditional community outreach methods with supplemental methods intended to elevate the voices of marginalized groups. Major engagement events for the ESGVAP included a series of visioning workshops to gain insight into various community member's needs and desires for the neighborhoods.

In addition, other forms and strategies for engagement were used to broaden participation. To involve local students in the planning process, ESGVAP partnered with Y-Plan, a program in the Center for Cities and Schools at UC Berkeley. The partnership was sponsored by then LA County Fourth District Supervisor Janice Hahn's Office. Through this process, local students engaged with the planning process and become empowered to effect positive change within their communities.

The ESGVAP project website contains further information on the Y-Plan outreach effort and for further information about the project's outreach strategies and events, please access our website which contains a full listing of engagement events and activities, https://planning.lacounty.gov/long-range-planning/east-san-gabriel-valley-area-plan/.



An air photo of La Puente, West Covina looking northeast towards the San Gabriel Mountains

Source: A Box of Pictures, flickr

1.6 History

The traditional stewards of what is now the United States, Indigenous Peoples have lived in the ESGV area for thousands of years. At the time of contact with the Spanish occupation, Indigenous Peoples living in Southern California lived in villages of 50 to 200 people in canyon areas and along waterways, including the San Gabriel River, other waterways, such as the San Jose and Puente Creeks, and near the drainage areas. Historically, marshland extended east from the San Gabriel River area along the north side of the Puente Hills.

Indigenous Peoples relied upon this environment for their sustenance. A few examples of their resourcefulness include gathering acorns from oak woodlands for food; willows for thatched shelter; reeds for canoes; plants for basketry; and clay for pottery. Acorns, widely found in the canyons and foothills, were an important food source for Indigenous Americans. When the Spanish arrived in the 18th century, the Catholic Church established a Spanish mission at San Gabriel in 1771, along with a series of other missions across what is today Southern and Central California. The arrival of the Spanish and the mission system in this area devastated Indigenous American populations as they were displaced from their land, endured forced labor, forced conversion to Christianity, and died at alarming rates as a result of poor living conditions, abuse by the Spanish, disease, and other cruel practices that contributed to a long and sustained period of cultural genocide. Groups of Indigenous Peoples continue to reside in the ESGV area, however, having established active governance and cultural and economic opportunities for their respective communities.

The San Gabriel Mission established cattle ranching as its primary land use to trade tallow and hides with incoming ships, which persisted beyond Church ownership of the lands. After Mexico gained independence from Spain, by 1821, they encourage immigration to California by granting private land grant to citizens. In 1833, Mexico declared an end to the mission system and dissolved and secularized the missions, granting those lands to individuals as well, which resulted in the rancho system. Indigenous Americans were not granted lands by Mexico, but they did work on the ranchos.

The La Puente land grant, or Rancho La Puente, was granted by the Mexican governor of California to William Workman and John Rowland in 1845, totaling 48,790 acres from what is now Hacienda Heights north to Covina and from the San Gabriel River east to Walnut and Pomona. The historic Rancho La Puente makes up much of the ESGV Planning Area. Cattle, sheep, and horse ranches and other agricultural uses composed much of the activity. The early home and plantings constructed by the Workmans can still be seen at the Workman-Temple Homestead Museum in the City of Industry.

As the land grants were bought and sold over time, land was subdivided to form smaller family farms in the mid-1800s through early 1900s. These were likely inhabited by people coming over to California for the Gold Rush in the 1840s and later by many following railroad lines out west to resettle the area in the 1870s.

By the early 20th century, the rural area was known for its family farms and orchards of citrus, walnut, and avocado. An industrial presence was also developing with the discovery of oil in the Brea-Olinda fields and with the construction of packing plants for transporting agricultural goods by train. After World War II, suburban development edged out the agricultural economy. The expansion of freeway access and the population boom prompted the conversion of rural working land to residences, as work was increasingly consolidated into white-collar downtown offices. In the following decades, further expansion of freeways and roads led to an expansion of residential development further into natural areas and up into the hillsides.

1.7 Methodology

The ESGVAP was developed with the help of planners, stakeholders, and community members who offered their time to share their knowledge and expertise, review draft documents, and provide feedback. The ESGVAP drew insight from multiple sources, including a review of past planning studies, field surveys, interviews with planners, residents, business owners, industry professionals, and a robust community engagement effort summarized in Section 1.5, *Community Engagement*.

The ESGVAP was also drafted under the guidance and in consultation with other County and regional documents. It has been reviewed to be consistent with and further the goals and programs of each applicable County and regional document, see Section 1.4, *Relationship of the Area Plan to Other County and Regional Plans*, for descriptions of some of the referenced plans and documents that provided guidance throughout the development of this plan. A deeper dive into the strategies and research that helped frame the Area Plan, including the Community Engagement Strategy, and the other technical analyses prepared for the Area Plan, can be found in the appendices.

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2.1 Introduction
2.2 Existing Conditions
2.3 Challenges and Opportunities
2.4 Growth and Preservation Strategies
2.5 Land Use Element Goals and Policies

Sections Included



CHAPTER 2 Land Use Element

2.1 Introduction

The Land Use Element supports the vision of the East San Gabriel Valley Area Plan (ESGVAP or Area Plan) to maintain the residential character of its communities, while promoting the sustainable growth of the East San Gabriel Valley (ESGV) into a dynamic regional hub that provides diverse options for housing, shopping, entertainment, recreation, and services for its residents, workers, and visitors. It promotes sustainable growth patterns, and equitable and accessible distribution of land uses, including residential, commercial, industrial, institutional, agricultural, and open space. The Land Use Element includes a Land Use Policy Map, which guides development and preservation of land in the ESGV. The Land Use Policy Map provides land use designations and establishes the general location, densities, and intensities of each land use for all parcels in the unincorporated ESGV communities.

2.2 Existing Conditions

A. EXISTING CONDITIONS SUMMARY

Appendix A, *ESGVAP Task 1.1, Land Use Issues, Challenges, and Opportunities Memo*, includes an analysis of existing conditions in the ESGV. Community-specific challenges and opportunities are detailed in Chapter 8, *East San Gabriel Valley Unincorporated Communities*.

2.3 Challenges and Opportunities

There are eleven overarching challenges and opportunities in the Planning Area related to land use that inform the strategies, goals, and policies in this element.

A. HOUSING AND LAND USE DIVERSITY

The ESGV is developed predominately with single-family land uses, making it difficult to plan for a diversity of housing needs and income levels. The lack of affordability and diversity in housing types leaves older adults, special-needs populations, and residents with lower incomes vulnerable to housing displacement. This contributes to homelessness, overcrowding, and unstable or unsafe living conditions.

Recommendations from previous planning studies and regional guidance point to the need to offer more land use flexibility and incentives to redevelop in a way that will create more walkable, mixed-use, affordable, sustainable, equitable, and diverse communities; target opportunities toward existing and proposed transit and active transportation investments; proactively attract jobs to the ESGV that match resident skillsets; and train and connect residents to jobs that are already prevalent within the ESGV.

B. COMMUNITY IDENTITY AND SENSE OF PLACE

The Planning Area's unincorporated communities are surrounded by jurisdictions that are of similar character. This makes it difficult to distinguish the unincorporated communities from neighboring incorporated cities in both look and feel. There is an opportunity to create community identity and provide a distinctive sense of place

1. Avocado Heights
2. Charter Oak
3. Covina Islands
4. East Azusa
5. East Irwindale
6. East San Dimas
7. Glendora Islands
8. Hacienda Heights
9. North Claremont
10. North Pomona
11. Northeast La Verne
12. Northeast San Dimas
13. Rowland Heights
14. South Diamond Bar
15. South San Jose Hills
16. South Walnut
17. Valinda
18. Walnut Islands
19. West Claremont
20. West Puente Valley
21. West San Dimas
22. Pellissier Village
23. Unincorporated South El Monte
24. Unincorporated North Whittier

ESGV Communities

through design and beautification strategies that unify and enhance the ESGV and increase quality of life. Having a unique sense of place and identity is important for building unity and pride among residents and helps to welcome a diversity of households to the area.

C. CENTRAL, WALKABLE DISTRICTS

ESGV residents have commented on the need for community meeting spaces—places to walk to from their homes where they can meet, shop, dine, and recreate. Many residents have expressed frustration that they must have access to a vehicle to travel to social gathering destinations throughout the Planning Area. As such, policy must focus on targeting locations for central, walkable districts to increase walkability and socializing opportunities in ESGV communities.

D. CONNECTIVITY



A typical street corridor in the Plan Area

The pattern of residential development, with cul-de-sac communities surrounded by major arterials, separates a single-family residential neighborhood from surrounding uses and creates a relatively efficient grid system for car-only travel—it also creates challenges in designing walkable, mixed-use communities. Most trips are within 3 miles of residents' homes; however, residents elect to drive because dead-end roads prevent accessibility to nearby services within walking distance. As such, identifying opportunities to create pedestrian passageways through cul-de-sacs to arterials, and creating designated community greenways for the safe circulation of pedestrians and cyclists, would enhance accessibility to everyday services.

E. AGING, UNDERUTILIZED, AND INADEQUATE COMMERCIAL DEVELOPMENT



Most commercial development within the Planning Area is one or two stories tall with large areas of surface parking fronting the roads. Many commercial centers are aging and in need of revitalization. Community members have commented about the need for more space for social gatherings in commercial areas and that commercial centers are not adequately serving residents' needs.

F. INDUSTRIAL IMPACTS ON RESIDENTIAL USES

ESGV communities are located at key transportation points where many of the major east–west and north–south highways meet. There are active freight and railroad lines—including the Alameda Corridor East—that bring goods from the ports to warehouses. Homes in some parts of the Planning Area are located near industrial uses close to State Route 60, railroad/freight lines, Valley Boulevard, and in areas near the City of Industry. In addition, active and idle oil wells are dispersed primarily throughout the southern portions of the Planning Area and interface with both residential areas and sensitive biological resources creating long-term remediation issues.

The adopted LA County Green Zones Ordinance, applicable to the communities of Avocado Heights and South San Jose Hills, requires development standards to help buffer hazards from nearby sensitive uses. These standards are only applicable to unincorporated areas, which makes environmental burdens caused by land uses in neighboring jurisdictions challenging to mitigate and an ongoing concern that requires multijurisdictional collaboration.

Based off data derived from CalEnviroScreen 4.0, there are several unincorporated communities in the Planning Area that meet the criteria (in at least a portion of the community, measured at the census-tract level) of a “disadvantaged community” as defined under Senate Bill 535. These communities are largely concentrated in the western portion of the Planning Area and are impacted by higher pollution burdens with corresponding health and socioeconomic impacts. The communities include:

- Unincorporated North Whittier
- Unincorporated South El Monte
- Pellissier Village
- Avocado Heights
- West Puente Valley
- Valinda
- South San Jose Hills
- Hacienda Heights
- Walnut Islands



The Green Zone Districts are established to promote environmental justice in communities that are disproportionately affected by toxic pollutants and contaminants generated from various land uses over time.

For more information on the Green Zones Program, visit https://planning.lacounty.gov/long-range-planning/green-zones-program/.

Los Angeles County Title 22.84.010

For more information on CalEnviroScreen, visit https://oehha.ca.gov/calenviroscreen. To view mapped data from CalEnviroScreen 4.0, visit https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-40.

CalEnviroScreen

G. PARKING AND CONGESTION

Given that ESGV communities are built around automobile use, residents often experience significant traffic on major roads and difficulty finding parking in some shopping centers. On the other hand, parking dominates the landscape of commercial areas, and some commercial centers have inefficient and confusing parking layouts, adding to frustrations.

H. AGING INFRASTRUCTURE

Many suburbs within the ESGV are faced with aging infrastructure. Sufficient infrastructure, such as adequate water, sewer, and stormwater facilities are essential for enabling growth and meeting the needs of residents and businesses. This is particularly important in "disadvantaged communities" because state law requires land use elements address inadequacies of services and infrastructure, including water service, storm drain, sewer service, and/or other infrastructural needs or deficiencies.

I. ENVIRONMENTAL AND HAZARD CONSTRAINTS

The Puente Hills, which include portions of Rowland Heights and Hacienda Heights, contain fault traces and wildfire threats. Wildfires and landslides also pose safety hazards in the San Gabriel Mountains' foothill communities.

J. SIGNIFICANT ECOLOGICAL AREAS AND CONSERVATION CONCERNS



Ecologically sensitive lands are designated as Significant Ecological Areas (SEAs). However, SEAs extend into neighboring jurisdictions that may not have similar SEA habitat protection programs. There are also development pressures to build within sensitive lands, and thus the threat of habitat disturbance and fragmentation is a concern in the ESGV. Furthermore, biological resources, including populations of threatened species, are found on non-SEA lands.

K. JURISDICTIONAL FRAGMENTATION

The Planning Area consists of 24 unincorporated communities sharing boundaries with 13 cities. Many of the unincorporated communities are jurisdictional islands, mostly residential in land use, and surrounded by cities. Several of the communities in the ESGV consist almost entirely of residential uses, with few other amenities like public facilities, markets, or other commercial uses. This lack of amenities forces Planning Area residents to leave their communities to meet their daily needs, often traveling to a nearby city. As a result, many residents are unaware that they reside in unincorporated areas and believe themselves to be residents of an adjacent city.

Facilities in unincorporated ESGV communities can be enhanced to provide additional amenities to residents through various strategies, including temporary activation of underutilized space where space is limited. For example, temporary street activations can close off streets to allow for space to recreate, as well as space for community markets and neighborhood gatherings. The provision of additional community services helps unincorporated communities develop a distinct identity and fosters greater awareness of its relation to the region.

2.4 Growth and Preservation Strategies

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

TABLE 2-1 **Growth and Preservation Strategies**

Vision Statement	Strategies
I. Sustainable Growth Patterns	1. Plan for the **orderly and sustainable growth** of the ESGV. Focus growth within a mile from major transit stops, a half mile from high-quality transit corridors, and a quarter mile from established or new commercial centers where there is access to existing or proposed frequent transit and commercial services. Combine residential with mixed-use along major and secondary commercial corridors and combine growth with infrastructure improvements and investments that support walkable, thriving, and connected communities.
II. Diverse, Walkable Communities	2. Enable a more **diverse land use pattern** to support the varied needs of residents and employees in the ESGV. Support **housing for all ages, stages, and incomes**. 3. Enable **new commercial nodes** to locate at key intersections and community gateways, to support a more equitable distribution of retail and commercial uses, and to enhance accessibility to daily goods and services. 4. Identify potential locations for **village centers and open space amenities** (e.g., parks, plazas, paseos) within each community, where possible, and link these areas to transit and greenways.
III. Connected and Active Communities	5. Create dedicated **neighborhood greenways** designed to connect neighborhoods and communities together, create a sense of unity and district identity, and provide clear, safe, enjoyable, and convenient routes to transit, active transportation routes, commercial centers, employment centers, parks, schools, and other amenities.
IV. Shared Community Identity and Character	6. Ensure that the scale and massing of new development provide **appropriate transitions** in building height and massing and are sensitive to the physical and visual character of adjoining lower-density neighborhoods.
V. Thriving Economy and Workforce	7. Support the success of **existing employment and commercial centers** by enabling them to be more distributed; reinhabited with uses that meet community needs for jobs, services, and amenities; and redesigned to beautify the public realm, create clear pedestrian and vehicular mobility, and encourage pedestrian activity.
VI. Sustainable Built and Natural Environment	8. **Preserve** the sensitive resources, scenic hillsides, conservation areas, agricultural lands, parks, open spaces, water channels, and equestrian amenities that characterize the ESGV. Identify locations to **enhance and restore** these sensitive resources and amenities for current and future populations.
VII. Informed, Empowered, and Environmentally Just Communities	9. **Prioritize** the needs of **disproportionately affected communities** in the allocation of funding and capital investments, to ensure the equitable distribution of resources and amenities, and to address environmental injustices, correct social and economic inequities, and support the health, safety, and well-being of all ESGV residents.

2.5 Land Use Element Goals and Policies

Goals and policies for the Land Use Element are organized to implement relevant Vision Statements as presented in Chapter 1, *Introduction*, and are referenced below as "VS." See Chapter 8, *East San Gabriel Valley Unincorporated Communities*, for goals and policies associated with specific unincorporated communities. See Chapter 9, *Implementation Programs and Actions*, for implementing programs and actions corresponding to each goal and policy.

VS 1 – Sustainable Growth Patterns

Goal LU-1: Growth is planned to facilitate sustainable patterns and is targeted to areas with existing and future transit opportunities and commercial services, to facilitate transit use and accessibility to everyday goods and services within walking distance.

Policy LU-1.1: Sustainable Growth. Plan for the orderly and sustainable growth of the ESGV. Focus growth within a mile from major transit stops, a half mile from high-quality transit corridors, and a quarter mile from established or new commercial centers where there is access to existing or proposed frequent transit and everyday services within walking and biking distance.

Policy LU-1.2: Complete Communities. Foster a land use pattern that brings everyday needs and amenities within walking distance of residential neighborhoods, including public transit, parks, schools, commercial services, and other daily needs.

Policy LU-1.3: Targeted Growth Communities. Target growth toward neighborhoods in unincorporated communities that have access to transit, are proximate to major roads and commercial resources and away from communities that lack these resources. The following nine unincorporated communities include neighborhoods with targeted growth areas, each with community-specific goals and policies provided in Chapter 8 of this plan:

- Avocado Heights
- Hacienda Heights

- Covina Islands
- Rowland Heights
- Charter Oak
- South San Jose Hills
- East Irwindale
- Valinda
- East San Dimas



See Chapter 4, *Community Character and Design Element*, for goals and policies related to community character.

Policy LU-1.5

See the County's Green Zones Program for regulations specific to industrial uses in the county.

Policy LU-1.6

Policy LU-1.4: Preservation of Communities. Avoid growth in neighborhoods and communities that are not designated as growth areas unless conditions change where growth can be done in accordance with the ESGV's sustainable growth policy.

Policy LU-1.5: Complementary Growth. Accommodate growth in a way that complements community scale and character, while accommodating for a diversity of land uses.

Policy LU-1.6: Hazardous Facilities. Prohibit or strictly control land uses that pose potential health or environmental risk to ESGV residents or the environment, preventing any human or environmental harm or disproportionate impact on any member of the community.

Policy LU-1.7: Coordination with Adjacent Cities. Coordinate with adjacent cities on plans and growth initiatives to support the needs of unincorporated ESGV communities and inform future planning decisions and priorities.

Goal LU-2: Growth is closely coordinated with infrastructure and public facility needs to ensure adequate capacity and a high level of service for existing and future development.

Policy LU-2.1: Coordinated Infrastructure and Capital Facilities. Ensure that new growth is closely coordinated with the need for new or upgraded capital facilities and infrastructure to support capacity needs for existing and new development. Prioritize disproportionately affected communities.

Policy LU-2.2: Coordinated Land Use and Mobility. Coordinate mobility investments, including bike lanes, sidewalk improvements, streetscape, and transit investments, with land use intensification in targeted opportunity areas. Prioritize mobility investments in disproportionately affected communities to increase pedestrian, transit, and bicycle access and mobility.

Policy LU-2.3: Adequate Water Availability. Ensure adequate water is available for any proposed future development given the increasing constraints on urban and suburban water supplies.

See Chapter 7, *Mobility Element*, for additional goals and policies related to mobility investments.

Policy LU-2.2

VS 2 – Diverse, Walkable Communities

Goal LU-3: Growth areas in the ESGV that offer diversity and accessibility of land uses, preserving and providing a variety of housing options, jobs, services, and amenities within walking distance for residents and employees in the ESGV.

Policy LU-3.1: Land Use Diversity. Enable a more diverse land use pattern to meet the needs of residents and employees, including increased housing options, viable commercial uses, a variety of employment opportunities, ample parks and open spaces, and a range of superior community services and amenities to support the mental, physical, emotional, economic, and social well-being of the community.

RESIDENTIAL NEIGHBORHOODS AND HOUSING DIVERSITY

Policy LU-3.2: Housing for all Ages, Stages, and Incomes. Provide a wide variety of housing options for residents and employees in the ESGV by increasing housing choices, thereby enabling residents to find appropriate housing for their income, age, and stage in life.

Policy LU-3.3: Residential Neighborhoods. Preserve the character of the ESGV's established residential neighborhoods and equestrian districts and ensure that any new development contributes to the preservation and enhancement of the character and scale of these communities.

See the Housing Element for additional policies and programs to protect and increase affordable housing development and prevent displacement.

Policy LU-3.4

Policy LU-3.4: Affordable Housing. Equitably distribute affordable housing throughout ESGV communities and encourage units to be designed to accommodate aging in place.

Policy LU-3.5: Older Adult Housing. Encourage the development of housing affordable to older adults in areas with access to public transit, commercial services, healthcare, and community facilities.

Policy LU-3.6: Workforce Housing. Support housing types that serve the existing and future workforce in the ESGV, including live-work housing developments and workforce housing.

Policy LU-3.7: Compatible Uses in Residential Neighborhoods. Allow for uses in or near the edges of established residential neighborhoods that are compatible with residential development and will bring amenities closer to homes, such as child and adult day cares, educational facilities, houses of worship, and corner markets.

COMMERCIAL CENTERS AND CORRIDORS

Policy LU-3.8: Commercial Land Preservation and Expansion. Designate sufficient land for commercial purposes and distribute commercial centers more equitably throughout the ESGV to serve local needs and reduce the need for residents to travel by car or to adjoining cities to access their daily needs.

See Chapter 4, *Community Character and Design Element*, for policies related to community improvement and design.

Policy LU-3.9

Policy LU-3.9: Commercial Corridors and Centers. Strengthen commercial corridors in the ESGV by clustering uses at major intersections, allowing a mix of uses between intersections, and creating Living Streets (see Policy LU-4.2, *Living Streets*) to make corridors safe and attractive for pedestrians and cyclists. Prioritize street beautification where it will have the most impact on existing businesses and commercial centers.



Policy LU-3.10: Commercial Center Revitalization. Create incentives to attract private reinvestment to aging or underutilized commercial centers and actively promote these incentives to commercial property owners.

Policy LU-3.11: Commercial Use Flexibility. Provide flexibility in permitted land uses in commercially designated areas to allow a mix of retail, restaurant, small-scale institutional, office, and other compatible uses in commercial centers to prevent vacancies and increase accessibility to the community's everyday needs.

Policy LU-3.12: Commercial Service Gaps. Assist commercial property owners in understanding local community gaps and needs.

Policy LU-3.13: Commercial Redevelopment. Encourage the evolution of existing single-purpose commercial projects into mixed-use community-oriented centers that foster convenient everyday life for residents.

MIXED-USE DEVELOPMENT AND VILLAGE CENTERS

Policy LU-3.14: Mixed-Use Development. Allow for a mix of housing with office space, community-oriented commercial uses, and pedestrian-oriented amenities in areas designated as "Mixed-Use," and allow higher land use intensities to enable ESGV residents to live close to businesses and employment, reduce vehicular travel, and interact socially.

Policy LU-3.15: Village Centers. Identify locations for village centers in each unincorporated community that are or can become centers of community activity. Designate village centers at key commercial intersections, schools, parks, or community centers that are well served by transit and active transportation. Incorporate a mix of local commercial, residential, institutional, educational, and open space activities within walking distance of neighborhoods. Design these centers for residents of all ages, and to be a focal point of community identity, gathering, culture, leisure, recreation, business activity, and employment.

PUBLIC AND SEMI-PUBLIC FACILITIES

Policy LU-3.16: Access to Health Care Facilities. Accommodate a wide range of facilities that support the mental, emotional, and physical health of all ESGV residents and are equitably distributed throughout the region.

Policy LU-3.17: Access to Recreational, Social, and Cultural Facilities. Provide recreational, social, religious, and cultural facilities and programs that equitably meet the diverse physical, social, and cultural needs of the community.

See Policy LU-3.15, *Village Centers*.

Policy LU-3.18

Policy LU-3.18: Joint-Use Facilities. Partner with local schools and colleges to jointly use facilities and resources, including parks, playgrounds, libraries, community centers, day care facilities, and other resources to increase access to recreational and other amenities for nearby residents. Consider school sites for potential locations for village centers to build social cohesion and connectedness.

Policy LU-3.19: Utility Infrastructure. When not disruptive to sensitive habitat, require all new utilities to be underground. Prohibit obtrusive placement of service boxes for all new developments.

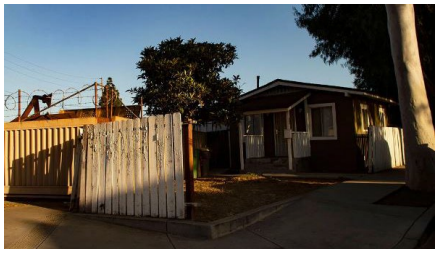
INDUSTRIAL AND EMPLOYMENT-GENERATING USES

Policy LU-3.20: Industrial- and Manufacturing-Supporting Uses. Allow for the integration of compatible land uses within industrial and manufacturing centers to service the needs of businesses and employees, foster creativity, and reduce the need to travel off-site during business hours, including such uses as administrative office space, financial services, business support services, restaurants, tasting rooms, health services, and recreational services.

See the County's Green Zones Program for regulations specific to industrial uses.

Policy LU-3.21

Policy LU-3.21: Residential/Industrial Interface. Ensure that industrial developments incorporate adequate landscape and noise buffers to minimize any negative impacts to surrounding neighborhoods and development, and adequately address on-site lighting, noise, odors, vibration, toxic materials, truck access, and other elements that may impact adjoining uses.



An example of an industrial use adjacent to a residential unit

Policy LU-3.22: Prevention of Toxic Harm. Prevent harm and prohibit proposed land uses, processes, or activities that involve the emission of harmful chemical agents into the air or soil.

Policy LU-3.23: Toxic Chemicals. Ensure that ESGV residents are not exposed to cancer-causing chemicals, reproductive toxicants, and neurological poisons.

Policy LU-3.24: Improved Indoor Air Quality. Support the development of programs for sensitive uses in proximity to industrial uses and other outdoor sources of indoor air pollution, such as freeways, to affordably install air filters, multi-paned and openable windows, and other equipment/materials to improve indoor air quality.

Policy LU-3.25: Community Air-Quality Monitoring. Partner with community-based organizations and public agencies to support community-level air quality monitoring for residential areas and other sensitive uses in proximity to industrial areas, major transportation corridors, and other air pollution generators to better inform regulatory controls and enforcement programs.

Policy LU-3.26: Sound Insulation. Promote enhanced levels of sound insulation for existing and proposed residential uses near industrial and commercial zones, and within 600 feet of a major transportation corridor, or major or secondary highway.

Policy LU-3.27: Community Greening. Promote and incentivize additional community tree plantings to improve air quality, mitigate pollution, and increase shading in the public realm. Prioritize tree plantings in communities adjacent to impactful uses, including industrial areas, freeways, and major corridors.

Policy LU-3.28: Impacts from Uses in Adjacent Jurisdictions. Coordinate with adjacent jurisdictions to address the negative environmental impacts of industrial uses in jurisdictions adjacent to unincorporated communities.

PARKS, OPEN SPACES, AND TRAILS

Policy LU-3.29: Parks, Open Spaces, and Trails. Ensure that existing neighborhoods contain a diverse mix of parks and open spaces that are well maintained and connected by trails, pathways, transit, and bikeways and within walking distance of residents.

See Chapter 6, *Parks and Recreation Element*, for additional policies related to public parks, trails, and open space.

See Goal LU-4 for additional policies related to establishing a network of trails and greenways.

Policy LU-3.29

Policy LU-3.30: Park Placement and Design. Locate parks away from freeways and major sources of traffic, air pollution, and noise (e.g., major corridors). Design parks to be friendly for all ages, abilities, and cultures. Design parks with wide entrances and visibility from the street to promote safety.

See Chapter 6, *Parks and Recreation Element*, for additional policies related to the design of public parks and facilities.

Policy LU-3.30

VS 3 – Connected and Active Communities

Goal LU-4: The supply of parking and the design of parking lots promote successful businesses and safe and efficient vehicular circulation, while encouraging walking, biking, and transit use.

Policy LU-4.1: Parking Reform Strategies. Support the development of centralized commercial districts along major commercial corridors and develop community-wide parking reform strategies to enhance walkability and concentrate equitably-priced affordable parking in consolidated public parking areas at regular intervals along major retail and business corridors to enhance walkability, support popular community destinations, and limit vast expanses of surface parking.

Policy LU-4.2: Parking Flexibility. Provide flexibility for businesses to satisfy parking requirements off-site, through shared parking arrangements with nearby businesses, car sharing, or other means provided that available parking locations are clearly indicated, and all businesses meet their parking demands in accordance with parking regulations.

Policy LU-4.3: Parking Lot Design. Optimize the parking lot design layout with considerations for space efficiency, traffic signage, painted asphalt markings, parking barriers, drainage, vehicular access, ADA and pedestrian accessibility, bike accessibility and storage, lighting, landscaping, and other provisions. Ensure that parking lots are designed to facilitate safety for all modes of travel and enhance the pedestrian and bicycle experience.

Policy LU-4.4: Parking Demand Reduction. Reduce demand for parking by designing new and redesigning existing properties to cater to pedestrian and bicycle circulation, safety, and experience.

VS 6 – Sustainable Built and Natural Environment

Goal LU-5: The ESGV community is built and maintained to mitigate and withstand the effects of any natural or human-caused hazard.

Policy LU-5.1: Hazard Areas. Avoid new development in designated environmental hazard areas, including frequently flooded areas, areas prone to landslides, wildland/urban interface areas, and Fire Hazard Severity Zones.

Policy LU-5.2: Prohibit New Development in Lands Surrounded by Very High Fire Hazard Severity Zones. Prohibit new development on lands surrounded by Very High Fire Hazard Severity Zones (VHFHSZs) in the Puente Hills and adjacent areas.

Policy LU-5.3: Road Access. Require that any new development be located and designed so that is it accessed from existing public roads and provides direct access to multiple primary roads to support safety, aid in efficient evacuation, and safeguard life and well-being during hazards.

Policy LU-5.4: Undergrounding Transmission Lines. Work with utilities to transition all overhead electrical transmission lines and supporting infrastructure underground to reduce fire risk. Prioritize high fire-risk areas and install underground lines in a manner that avoids harm to sensitive biological resources.

Policy LU-5.5: Fuel Modification and Native Vegetation. Site and design structures to minimize the impact of fuel modification on native vegetation and sensitive biological resources. Limit fuel modification to the minimum area necessary. Use site-specific fuel modification strategies, such as thinning, selective removal, and spacing, to create effective defensible space that preserves native vegetation. Avoid the complete removal of native vegetation during fuel modification.

Policy LU-5.6: Vegetation Management. Proactively manage vegetation in fire hazard areas under the guidance of a biologist to avoid impacts to sensitive resources, sensitive species, and fire-resistant native species in the ESGV.

See Chapter 5, *Natural Resources, Conservation, and Open Space Element*, for policies related to biological resources.

Policy LU-5.6

Policy LU-5.7: Siting Development. In fire hazard areas, require that development sites and structures be located off ridgelines, hilltops, and other dangerous topographic features such as chimneys, steep draws, and saddles; be adjacent to existing development perimeters; and avoid excessively long driveways.

Policy LU-5.8: Development and Adequate Fire Protections. In fire hazard areas, prohibit development in areas with insufficient access, water pressure, fire flow rates, or other accepted means for adequate fire protection.

Policy LU-5.9: Fire Hydrant Installation. Support the installation of fire hydrants along Turnbull Canyon Road for added protection against potential wildfires, and in any other locations deemed necessary.

Policy LU-5.10: Floodplain Management. Ensure that no public facilities or residential uses are proposed for flood hazard areas. Protect new critical facilities and homes to 2 feet above the 500-year flood elevation.



Policy LU-5.11: Flood Hazard Mitigation and Restoration. Promote use of the natural environment and restoration of soil and native vegetation cover to mitigate flood hazards.

Policy LU-5.12: Flood Attenuation Sites. Support the identification of key flood attenuation and water infiltration sites, such as undeveloped or underutilized sites with gentle slopes, for conservation to mitigate future increases in flood hazards and minimize flood risk. Prioritize areas in the San Gabriel Mountain foothills, along the San Gabriel River, and the valley areas. These sites can be developed as multi-benefit open spaces for public use, flood attenuation, water infiltration, water quality improvements, and habitat.

Policy LU-5.13: Flood Incident Reporting. Support programs to facilitate reporting of flooding incidents by residents/communities to address chronic local flooding issues, especially in the low-lying valley areas where there is widespread presence of channelized waterways.

Policy LU-5.14: Permeable Surfaces. Support the use of permeable surfaces for parking lots, walkways, and other locations traditionally covered in non-permeable surfaces like asphalt and cement, to enable water to infiltrate and soak into the ground.

Policy LU-5.15: Bioswales and Rain Gardens. Support the use of bioswales and rain gardens along public rights of ways, public and private parking lots, and other facilities to enable runoff to infiltrate and soak into the ground.

Policy LU-5.16: Coordinated Planning of Storm Drain Improvements. Coordinate inter-jurisdictional planning of storm drain improvements where these facilities cross municipal boundaries.

Goal LU-6: The ESGV's natural resources and open spaces are preserved, protected, and, where possible, restored and expanded for the health, safety, and enjoyment of existing and future populations.



Policy LU-6.1: Natural Resource Protection. Preserve existing and restore or acquire additional natural areas for the continued protection of the ESGV's natural resources.

Policy LU-6.2: Significant Ecological Areas and Undeveloped Hillsides. Discourage development that threatens sensitive biological resources within SEAs and undeveloped hillsides in the ESGV.

Policy LU-6.3: Habitat Disturbance and Fragmentation. Direct development away from sensitive habitat areas and minimize or prevent any activity or development that will disturb or fragment natural habitat.

Policy LU-6.4: Natural Buffers. Require natural buffers to separate development areas from SEAs and natural resources.

Policy LU-6.5: Limit Conversion of Agricultural and Working Lands. Limit the potential conversion of agricultural, working lands, and equestrian land to residential uses or other development.

See Chapter 5, *Natural Resources, Conservation, and Open Space Element*, for policies related to the protection of natural resources.

Policy LU-6.3

See Chapter 5, *Natural Resources, Conservation, and Open Space Element*, for policies related to water resources protection.

Policy LU-6.6

Policy LU-6.6: Waterways. Maintain, protect, restore, and enhance stormwater channels, rivers, creeks, and waterways, as critical natural resources that link unincorporated ESGV communities together and as natural assets that characterize a historically water-rich region.

See Chapter 5, *Natural Resources, Conservation, and Open Space Element*, and Chapter 6, *Parks and Recreation Element*, for additional policies related to land uses, maintenance, and preservation of conservation and open space areas.

Policy LU-6.7

Policy LU-6.7: Open Space. Offer incentives for the voluntary creation of dedicated open space on private property.

VS 7 – Informed, Empowered, and Environmentally Just Communities

Goal LU-7: Residents are engaged in a transparent and accessible planning and development process, with easy access to information presented in languages representative of community members and using wording that is clear and easy to understand.

Policy LU-7.1: Community Outreach. Community engagement and outreach is conducted early and often in the design of development projects, public projects, and in the preparation of policy documents with attention to reaching community members not usually active in the planning process.

Policy LU-7.2: Project Presentations for Community Groups. Applicants for discretionary development projects present proposed projects early in the application process to the appropriate community group, as directed by DRP, to keep community members informed and aware of potential projects. Applicants will be directed to present proposed projects on multiple occasions as needed.

Policy LU-7.3: Partnerships for a Variety of Engagement Methods. Partner with community groups, local community-based organizations (CBOs), and public agencies to support community-led programming and arts-based engagement and education initiatives.

Policy LU-7.4: Resources for Public Engagement. Provide educational resources in multiple languages on the planning and development process that clarify proposed changes and their impacts, to enable improved understanding and participation in the planning decision-making process.

3.1 Introduction
3.2 Existing Conditions
3.3 Challenges and Opportunities
3.4 Economic Development Element Goals and Policies

Sections Included



Economic Development

CHAPTER 3 Economic Development Element

3.1 Introduction

This Economic Development Element supports the vision outlined in the ESGVAP by providing a framework to attract investment, develop a resilient workforce, reduce economic and financial distress in vulnerable communities, and provide for an economically and fiscally sustainable ESGV. This element includes a summary of economic development challenges and opportunities in the Planning Area. For further information that informed the development of this element please see **Appendix F, *ESGVAP Task 2.1, Key Industries, Market Analysis, and Regulatory Analysis Memos***.

3.2 Existing Conditions

A. KEY INDUSTRIES

Planning Area communities employed approximately 35,951 workers in 2020, with key job sectors in retail (14.5% of total employment), wholesale trade (12.6%), educational services (11.6%), manufacturing (9.5%), and accommodation and food services (8.9%). Taken together, these sectors accounted for over half (57%) of total employment within the Planning Area in 2020.

A majority of jobs are concentrated in the southwest portion of the Planning Area, clustered along the Southern Pacific Railroad right-of-way, just to the north of State Route 60. Intensive industrial uses along the SR-60 and surrounding railroad rights-of-way form a vital industrial corridor that connects the Ports of Los Angeles and Long Beach with distribution points in the Inland Empire and to markets throughout Los Angeles Country. Unincorporated communities in the Planning Area sit along this industrial corridor. While these communities contain several clusters of industrial and commercial uses, the vast majority of economic activity occurs in cities, such as the City of Industry.

The communities of Avocado Heights, Rowland Heights, and Hacienda Heights represent nearly three-quarters of total employment across the Planning Area. Jobs-rich areas can also be found in the community of South Walnut, as well as adjacent to residential uses in the community of South San Jose Hills.

Retail sector jobs in the Planning Area are largely derived from a wide range of businesses, such as markets, that typically serve the needs of immigrant communities.

A diverse range of wholesale trade sector jobs are spread across the Planning Area. Manufacturing jobs are concentrated in the communities of Avocado Heights, South Walnut, and the north edge of Rowland Heights.

1. Rowland Heights (10,222)
2. Avocado Heights (8,681)
3. Hacienda Heights (7,478)
4. South San Jose Hills (1,563)
5. West Puente Valley (1,408)
6. South Walnut (1,135)
7. Valinda (1,020)
8. Charter Oak (984)
9. Walnut Islands (688)

Total (35,951)

Top 9 Communities in the Planning Area by Job Count

B. RESIDENT WORKFORCE

Planning Area residents are primarily employed in the fields of health care and social assistance (14,189 employed residents), manufacturing (12,458), retail (10,525), and transportation and warehousing (7,080).

Compared to the wider ESGV (including cities), employed residents in the Planning Area have a relatively strong presence in the fields of manufacturing (12.5% versus 11.2%), wholesale trade (5.4% versus 4.8%), and transportation and warehousing (7.1% versus 5.9%). However, there are less Planning Area residents employed in the fields of educational services (7.7% versus 9.7%) and professional and technical services (5.5% versus 6.3%) compared to the ESGV as a whole.

C. REAL ESTATE MARKET CONDITIONS

Job-generating uses in the Planning Area are generally associated with three types of properties—industrial, office, and retail.

Industrial Space

Avocado Heights has the largest inventory of industrial space among the Area Plan communities, with over 3.1 million square feet (51% of the total). Rowland Heights, South San Jose Hills, and South Walnut have approximately 950,000 square feet, 849,000 square feet, and 576,000 square feet, respectively. Taken together, these four Area Plan communities comprise 92% of all community industrial inventory within the Planning Area.

The industrial vacancy rate in several Planning Area communities was effectively zero at the time of data collection, indicating an extremely tight market for available industrial space. This could mean that there are fewer opportunities for new businesses to establish themselves, or for existing businesses to expand.

Office Space

By square footage, office space is far less common than industrial and retail space in the Planning Area communities. Hacienda Heights has the largest inventory of office space among the Planning Area communities, with 415,000 square feet (49% of the total). Rowland Heights has approximately 266,000 square feet of office space. Taken together,

these two Planning Area communities comprise over 80% of all Area Plan community office space inventory on a square foot basis. Where feasible, office space can be clustered in existing retail and flex industrial use locations. Due to the nature of the use, office space can be placed in locations otherwise undesirable for retail, such as in places with low foot traffic.

Retail Space

Retail spaces in the Planning Area communities are typically "local serving" and intended to meet the day-to-day needs of the immediate surrounding neighborhoods. This includes a comparatively large share of "Neighborhood Centers" that provide the sale of convenience goods and personal services for the immediate neighborhood.

Rowland Heights has the largest inventory of retail space among the Planning Area communities, with over 2.3 million square feet (54% of the total). In comparison, Hacienda Heights, Avocado Heights, and Charter Oak have approximately 1.1 million square feet, 380,000 square feet, and 255,000 square feet, respectively. Together, these four communities comprise 92% of all Planning Area retail inventory. Where feasible, retail spaces should be preserved and expanded, and oriented along walkable corridors to support local businesses.

In terms of vacancy rates, Rowland Heights has the highest retail vacancy rate of the four Area Plan communities, with a rate of 6.1% in Q1 2021. This was higher than the retail vacancy rate in Hacienda Heights (4.7%), Avocado Heights (4.1%), and Charter Oak (3.2%) in the same time period.

3.3 Challenges and Opportunities

Appendix A, *ESGVAP Task 1.1, Land Use Issues, Challenges, and Opportunities Memo*, identifies challenges and opportunities for sustainable and equitable economic growth in the Planning Area. These challenges and opportunities are summarized as follows and can be applied across all communities.

See Chapter 8, *East San Gabriel Valley Unincorporated Communities*, for goals and policies associated with specific unincorporated communities. See Chapter 9, *Implementation Programs and Actions*,

for implementing programs and actions corresponding to each goal and policy.

A. NEED FOR WORKFORCE TRAINING

A comparatively large share of Planning Area residents are employed in the manufacturing sector (12.5% of total employment). Manufacturing, however, is forecast to see the steepest decline in local employment over the next decade, according to the California Employment Development Department.

In addition, nearly one-quarter of employed residents age 30 or older in the Planning Area do not have a high school diploma. Some of these residents do not have the skills or training to enter specialized technical and vocational programs that could connect them to stable, well-paying employment in the area. Unincorporated communities in the Planning Area include linguistically isolated populations, meaning that these groups speak a native language (generally Spanish or Chinese) and have limited proficiency with other languages including English. The communities of Rowland Heights, Hacienda Heights, Avocado Heights, Valinda, and West Puente Valley have particularly high levels of linguistically isolation. People with limited language proficiency may have additional challenges finding job opportunities or job training.

Furthermore, 28.3% of employed residents age 30 or older in the Planning Area have attended some college, but do not have an associate degree. Some of these residents may have received technical or vocational education to earn certifications or professional licensure. The communities of Covina Islands, East Irwindale, and Hacienda Heights have higher instances of residents with limited education beyond a high school diploma. Residents with a high school diploma, but no college experience are potential candidates for vocational training that can provide access jobs in the Planning Area.

B. JOBS-HOUSING IMBALANCE

The Planning Area houses nearly 100,000 employed residents but contains fewer than 36,000 jobs. This indicates that Planning Area communities are a net exporter of workers, and that the majority of residents must travel elsewhere to reach their primary place of employment.

The jobs–housing imbalance is due in large part to the overwhelming share of land in the Planning Area that is dedicated to residential land uses as opposed to commercial and industrial land uses. Cities in the Planning Area contain a substantially higher proportion of job-generating uses. The surrounding unincorporated areas contain mostly residential uses that provide housing to workers in surrounding cities. Where possible, any remaining land dedicated to employment-generating uses should be preserved.

Overall, employment growth within the Area Plan communities has been lower than in Los Angeles County. Employment in the Area Plan communities grew by approximately 9.6% between 2010 and 2018, while employment in Los Angeles County grew 13.4% over the same time period. If this trend continues, the jobs–housing imbalance may worsen over time.

C. NEED FOR REVITALIZATION OF COMMERCIAL AND INDUSTRIAL AREAS

The Planning Area has seen very little new office, industrial, or retail development activity over the past decade. As such, many of the Planning Area's commercial centers and jobs-rich industrial buildings are aging and in need of revitalization.

Over the past decade, only two new industrial buildings have been constructed in the Planning Area. Both buildings were located in Avocado Heights, which saw 93,118 square feet of new industrial construction. This is in stark contrast to the neighboring City of Industry, where nearly 1 million square feet of industrial space is currently under construction.

In Hacienda Heights, the largest share of retail buildings was constructed in the 1970s (35.5%), followed by the 1960s (24.7%). Such aging building stock may be contributing to "retail leakage" in some areas. Retail leakage occurs when retailers from outside the immediate market area are fulfilling demand from local residents, instead of local retailers. Hacienda Heights, for example, is characterized by an overall leakage of retail sales totaling $294 million in aggregate.

In the absence of new private investment, adaptive reuse of existing employment-generating space is more likely than new, ground-up construction in the near to mid-term. Many industrial/flex buildings in the Planning Area communities will need substantial renovation to

compete in nearby markets for employment sectors with higher growth potential.

3.4 Economic Development Element Goals and Policies

The following goals and policies address the opportunities and challenges described in Section 3.3, *Challenges and Opportunities*.

Goals and policies for economic development are organized to implement relevant Vision Statements as presented in Chapter 1, *Introduction*, and are referenced as "VS." See Chapter 8, *East San Gabriel Valley Unincorporated Communities*, for goals and policies associated with specific unincorporated communities. See Chapter 9, *Implementation Programs and Actions*, for implementing programs and actions corresponding to each goal and policy.

VS 5 – Thriving Economy and Workforce

Goal ED-1: Economic mobility opportunities are available to all ESGV community residents.

Policy ED-1.1: Access to Education and Economic Resources. Expand functional literacy and English as a Second Language programs, especially in communities with high levels of linguistic isolation. Accommodate the development of educational and workforce development facilities and resources that provide mentoring and training services.

Policy ED-1.2: Workforce Development Collaboration. Coordinate the activities of key regional workforce development system stakeholders, community colleges, businesses, K–12 institutions, and philanthropic partners.

Goal ED-2: Economic development goals are prioritized through a lens of equity.

Policy ED-2.1: Equitable Investment. Prioritize disproportionately affected communities for capital improvements to support private investment, economic development, and sustainability. Ensure that investments in community services, facilities, and programs are equitably distributed throughout the Planning Area.

Policy ED-2.2: Local Business Support. Support local businesses, prioritizing small, BIPOC-owned, and women-owned businesses.

Goal ED-3: Employers and workforce in ESGV communities are well-supported, meet the employment needs of Planning Area residents, and provide for a thriving, innovative, and fiscally sustainable economy.

Policy ED-3.1: Business Friendly Environment. Help businesses navigate the permitting process and provide them with access to business development resources.

Policy ED-3.2: Emphasis on Small Business. Cultivate the health and expansion of small businesses in the Planning Area with business service resources, such as wage subsidies, workforce-related tax credits, and layoff aversion strategies.

Policy ED-3.3: Promotional Efforts and Branding. Strengthen the Planning Area brand identity by hosting events that showcase various businesses (e.g., grand openings featuring local restaurants, bike tours to ESGV-grown local businesses).

Policy ED-3.4: Health Care Industry. Work with research and development, bioscience, and related industries that can form a cluster of synergistic health care businesses in the Planning Area.



Policy ED-3.5: Restaurant and Food Manufacturing Industry. Leverage the Planning Area's strong restaurant industry and diversity to support innovative food-related establishments.

4.1 Introduction
4.2 Challenges and Opportunities
4.3 Community Character and Design Element Goals and Policies

Sections Included



CHAPTER 4 Community Character and Design Element

4.1 Introduction

Community character is shaped by a location's physical and cultural environment, forming a specific identity and sense of place. The 24 unincorporated communities of the ESGV are characterized by quiet residential streets, small scales, and some rural and equestrian areas. The ESGVAP strives to preserve the character of these communities, while fostering and transitioning to more diverse land uses, and open space resources and amenities. For further community-level information and analysis that informed the development of this element, refer to Appendix H, *Existing Conditions Background for the Community Character and Design Element*.

This Community Character and Design Element supports the vision outlined in the ESGVAP by enhancing community identity and high-quality design and aligns with the existing community character and the Vision Statements found in Chapter 1, *Introduction*. This element includes a high-level summary of community character and design challenges and opportunities in the ESGV Planning Area (Planning Area).

Appendix B, *Design Guidelines*, provides a framework of measurable and quantifiable design guidelines that ensure built-form relationships between older, existing, and new projects.

4.2 Challenges and Opportunities

To better understand the community identity of the ESGV, its landforms, housing types, commercial corridors, public realms, and waterways, each of the 24 unincorporated communities were observed and photographed. The community character observations and existing conditions are discussed in detail in Appendix H, *Existing Conditions Background for the Community Character and Design Element*. The following is a summary of existing conditions.

There are three overarching community character and design challenges and opportunities observed in the 24 unincorporated communities in the Planning Area. The first, residential character, pertains to housing types, architectural elements, and neighborhood street conditions. The second addresses commercial character, particularly regarding new development and public realm concerns. The third addresses design in the public realm and along waterways, distinguishing undisturbed land from active and passive recreational spaces and greenways along waterways. The challenges and opportunities outlined in this section inform the goals and policies for community character and design.

A. Avocado Heights
B. Charter Oak
C. Covina Islands
D. East Azusa
E. East Irwindale
F. East San Dimas
G. Glendora Islands
H. Hacienda Heights
I. North Claremont
J. North Pomona
K. Unincorporated North Whittier
L. Northeast La Verne
M. Northeast San Dimas
N. Pellissier Village
O. Rowland Heights
P. South Diamond Bar
Q. Unincorporated South El Monte
R. South San Jose Hills
S. South Walnut
T. Valinda
U. Walnut Islands
V. West Claremont
W. West Puente Valley
X. West San Dimas

ESGV Communities



This neighborhood in Covina Islands is a typical example of single-family neighborhoods in the ESGV—single-story detached housing, prominent division of lots with fencing, and a lack of sidewalks.

A. RESIDENTIAL CHARACTER



Many streets in residential neighborhoods end in cul-de-sacs with no access back to the main road.

Residential conditions in the Planning Area include the following characteristics:

1. The unincorporated communities of the ESGV are predominately residential, with one-story single-family housing being the most prominent housing type. Although some multifamily exists near major roads in the central and southern communities.
2. The streets in single-family residential neighborhoods typically end in cul-de-sacs with no connectivity to adjacent public or private rights-of-way.
3. Fences, hedges, and other landscaping are typical along all parcel lines to divide single-family lots. Many subdivisions are bound by masonry walls along major roads.
4. Parking conditions for single-family homes vary by community, but typically include attached and detached garages, driveways with parking in the front yard, and street parking.
5. Many residential neighborhoods lack sidewalks and allow street parking on both sides of the street, forcing pedestrians and moving vehicles to share the same street space.

B. COMMERCIAL CHARACTER



Large surface parking areas between the street and existing retail hinder walkability in the ESGV.

Commercial corridor conditions in the Planning Area include the following characteristics:

1. Many of the commercial corridors are aging and are disconnected from surrounding residential communities.
2. There are few commercial and mixed-use projects and limited commercial corridors.
3. Commercial areas are auto-centric and not pedestrian-oriented. The limited access to commercial areas makes it difficult to walk to services and goods. Mobility options such as bicycle infrastructure and high-quality transit access are also scarce, creating an over-dependence on driving and car ownership in the Planning Area.
4. Commercial corridors are underutilized. There are opportunities to enhance and improve existing commercial corridors with new projects before utilizing adjoining areas for development.

5. Many commercial uses have no connection with and do not contribute to a walkable, human-scaled streetscape. Commercial corridors consist mostly of retail centers dominated by surface parking, which hinders walkability and community vibrancy.
6. Existing commercial centers in the Planning Area do not provide open space and gathering opportunities. Plazas, courtyards, and other greenspaces are necessary to provide opportunities for gathering and placemaking.

C. PUBLIC REALM AND WATERWAYS

Public realm and waterway conditions in the Planning Area include the following characteristics:

1. Passive and active recreational parks are scarce within ESGV unincorporated communities.
2. Street trees are prevalent along residential streets, but less frequent along the sidewalks of main roads. This affects pedestrian comfort levels and the aesthetics of communities. There are opportunities to provide shade, cooling, and improve community identity through tree plantings on main roads.
4. Frontage roads run parallel to arterial streets in many communities to provide a buffer between residential areas and busy roads, but result in wide rights-of-ways with minimal landscaping or pedestrian treatments.
5. The existing waterways are a collection of channels, creeks, and washes of varying widths that flow through into San Gabriel River and provide opportunities for potential neighborhood pathways and greenways. There are only two greenways that follow waterways in the Planning Area and there is opportunity to expand this experience.
6. Wider open channels, such as Walnut Creek, Big Dalton Wash, Little Dalton Wash, and the San Jose Diversion Channel, flow along the boundary of or through multiple communities and provide potential for connectivity and enhanced areawide public amenities.

4.3 Community Character and Design Element Goals and Policies



The Little Dalton Wash cuts through multiple unincorporated communities, including East Irwindale.

The following goals and policies apply globally to all ESGV unincorporated communities and provide the design framework required to incrementally enhance, unincorporated communities' identity and character.

This section strives to take steps toward the establishment of more a climate resilient and equitable ESGV that serves its increasingly diverse constituents. The following design goals and policies will contribute to an enhanced identity, sense of place, and a new definition of high-quality design.

Goals and policies for community character and design are organized to implement relevant Vision Statements as presented in Chapter 1, *Introduction*, and are referenced below as "VS." See Chapter 8, *East San Gabriel Valley Unincorporated Communities*, for goals and policies associated with specific unincorporated communities. See Chapter 9, *Implementation Programs and Actions*, for implementing programs and actions corresponding to each goal and policy.

VS 4 – Shared Community Identity and Character

Goal CC-1: ESGV communities enjoy a strong sense of community, reinforced through placemaking, compatible design, and safe and well-maintained neighborhoods.

Policy CC-1.1: Placemaking. Require new development and public realm improvements to enhance the community's sense of place and identity through placemaking by considering the unique or defining elements of the community manifested through its built form, architectural character, building materials, public realm, views, and other defining elements.

Policy CC-1.2: Rural and Equestrian Character. Protect the ESGV's rural and equestrian character by fostering it in public design treatments and by preserving equestrian districts, bridle paths, and rural areas.

Policy CC-1.3: Community, Historic, and Cultural Resources. Encourage the identification and preservation of community, historic, and cultural resources through community-led asset mapping.

Policy CC-1.4: Community Identity. Create a common design theme that can be reinforced through public realm treatments in all unincorporated ESGV communities to reinforce and foster community identity.



Policy CC-1.5: Individual Community and Neighborhood Identity. Foster design themes that highlight the unique characteristics of individual unincorporated communities and neighborhoods, while maintaining a sense of belonging to the greater ESGV.

Policy CC-1.6: Public Spaces and Facilities. Design public facilities to encourage creative placemaking and reinforce community identity and pride.

Policy CC-1.7: Street Beautification. Beautify and reinforce ESGV identity and character through street trees, lighting, community signage, bike lanes, public art, and other strategies. Prioritize the beautification of commercial streets and community greenways to increase pedestrian and bicycle activity.

Policy CC-1.8: Community Gateways. Define unique and prominent gateways at community entrance points for each unincorporated community with special design and architectural enhancements, such as signage, landscaping, public art installation, or distinctive architecture.

Policy CC-1.9: Viewsheds. Protect significant views of the San Gabriel Mountains, Puente Hills, and other prominent viewpoints from points of public access as a defining characteristic of the ESGV.

See Chapter 5, *Natural Resources, Conservation, and Open Space Element*, for policies related to scenic resources.

Policy CC-1.9

Policy CC-1.10: Community Safety. Require that buildings, centers, streets, and public spaces be designed to enhance public safety by providing street-fronting uses, adequate downward directed lighting, and sight lines.

Policy CC-1.11: Maintenance. Ensure that property owners maintain their buildings and properties, for the safety of the residents and tenants, and for the preservation of community character and aesthetics.

Policy CC-1.12: Neighborhood Cleanup Events. Encourage neighborhoods to care for and take pride in their environment through neighborhood cleanups and other regularly organized events.

Goal CC-2: Ensure that residential, commercial, mixed-use, open space, and public realm improvements enhance the community identity and character of the ESGV.

See Appendix B, *Design Guidelines*, for additional design guidelines that further define high-quality design.

Policy CC-2.1

Policy CC-2.1: High-Quality Design. Incorporate high-quality site design, building design, and open space design by prioritizing connectivity to the surrounding community and nature, high-quality building materials, and shaded and programmable environments, to create an aesthetically pleasing environment.

Policy CC-2.2: Sustainable Site Design. Prioritize sustainable site development and design practices, such as east–west building orientations to reduce heating costs and drought-tolerant plants that are native to the ESGV.

Policy CC-2.3: Compatible Development. Ensure that new development is sited, designed, and scaled to relate to the surrounding neighborhood character with respect to height, bulk, orientation, setbacks, access, lighting, landscaping, and aesthetics.

Policy CC-2.4: Shade Trees. Incorporate locally native, drought-tolerant, and climate-appropriate shade trees with large canopies into the landscaping of private development sites and public parkways, public streets, sidewalks, and rights-of-way to mitigate heat island effect and minimize cooling costs.

Policy CC-2.5: Vegetation. Encourage the use of locally native, drought-tolerant and climate-appropriate trees and vegetation as an integral design component in new development projects, particularly along public sidewalks, landscaped buffers at abutting sites, landscaped parking areas, and passive and active recreational open spaces.

Policy CC-2.6: Reducing Urban Heat Island Effect. Support the design of developments that provide substantial tree canopy cover and/or shade structures, incorporate light-colored paving materials and limit heat-trapping surfaces, and include energy-efficient roofing materials to reduce the urban heat island effect.

Policy CC-2.7: Shaded Access. Expand shade along and over pedestrian networks through zoning code revisions that encourage shade-providing building features, such as galleries, arcades, and awnings, and permit the encroachment of such features into portions of the right-of-way, where appropriate.

Policy CC-2.8: Parking Structures Incorporate Shading. Develop programs to require new and to support retrofitting existing parking structures and surface parking to incorporate shade structures, solar carports, and cooling or green surfaces to limit the urban heat island effect.

Policy CC-2.9: Splash Pads. Support the inclusion of splash pads with recirculated water in private developments as another way of providing communities with opportunities for relief during warmer months or during an extreme heat event.

Goal CC-3: Accommodate households with a full range of multifamily and missing middle residential building types.

See Appendix B, *Design Guidelines*, for additional design guidelines that help ensure consistency between existing and new developments.

Goal CC-3

Policy CC-3.1: Higher-Intensity Types. Direct higher-intensity residential building types toward high-quality transit corridors and stops as well as major streets, while providing setbacks and built-form transitions to lower-scale communities.

Policy CC-3.2: Site Planning. Ensure that new development sites improve connectivity and provide easily accessible public open space.

Mansionization refers to the practice of demolishing smaller, older houses in a neighborhood and replacing them with new ones that occupy the maximum amount of lot space possible on the site.

Mansionization

Policy CC-3.3: Mansionization. Discourage mansionization by requiring building scale, massing, front façade articulation, and setbacks to be compatible with existing neighborhoods. Incorporate building breaks, roofscapes varying in height and shape, and other building details to ensure new development is in scale with its context.

Policy CC-3.4: Mass and Bulk. Design new developments with major and minor massing components and breaks in massing and plane to mimic the existing residential character.

Policy CC-3.5: Materiality. Highlight key building components, such as entryways and windows, by using multiple materials, textures, and colors.

Policy CC-3.6: Sustainable Building Design. Encourage green building techniques, such as recycled building materials, energy-efficient lighting and appliances, renewable energy, green roofs, and water conservation, in the design, construction, and maintenance of new residential developments.

Policy CC-3.7: Development and Access. Design developments to avoid use of cul-de-sacs, gated entrances, bounding walls around developments along public rights-of-way, and other barriers to connected roads, sidewalks, and pathways.

Goal CC-4: Improve the commercial character of ESGV major streets and centers.

Policy CC-4.1: Pedestrian-Oriented Design. Require all new development along commercial corridors to be designed to emphasize pedestrian activity and interest from the street. Building entrances should be located along street frontages and driveway access should be limited to the minimum necessary, including closing unnecessary driveways. Additional features include providing multiple pedestrian access points with clear paths of travel, wayfinding signage, shade structures, drought-tolerant, native landscaping and shade trees, energy-efficient pedestrian-scaled lighting, seated gathering areas, small plazas, public art, open space, aesthetic buildings materials and colors, and transparent ground-level window façades.

Policy CC-4.2: Building Setbacks and Parking. Design mixed-use developments at the pedestrian-scale by prioritizing minimum building setbacks from sidewalks, including storefront displays and articulated entryway details on the ground level. Reduce pedestrian and vehicular conflicts by placing parking behind, under, or above active uses.

Policy CC-4.3: Development and Connectivity. Design new developments to connect to their contexts and facilitate access to local services and amenities. Ensure that sidewalks, pathways, and roadways connect to existing pedestrian, bike, and vehicular infrastructure and limit or prevent conflicts between different modes of travel.

Policy CC-4.4: Revitalization. Rehabilitate existing commercial corridors to prioritize pedestrian accessibility to sidewalks and public rights-of-way and improve visual appearance.

Policy CC-4.5: Mass and Height. Ensure that higher-intensity commercial uses and mixed-use projects fit with the lower scale of adjoining residential communities through the use of step-backs, transitional heights, and landscape buffers.

Policy CC-4.6: Sustainability. Ensure resilient and sustainable commercial and mixed-use projects that are energy- and water-efficient, more compact or encouraging of compact lifestyles, and connect to everyday activities of surrounding communities.

Goal CC-5: Foster the design of climate-resilient streetscapes and outdoor public facilities that provide active and passive programmable environments for residents in ESGV communities.

Policy CC-5.1: Versatile Open Spaces. Create multipurpose open spaces and small-scale mixed-use community gathering spaces that are equally dispersed throughout the Planning Area and associated with both public and private facilities.

Policy CC-5.2: Urban Greenways. Repurpose the frontage roads prevalent in the northern ESGV unincorporated communities and/or the buffers between arterial and frontage roads into urban greenways by adding landscaping and pedestrian treatments to divide the significantly wide rights-of-way.

Policy CC-5.3: Light Pavements. Encourage the use of light pavements for streets, driveways, and hardscaped open spaces to reflect the solar radiation that warms the surrounding environment and cool urban heat islands.

Policy CC-5.4: Waterway Improvements. Focus on improvements to storm channels, creeks, and washes, such as addressing flooding issues with low-impact development solutions and providing bicycle trails and walking pathways that connect ESGV communities.



Policy CC-5.5: Native Landscaping. Improve existing and future public and private open spaces, greenway, streets, and sidewalks with additional native trees and drought-tolerant native plants to mitigate heat island effects, create comfort for users, and manage water usage.

Policy CC-5.6: Canopies. Provide shade along streetscapes at transit stops and in public parks through covered outdoor structures, when possible, to improve the character of streets and open spaces.

Policy CC-5.7: Public Art. Integrate public art and creative local expression, such as murals, sculptures, creative signage, into the design of public and private open spaces, greenways, and infrastructure, including but not limited to bus shelters, trash bins, bike racks, and streetlights.

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5.1 Introduction
5.2 Challenges and Opportunities
5.3 Natural Resources, Conservation, and Open Space Element Goals and Policies

Sections Included



CHAPTER 5 Natural Resources, Conservation, and Open Space Element

5.1 Introduction

The Planning Area contains a broad range of natural resources and open space with some of the last remaining natural lands within urbanized Los Angeles. It is defined historically, topographically, and ecologically by its river, valley, hillsides, and mountains and characterized by constructed drainage channels and creeks that drain into San Gabriel River and connect across communities.

The San Gabriel Mountains, Puente Hills, and San Jose Hills contain ridgelines, natural canyons, and drainage channels that provide wildlife habitat and connectivity corridors, connecting to preserved lands in San Bernardino County. These areas contain significant ecological resources and allow for free-flowing drainage from the hillsides into canyons. The hillside areas also contain vast trail networks for hiking,

biking, and equestrian uses. Scenic views and experiential aspects of these natural environments are highly valued assets of the region.

The Natural Resources, Conservation, and Open Space Element establishes goals and priorities to guide conservation of open space, biological, water, and scenic resources in the ESGV. The vision guiding the development of the goals and policies is to conserve, restore, and connect native habitats across jurisdictions; preserve and enhance species biodiversity; integrate urban ecological principles into multi-benefit and infrastructural projects; direct development away from lands with sensitive resources and hazards; support the preservation and acquisition of biologically sensitive lands; and protect the scenic integrity of the region's hillsides and ridgelines.

This element aligns with the Vision Statements found in Chapter 1, *Introduction*, of this plan and provides guidance for development to ensure its conformance with the natural environment, conservation of biological resources and open space, protection of sensitive watersheds and water quality, and preservation of scenic resources. Below includes a summary of the types of open space, biological, water, and scenic resources considered in this element. For an extended description of these resources and existing conditions, refer to Appendix I, *Existing Conditions Background for the Natural Resources, Conservation, and Open Space Element*.

A. OPEN SPACE RESOURCES

Open space resources consist of largely undeveloped publicly and privately held lands and waters preserved in perpetuity for open space, recreational, conservation, and educational use. Open space resources in the ESGV consist of lands whose primary purpose is habitat preservation allowing for passive recreation as determined by the sensitivity of the resources present. Such lands include Los Angeles County (County)-owned parks and managed trails, public parks and trails owned and managed by joint-powers authorities, national forest lands, and lands owned by nonprofit conservation organizations. Additionally, lands subject to recorded easements or deed restrictions for open space purposes may allow passive recreational use in line with the limitations established for the site by the terms of the applicable easement or deed restriction.

B. BIOLOGICAL RESOURCES



Los Angeles County is part of the California Floristic Province, which has been designated by Conservation International as one of the world's top 36 hotspots of biodiversity loss. The ESGV contains large areas of open space and undeveloped land with identified biological resources. These areas have become threatened due to development, habitat fragmentation, and are further stressed by climate change impacts including wildfires, droughts, increasing temperatures, and extreme climatic events.

The main types of biological resources located in the ESGV include habitat linkages, wildlife corridors, riparian habitats, streambeds, wetlands, woodlands, chaparral, and coastal sage scrub, and the species that reside or migrate through the habitat areas. These resources are described in further detail in Appendix I, *Existing Conditions Background for the Natural Resources, Conservation, and Open Space Element*.

Significant Ecological Areas

Significant Ecological Areas are officially designated areas within Los Angeles County that contain irreplaceable biological resources.

Significant Ecological Areas

In Los Angeles County, land that contains irreplaceable biological resources is designated as a **Significant Ecological Area** (SEA). The objective of the County's SEA Program is to conserve genetic and physical diversity by designating biological resource areas that can sustain themselves into the future. Much of the land in SEAs is privately held, used for public recreation, or abuts developed areas. Use of the privately owned land or recreational open space must ensure that the ecological function of the SEA is maintained. Each individual SEA is sized to support sustainable populations of its component species, and includes undisturbed or lightly disturbed habitat, along with linkages and corridors that promote species movement.

The following SEAs are located Sin the Planning Area:

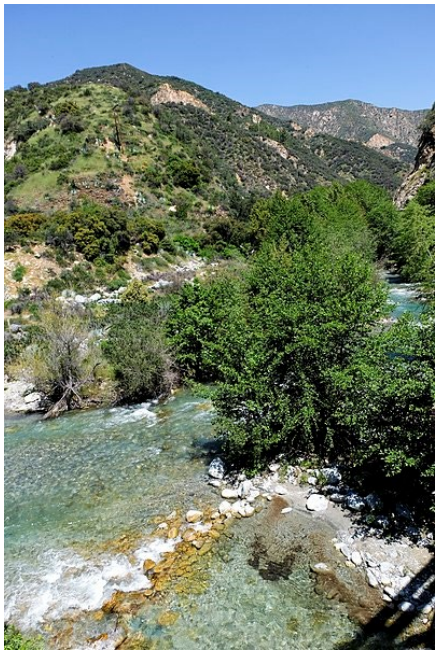
- East San Gabriel Valley SEA
- Puente Hills SEA
- San Dimas Canyon and San Antonio Wash SEA
- San Gabriel Canyon SEA

At least 89 plant and vertebrate California species of special concern, including 25 state and federally threatened and endangered species,

have been identified as occurring or potentially occurring in the Planning Area. The Planning Area is part of the Pacific Flyway, with 287 avian species known to occur in the Planning Area. Nearly the entire Puente Hills SEA is designated as the Puente-Chino Hills State Important Bird Area by Audubon California.

For a complete description of each of the four SEAs, refer to *General Plan, Appendix E, Conservation and Natural Resources Element Resources,* https://planning.lacounty.gov/wp-content/uploads/2022/11/5.-gp_final-general-plan-appendix-E.pdf. For a complete description of the SEA program, refer to the SEA Program website, https://planning.lacounty.gov/site/sea/home/.

C. WATER RESOURCES



The San Gabriel Valley was once a wealth of wetlands and riparian habitat with high ground water, seeps, streams, wet meadows, marshes, and creeks that eventually flowed into the shifting course of the San Gabriel River. The water-influenced landscape changed drastically with the extractive economy brought by the westward migrants who settled the San Gabriel Valley in the 19th and 20th centuries. The development of the floodplain resulted in channelization of the rivers and creeks, altering hydrology patterns and eliminating the formerly plentiful wetlands' ecological benefits to water quality in the valley. The San Gabriel Valley has lost approximately 86% of its historical wetlands.

The Planning Area's main watershed is the San Gabriel River Watershed, which totals more than 640 square miles and encompasses part of the Angeles National Forest, the San Gabriel Valley, and large urban areas in the southeast portion of Los Angeles County. The main watercourse in this watershed is the San Gabriel River, which extends 59 stream miles from the Angeles National Forest to the Pacific Ocean. The major tributaries that feed the San Gabriel River and flow through the communities include Coyote Creek, Walnut Creek, Puente Creek, and San Jose Creek. Impacts to water quality negatively affect surface and groundwater, establishing a clear link between the health of this watershed and the quality of life for millions of Los Angeles County residents.

D. SCENIC RESOURCES

A *scenic viewshed* is a scenic vista from a specific location along a highway, trail, waterway, or in a park or neighborhood.

Scenic Viewsheds

Scenic resources consist of designated scenic highways and corridors (or routes), hillsides, scenic viewsheds, scenic vistas, and ridgelines, among other scenic resources. **Scenic viewsheds** can include elements such as ridgelines, unique landscape features, and scenic landforms, among other scenic elements. The County recognizes mountain vistas and other scenic features as significant resources and has adopted policies and ordinances to address preservation of valuable designated scenic areas, vistas, and roadways. The General Plan provides protection and preservation policies that allow individual communities to identify and regulate ridgeline protections.

The Planning Area contains scenic views of the San Gabriel Mountains, Puente Hills, and San Jose Hills. Scenic resources in the Planning Area also include significant ridgelines, hillsides, rivers and waterways, viewsheds and vistas, and scenic routes and corridors, among other scenic features in the landscape. Unfortunately, some of the region's scenic features have already been lost, degraded, and/or encroached upon by development. For this reason, it is important to identify, protect, and preserve the existing scenic resources in the ESGV to be enjoyed by future generations.

5.2 Challenges and Opportunities

The following provides a summary of overarching natural resources, conservation, and open space challenges and opportunities observed in the Planning Area. These challenges and opportunities, combined with regional planning guidance, inform the strategies, goals, and policies presented in this element.

A. OPEN SPACE RESOURCES

Open Space Preservation

Sprawling development fragments open space areas. There are vast areas of privately owned undeveloped land in the Puente Hills, as well as the foothills of the San Gabriel Mountains. No residents or permanent residential structures exist in South Diamond Bar. These areas should be explored for acquisition to preserve sensitive habitat, wildlife corridors, and connectivity. Community members have strongly

voiced concerns over habitat fragmentation and hillside development, asking for privately owned, habitat-rich land to be preserved in perpetuity. The Rowland Heights Community Plan, adopted in 1981, placed the preservation of Tonner Canyon as a priority. The Puente Hills area contains undeveloped lands that have ecological value and are crucial for wildlife connectivity linking to Chino Hills State Park. For additional discussion on open space lands refer to Chapter 6, *Parks and Recreation Element*.

Open Space Management Plan for Acquisition and Planning

The County does not have an adopted countywide master plan for prioritizing land acquisition or managing and preserving resource-sensitive lands and open space areas. As habitat becomes increasingly fragmented, the region will require a planning document that focuses conservation efforts by outlining criteria for preserving and acquiring land, setting standards for identifying priority acquisitions for wildlife connectivity, establishing conservation and land management goals, and identifying funding sources. This effort would be strengthened by collaboration with other agencies and jurisdictions to leverage resources and further the impact.

B. BIOLOGICAL RESOURCES

Preservation of Biotic Diversity

Development continues to be the main cause of species decline in the Southern California region, where approximately 20% of the species on the federal endangered species list are found. The County has designated SEAs for areas rich in biological resources to ensure the sustainability of these valued resources in the future. However, with the increased threat of climate change and development pressures, greater efforts for preservation of SEA lands should be supported. The SEAs feature large areas of relatively undisturbed habitat that are listed as highest priority communities for preservation by the California Department of Fish and Wildlife, due to their restricted distribution in the Southern California region. These communities include walnut woodland, oak riparian woodland, southern willow scrub, coastal sage scrub, and alluvial fan scrub. In addition, much of the SEAs are listed as designated State Important Bird Areas by Audubon California.

Habitat Fragmentation

Habitat loss and fragmentation are the leading threats to biodiversity. Roads and development are major obstacles to wildlife movement. Mountain lions have been recently listed as Candidate species under the California Endangered Species Act due to the threatened evolutionary viability of the populations in Southern and Central California. There is a need to reduce the impacts of transportation barriers and reconnect larger habitat areas to facilitate species movement and their genetic diversity for long-term sustainability of the populations.

Connectivity for Wildlife Movement



There are major wildlife corridors in the Planning Area, such as the Puente-Chino Hills Wildlife Corridor, which should be preserved and protected to allow for species migration and movement. There is a further need to establish more links and expand connectivity for wildlife movement to support the health of native species countywide. The ESGV provides a particularly rich opportunity to further these countywide goals, as rare plant communities, rare species of flora and fauna, and documented wildlife movement corridors exist in the Planning Area. Large areas of privately owned, undeveloped lands exist throughout the region and function as continuous wildlife habitat when not fenced. These lands should be reviewed for potential acquisition, with strategies developed toward maximum preservation of biological diversity and habitat connectivity.

Multi-Jurisdiction Collaboration on Habitat Protection and Linkages

The Planning Area contains several designated SEAs that are mapped to extend into adjacent jurisdictions, but which do not fall under County jurisdiction. A multi-agency effort is needed to ensure habitat and resource conservation and connectivity across the entire Planning Area and adjacent jurisdictions. In some cases, to avoid limits of development on SEA-designated lands in unincorporated Los Angeles County, property owners have sought annexation to adjacent jurisdictions. Working with other jurisdictions to create and enforce protections across jurisdictional boundaries would help to preserve habitat and prevent fragmentation of the remaining habitat areas and wildlife linkages.

Limiting Wildland/Urban Interface

To reduce environmental impacts from development and limit human exposure to hazards including wildfire, landslides, erosion, and floods, it is necessary to minimize the impacts to and prevent any further expansion of wildland/urban interface areas along the foothills of the San Gabriel Mountain and Puente Hills. Maintaining vegetated hillsides helps retain and absorb moisture and reduce the occurrence of extreme erosion and landslides after fire and rain events. In Fire Hazard Severity Zones, the fuel modification requirements of development can extend the impact of development into native vegetation, well beyond the footprint of development.

Climate Change and Conservation

Fire risk and hazards are on the rise with climate change, and specific areas in the hillsides present significant hazards that threaten humans, animals, and the sustainability of native habitats. To counter the ongoing cumulative effect of climate change undeveloped lands with severe hazards are best left in their natural condition and protected from development.

Restoration of Defunct Industrial Lands near Biological Resources

The ESGV has idle oil and gas wells (defined by California Department of Conservation as wells not in use for 2 or more years and that have not been properly plugged and abandoned) and orphaned oil and gas wells (disused and idle facilities where the original owner is insolvent or there is no owner of record) in hillside and near SEA areas, as well as in the developed communities. In addition, mining lands are located along the Interstate 605 corridor adjacent to the San Gabriel River, some of which have ceased operation. Defunct industrial and extractive uses provide a clear opportunity for remediation and habitat restoration on hillsides and ridgelines, and where adjacent to the San Gabriel River, restoration would be especially useful for flood attenuation as the risk of floods rises with climate change. These areas can be considered for mitigation banks or other habitat restoration programs.

A key outcome for restoring habitat on these lands is to provide linkages between habitat islands and other conservation strategies. This would require cross-jurisdictional collaboration, with industrial and extractive uses in adjacent cities impacting Planning Area residents.

Refer also to Chapter 2, *Land Use Element*, for additional ESGVAP policies related to this topic.

Wildlife-Vehicle Collisions

Wildlife crossings are structures—such as bridges, underpasses, tunnels, or viaducts—that allow animals to cross human-made barriers safely.

Wildlife Crossings

The Puente Hills Habitat Preservation Authority has documented wildlife-vehicle collisions on Harbor Boulevard, Workman Mill Road, Hacienda Boulevard, and Colima Road, and likely occur on other roads in the Planning Area given the extent of wildland/urban interface at the base of the San Gabriel Mountains and in the Puente Hills. Strategies are needed to reduce the incidences of wildlife-vehicle collisions., such as the **wildlife crossing** that was built on Harbor Boulevard to provide a safe option for wildlife movement and support wildlife connectivity. In addition, increased ranger and California Highway Patrol presence, as well as implementing traffic-calming strategies, can reduce incidences of speeding, which plays a role in the severity of wildlife-vehicle collisions. Additionally, buffer areas should be established around wildlife crossings that allow for compatible, low-intensity land uses to ensure safe passage and movement of wildlife.

Potential Impacts to Biological Resources of Road Widening Projects

Portions of the Planning Area share boundaries with other jurisdictions, which can result in County roads crossing into those jurisdictions. For instance, a portion of Brea Canyon Road runs through Orange County, and there are plans to widen the Orange County portion of the road. This project has concerning impacts for Los Angeles County lands in an area with designated open space, ecological resources, and safety concerns. Cross-jurisdictional coordination will be required to minimize impacts to biological resources. Public Works does not have plans to widen the Los Angeles County portion of Brea Canyon Cutoff Road.

C. WATER RESOURCES

Watershed Impacts and Land Use

Rivers, streams, and people can be adversely affected by poorly designed land uses within a watershed. With urbanization comes impervious surfaces, channelizing water courses, filling wetlands, loss of vegetation, increased and polluted runoff, eroded streams, and impaired surface and groundwaters. A watershed-based planning approach integrated with site-level land use planning is needed to

protect, conserve, and restore water resources through integration of multi-benefit projects that mimic the ecosystem services of the natural hydrologic cycle, when and where feasible.

Surface Water Impairments

Clean Water Act Section 303(d) requires states to identify and establish a list of water bodies that do not meet applicable water quality standards. Those water bodies are considered "impaired" and are placed on the Clean Water Act Section 303(d) list. More than a dozen different stormwater and wastewater pollutants—including metals, nutrients, indicator bacteria, organics, pesticides, trash, and other contaminants—are found in the county's water bodies in amounts significantly above established water quality standards. In the ESGV, the listed water bodies include Coyote Creek, Puddingstone Reservoir, Puente Creek, San Gabriel River, San Jose Creek, Santa Fe Dam Park Lake, and Walnut Creek.

Groundwater Impairment and Depletion

In urbanized areas, compacted soils and impervious surfaces impact the natural recharge process. In the foothills of the San Gabriel Mountains downhill flow of snowmelt and rainwater recharge the groundwater recharge areas. With climate change and decreasing snowpack and rainfall, the recharge capacity of these areas becomes limited. Compounding this issue, portions of the Planning Area and the cities of Diamond Bar, Pomona, San Dimas, and Walnut are on septic systems, which are subject to failure and potential groundwater contamination if not properly maintained.

D. SCENIC RESOURCES

Protection of Scenic Routes

Scenic highways or corridors have not been identified for the ESGV. However, State Route 57 has been identified through the 1981 Rowland Heights Community Plan as a corridor to study for designation. A scenic routes and corridors study should be completed to identify resources for designation as part of a cultural resources study of the Planning Area.

Hillside Regulation

A majority of the mountains and hilly terrain have natural slope gradients of 25% or steeper, with a significant portion having natural slope gradients of 50% or steeper. Development of steep terrain can be costly and impact the scenic quality of the region.

In addition, hillside development changes natural drainage systems and removes native vegetation furthering impacting the scenic quality of the hillsides. Much of the hillside areas also fall within High and Very High Fire Hazard Severity Zones—any further development in these areas needs to consider the environmental, scenic, public health, and safety impacts of development in these zones.

Significant Ridgeline Protections



Ridgelines are important for scenic qualities and for wildlife movement, among other environmental benefits of their preservation. However, specific ridgelines for preservation need to be identified for the ESGV. As part of the ESGVAP, a review of ridgelines should be conducted to identify ridgelines for preservation and protection. There are regulatory precedents in the county for communities to have codified ridgeline protection standards.

5.3 Natural Resources, Conservation, and Open Space Element Goals and Policies

Goals and policies for natural resources, conservation, and open space are organized to implement relevant Vision Statements as presented in Chapter 1, *Introduction*, and are referenced as "VS." See Chapter 8, *East San Gabriel Valley Unincorporated Communities*, for goals and policies associated with specific unincorporated communities. See Chapter 9, *Implementation Programs and Actions*, for implementing programs and actions corresponding to each goal and policy. See Chapter 2, *Land Use Element*, and Chapter 6, *Parks and Recreation Element*, for related goals and policies.

VS 6 – Sustainable Built and Natural Environment

OPEN SPACE RESOURCES

Goal NR-1: Communities support biodiversity at the neighborhood scale.

Policy NR-1.1: Native Habitat in Developed Communities. Provide habitat areas for locally native species within developed communities and local parks, selecting species that function well in urban conditions and thrive in smaller, isolated stands of vegetation, which are particularly important for native insects and birds.

Policy NR-1.2: Collaborations for Biodiversity. Collaborate with agencies, community-based organizations, and conservation organizations to increase biodiversity within developed communities and local parks, broaden programs for environmental education and stewardship, and create experiential value and learning for residents.

Policy NR-1.3: Biodiverse Urban Forest. Ensure a healthy urban forest in parks, public rights-of-way, and on private properties by developing programs to plant locally native, climate-appropriate species that are most supportive of native and migratory species and help build healthier soils, enrich biodiversity, and improve community health and well-being. Include tree maintenance education as part of the program.

Goal NR-2: Open spaces meet multiple needs and are expanded through acquiring land that protects biologically sensitive resources, supports ecosystem services, increases biodiversity, and provides access to recreation as appropriate.

Policy NR-2.1: Acquisition of Sensitive Lands. Support acquisition of land for open space preservation and passive recreational use, as appropriate. Prioritize acquiring land in SEAs, and land that protects biodiversity, biologically sensitive resources, water resources, water quality, wildlife corridors, and biological resources against the impacts of climate change.

Policy NR-2.2: Multi-benefit Open Spaces. Provide multi-benefit open spaces that incorporate or provide environmental services with water quality improvements, including slowing and capturing water and enabling groundwater recharge; native habitat; connectivity between open space areas; enhanced biodiversity; and improved open space access.

Goal NR-3: Open spaces and trails are managed to ensure habitat protection.

Policy NR-3.1: Biological Resources and Open Space. In biologically sensitive areas, designate and manage open spaces and trails such that the protection of biological resources takes precedence over recreational access.

See Chapter 6, *Parks and Recreation Element*, for additional open space policies.

Policy NR-3.2

Policy NR-3.2: Minimize Habitat Fragmentation. Design trails and public access recreation areas to minimize habitat fragmentation. Close or reroute trails if negative impacts to threatened or endangered species occur because of recreational access and activities.

BIOLOGICAL RESOURCES

Goal NR-4: Lands with sensitive biological resources are buffered, preserved, restored, and protected for the benefit of all beings, enhancing biodiversity and natural processes.

Policy NR-4.1: Preserve Lands with Sensitive Biological Resources. Acquire, restore, and preserve lands in SEAs, wildlife corridors, sensitive habitats, land with unique ecological resources, water resources, and areas adjacent to existing preserved natural areas, sanctuaries, preserves, and open space. This includes lands across jurisdictional and agency boundaries, including but not limited to land adjacent to Angeles National Forest, San Gabriel Mountains National Recreation Area, and the Puente Hills Habitat Preserve.

Policy NR-4.2: Preserve Natural Canyons. Preserve and protect Sycamore, Brea, Turnbull, Powder, and Tonner Canyons, which have high preservation value with rare habitat existing in a largely natural state and provide wildlife connectivity to Chino Hills State Park.

Policy NR-4.3: Cross-Jurisdictional Protection of Significant Ecological Areas (SEAs). Work with jurisdictions with mapped SEA land to maximize protection of natural resource areas.

Policy NR-4.4: Open Space Dedications and Continuity. Ensure that open space dedications for development projects prioritize the preservation of sensitive resources and are continuous with existing open space and preserved lands.

Policy NR-4.5: Regional Connectivity. Create, support, and protect an established network of dedicated open spaces that provide connectivity for the wildlife corridor from the Puente Hills to Chino Hills.

Policy NR-4.6: SEA-Adjacent Lands Contain Habitat-Sensitive Designs. Ensure that lands adjacent to SEAs incorporate wildlife-friendly fencing, limit removal of native vegetation, and incorporate design features that support and enhance the biodiversity and natural processes of the region.

Policy NR-4.7: Native Vegetation Removal. Minimize the removal of native vegetation to the minimum necessary for fire hazard protection to maintain the integrity of biological resources and ensure connectivity between habitat areas.

Goal NR-5: Biologically sensitive areas are acquired, preserved, and restored through multiple strategies to maximize their protection.

Policy NR-5.1: Protect Priority Ecological Sites. Develop and implement strategies and programs to enhance preservation and protection of priority ecological sites, supporting sites, and priority species (including but not limited to SEAs, habitat connections, wildlife corridors, terrestrial streams, wetlands, and aquatic habitats).

Policy NR-5.2: Incentivize Conservation. Incentivize conservation of undeveloped land to relieve development pressures along the wildland/urban interface. Tools and strategies to explore can include transfer of development rights, transfer of floor area rights, and mitigation land banking, among others.

Policy NR-5.3: Collaborations for Restored Habitat. Collaborate with agencies, jurisdictions, and nongovernmental organizations to ensure that habitat is restored on degraded lands (e.g., those used for oil and gas drilling, and surface mining operations) near biologically sensitive resources.

Policy NR-5.4: Restoration of Degraded Lands. Support decommissioning idle and abandoned oil wells, as defined by the California Geologic Energy Management Division, in the Puente Hills and surrounding areas, following requirements per state law. Remediate impacts and restore habitat in areas near SEAs and on any lands containing sensitive biological resources.

Policy NR-5.5: Habitat Stepping-Stones. Create habitat stepping-stones on County-owned or managed properties and County facilities to better link SEAs and sensitive habitats in the region.

Goal NR-6: Wildlife corridors and linkages are protected, preserved, and enhanced to facilitate wildlife movement, especially as climate change alters habitats making habitat connectivity imperative for survival.

Policy NR-6.1: Wildlife Crossings. Construct sensitively designed wildlife crossings to allow unobstructed wildlife movement and safe passage beyond infrastructure such as roads, highways, railroads, and other such obstructions. Ensure access points are properly located and designed for maximum usage and safety for wildlife.

Policy NR-6.2: Wildlife Crossings and Infrastructure Projects. Incorporate wildlife crossings into road improvement and infrastructure projects at locations that would benefit the safe passage and movement of wildlife.

Policy NR-6.3: Buffers for Wildlife Crossings. Establish compatible, low-intensity land uses as a buffer around wildlife crossings to ensure safe passage and undeterred movement of wildlife through the landscape.

Policy NR-6.4: Habitat Connectivity. Protect and preserve habitat connectivity, wildlife corridors, and wildlife access to corridors. Facilitate movement between major habitat areas, including preserving the Puente-Chino Hills Wildlife Corridor and movement between and the San Gabriel Mountains, San Gabriel River, and Puente Hills.

Policy NR-6.5: Facilitate Species Migration. Identify and protect networks of habitat connectivity, linkages, and wildlife corridors between open spaces, reserves, and protected areas to facilitate species migration and range shifts—in consideration of future climate change impacts—across jurisdictional boundaries and infrastructural barriers, in the Puente Hills, along ridgelines and riparian corridors, along the San Gabriel River, in the San Gabriel Mountains foothills, and any other areas that facilitate species migration and movement.

Goal NR-7: Development in areas near conservation land and lands with biological resources prioritizes resource preservation, buffers resource-rich lands, and supports local biodiversity.

Policy NR-7.1: Protect Natural and Scenic Resources. Direct development away from natural and scenic resource areas and toward areas where development already exists.

See Chapter 2, *Land Use Element*, for goals and policies related to growth and land use.

Policy NR-7.1

Policy NR-7.2: Protection from Light and Noise Pollution. Screen SEAs, open space, conservation areas, and lands with sensitive biological resources from direct and spillover lighting and noise pollution from land uses in their vicinity.

Policy NR-7.3: Wildlife-Permeable Fencing. Require fence materials and design that allow wildlife movement and limit other potential blockages adjacent to SEAs and habitat areas.

Policy NR-7.4: Planting of Native Vegetation. In fire hazard areas, require development to plant fire-resistant and fire-adapted locally native vegetation.

Policy NR-7.5: Compact Development. Require compact development to limit impacts to habitat and natural resource areas, safeguard from exposure to wildfire threats, limit extent of wildland/urban interface, prevent further habitat fragmentation, and preserve wildlife corridors.

Policy NR-7.6: Land Use and Zoning Supportive of Conservation. Ensure land use and zoning designations minimize exposure to wildfire hazards, support opportunities for conservation of undeveloped lands, prevent habitat fragmentation, and preserve wildlife connectivity.

Policy NR-7.7: Consider Future Climate Change Impacts on SEA Land. Consider the future impacts of climate change on biological resources potentially impacted by development proposed on or near SEA-designated lands. Develop conditions and mitigation measures that further protect and buffer the potentially impacted biological resources from the added stresses of climate change, which may be exacerbated by development.

Policy NR-7.8: Incorporate Urban Ecology. Collaborate with other agencies and relevant groups to promote and incorporate urban ecological principles and designs as a key element of open space projects, infrastructure projects, and in the review of development plans.

Goal NR-8: Public agencies, residents, businesses, property owners, and property managers have access to knowledge and tools to steward the land toward enhanced biodiversity and planting and preservation of native species.

Policy NR-8.1: Habitat-Supportive Properties. Collaborate with agencies and community-based and nongovernmental organizations to educate property owners, property managers, and homeowners' associations to enhance local soils by composing, convert high-water landscapes to locally native plants that promote residential-scale biodiversity, and create native habitat on their properties. Support creating neighborhoods whose yards form continuous areas of locally native plants that enhance local biodiversity.

Policy NR-8.2: Education on Nontoxic Land Management. Collaborate with agencies, community-based and nongovernmental organizations to educate property owners, property managers, and homeowners' associations to prevent use of pesticides, rodenticides, herbicides, and other harmful chemicals that negatively impact the health of all beings, water resources, and the natural environment.

Policy NR-8.3: Prohibit Rodenticides and Harmful Chemicals. Support regulation to prohibit the use of rodenticides and other chemicals harmful to all beings, water resources, and the natural environment.

Policy NR-8.4: Avoiding Pesticide, Rodenticide, and Herbicide Use. Avoid pesticide, rodenticide, and herbicide use on County-owned or -managed land due to their negative impact on all beings and the natural environment.

Policy NR-8.5: Invasive Species Management. Manage invasive species with the safest available and least toxic method and educate the public, property owners, property managers, maintenance workers, and green waste haulers about safe control of invasive species.

Policy NR-8.6: Wildland/Urban Interface Land Stewardship. Support information sharing and education for those living along the wildland/urban interface to manage and steward their properties responsibly to enhance and support biodiversity and minimize impacts to wildlife.

Policy NR-8.7: Sensitive Tree-Trimming on Public Properties. Public agencies responsible for maintaining trees along rights-of-way, on public properties, and in open spaces and parks must avoid tree maintenance activities during bird nesting season, generally between February and August.

Policy NR-8.8: Sensitive Tree-Trimming Education. Support educational programming that informs the public to avoid tree maintenance activities during bird nesting season, generally between February and August.

WATER RESOURCES

Goal NR-9: Local waterways are developed and maintained to mimic the hydrologic cycle, provide ecosystem services, and support native and migratory species, when and where feasible.

Policy NR-9.1: Riparian Habitat Restoration. Restore riparian and upland habitat, where feasible, to facilitate plant and wildlife movement and improve water quality adjacent to washes, drainage channels, and creeks, along the unchannelized portions of Walnut and San Jose Creeks or where a trapezoidal channel has adjacent space for habitat improvement. Include restoring riparian and upland habitat when upgrading concrete-banked streams and channels, when feasible.

See Our County, Los Angeles Countywide Sustainability Plan, Action 68.

Policy NR-9.2

Policy NR-9.2: Management Guidelines for Waterways. Establish comprehensive and coordinated management guidelines for local waterways, which balance priorities such as water management, flood risk mitigation, habitat, biodiversity, and community preference.

Goal NR-10: Watersheds are protected from the impacts of development, recreation, and agricultural uses.

Policy NR-10.1: Protect Natural Drainage Systems. Require development to protect the functions of natural drainage systems on site. Site and design development, to complement and use existing drainage patterns and systems, and convey drainage from the developed area of the site in a nonerosive manner. Restore disturbed or degraded natural drainage systems, where feasible.

Policy NR-10.2: Implement Road Best Management Practices. Support local and state transportation agencies' implementation of best management practices that promote infiltration of runoff from roads and highways and minimize urban runoff flows into waterways.

Policy NR-10.3: Revegetate with Native Vegetation. Require all cut and fill slopes and other disturbed areas to be landscaped and revegetated with locally native, drought-tolerant plant species that blend with existing natural vegetation and natural habitats of the surrounding area prior to the beginning of the rainy season.

Policy NR-10.4: Water Quality Protections. Prevent the disposal of animal waste, wastewater, and any other byproducts of human, crop-based agricultural, or equestrian activities in or near any drainage course. Require confined animal facilities and agricultural activities to implement best management practices to minimize erosion, manage animal waste, and avoid sediment and pollutant impacts.

Policy NR-10.5: Maintain Riparian Buffers. Require maintenance of natural vegetation buffer areas that protect riparian habitats. Buffers must be of a sufficient size to ensure the biological integrity and preservation of the riparian habitat.

Policy NR-10.6: Alteration of Streams for Stream Crossings. Prohibit the alteration of natural streams for the purpose of creating stream road crossings, unless there is no other feasible alternative to provide access to public recreation areas or lawfully established development on legal parcels and the stream crossing is accomplished by bridging. Locate bridge columns outside streambeds and banks. Use shared bridges wherever possible. Culverts may be used for the crossing of minor drainages lacking beds and banks and riparian vegetation.

Policy NR-10.7: Access for Geologic Testing. Use existing roads or truck-mounted drill rigs to access geologic testing (or percolation or well testing) sites, where feasible. Where there is no feasible access, a temporary access road may be permitted when it is designed to minimize length, width, and total grading to only that necessary to accommodate required equipment. Restore all such temporary roads through grading to original contours, revegetating with plant species native to the site, and monitoring to ensure successful restoration.

Goal NR-11: Streams, wetlands, natural drainage channels, riparian habitat, and other natural intermittent and perennial waterbodies are protected, preserved, and restored.

Policy NR-11.1: Mechanisms for Water Resource Protection. Evaluate and implement mechanisms, such as a stream protection ordinance, for the protection, preservation, and restoration of natural buffers to waterbodies, such as floodplains, streams, and wetlands.

See OurCounty, Los Angeles Countywide Sustainability Plan, Action 36.

Policy NR-11.1

Policy NR-11.2: Stream Protections. Require protection of stream courses in their natural state, along with development designs that respect natural flows.

Policy NR-11.3: Conditions for Stream Alterations. Prohibit channelization or other substantial alteration of streams, except for (1) necessary water supply projects where no feasible alternative exists; (2) flood protection for existing development where there is no other feasible alternative, as approved by the Department of Public Works or (3) the improvement of fish and wildlife habitat. Any channelization or stream alteration permitted for one of these three purposes shall minimize the depletion of groundwater and shall include maximum feasible mitigation measures to mitigate unavoidable impacts. Bioengineering alternatives shall be preferred for flood protection over "hard" solutions, such as concrete or riprap channels.

Policy NR-11.4: Endangered Aquatic Species. Preserve and protect water bodies from alteration where endangered aquatic species have been identified.

Goal NR-12: Surface and ground water resources are protected and maintained at a high quality.

Policy NR-12.1: Well Construction. Permit the construction of new water wells only where they will not have significant adverse individual or cumulative impacts on groundwater, streams, or natural resources. Require that a groundwater assessment be performed by a qualified professional for a well location in proximity to a stream, drainage courses, and similar surface water conveyance, to ensure surface water will not adversely impact groundwater quality.

Policy NR-12.2: Development Meets County and Regional Water Quality Control Board Standards. Prohibit development of rural and exurban areas where established County and Regional Water Quality Control Board standards cannot be met, such that the cumulative effect of on-site wastewater treatment systems will negatively impact the environment, either by stream pollution or by contributing to the potential failure of unstable soils.

Policy NR-12.3: Protect Biological Resources. Site new on-site wastewater treatment systems and require them to be designed to minimize impacts to sensitive environmental resources, including grading, site disturbance, and the introduction of increased amounts of water. Require adequate setbacks and/or buffers to protect biological resources, native trees, and surface waters from lateral seepage from the sewage effluent dispersal systems and to protect the on-site wastewater treatment systems from flooding and inundation.

SCENIC RESOURCES

Goal NR-13: Scenic resources, including but not limited to significant ridgelines, scenic hillsides, riparian corridors, scenic highways, and corridors, scenic viewsheds and vistas, natural landforms, and scenic routes along rivers and waterways, among other scenic features in the landscape, are protected and preserved.

Policy NR-13.1: Protect Scenic Hillsides and Ridgelines. Protect scenic hillsides, natural landforms, and significant ridgelines in the Puente Hills, San Jose Hills, and San Gabriel Mountain foothills from development that impacts their scenic and ecological value.

Policy NR-13.2: Limit Grading. Regulate project designs to blend seamlessly with the natural terrain and native vegetation. Require that grading for a development project is limited to the minimum amount necessary.

Policy NR-13.3: Minimize Impacts of Development. Design and site structures and development so that they are as far away as feasible from scenic resources and so that their visual impact is minimized.

Policy NR-13.4: Scenic Viewsheds. Identify and preserve scenic viewsheds visible from trails and public roads.

Policy NR-13.5: Regulate Development. Prepare regulations that prevent the intrusion of development into a scenic viewshed visible from trails and public roads.

Policy NR-13.6: Protect Scenic Qualities of Riparian Areas. Protect and preserve the scenic qualities of riparian corridors in undeveloped areas and canyons, and scenic portions of waterways in developed communities including the San Gabriel River, Walnut Creek, San Jose Creek, Thompson Creek, and Coyote Creek, among others.

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6.1 Introduction
6.2 Existing Conditions
6.3 Challenges and Opportunities
6.4 Parks and Recreation Element Goals and Policies

Sections Included



CHAPTER 6 Parks and Recreation Element

6.1 Introduction

Parks and recreational facilities in the ESGV Planning Area (Planning Area) contribute significantly to the quality of life for community members. These facilities serve local and regional needs, protect lands for the preservation of historical and cultural resources, and conserve natural and wildlife areas. In the ESGV, the Los Angeles County Department of Parks and Recreation (DPR) operates and maintains about 3,700 acres of parks and recreational facilities in unincorporated areas and cities.

This Parks and Recreation Element analyzes existing parks and recreational facilities and addresses the need to increase the quantity and quality of parkland and recreation programs and improve existing park and recreational facilities. The overall vision that has guided the development of the Parks and Recreation Element consists of making parks, open spaces, trails, and other recreational facilities equitably accessible to the public; preserving lands for conservation of natural, historical, and cultural resources; informing and educating the public about the area's indigenous history and present indigenous

communities; enhancing programming; and providing improved trail connectivity to local destinations and regional trail systems. This element establishes goals, policies, and strategies to address the specific and unique park and recreation needs of the ESGV.

6.2 Existing Conditions

DPR offers a wide variety of parks and recreation resources in the ESGV, ranging from vibrant community and regional parks to natural areas, trails, and open spaces, with varying types of active and passive recreational and educational opportunities Overall, the ESGV has 2,113 acres of local park space and 20,839 acres of regional parks, including both facilities operated by cities and DPR. DPR operates approximately 3,700 acres of parkland in the ESGV.

There are also other park spaces that are owned and operated by cities, conservancies, local government agencies, joint powers authorities, and state and federal agencies. In some communities, schools also provide land and facilities for recreational use on a limited basis through joint use agreements. Below is a summary of the open space and parks resources in the Planning Area. See Appendix C, *Parks, Facilities, and Trails Operated by DPR in the ESGV*, for a full list of County-operated open space resources in the Planning Area.

Local Parks: DPR operates 23 local parks in the ESGV, including community and neighborhood parks. Local park spaces typically provide facilities for active recreation and gathering that meet neighborhood needs and are highly utilized. Facilities include picnic areas and playgrounds, and can accommodate a variety of organized sports, including soccer, baseball, tennis, volleyball, basketball, and skateboarding.

Regional Parks: Regional parks are over 100 acres in size and of regional importance, serving local residents and visitors throughout the county. These facilities contain active amenities such as athletic courts and fields, playgrounds, and swimming pools. They also offer opportunities for passive recreation, wildlife viewing, beautiful scenery, conservation, and outdoor recreation including hiking, biking, and equestrian trails, The types of regional facilities in the ESGV also include trails, trailheads, staging areas, equestrian parks, natural areas, and golf courses.

There are four regional recreation parks operated by DPR in ESGV: Bonelli Regional Park, Marshall Canyon Regional Park, Schabarum Regional Park, and San Dimas Canyon Community Regional Park. Currently under development, Phase I of the Puente Hills Regional Park will add 142-acres of regional parkland upon completion in 2026-27 by transforming a former landfill into the County's first new regional park in over 30 years.

Trails: ESGV offers about 180 miles of regional trails, which translates to 0.19 miles of regional trails per 1,000 residents—well below the countywide average of 0.33. These trails—primarily maintained by DPR—traverse regional parks, conservancy lands, and open spaces. The varied geographies across the ESGV provide users different trail experiences.

Equestrian trails are also featured in the ESGV and connect to equestrian neighborhoods and horse arenas. These trails run throughout the area, along neighborhood streets in equestrian districts to drainage channels, and sometimes along busy roads.

Parks Programming: DPR and cities in the ESGV offer a variety of recreational programs at park facilities. The programs include cultural and community events, which bring communities together around seasonal holiday celebrations and cultural gatherings. In addition, there are youth recreational, athletic, arts, and educational programs. The use of DPR facilities by community organizations expands park programming, provides benefits to the public, and increases access to park facilities. Through agreements, DPR forges collaborative partnerships with committed community-based organizations and program providers.

6.3 Challenges and Opportunities

The following provides a summary of overarching parks and recreation challenges and opportunities observed in the Planning Area. These challenges and opportunities, combined with regional planning guidance, inform the strategies, goals, and policies presented in this element.

A. PARK PLANNING FOR DIVERSE PARK NEEDS

In the ESGV, many communities lack safe access to quality parks within walking distance (a half-mile), and comprise a limited tree

canopy, a high percentage of paved and impervious surfaces, and excessively hot temperatures. These factors affect community health and well-being.

In addition, the 24 unincorporated communities in the ESGV are diverse and unique in terms of their demographics, geographies, and recreational preferences, which makes it impossible for any single park or recreational facility to meet all community needs. Thus, it is crucial to have a wide range and comprehensive system of facilities.

B. OPEN SPACE AND HISTORICAL RESOURCES PRESERVATION

Parks and open spaces provide habitat for wildlife, reduce air pollution, provide stormwater benefits, promote biodiversity, mitigate the urban heat island effect, stabilize temperatures, and preserve cultural and tribal cultural resources. Various parks and open spaces in the ESGV contain significant historic and natural resources that must be protected. Threats to these resources include intended and unintended acts, such as deferred maintenance, renovation or improvements that significantly alter or damage resources, vandalism and theft, or overuse by park visitors. Additionally, priority areas for environmental conservation have been identified in the *2022 Los Angeles Countywide Comprehensive Parks and Recreation Needs Assessment Plus* (PNA+) which was adopted by the Board of Supervisors on December 6, 2022.

Native American stakeholders expressed the need to expand access to parks and open spaces for ceremonies, gatherings, and events for indigenous-led education centers and activities. Visitor centers and museums can also be used to inform the public about Native American history and culture in the ESGV.

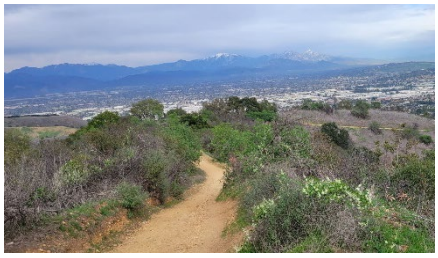
C. PARKS AND OPEN SPACE ACQUISITION AND PLANNING

All residents in the ESGV should have equitable access to parks and open spaces. Additional parkland and recreational amenities are necessary to address the growing and diverse needs of ESGV residents. Parks are not equally accessible to all communities in the Planning Area—many in the valley flatlands and western parts of the

Planning Area suffer from high pollution burdens and have high park needs.

Multi-benefit parks can address multiple needs and offer diverse benefits which is important as land for parks becomes limited. They can improve water and air quality, improve flood risk, provide habitat protection and biodiversity, improve public health, offer varied recreational amenities, among other benefits.

Multi-benefit parks



A good community parks and recreation system is based on the quality of facilities and services provided, as well as the ability to anticipate and respond to changing trends. Given the constraints on and competing needs for land use, one of the County's goals is to develop **multi-benefit parks** accessible to communities with limited parks access that can serve a diverse range of needs.

D. TRAIL CONNECTIVITY AND GREEN CONNECTIONS

Residents of the ESGV rely heavily on their vehicles to access parks and recreational facilities. This emphasizes the need to provide improved and additional transportation options and infrastructure to promote walking and biking. Certain utility corridors and transportation rights-of-way may be converted to accessible green spaces and corridors. While the ESGV is home to numerous trails, there remains a need to expand the trail network and improve connectivity between trails and community destinations. There are also opportunities to extend the trail system by connecting to waterways, spillways, and easements.

The community has voiced concerns about trails, including the need for better connectivity, improved upkeep and maintenance of trails, increased ranger presence, improved safety and cleanliness at trailheads, and protection of native habitat and wildlife from the impacts of trails use.

E. IMPROVED PARKS ACCESS AND SERVICES

Community members also recommended the following to increase and improve visits to recreational parks and facilities:

- **Transit Options.** Provide free and more frequent transit, including direct bus routes and shuttles, to parks and recreational facilities within the ESGV and beyond.
- **Better Access to Information.** Provide easily accessible multi-format and multilingual information about events at regional parks, available amenities, nearby recreation facilities, and opportunities to provide input.
- **Additional Staff.** Hire more park guides and maintenance staff to maintain trails and park infrastructure.

- **Better Access to Programs.** Improve and standardize the online reservation system, gather community input to improve the variety of recreation classes, and provide affordable equipment and classes for all ages, especially youth and seniors.
- **Expand Concessions.** Allow local food vendors and set up more hydration locations in parks and facilities.

6.4 Parks and Recreation Element Goals and Policies

Goals and policies for parks and recreation are organized to implement relevant Vision Statements as presented in Chapter 1, *Introduction*, and are referenced as "VS." See Chapter 8, *East San Gabriel Valley Unincorporated Communities*, for goals and policies associated with specific unincorporated communities. See Chapter 9, *Implementation Programs and Actions*, for implementing programs and actions corresponding to each goal and policy.

VS 3 – Connected and Active Communities

Goal PR-1: Enhance parks and recreational opportunities and provide equitable access to park resources.

Policy PR-1.1: Participatory Park Planning. Provide opportunities for public participation in designing and planning parks, recreation spaces, and programs. Address barriers to participation and park use, as well as the needs and desires communicated by park users and community members. Prioritize engaging residents of disproportionately affected communities with high park needs.

Policy PR-1.2: Educational Signage. Incorporate multi-lingual and multi-format educational signage and messaging into County-operated parks and trails.

Policy PR-1.3: Increase Public Awareness of Parks. Develop multi-lingual and multi-format messaging in partnership with other organizations and agencies to increase community awareness of nearby parks and open space resources, as well as safe and efficient transit/bike/pedestrian routes to access these facilities. Prioritize engaging disproportionately affected communities with high park needs.

Policy PR-1.4: Removing Barriers to Access. Remove barriers to regional recreational access, including cost, perception of safety, ease of access, limited access to information, limits due to age and ability, and feelings of being unwelcome. Engage disproportionately affected communities in developing programs and messaging regarding barriers to access.

See Chapter 7, *Mobility Element*, for related policies on transit and active transportation.

Policy PR-1.5, PR-1.6

Policy PR-1.5: Improved Park Access. Develop transit stops within 0.5 miles of trailheads and entrances to regional parks and open space facilities, with wayfinding signage and clearly designated active transportation pathways leading to park facilities. Prioritize access for disproportionately affected communities.

Policy PR-1.6: Limit Vehicular Access Impacts. To limit impacts of vehicular access to regional parks and open space, focus on expanding transit and active transportation access for all abilities, including free or low-cost park shuttles and other programs in partnership with other agencies, non-profits, and interested groups.

Policy PR-1.7: Environmental Education. Develop free or low-cost multi-lingual and multi-format programs and experiential learning opportunities, in partnership with other organizations, to enhance connections to local open space, foster knowledge and stewardship of native habitat, and provide understanding of local ecological history, watersheds, and unique and rare species in the Planning Area.

Goal PR-2: Conserve priority habitat areas and restore degraded lands to preserve and enhance ecosystem services and well-being.

Policy PR-2.1: Priority Conservation Areas. Collaborate with other agencies, non-profits, conservancies, and interested groups to acquire parkland for conservation in high priority habitat areas, including South Diamond Bar, Puente Hills, and San Gabriel Mountain foothills, as identified in the 2022 PNA+ Final Report.

Policy PR-2.2: Conserve Resource and Hazard Lands. Prioritize land designated Significant Ecological Areas and Fire Hazard Severity Zones for conservation land.

Policy PR-2.3: Restoration of Oil and Gas Land. Seek funding and develop programs in partnership with other agencies, non-profits, conservancies, and interested groups for environmental restoration of oil and gas operations as they phaseout of use in line with County regulations.

Policy PR-2.4: Restore Degraded Lands. Focus restoration of defunct industrial and extractive uses, brownfields, and other degraded land in areas of high environmental burden, as identified by the 2022 PNA+ Final Report, to create new multi-benefit parks, expand access to recreational resources, and provide environmental benefits and ecosystem services to communities adversely impacted by a history of proximate noxious uses.

Goal PR-3: Equitable access to connected, comprehensive, clearly signed, and buffered non-motorized pathways and trails.

Policy PR-3.1: Trail Access and Safety. Regularly monitor trail access points for safety issues. Increase law enforcement presence as needed.

Policy PR-3.2: Connective Multi-Use Trails and Pathways. Develop clearly designated and protected multi-use trails and pathways that connect neighborhoods to public services and facilities, neighborhood services, community destinations, greenways, trailheads, parks, and open spaces that are regularly maintained with locally native vegetation and environmentally sustainable surfaces.

See Chapter 7, *Mobility Element*, for related policies on transit and active transportation.

Policy PR-3.2, PR-3.3

Policy PR-3.3: Enhanced Multi-Use Pathway and Trail Connectivity. Improve connectivity for non-motorized travel, incorporating design features that improve the perceived safety of trail- and pathway-crossings for heavily trafficked roads, train crossings, and highway under/overpasses for humans and equines. Where possible, route trails and pathways away from heavily trafficked roads and other high noise environments.

Policy PR-3.4: Pathways, Trails, and Water Resources. Incorporate multi-use trails and pathways as components of river and water resource planning and management projects and ensure connectivity to active transportation networks linking communities, open spaces, and destinations distributed throughout the Planning Area and adjacent regions.

VS 6 – Sustainable Built and Natural Environment

Goal PR-4: Parks and open space facilities are designed, constructed, and managed to ensure natural resource, habitat, and species protections.

See Chapter 5, *Natural Resources, Conservation, and Open Space Element*, for policies related to biological resources.

Policy PR-4.1, PR-4.2

Policy PR-4.1: Protect Biological Resources. In biologically sensitive areas—including areas of seasonal sensitivity, such as during nesting season—manage parks and open spaces, such that the protection of sensitive habitat areas and biological resources takes precedence over recreational access.

Policy PR-4.2: Trail Design. Design and route trails and access points to avoid biologically sensitive areas and species, including areas of seasonal sensitivity, such as during nesting season.

See Chapter 5, *Natural Resources, Conservation, and Open Space Element*, for related policies.

Policy PR-4.3, PR-4.4

Policy PR-4.3: Riparian Trail Design. Minimize riparian trail crossings to limit disturbance to sensitive resources areas.

Policy PR-4.4: Trail Closure or Rerouting. Design trails and public access recreation areas to minimize habitat fragmentation. Close or reroute trails if negative impacts to threatened or endangered species or sensitive habitats occur because of recreational access and activities.

Policy PR-4.5: Trail User Education. Support use of multi-lingual educational signage, messaging, and programming to ensure trail users learn and understand trail use guidelines to minimize potential impacts of recreational use.

Policy PR-4.6: Minimize Impact of Trail and Open Space Users. Increase ranger presence in open space and trail areas to ensure users follow trail use guidelines and best practices, such as following the "Leave No Trace" ethic to minimize the impact of recreational use of designated open spaces and trails.

Policy PR-4.7: Ranger and Law Enforcement Collaboration. Support ranger and law enforcement collaboration, increased nighttime presence, and enforcement to reduce the occurrence of nighttime parties and shutdown party sites in open space recreation areas. Such activity disturbs wildlife, neighborhoods, and presents wildfire threats.

7.1 Introduction
7.2 Challenges and Opportunities
7.3 Mobility Element Goals and Policies

Sections Included



CHAPTER 7 Mobility Element

7.1 Introduction

The purpose of the Mobility Element is to identify strategies and improvements to make it easier and safer to walk, roll, ride, and use transit in and between the 24 unincorporated communities located in the Planning Area. This element is informed by the East San Gabriel Valley Mobility Action Plan. Refer to **Appendix G, *Mobility Action Plan***, to review the plan in its entirety.

A. MOBILITY PRIORITIES

This element is guided by LA County policy priorities intended to help achieve the goal of providing healthy, livable, and sustainable communities. These include:

- Environmental Justice
- Sustainability
- Climate Change
- Equity

Improved access to a greater diversity of safe, convenient, and affordable mobility options can help address each of these policy priorities and support the wellbeing of county residents.

B. CONSIDERATIONS FOR SENSITIVE GROUPS

Mobility needs vary for different groups of people. Demographic indicators can provide insight into the Plan Area's mobility needs and propensity to use certain modes of travel.

Senior Population: Senior residents can have limited ability to travel by driving and via active transportation options, necessitating additional options for modes of travel. The transportation infrastructure in the ESGV is generally not supportive of seniors. Meeting the mobility needs of this demographic group would have co-benefits for other groups as well.

Youth Population: Youth and school-aged children (ages 5–17) are particularly vulnerable travelers who may be less visible to motorists along the many car-centric streets in the ESGV. They need safe infrastructure when walking, biking, and rolling, including safe intersections and crosswalks, especially near schools and parks.

People of Color: Residents of the ESGV are racially diverse. Asian residents make up more than half of the area's population, followed by White and Latino/Hispanic residents as the second and third most common race or ethnicity. This include residents who have lived in Los Angeles County for multiple generations and some who are recent immigrants. According to the Census Bureau, in 2018, 34% of residents in the ESGV were foreign-born population, which is much higher than the national average of 13.8%. There is a need to ensure multi-lingual access to transit and alternative mobility options to meet the needs of ESGV residents.

Low-Income Households: Low-income households (defined by SCAG as households with an annual income of less than $35,000) are more likely to use transit or other alternative forms of transportation and need a safe and reliable network for mobility.

Educational Attainment: Those with higher levels of educational attainment tend to earn more than people with less education and are likely to live in communities that are less polluted and have access to the resources necessary for good health, such as health facilities, healthy grocery stores, green space, and high-quality schools. Those

with lower levels of educational attainment may find it more challenging to access these healthy resources if they do not live in these same communities.

Vehicle Ownership: Access to a personal vehicle in an auto-dependent area such as the ESGV influences a person's ease of access to job opportunities, healthy food, or other quality amenities for a healthy lifestyle.

7.2 Challenges and Opportunities

Residents in the ESGV are impacted by limited access to transit and multi-modal transportation options and significant amounts of traffic, resulting from the subregion's location as a crossroad between Los Angeles County, the Inland Empire, and Orange County. While there are various mobility options available to travelers within the ESGV, they are not without their limitations, which reflect geographic/spatial, temporal, infrastructure, and technology constraints.

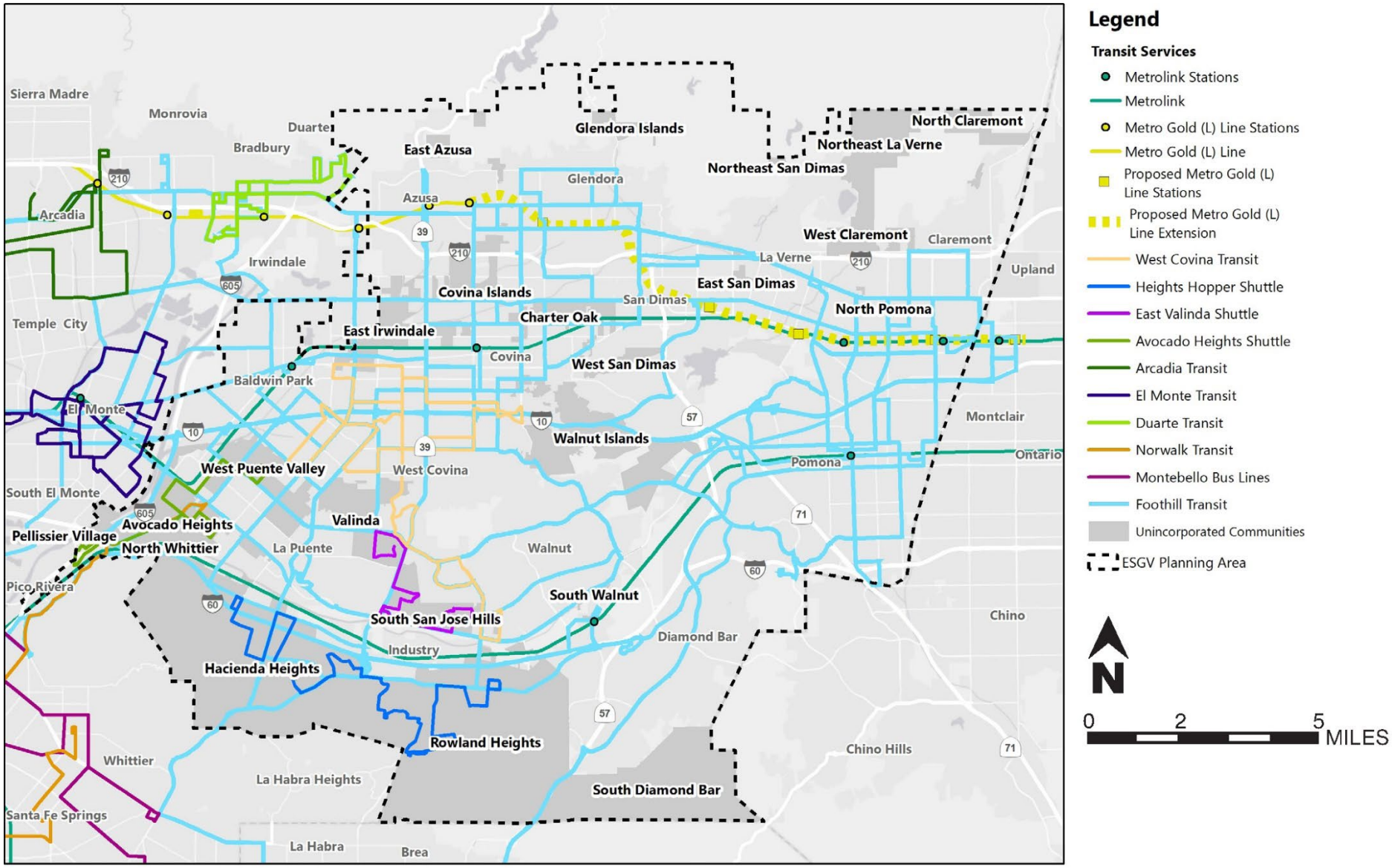
A. TRANSIT

Owing to its relative proximity to Downtown Los Angeles, the ESGV has access to transit services provided primarily by Metro and Foothill Transit. These services are complemented by other intercity transit services, including Montebello Transit and Norwalk Transit. These routes generally align with where population and employment are densest in the region.



Municipal transit services in and around the ESGV include local fixed-route and/or dial-a-ride (including taxi/ transportation network company (TNC) partnerships), but typically within a prescribed service area aligning with city limits. These services often provide transportation for seniors, persons with disabilities, commuters, or other specialized populations, but are also available to the general public. There are also several local fixed route and community based (dial-a-ride and on-demand) transit/mobility services serving the ESGV study area.

See **Figure 7-1, *Existing Transit Services Map***, for a map of existing transit services in the ESGV. For a detailed analysis of transit services, see Appendix G, *Mobility Action Plan*.



SOURCE: County of Los Angeles Department of Regional Planning, *East San Gabriel Valley Mobility Action Plan, Draft Plan*, May 26, 2022

FIGURE 7-1 **Existing Transit Services Map**

Despite existing transit infrastructure, transit use in the Plan Area is low. Only 15.8% of Planning Area residents live in a High-Quality Transit Area. No Planning Area residents live in transit-oriented developments or transit-oriented communities. The ESGV is the second most populous planning area in the County but has the greatest number of solo commuters by car, a significant percentage of which have long commutes. ESGV residents have lower rates of transit use and carpool ridership than other County areas. About 20% of the total ESGV population live in disproportionately affected communities facing family resource constraints further amplified by the cost of housing and the high cost of commuting.

Transit Gaps

- **Enhanced Fixed Route Transit Services.** For persons who can and do use the fixed route transit system, there may be a need for additional service in the ESGV plan area not currently served, and for more direct service to key activity centers.

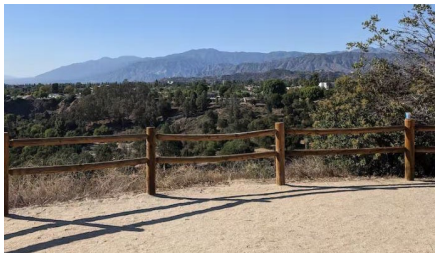


- **Enhanced (Access) Paratransit Services.** Paratransit users may need a level of service beyond what is required by the Americans with Disabilities Act (ADA), such as service provided on the same day it is requested (e.g., taxis or Transportation Network Companies [TNCs]), where and when the fixed route service does not operate, or the ability to accommodate "uncommon" wheelchairs or other mobility devices. Some paratransit users who are parents may note that it is difficult to transport children to school and other activities via ADA paratransit.
- **Connectivity between Transit Services.** There may be a need for better connectivity between service providers, both for inter-regional and intra-ESGV travel, whether using paratransit or fixed-route service. To promote more seamless travel, transit users may need better shelters and bus stops as well as other amenities at transfer sites. Some persons with wheelchairs may have difficulty making effective use of the system due to accessibility barriers and may have a need for enhanced accessibility of vehicles and related infrastructure, such as shelters and stops. The cost of transferring between systems may be noted as an issue for both paratransit and fixed- route service. In addition, there may be a need for loading and waiting zones at transit stations for taxis, TNCs, or vans, and facilities at stations that drivers of such vehicles can use while they wait for their passengers.

- **Transit Service.** Gaps related to transit service may be identified (or validated), including hours of operation (some transit service may not run early enough in the morning, late enough at night, or on the weekends); frequency (some transit riders may prefer more frequent service than currently provided); reliability (some transit routes may not stay on-schedule or are overcrowded); connections (transit routes may not always transfer or connect with other services); spatial gaps (transit may not always serve destinations that people need to reach, such as schools, employment, medical care or grocery stores); and travel time (travel time between stops and to destinations may be too long, particularly when transfers are required to complete the trip).
- **Transit Experience.** Potential issues related to transit amenities, including bus shelters, bus stop seating if a bus stop cannot accommodate a shelter, and lighting to promote safety at bus stops and at rail stations, especially at night. Safety on transit vehicles has been raised as a concern in communities.
- **Transit Alternatives.** For those who need transportation where public transit (fixed-route or complementary ADA paratransit) is unavailable or unsuitable, alternatives may be needed that enable people to live independently, such as ride-sharing, volunteer-driver programs, short-term medical transportation, or mobile programs that bring support services to people's homes.
- **Information and Other Assistance.** There is a need to clearly articulate information about the availability of transit/mobility services in a variety of formats (including signage) so that older adults and persons with disabilities can learn about the availability and how to use public transit and its accessible features. Similarly, there is a need to ensure drivers, dispatchers, other transit personnel, and the general riding public are sensitive to passenger needs and know how to provide assistance onboard the vehicle as needed.

  In advancing education and information dissemination, ensure to address any problems with the accuracy of transit route schedules; information at bus stops; transit information in languages other than English; information about fares; transfer policies; fares; and routes; and publicized information about local shuttle services.

B. ACTIVE TRANSPORTATION



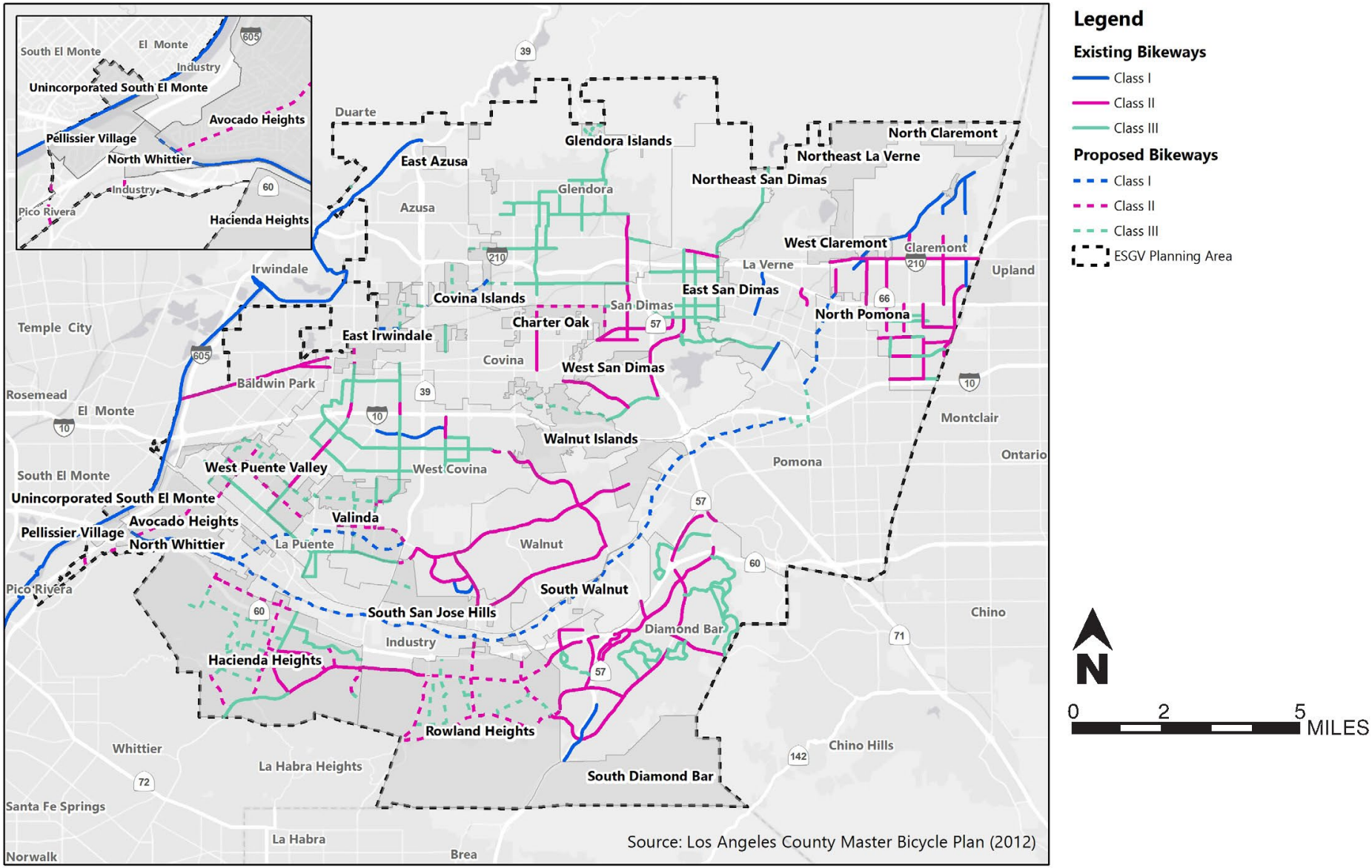
Active transportation modes, including walking, biking, and rolling, are a key component of a sustainable mobility system. These modes, when supported with active transportation infrastructure, can offer efficient connections with neighborhood destinations, and can serve as a vital first-last mile connection to other mobility modes, including transit.



Instances of walking and biking in the Plan Area as a means of commuting or transport are low. ESGV unincorporated communities have some of the lowest walk scores in the County which reflects the existing conditions. Unincorporated communities in the East San Gabriel Valley largely consist of car-oriented infrastructure and development. Existing infrastructure often prioritizes the needs of drivers over non-car users. Residential subdivisions are often oriented away from major arterials, which greatly increase the walking and biking distance to other neighborhood uses. There are also considerable gaps in adequate infrastructure for active transportation.

Because of these factors, residents largely use private cars to reach destinations in their community. This can lead to negative air quality impacts from vehicular emissions, as well as decreased economic output due to the space requirements of cars. Additionally, several factors contribute to concerns with walking and biking, including sideswipe collisions, biking on sidewalks, biking against oncoming traffic, driveway collisions, and unsafe street crossings due to the super block design of communities and limited mid-block crossings.

Despite the prevalence of driving as a primary mode of travel, there are a number of existing bikeways in the ESGV. **Figure 7-2, *Existing and Proposed Bikeways***, displays the locations of the Class I, Class II, and Class III bikeways in the study area. There are no Class IV bikeways in the unincorporated areas currently. See **Table 7-1, *Bikeway Classes***, for a summary of the different classes of bikeways.



SOURCE: County of Los Angeles Department of Regional Planning, *East San Gabriel Valley Mobility Action Plan, Draft Plan*, May 26, 2022

FIGURE 7-2 **Existing and Proposed Bikeways**

TABLE 7-1 **Bikeway Classes**

Class	Description	Siting
Class I (Bike Path or Shared-Use Path)	An off-street bikeway that provides a completely separate right-of-way for the exclusive use of bicycle and pedestrians with minimal cross-flow.	These are commonly installed along riverbeds, along shorelines, utility or railroad rights-of-way, within school campuses or parks. They often support recreational and commute travel. The state design standard recommends a minimum 8-foot-wide paved path plus a 2-foot-wide shoulder.
Class II (Bike Lane or Buffered Bike Lane)	An on-street bikeway that provides a striped lane for one-way bike travel on a street or highway. A buffered bikeway provides greater separation from an adjacent traffic lane on streets with higher speeds by using chevron or diagonal markings.	These are installed alongside vehicle traffic lanes to designate bike travel. The HDM Mandatory Standard requires a minimum width of 4 feet, 5 feet when adjacent on-street parking, and 6 feet when posted speeds are greater than 40 miles per hour.
Class III (Bike Route or Greenway)	A signed, shared roadway that provides for shared use with pedestrians or motor vehicle traffic. A bike route has signs posted identifying it as a bike route and may have shared lane markings (sharrows). Greenways are shared roadways that prioritize bicycle travel for people of all ages and abilities.	Bike routes are appropriate for roadways with lower traffic speeds and volumes. Greenways are best sited on streets without large truck or transit vehicles, and where low traffic volumes and speeds can be further reduced through traffic calming measures.
Class IV (Separated Bikeway or Cycle Track)	An on-street bikeway for the exclusive use of bicycles, requiring a separation via a vertical feature between the bikeway and the through vehicular traffic.	These are appropriate along roadways where features such as on-street parking can provide physical separation or other vertical features such as grade separation, flexible posts, or inflexible physical barriers can be installed.

Active Transportation Gaps



- **Bicycle and Pedestrian Network Gaps.** Bicycle and pedestrian networks can often be disconnected, especially where infrastructure, such as bikeways or sidewalks, cross different jurisdictions. A comprehensive look at the existing and planned network and key destinations, and areas of bicyclist- and pedestrian-involved collisions, can help determine where gaps need to be closed and prioritized to provide continuity for bicyclists and pedestrians.

  A disconnected network makes travel via active transportation modes difficult and unwelcoming, especially in areas with high densities of populations who are more likely to use and would benefit the most from active transportation infrastructure improvements. These include seniors, youth, residents without access to a car, and disproportionately affected populations.

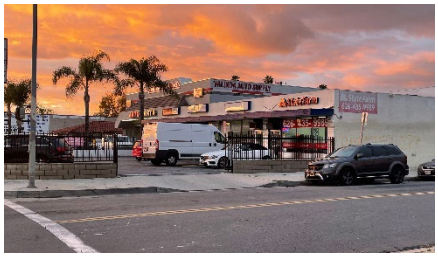
- **First/Last Mile Connectivity.** The first and last part of the journey that transit riders walk, bike, or roll to and from their nearest station or bus stop is called the “first/last mile connection.” Infrastructure surrounding transit stops and transfer stations should be accessible by multiple modes of transportation in order to ensure first/last mile connectivity. That includes adding or improving bikeways, bicycle amenities, sidewalks, curb cuts, curb ramps, crosswalks, etc. to provide accessible paths of travel.

C. OTHER MOBILITY GAPS:

- **Transportation for Youth and Children.** Transportation gaps specifically related to youth and children may include the cost of transportation for youth, and particularly for a family with multiple children. In addition, buses may be over-crowded with a need for additional service in the morning before school starts, and after school. There may be safety concerns for students who ride the bus. If no school bus service is available, working parents using transit who drop children off at school or daycare before work can have lengthy and costly trips.

- **Affordability and Access to Autos.** Low-income individuals and families may report that transportation, whether using transit or owning a car, is costly. Fares, monthly passes requiring high-up front costs, and certain transit transfer policies, may be cited as expensive, especially for families with children who rely mainly on transit. Taxi or TNC fares may be cited as unaffordable. Cost is the

primary barrier to auto ownership for low-income individuals and families.



- **Land Use.** Transportation decisions typically affect land use patterns and resulting economic, social, and environmental impacts. These include direct impacts on land used for transportation facilities, and indirect impacts caused by changes to land use development patterns. County land use strategies in past decades have contributed to mobility gaps. The lack of vibrant, mixed community nodes is partly responsible for the lack of transit and active transportation use. These challenges highlight opportunities to plan for diverse land uses, expand transit use and alternative modes of transportation by improving the network, and develop innovative approaches to mobility services and technology. While the MAP is focused on the unincorporated communities in the ESGV, coordination with surrounding cities will ensure a successful and cohesive regional approach to mobility.

- **Mobility and Topography.** Communities in the northern and southern portions of ESGV have hilly topography with limited access to transit, in addition to the challenges that hilly areas present to active transportation, particularly for young children and aging populations. Opportunities exist to expand access to micro-transit and other alternative transportation options.

- **Traffic Collisions and Fatalities.** Los Angeles County Public Works' Vision Zero Los Angeles County: A Plan for Safer Roadways 2020–2025 (Vision Zero Action Plan) identifies several traffic collision concentration areas in the ESGV. According to the Vision Zero Action Plan, pedestrians, bicyclists, and motorcyclists are more likely to die or be severely injured as a result of a collision. As such, it is vitally important to increase the safety of pedestrians, bicyclists, and motorcyclists in tandem with encouraging active transportation infrastructure and participation among residents. In consideration of the high level of goods movement in the ESGV, truck and car injuries accounted for the majority of injury collisions, with nearly half resulting in fatal and severe injury.

The Collision Concentration Corridors mapped through the Vision Zero Action Plan include major arterials in several communities of the ESGV, including:

1. East Irwindale – Vincent Avenue, Cypress Avenue, Lark Ellen Avenue, and Arrow Highway
2. Covina Islands – Covina Boulevard, Barranca Avenue, Gladstone Street, and Arrow Highway
3. Charter Oak – Arrow Highway and Cienega Avenue
4. Hacienda Heights – Colima Road, Azusa Avenue, Gale Avenue, Hacienda Boulevard, and Stimson Avenue
5. Rowland Heights – Colima Road and Batson Avenue
6. South San Jose Hills -Valley Boulevard
7. Valinda – Hacienda Boulevard, Valinda Avenue, Azusa Avenue, and Amar Road
8. Walnut Islands – Temple Avenue
9. West Puente Valley – Amar Road, Puente Avenue, Sunset Avenue

- **Residential-Transportation Infrastructure Interface.** Car-oriented urban design significantly impacts the environment and the people that live in the ESGV. Automobiles produce greenhouse gases and particulate emissions, contributing to negative air quality that significantly impacts adjacent neighborhoods, including the communities of Avocado Heights, Hacienda Heights, Rowland Heights, Walnut Islands, and Covina Islands. Car-oriented design creates traffic congestion, which is significant in the ESGV. Car-related infrastructure, including roads, freeways, and parking lots, predominantly consist of non-permeable surfaces that prevent groundwater regeneration and contribute to the urban heat island effect.

  Additionally, car-oriented infrastructure can act as a barrier to other forms of transportation, including biking and walking. Infrastructure designed around efficiently moving cars through communities limits space in the public realm for people not in vehicles. People in disproportionately affected communities generally have lower rates of vehicle ownership, and may rely more on biking, walking, and transit to meet their daily needs. Barriers to these modes of travel, including limited sidewalk space, pedestrian crossings, protected bikeways, and transit infrastructure disproportionately impact these

communities. Furthermore, transportation infrastructure can severely inhibit wildlife movement, impacting mobility for all beings. Design of the public realm, including street design, should incorporate the needs of all users.



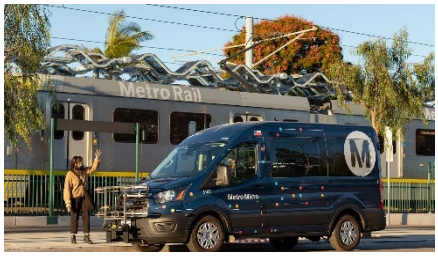
- **Goods Movement.** The ESGV is a major area for goods movement and industry, with impacts from the flow of goods on freeways and major roads that serve trucking, such as Valley Boulevard. Transportation systems and goods movement activities directly affect quality of life by contributing to traffic congestion, truck intrusion into neighborhoods, decreased safety, land use incompatibility, poor air quality, restricted mobility, delay at rail crossings, noise and vibration impacts, and visual impacts.

See Chapter 6, *Parks and Recreation Element* for further information on multi-use trails and connectivity.

In addition, see *Appendix C* for a list of trails operated by DPR in the ESGV.

- **Equestrian Movement and Connectivity.** Several communities within the Planning Area have designated Equestrian Districts or have concentrations of equestrian properties. Multi-use trails that accommodate equestrians, pedestrians and mountain bikers are located throughout the Planning Area, predominantly in open space areas and flood control rights of way. There are also equestrian trails within communities that connect to the County's regional multi-use trail network. The connectivity of equestrian trails from developed communities to open space areas and waterways, especially with the considerable conflict vehicles present, requires consideration and improvements to better accommodate the needs of horses and equestrians for safe movement across the Planning Area.

D. RECOMMENDATIONS FOR IMPROVING TRANSIT AND ACTIVE TRANSPORTATION



Informed by mobility best practices and new solutions, combined with detailed profiles of the ESGV communities and stakeholder input, this section presents opportunities to pilot alternative mobility schemes for transit service in select unincorporated areas, as well as opportunities to plan for a more complete active transportation network and proposed 72 corridors for bicycle/pedestrian improvements. Concepts and assumptions used for this evaluation can be found in Appendix G, *Mobility Action Plan*.

Transit Mode Alternatives Summary

For a complete evaluation of these transit modes and information and considerations for potential pilot projects, please see Appendix G, *Mobility Action Plan*.

Active Transportation Improvements

While there are a number of new bikeways planned within the East San Gabriel Valley, an assessment of existing conditions in the area found that the current network is fragmented. There are opportunities to close the gaps within the existing and planned network and provide a more continuous network for both bicyclists and pedestrians by including improvements for all non-vehicular users.

TABLE 7-2 **Recommended Transit Mode Alternatives**

Service	Description
On-Demand/ Flexible Microtransit	• Route is based entirely on customer demand. • Customer pickups are based on customer requests through an online/mobile app or a customer call center. • Suited to service areas that lack a strong linear transit corridor and that have dispersed trip origins and destinations.
Personal Mobility on Demand (PMoD)	• Is a low-capacity service designed for individuals and small groups (up to five persons) traveling between various origins and destinations. • Is located along a dynamic itinerary formed in response to customer reservations. • Like microtransit, reservations are made through an online/mobile application or a call center. • The key advantage of PMoD is the cost structure based on service consumed (i.e., fixed subsidy per ride) versus cost based on hours of service provided (i.e., cost per revenue hour). This means that service coverage can be provided at off-peak periods, such as early mornings and evenings, at a far lower cost than other modes including fixed-route and paratransit service. • Highly convenient and responsive to customer needs because PMoD is customer demand driven.

Gaps in the active transportation system were informed by the review of relevant plans, including the Los Angeles County Bicycle Master Plan (2012), East San Gabriel Valley Active Transportation Plan (2019), and the San Gabriel Valley Greenway Network initiative. Data

indicators highlight mobility gaps as well, including bicycle or pedestrian collisions, disadvantaged community status, densities of sensitive population and employment, as well as existing and proposed land uses.

For a complete list of corridors identified for active transportation improvements, see Appendix G, *Mobility Action Plan*.

Corridors Identified in the MAP

A total of 72 corridors were identified for active transportation infrastructure improvement within the unincorporated ESGV. Of these, 46 corridors are either new recommendations or recommendations to upgrade the infrastructure currently proposed by the County. The other 25 corridors were recommendations carried over from the ESGV Active Transportation Plan, completed by Public Works in 2019.

Complete Streets and Green Streets

The concept of a Complete Street is a street that is safe and accessible for all users: pedestrians, bicyclists, rollers, transit users, and motor vehicle drivers. Complete Streets accommodate people of all ages and abilities. To take this concept further, Green Streets specifically prioritize active transportation users. Through a variety of design and operational treatments, a Green Street prioritizes bicycle and pedestrian circulation and open space over other transportation uses. This may include sidewalk widening, clearly marked bikeways, landscaping, traffic calming, and other pedestrian-oriented features.

Of the 46 corridors proposed for new or upgraded active transportation improvements, 12 were selected for further study, based on whether the corridors were suited for more extensive overhauls using complete street and green street designs. For more information on this analysis and the selected corridors, see Appendix G, *Mobility Action Plan*.

COMPONENTS OF COMPLETE AND GREEN STREETS

This section presents potential types of improvements that can be used throughout the ESGV to improve connectivity and access for active transportation users. Recommendations ae separated by the type of street and are conceptual in nature.

Each street presented as an example may not accommodate all of the proposed enhancements. Detailed design work would need to be to be completed to evaluate the most appropriate treatments for each street. The ideas included here showcase a range of possible improvements.

Strategies for Improving Wide Arterials

Example Streets: Azusa Hwy, Colima Rd, Hacienda Rd, Arrow Hwy, Citrus Ave, Covina Blvd, and Nogales St

Typical Conditions

- Existing arterials are often busy and feel unsafe for people walking and biking due to their wide right-of-way, swiftly moving vehicles, limited sidewalk space, infrequent pedestrian amenities (like trees and sidewalk lighting), and long blocks.

Improvements Recommended

- For people on bicycles, protected bicycle facilities can be added, including bicycle lanes that are protected behind vertical bollards or tucked in between the parking lane and the curb.
- For streets with buses, bus stops can be placed outboard of the bicycle lane, on platforms with bus shelters, real-time signage, and seating.
- For pedestrians, sidewalks can be enhanced with trees and landscaping, pedestrian lighting, and wayfinding signage that is oriented to people walking and biking. Sidewalks can be widened where possible. Travel lanes may be redesigned to accommodate these improvements.

Strategies for Improving Neighborhood Streets

Example Streets: Batson Ave, Don Julian Rd, and Gemini St.

Typical Conditions

- Existing neighborhood streets tend to have less vehicular traffic and are relatively more comfortable for people walking and biking than wide arterials, but neighborhood streets can be further enhanced for comfort and safety. Typical neighborhood streets are 3-4 lanes wide, often with parking. Some streets have sidewalks and others do not. Blocks can be long and tree cover is spotty.

Improvements Recommended

- Neighborhood streets can be enhanced for people walking and biking with features including:
  - Trees and landscaping
  - Pedestrian lighting
  - Wayfinding signage

- Slow speed signage and infrastructure (such as speed humps, traffic circles, chicanes, and splitter islands)
- Sharrow markings
- Crossing enhancements (e.g., crosswalks and corner bulb-outs)

Strategies for Improving Wide Intersections

Example Streets: Azusa Hwy, Colima Rd, Hacienda Rd, Arrow Hwy, Citrus Ave, Covina Blvd, and Nogales St.

Typical Conditions

- When two wide and busy arterials intersect, the crossing experience for people on foot or on bike can be challenging. Traffic is quickly moving, crossing times can be difficult for people who need more time or are in wheelchairs, and crossing on a bike can be difficult.

Improvements Recommended

- To make it easier for people riding bikes to cross the street as well as turn left, consider bike boxes at intersections along with two-stage queue left turn boxes.
- For pedestrians, walking conditions can be improved with enhancements such as high-visibility crosswalks, leading pedestrian intervals (LPIs), trees and landscaping, pedestrian lighting, and wayfinding signage.

7.3 Mobility Element Goals and Policies

VS 3 – Connected and Active Communities

Multi-use trails are trails used by equestrians, cyclists, hikers, and runners.

Multi-use trails

Goal M-1: ESGV communities are easily navigated by foot, bike, and other active modes, with safe and continuous sidewalks, bike paths, and multi-use paths and trails that support local circulation and tie ESGV communities together.

Policy M-1.1: Mobility Network. Tie ESGV communities together through a network of bikeways, multi-use paths and trails, and safe and connected sidewalks.

Policy M-1.2: Safe, Continuous Sidewalks. Provide safe, continuous, and well-maintained sidewalks throughout ESGV communities. Prioritize sidewalk improvements within disproportionately impacted communities.

Policy M-1.3: Neighborhood Greenways. Designate neighborhood greenways in each community, marked by bike and/or multi-use paths and trails, wayfinding, and other clear distinguishers, which lead to public transit stations, commercial services, community amenities, and job centers. Designated greenways should provide bike lanes and continuous sidewalks, multi-use trails, or meander through neighborhood streets to offer a safe, pleasant, and direct route to various destinations.

Policy M-1.4: First/Last Mile. Promote pedestrian first/last mile access to and from transit station/hub origin and destination points.

See the Los Angeles County ATSP for relevant initiatives for enhancing walkability and integrating land use and mobility throughout its communities.

Policy M-1.4

Policy M-1.5: Frontage Roads. Develop a strategy for the creative use of frontage roads that support community activities, such as periodic partial street closures for a street fair, farmer's market, food trucks, or a car-free bike zone.

Policy M-1.6: Wayfinding. Provide clear signage in multiple languages, as needed, to mark arrival into communities, provide direction and distance to important destinations, and clearly guide pedestrians and cyclists through the network of community greenways.

Policy M-1.7: Waterways. Maximize the use of water channel rights-of-way to provide off-road multi-use paths and trails that can serve as a recreational resource and means of commuting, while also tying ESGV's communities together.

Policy M-1.8: Pedestrian Passageways through Cul-de-Sacs. Provide pedestrian and bicycle passageways through the ends of neighborhood cul-de-sacs to arterials to provide residents greater access to services and amenities within walking distance.

See Chapter 6, *Parks and Recreation Element* for additional policies relating to multi-use trails and equestrian mobility and connectivity.

Policy M-1.9

Policy M-1.9: Equestrian/Multi-Use Trails and Connectivity. In communities with concentration of equestrian properties and uses, provide multi-use paths and trails from residential/equestrian neighborhoods to multi-use paths and trails in open space areas, routing and designing the multi-use paths and trails with the specific needs and perception of safety that horses and equestrians require for safe and pleasant movement through the Planning Area.

Goal M-2: The mobility system is connective, multi-modal, and provides improved access to daily needs, including local and regional destinations, that allows people to thrive.

Policy M-2.1: Connecting Healthy Spaces. Prioritize connections to food systems, health care facilities, parks, and other locations that support public well-being.

Policy M-2.2: Accessible Destinations. Prioritize mobility improvements that link transit, schools, parks, and other key destinations in the community.

Policy M-2.3: Close Network Gaps. Support mobility system enhancements that close identified transit and active transportation gaps, creating a cohesive and continuous network for bikers, rollers, pedestrians, and equestrians. Prioritize locations with higher concentrations of bicycle, equestrian, and pedestrian collisions, disproportionately affected communities, and other areas identified by key data indicators.

Policy M-2.4: Improved Community Transit. Expand and improve the access and frequency of the County shuttle network to provide greater connectivity with other local and regional transit services and to key destinations, prioritizing service to communities with low rates of car ownership and disproportionately affected communities.

Policy M-2.5: Expanded Transit Schedules. Support expanded hours for transit services to accommodate workers with varied schedules, including increasing frequency of service in the early morning, late evening, and on weekends. Prioritize access to key employment centers in ESGV.

Policy M-2.6: Innovative Mobility. Identify locations for innovative traffic safety features or pilot programs that support safety, accessibility, and sustainability, as considered in the *ESGV Mobility Action Plan*.

Policy M-2.7: Travel to Public Facilities. Enhance access to public facilities by improving the comfort and safety of routes to these places by transit riders, pedestrians, and people on bicycles.

Goal M-3: All modes of travel are efficient, comfortable, and feel safe on roads and pathways that are designed for all users, with infrastructure that is maintained and expanded to protect vulnerable groups, including pedestrians, equestrians, and people on bikes.

Policy M-3.1: Connective Active Transportation. Support connected and safe bicycle-, pedestrian-, and equestrian-friendly streets, sidewalks, multi-use paths and trails, and address real and perceived safety concerns to promote active transportation use.

Policy M-3.2: Active Transportation Infrastructure Upgrades. Support further studies to implement active transportation infrastructure improvements for the 12 priority corridors identified in the *ESGV Mobility Action Plan*, to be followed by studies for the other 34 corridors identified for new or upgraded infrastructure improvements.

Policy M-3.3: Connecting Active Transportation and Transit. Reduce car dependency by supporting the implementation of safe and convenient active transportation infrastructure that connects with and complements the transit network.

Policy M-3.4: Active Transportation Barriers. Work to remove barriers to walking, biking, and rolling, focusing on neighborhoods that are adjacent to or contain rail lines, wide roads and intersections, roads with frequent trucking activity, and freeways.

Policy M-3.5: Enhanced Active Transportation Amenities. Enhance safety and visibility in active transportation environments, including sidewalks and bicycle paths, by installing energy-efficient pedestrian-scale lighting, when and where feasible.

Policy M-3.6: Pedestrian Crossings at Wide Arterial Roads and Intersections. Support automation of the pedestrian crossing cycle at major intersections, providing a leading pedestrian interval (LPI) in advance of motorists, and an audible WALK phase at every cycle to eliminate the need to push a button, on identified wide arterials and intersections, when and where feasible.

Policy M-3.7: Deterring Unsafe Driving. Where repeated incidents of street racing, street takeovers, turning "donuts," or other unsafe driving activities have been reported, incorporate features that deter these activities, such as traffic calming measures, reducing lane and road widths to the minimum required for safe travel, or implementing other effective methods, when and where feasible.

Policy M-3.8: Focused Enforcement. Expand enforcement of speeding and traffic-related restrictions near schools and other activity centers, with the intent to dissuade dangerous driving behavior.

Policy M-3.9: Slow Neighborhood Streets. On neighborhood streets where speeding is a concern, support implementing slow speed signage and infrastructure (such as speed humps, traffic circles, etc.) and incorporating crossing enhancements (e.g., crosswalks, corner bulb-outs), when and where feasible.

Goal M-4: The mobility system is supported with sustainable planning and infrastructure and planning, and is prioritized equitably to meet the needs of sensitive groups, including youth and older adults.

Policy M-4.1: Sustainable Street Design. Incorporate sustainable design components into street treatments that increase safety for pedestrians, bicyclists, and sensitive groups, such as youth and older adults, while supporting environmental stewardship.

Policy M-4.2: Zero-emission Mobility. Support mode shifts to lower- or zero-emission travel modes that can reduce overall emissions from the mobility sector given the high rates of single-occupancy vehicles and long commutes in ESGV.

Policy M-4.3: Environmentally Just Mobility. Address inequities created by a history of car-centric design by prioritizing the mobility and safety needs of priority populations such as youth, older adults, zero-car households, and disproportionately affected communities.

Policy M-4.4: Goods Movement Impacts. Support programs that mitigate health and environmental quality impacts of the goods movement industry, including freight rail, trucking, and logistics/warehousing uses in unincorporated communities and adjacent jurisdictions. Mitigate negative impacts such as, increased congestion, conflicts and collisions between different travel modes, active transportation barriers, air quality, and other impacts on disproportionately affected communities.

Policy M-4.5: Multi-Lingual and -Format Information. Ensure transit and mobility service information is available in a variety of formats and languages and accessible to meet the needs of local populations.

Policy M-4.6: Accessible Transit Vehicles. Support use of transit vehicles with enhanced accessibility to accommodate a wide range of mobility-aide devices.

Policy M-4.7: Transit Safety. Support programs to enhance the safety of drivers and riders on transit vehicles to increase transit ridership.

Policy M-4.8: Transit Access for Independent Living. Support enhanced access to transit and transportation options that enable people to live well independently and that support expanded services to resident's homes. Prioritize programs to service aging populations, areas with limited transit access, including hillside neighborhoods, and disproportionately impacted communities.

Goal M-5: Mobility technology and innovations provide enhanced alternative transit access to support residents of all needs and abilities.

Policy M-5.1: Mobility Technology. Utilize accessible technology to implement more flexible transportation options that supplement existing service or address gaps in the existing network.

Policy M-5.2: Expanded Access to Micro-transit and Personal Mobility On-Demand (PMoD). Support expanded access to alternative transit modes, including micro-transit and PMoD, or other flexible, on-demand alternative transit options, to supplement existing transit needs and improve access to community destinations, residential areas, and mobility hubs, particularly for aging populations, areas not well-served by fixed transit routes, and disproportionately affected communities.

Policy M-5.3: Same Day Service. Support increased access to paratransit and alternative transit services that are provided on the same day as service is requested in a format that is accessible to all levels of technology use.

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8.1 Introduction
8.2 Growth and Preservation Strategies
8.3 Avocado Heights
8.4 Charter Oak
8.5 East San Dimas
8.6 Hacienda Heights
8.7 North Pomona
8.8 Pellissier Village
8.9 Rowland Heights
8.10 South Diamond Bar
8.11 South Walnut
8.12 Unincorporated North Whittier
8.13 Unincorporated South El Monte
8.14 San Jose Hills Communities
8.15 Northwestern Communities
8.16 Southwestern Communities
8.17 San Gabriel Mountains Foothill Communities

Sections Included



CHAPTER 8 Unincorporated Communities

8.1 Introduction

This chapter presents a community-specific vision for each of the 24 unincorporated communities in the East San Gabriel Valley (ESGV) through targeted policies that build upon the guiding framework and goals for the East San Gabriel Valley Area Plan (ESGVAP or Area Plan) contained within the six elements of this plan.

The connective thread that links all of these communities together to achieve a singular ESGV vision is the desire to (1) preserve the rural and equestrian character of communities in the ESGV; (2) create walkable communities linked by paths and greenways; and (3) achieve affordable communities where residents can stay and age in the neighborhoods they call home. It is this common vision that lends support for community-specific policies that aim to diversify land uses and housing types; capitalize and grow from the economic strengths of the region; create more walkable, connected mixed-use communities with an emphasis on neighborhood greenways that link to transit and commercial centers; and preserve the unique and cherished qualities of the ESGV Planning Area (Planning Area).

This chapter builds upon the policies in the General Plan, the Sustainability Plan, the Community Climate Action Plan, the Southern California Association of Governments Connect SoCal: 2020–2045 Regional Transportation Plan/Sustainable Community Strategy, and other applicable County and regional plans that address community-level planning concerns. The community-specific discussions in this chapter identify issues and opportunities, goals, and policies organized according to the six elements contained in the ESGVAP.

8.2 Growth and Preservation Strategies

To achieve the ESGVAP vision for diverse, walkable, thriving, connected communities, Los Angeles County (County) identified growth and preservation communities—of the 24 unincorporated communities in the Planning Area, 9 were identified as growth communities and 15 were identified as preservation communities. Decisions for where and how to direct growth and preservation were guided by an existing conditions report prepared at the beginning of the planning process, through visioning workshops and other meetings with community members, and based on guidance provided by County and regional planning documents. From these foundational documents, a set of vision statements and growth and preservation strategies were developed (see **Table 8-1, *Growth and Preservation Strategies***). For a description of each vision statement, refer to Chapter 1, *Introduction.*

TABLE 8-1 **Growth and Preservation Strategies**

Vision Statement	Strategies
I. Sustainable Growth Patterns	1. Plan for the **orderly and sustainable growth** of the ESGV. Focus growth within a mile from major transit stops, a half mile from high-quality transit corridors, and a quarter mile from established or new commercial centers where there is access to existing or proposed frequent transit and commercial services. Combine residential with mixed-use along major and secondary commercial corridors and combine growth with infrastructure improvements and investments that support walkable, thriving, and connected communities.
II. Diverse, Walkable Communities	2. Enable a more **diverse land use pattern** to support the varied needs of residents and employees in the ESGV. Support **housing for all ages, stages, and incomes**.
	3. Enable **new commercial nodes** to locate at key intersections and community gateways, to support a more equitable distribution of retail and commercial uses, and to enhance accessibility to daily goods and services.
	4. Identify potential locations for **village centers and open space amenities** (e.g., parks, plazas, paseos) within each community, where possible, and link these areas to transit and greenways.
III. Connected and Active Communities	5. Create dedicated **neighborhood greenways** designed to connect neighborhoods and communities together, create a sense of unity and district identity, and provide clear, safe, enjoyable, and convenient routes to transit, active transportation routes, commercial centers, employment centers, parks, schools, and other amenities.
IV. Shared Community Identity and Character	6. Ensure that the scale and massing of new development provide **appropriate transitions** in building height and massing and are sensitive to the physical and visual character of adjoining lower-density neighborhoods.
V. Thriving Economy and Workforce	7. Support the success of **existing employment and commercial centers** by enabling them to be more distributed; reinhabited with uses that meet community needs for jobs, services, and amenities; and redesigned to beautify the public realm, create clear pedestrian and vehicular mobility, and encourage pedestrian activity.
VI. Sustainable Built and Natural Environment	8. **Preserve** the sensitive resources, scenic hillsides, conservation areas, agricultural lands, parks, open spaces, water channels, and equestrian amenities that characterize the ESGV. Identify locations to **enhance and restore** these sensitive resources and amenities for current and future populations.
VII. Informed, Empowered, and Environmentally Just Communities	9. **Prioritize** the needs of **disproportionately affected communities** in the allocation of funding and capital investments, to ensure the equitable distribution of resources and amenities, and to address environmental injustices, correct social and economic inequities, and support the health, safety, and well-being of all ESGV residents.

A. GROWTH COMMUNITIES

Recommendations from previous planning studies and regional guidance point to the need to target growth toward existing and proposed transit and active transportation investments, as well as to diversify land uses to support residential needs and access to daily goods within walking distance. The prevalent issues derived from having fewer housing options also present opportunities to enhance ESGV communities with an increase in land use diversity and housing affordability, reduce overcrowding, decrease traffic congestion, and improve air quality. Out of the 24 unincorporated communities in the Planning Area, the following 9 were identified as growth communities:

- Avocado Heights
- Charter Oak
- Covina Islands
- East Irwindale
- East San Dimas
- Hacienda Heights
- Rowland Heights
- South San Jose Hills
- Valinda

B. PRESERVATION COMMUNITIES

Out of the 24 unincorporated communities in the Planning Area, the following 15 were identified as preservation communities:

- East Azusa
- Glendora Islands
- North Claremont
- North Pomona
- Northeast La Verne
- Northeast San Dimas
- Pellissier Village
- South Diamond Bar
- South Walnut
- Unincorporated North Whittier
- Unincorporated South El Monte
- Walnut Islands
- West Claremont
- West Puente Valley
- West San Dimas

The following sections consist of community-specific discussions of the Planning Area communities. Each section includes an introduction, community-specific issues and opportunities, and community-specific policies intended to implement areawide vision statements and goals presented in each of the six elements of this Area Plan, as applicable. Each community-specific policy is linked to a vision statement and/or goal from a corresponding element of this Area Plan. Existing conditions and background information for each community is included in Appendix D, *ESGV Unincorporated Communities Background*.

8.3 Avocado Heights

A. INTRODUCTION

Avocado Heights is an unincorporated community located in the southwestern part of the Planning Area. The community spans 2.5 square miles, and has a population of 14,064, or approximately 5,652 people per square mile. It shares boundaries with the cities of Baldwin Park and Industry to the north and east, the unincorporated community of Hacienda Heights to the south, and Interstate (I-) 605 and the San Gabriel River to the west. The Walnut Creek Channel flows along part of the northwestern boundary, and San Jose Creek runs south of Avocado Heights to generally form its southern boundary.

Since the early 20th century, Avocado Heights was known for agriculture and ranching. The community continues to be a center of residential equestrian uses, trails, and activity with a designated equestrian district. The community primarily consists of single-family homes, with industrial and commercial uses along its major corridors. The industrial parcels are largely concentrated along Valley Blvd., which forms the northern boundary of the community.

B. COMMUNITY CHALLENGES AND OPPORTUNITIES

The following presents a summary of challenges and opportunities learned from community feedback and an analysis of existing conditions in the community (see **Table AH-1, Avocado Heights Challenges and Opportunities**). These challenges and opportunities serve to inform the preparation of community-specific land use, zoning, policies, and programs for Avocado Heights.

TABLE AH-1 **Avocado Heights Challenges and Opportunities**

1. Housing
Housing Needs. Additional housing is needed in Avocado Heights to maintain affordability for residents and provide needed housing for sensitive groups, including families and older adults. Land use changes to provide new housing should be located near parks and other existing community amenities. Current residents prefer new housing to have a more granular density and character that is like the existing housing stock. Community members expressed interest in standards that allow for additional housing on existing properties, including prefabricated homes, tiny homes, accessory dwelling units, and garage conversions.

TABLE AH-1 **Avocado Heights Challenges and Opportunities**

2. Land Use and Community Design
Community Amenities. Community members expressed interest in beautifying their community and access to additional amenities, including additional street trees, community gardens, and better-quality streets. Other amenities include space for older adults to congregate, more educational opportunities, and more markets, local shops, and small stores in a walkable vicinity.
Gathering Spaces. Community members want additional community gathering spaces. While there are several parks in the Avocado Heights, there is a need for a greater variety of gathering spaces, including spaces adjacent to community-serving commercial development.
Park Needs. Based on the 2016 Parks Needs Assessment, about 1.4 acres of parkland is provided per 1,000 residents, below County averages of 3.3 acres/1,000. About 43% of residents have moderate park needs, primarily concentrated in the northwest neighborhoods.
Commercial Areas. Commercial areas in the Avocado Heights community need revitalization and enhancements that improve their accessibility and match the community's character. Areas in need of revitalization include the commercial and industrial properties along Valley Boulevard and the commercial properties at the intersection of Don Julian Road and Workman Mill Road. Residents have stated a desire for well-designed commercial properties, along with standards to help buffer existing industrial uses from residential uses.
Don Julian Road and Workman Mill Road Intersection. Commercial development at the intersection of Don Julian Road and Workman Mill Road should be oriented to the intersection to improve the pedestrian experience, and enhanced to provide community gathering spaces. Amenities should be collocated in these community gathering spaces, including services for older adults, families, and young people. Wayfinding signage and other pedestrian and bicycle infrastructure can support this intersection as a primary community gathering space. The southeast parcel of the intersection currently contains a grocery store and other neighborhood uses, along with a large parking lot. This parking lot could be enhanced to provide community amenities, including a square/plaza and park space.
Multi-benefit Uses. Schools and other uses (including churches) are scattered throughout the community and can serve as multi-benefit and community gathering spaces.
Equestrian Presence. Avocado Heights contains equestrian properties, and the equestrian history is important to the community and should be highlighted where possible.

TABLE AH-1 **Avocado Heights Challenges and Opportunities**

3. Mobility
Active Transportation. Existing pedestrian and bicycle infrastructure in the community needs expansion to improve the walking and biking environment for pedestrians. Wider sidewalks, street trees, wayfinding signage, and new bike lanes, especially along routes connecting to San Jose Creek, will improve the quality of life for residents that walk and bike in Avocado Heights.
Frontage Roads. Frontage roads along Workman Mill Road provide good opportunities for design interventions to improve the pedestrian experience and provide pocket parks. The frontage roads run parallel to Workman Mill Road and provide spaces to activate for community gathering.
San Jose Creek. San Jose Creek serves as an important conduit for pedestrians, bicyclists, and equestrians to access nearby communities, amenities, and a larger network of trails and pathways. New infrastructure that supports walking, biking, and horseback riding should be connective to San Jose Creek. Additional infrastructure along the San Jose Creek path is needed to improve user experiences, including wayfinding signage, pedestrian-scale lighting, seating, and call boxes.
Community Transit. Avocado Heights residents require better access to transit to meet the community's needs and to decrease reliance on single-occupancy vehicles. Transit connectivity should be improved along the major streets in the community, including Don Julian Road, Workman Mill Road, and Valley Boulevard. A community circulator or micro-transit could provide connections to a nearby transit hub and other community amenities like parks and trails. Transit in Avocado Heights should be easily accessible for young people, families, and older adults.
Pedestrian and Bicyclist Safety. The perception of safety in Avocado Heights is low, especially at night. Infrastructure and design interventions are needed to create a safe environment for residents at all times of the day. These design interventions could include additional street lighting and pedestrian-scale lighting, as well as call boxes or buttons along community trails, pathways, and parks. Areas where residents walk and bike in their community should receive regular upkeep, including the abatement of any graffiti. Residents have identified speeding as a major issue, especially along Don Julian Road and Workman Mill Road. Design interventions on those streets are needed to improve the safety of pedestrians.

Land Use

The **Avocado Heights Land Use Map**, found in the **Appendix E, *Land Use Maps***, presents land designations and establishes the general location and diversity of each land use in Avocado Heights.

C. COMMUNITY-SPECIFIC POLICIES

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

VS 1 – Sustainable Growth Patterns

Policy AH-1: Preservation Areas. Preserve and support the equestrian traditions in Avocado Heights, particularly in the Equestrian District Areas.

Policy AH-2: Complete Communities. Enhance community access, connectivity, services, and amenities within walking distance of residential neighborhoods. Focus amenities and services along primary roads leading to the community center at Workman Mill Road, with connective roads and paths to residential neighborhoods.

See Land Use Policy LU-1.2.

Policy AH-2

VS 2 – Diverse, Walkable Communities

RESIDENTIAL NEIGHBORHOODS AND HOUSING DIVERSITY

Policy AH-3: Underutilized Sites. Study the viability of redeveloping the Evergreen Baptist Church property to provide for housing opportunities and community amenities.

Policy AH-4: Residential Neighborhoods. Protect Avocado Heights' established residential neighborhoods and equestrian districts. Ensure any new development contributes to preserving and enhancing the character of Avocado Heights.

COMMERCIAL CENTERS AND CORRIDORS

Policy AH-5: Existing Commercial Centers. Strengthen and enhance existing commercial centers on Workman Mill Road and Valley Boulevard to the north, and on Valley Boulevard near San Fidel Avenue to the northwest.

MIXED-USE DEVELOPMENT AND VILLAGE CENTERS

Policy AH-6: Village Center. Create a village center at the center of the community along Workman Mill Road near Don Julian Road, where access to existing amenities and services is high. Revitalize the existing commercial storefronts at the intersection of Workman Mill Road and Don Julian Road.

Policy AH-7: Social Gathering Area. Create additional social gatherings areas near the two existing schools, Wallen L. Andrews Elementary School to the west and Don Julian Elementary School to the east, through enhanced public park amenities.

PUBLIC AND SEMI-PUBLIC FACILITIES

See Land Use Policy LU-3.18.

Policy AH-8

Policy AH-8: Joint-Use Facilities. Explore partnerships with schools in the community, Wallen L. Andrews Elementary School to the west and Don Julian Elementary School to the east, to jointly use their facilities and resources, including parks, playgrounds, libraries, community centers, daycare facilities, and other resources, to increase access to recreational and other amenities for nearby residents.

INDUSTRIAL AND EMPLOYMENT USES

Policy AH-9: Employment Corridor. Enhance Valley Boulevard along the northern/northeastern boundary of the community as a pedestrian-oriented employment and commercial corridor.

Policy AH-10: Industrial Land Preservation. Preserve existing industrial land uses and employment districts along Valley Boulevard to maintain high-quality jobs within the community.

PARKS, OPEN SPACES, AND TRAILS

Policy AH-11: Open Space Needs. Create two new park and open space areas at the southern boundary of the community along the existing waterway from Workman Mill Road to Country Club Way, and at Don Julian Road to the northwest, east of I-605.

VS 3 – Connected and Active Communities

Policy AH-12: Pedestrian Plan. Explore the opportunity for an Avocado Heights Pedestrian Plan that would provide recommendations for specific improvements to pedestrian infrastructure.

Policy AH-13: Complete Streets. Create complete streets from neighborhoods leading to the Workman Mill Road downtown corridor, village center, and commercial centers. See the Mobility Action Plan for additional policies related to complete streets.

VS 4 – Shared Community Identity and Character

Policy AH-14: Equestrian Character. Protect Avocado Heights' pride for its historical equestrian character by fostering this theme in public design treatments.

See Community Character and Design Policy CC-1.2.

Policy AH-14



Policy AH-15: Street Beautification. Beautify and reinforce Avocado Heights' identity and character through added street trees, lighting, community signage, bike lanes, public art, and other strategies. Prioritize beautification of the downtown corridor along Workman Mill Road and the industrial/commercial corridor along Valley Boulevard to enhance the environment and experience for users and attract more patrons to the village/commercial centers.

Policy AH-16: Community Gateways. Mark prominent community entrance points with special design and architectural enhancements. Prioritize the entrances to the west and east of Workman Mill Road, and east of Don Julian Road.

See Community Character and Design Policy CC-1.8.

Policy AH-16

Policy AH-17: Waterway Protection. Maintain, protect, restore, and enhance San Jose Creek in the south of the community, which provides a unique environmental feature in Avocado Heights.

Policy AH-18: Waterway Access. Incorporate San Jose Creek into the community's identity and character with signage, wayfinding, entrance points, and connective paths to other areas of the community.

VS 5 – Thriving Economy and Workforce

Policy AH-19: Business Attraction. Actively market to top industries that match resident skillsets and provide synergies with existing logistics, transportation, and warehousing industries in Avocado Heights.

Policy AH-20: Workforce Readiness. Promote training opportunities for jobs in growing industries, including healthcare and social assistance, that match the skillsets of Avocado Heights residents.

Policy AH-21: Retail Industry. Promote new retail businesses that add to the community's diversity and bring more shops and commerce to Avocado Heights.

8.4 Charter Oak

A. INTRODUCTION

Charter Oak is an approximately 1-square-mile unincorporated community located in the northern portion of the Planning Area. It has a population of 10,078, or approximately 9,888 people per square mile. The community shares boundaries with Covina to the west and south, the San Dimas to the east and south, and Glendora to the north.

Modern development of the area began in the late 19th century when Charter Oak was mostly settled by citrus farmers. After World War II, a housing boom influenced the community buildout that exists today.

B. COMMUNITY CHALLENGES AND OPPORTUNITIES

The following presents a summary of challenges and opportunities learned from community feedback and an analysis of existing conditions in the community (see **Table CO-1, Charter Oak Challenges and Opportunities**). These challenges and opportunities serve to inform the preparation of community-specific land use, zoning, policies, and programs for Charter Oak.

TABLE CO-1 **Charter Oak Challenges and Opportunities**

1. Residential Areas
Access. Residential areas of the community have limited access to the primary commercial corridor along Arrow Highway. Where feasible, additional access pathways should be considered with new development to improve the permeability of residential areas and allow easier access to amenities along Arrow Highway.
Multifamily Housing. Multifamily housing is more prevalent in Charter Oak than in other communities in the area, but it is still limited. Multifamily housing in the community tends to be car-oriented with limited pedestrian access, and complexes are sometimes gated. There is a need for multifamily housing design that promotes multiple points of accessibility. Multifamily housing along Arrow Highway does not contain co-uses like commercial or retail.
Development Opportunities. Many areas along the Arrow Highway corridor offer sites suitable for affordable housing—one of the most difficult tasks facing the ESGV. The presence of significant transit systems also creates opportunities to introduce mixed-use and transit-oriented residential development.

TABLE CO-1 **Charter Oak Challenges and Opportunities**

2. Public Realm
Frontage Roads. Large frontage roads in residential areas limit greenspace and can act as barriers for bicyclists and pedestrians. These roads run parallel to arterial streets and connect to neighborhood streets. Frontage roads and the parallel arterials create large swathes of paved streets with little to no vegetation. Where feasible, these areas can be enhanced to provide additional green space and pedestrian infrastructure.
Arrow Highway Corridor. This commercial corridor is a major thoroughfare with little improvements made for pedestrian and bicyclist comforts. The City of Glendora is proposing improvements to the north side of Arrow Highway to create an urban trail. This is in line with their recently adopted specific plan for their jurisdictions along Arrow Highway. County jurisdiction includes the Arrow Highway right-of-way, and the design of the corridor should be reoriented to support the needs of pedestrian and people on bicycles.
Wayfinding. The boundaries of the community are difficult to discern, and lack of wayfinding signage makes it easy to get lost in the community.
Amenities. The community lacks trees, shade, or plantings along sidewalks and walking paths. Sidewalks are generally built to the minimum width.
Safety. Public spaces, including parks, have low perceived safety.
Park Needs. Based on the Countywide Parks and Recreation Needs Assessment (PNA), 52% of the study area that includes Charter Oak has a high park need, 46% has a moderate park need, and 2% has a low park need. Within the same study area, only 16% of the population lives within a half mile of a park, which is lower than the countywide average (49%).
Open Space Opportunities. Charter Oak has limited space for traditional park development. In lieu of traditional park space, the community could benefit from parklets along frontage streets, urban trails, pocket parks, and outdoor programs (CicLAvia-type programs). New development should co-locate open space/landscaping requirements to maximize public benefit.
Charter Oak Park. This park is oriented to Covina Boulevard, which serves as its primary entrance. Other neighborhood entrances may be located on both sides of the park on E. Tudor Street cul-de-sacs. Northern bordering parcels are owned by the Charter Oak Unified School District and Charter Oak Day School. Because these uses are government owned, perhaps there is potential in providing pedestrian pathways through these parcels to better connect Covina Boulevard to Cienega Avenue.
Charter Oak High School. The school is located directly south of Charter Oak Park. Though it is located just outside of the community's jurisdiction, its location warrants attention on the school's connectivity to the surrounding neighborhood. This further justifies creating a linear pedestrian pathway connecting the high school to the south with Cienega Avenue and Arrow Highway.
Charter Oak Library. The library is located in an existing strip mall along Arrow Highway. Library space is small and may be insufficient for the community.

TABLE CO-1 **Charter Oak Challenges and Opportunities**

Transit Connections. Residents have expressed interest in expanding transit access in the community to reach local destinations. These local destinations are often centralized, walkable areas with opportunities for leisure and shopping. These amenities are lacking in Charter Oak, forcing residents to seek them elsewhere.

Car-Oriented Design. The community's design incentivizes car ownership and usage. The car-oriented design also limits needed greenspace needed to counteract the impacts of greenhouse gas emissions and provide an inviting environment. As a result, residents in the area overwhelmingly choose to drive than any other travel option.

Congestion. Transportation congestion for cars is perceived as high in the community. This is likely due to the abundance of vehicles with one occupant, and a lack of diversity in mobility infrastructure to support alternative modes of travel.

Condition of Streets. Street maintenance is perceived as lackluster in the community.

Parking. Parking in residential areas, particularly in the vicinity of commercial areas, is perceived as impacted and overcrowded. Residents have expressed a desire for regulated parking in residential areas. Shared parking regulations, paid parking, and increasing access via other modes, can mitigate this. This may also be an indication of overcrowding due to a lack of housing supply, with the existing units home to more people than designed.

- **Dual-Use Facilities for Flood Control and Open Space.** Parks and open spaces provide valuable opportunities for community members to exercise, recreate, and recharge. Nearby storm drain channels and flood control basins, where feasible, can be improved to create a system of open spaces and trails that provides off-road pedestrian and bicycle access to local destinations, including schools, parks, and transit.
- There are many small parcels between storm drain channels and roadways that may have too little value for commercial development. These small spaces could be used to create pocket parks to beautify the corridor and provide gateways to the surrounding jurisdictions.

3. Commercial Areas

Industrial and Auto-Related Uses. Major corridors in Charter Oak contain industrial and auto-related uses. These types of uses are not as conducive to creating and maintaining walkable spaces as other types of commercial uses and can create land use conflicts.

Industrial and auto uses are not compatible with making the Arrow Highway Corridor and other Charter Oak corridors attractive and vibrant gathering spaces. Where feasible, establish incentives to encourage locating community-serving uses along the corridor and decrease the density of auto-related uses.

Truck Traffic. Arrow Highway serves as an alternative corridor for commuters and trucks looking to avoid traffic congestion on the I-10 and I-210 freeways. Designated truck routes should be emphasized with improved signage to discourage trucks from using local streets.

TABLE CO-1 **Charter Oak Challenges and Opportunities**

Existing Commercial Stock. Some commercial properties along Arrow Highway are run down and need enhancement. Commercial properties often consist of commercial structures pushed to the back of the lot with parking in the front. This creates access barriers for pedestrians and bicyclists. Development standards could help locate structures along Arrow Highway closer to the street. Charter Oak has few small markets and stores that serve healthy food within walking distance of residents. Retail in the community is minimal and decentralized, with little orientation toward a singular walkable environment for pedestrians.
Third Places. There are few "third" places—spaces other than the workplace and the home where people congregate—within the community. Charter Oak Park is one primary third place in the community, but these spaces are otherwise lacking along Arrow Highway, which is intended to be a vibrant commercial corridor. Outside of Arrow Highway, there are few places within the community that are shared and support gathering and socialization.
Façades. The façades of the commercial properties in the community are worn and in some cases in need of enhancement. Upkeep of façades in the community is not incentivized.

Land Use

The **Charter Oak Land Use Map**, found in Appendix E, *Land Use Maps*, presents land use designations and establishes the general location and diversity of each land use in Charter Oak.

C. COMMUNITY-SPECIFIC POLICIES

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

VS 2 – Diverse, Walkable Communities

COMMERCIAL CENTERS AND CORRIDORS



Policy CO-1: Existing Commercial. Revitalize existing commercial uses located along primary corridors near major transit, prioritizing Arrow Highway to the north and Grand Avenue to the west of the community.

Policy CO-2: Commercial Corridor Improvements. Enhance major corridors as pedestrian-oriented commercial corridors, along Arrow Highway, Grand Avenue, and Valley Center Avenue. Utilize native, drought-tolerant, and climate-appropriate landscaping and landscaped medians to enhance streetscapes.

Policy CO-3: Healthy Food. Explore opportunities to add small markets, grocery stores, and a farmer's market along the primary corridors, Grand Avenue and Arrow Highway, which are accessible by greenways and active transportation and help to meet consumer demands.

MIXED-USE DEVELOPMENT AND VILLAGE CENTERS

Policy CO-4: Village Centers. Create village centers at key nodes, close to major transit and commercial centers connected by urban pathways. Prioritize intersections at Arrow Highway and Grand Avenue to the northwest and east of the major transit, at Grand Avenue and Cienega Avenue to the northwest and south of the major transit, at Grand Avenue and Cypress Street to the southwest, at Arrow Highway and Sunflower Avenue to the northeast, and within a centralized location near Mangrove Avenue between Cienega Avenue and Covina Boulevard. Village centers should be accessible by greenways along major corridors to improve pedestrian and bicyclist pathways to these community gathering spaces.

See Land Use Policy LU-3.15.

Policy CO-4

Policy CO-5: Social Gathering Area. Create additional social gathering areas near existing schools through enhanced public park and open space amenities. Use urban pathways to connect the social gathering areas to commercial and village centers in Charter Oak.

INDUSTRIAL AND EMPLOYMENT USES

Policy CO-6: Truck Traffic. Work with local and regional agencies to ensure designated truck routes are emphasized through improved signage, to discourage trucks from using local streets.

PARKS, OPEN SPACES, AND TRAILS

Policy CO-7: New Parks. Explore opportunities to add new parks in the western and eastern areas of the community where parks currently do not exist and where access to Charter Oak Park is low. Create greenways connecting residential neighborhoods and village centers to new parks.

Policy CO-8: Open Space Lots. Utilize small parcels between storm drain channels and roadways along Arrow Highway to create small parks or open spaces that beautify the corridor.

Policy CO-9: Multi-Use Paths. Create urban pathways along Glendora Avenue and Covina Boulevard to the west to connect Charter Oak neighborhoods to the proposed park and open space amenity. Collaborate with the Los Angeles Flood Control District and jurisdictions along Arrow Highway to create a system of open spaces and trails that provide off-road pedestrian and bicycle access using the existing storm drain channels and flood control basins that crisscross Arrow Highway.

See Chapter 7, Mobility Element, for related policies.

VS 3 Policies

VS 3 – Connected and Active Communities

Policy CO-10: Complete Streets. Create complete streets from neighborhoods leading to primary corridors (Arrow Highway, Cienega Avenue, Grand Avenue), major transit areas, and commercial centers.

Policy CO-11: Pedestrian Passageways through Cul-de-Sacs. Identify opportunities to provide pedestrian and bicycle passageways through the ends of neighborhood cul-de-sacs along Cienega Avenue, east of Glendora Avenue, to provide residents greater access to services and amenities within walking distance.

Policy CO-12: First Last Mile. Enhance access between the major transit stop on Arrow Highway and Grand Avenue and residential neighborhoods, community amenities, and services in Charter Oak. Plan and implement infrastructure improvements that promote pedestrian "first last mile" access, including bicycle infrastructure, bike and scooter services, greenways, shading and lighting, and other improvements that enhance access along first last mile pathways.

VS 4 – Shared Community Identity and Character

Policy CO-13: Corridor Revitalization and Beautification. Beautify and reinforce Charter Oak's identity and character through revitalization of major corridors that provide community access. Incorporate added street trees, lighting, community signage, bike lanes, public art, and other strategies. Prioritize beautification of the major corridors that enhance the environment and experience for users, and attract more patrons to the village centers at the following locations:

- Arrow Highway Corridor
- Valley Center Avenue between Arrow Highway and E. Cienega Avenue
- Covina Boulevard on the north side, east of Sunflower Avenue, which contains deep lots of the size needed for significant redevelopment
- Cypress Street on the south side across from Glen Oak Elementary, east of Sunflower; and east of N. Grand Avenue
- Lyman Avenue on the east side, north of E. Badillo Street
- E. Renshaw Street on the south of Scarborough Lane

Policy CO-14: Improve Frontage Roads. Enhance identified frontage roads to provide additional green space and pedestrian infrastructure, where feasible.

Policy CO-15: Community Gateways. Mark prominent community entrance points with special design and architectural enhancements. Prioritize key entrances to the northwest at Arrow Highway and Grand Avenue, to the west at Grand Avenue and Covina Boulevard, and to the east at Cienega Boulevard and Valley Center Avenue.

See Community Character and Design Policy CC-1.8.

Policy CO-15

VS 5 – Thriving Economy and Workforce

Policy CO-16: Business Attraction. Actively market to top industries that match resident skillsets and provide synergies with health care, educational services, and retail trade, the top employment industries for residents of Charter Oak.

Policy CO-17: Retail Industry. Promote new retail businesses within commercial centers and at vacant and underutilized sites to add to the community's diversity and bring more shops along Arrow Highway.

Policy CO-18: Coworking Spaces. Encourage and promote collaborative coworking spaces at public centers, coffee shops, and village centers that accommodate telework, remote work, and mobile work for community members.

VS 6 – Sustainable Built and Natural Environment

Policy CO-19: Waterways. Maintain, protect, restore, and enhance stormwater channels along Arrow Highway and San Dimas Wash to the north of the community, which provides a unique environmental feature in Charter Oak.

8.5 East San Dimas

A. INTRODUCTION

East San Dimas is approximately 0.21 square miles (134.4 acres), located in the northeast portion of the Planning Area. The community shares boundaries with the city of San Dimas to the west and the city of La Verne to the north, east, and south. East San Dimas consists of two non-connecting unincorporated islands. The southern island is entirely residential, while the northern island contains some commercial uses.

The area was originally referred to as Mud Springs in the early 1800s, a reference to the nearby Mud Springs marsh and the relatively swampy topography of the area. In 1887, the Santa Fe Railroad completed a rail line through the area, which put the San Dimas area on the map and resulted in a building boom. The homes in East San Dimas were largely built throughout the 1950s. Historic Route 66 serves as the northern boundary of the community and served as one of the major routes for people migrating west throughout the 20th century.

B. COMMUNITY CHALLENGES AND OPPORTUNITIES

The following presents a summary of challenges and opportunities learned from community feedback and an analysis of existing conditions in the community (Table ESD-1). These challenges and opportunities serve to inform the preparation of community-specific land use, zoning, policies, and programs for East San Dimas.

TABLE ESD-1 **East San Dimas Challenges and Opportunities**

1. Land Use and Community Design
Vacant and Underutilized Land. Vacant parcels are located along Foothill Boulevard in the north end of the community, along Juanita Avenue in the south end of the community.
2. Community Spaces and Parks
Parks and Open Space Needs. Based on the 2016 Park Needs Assessment, most of the community has low park needs with some pockets of moderate needs in the east area. The community, however, falls below the County average of 3.3 acres of parkland per 1,000 people with only 2.7 acres per 1,000.

TABLE ESD-1 **East San Dimas Challenges and Opportunities**

3. Traffic, Transportation, and Accessibility
Freeway Adjacency. The Foothill Freeway bisects the community in the northern region. This division of the community makes it difficult to improve the walkability of the surrounding neighborhoods. Adjacency to the freeway also creates air quality issues for nearby residential properties.
Sensitive Uses. Avoid intensifying areas for sensitive uses such as hospitals, schools, and residences, near the Foothill Freeway.
Major Corridors/Intersections. The southeast corner of the San Dimas Road and Foothill Boulevard intersection is a large commercial center with nearby residential that contain underutilized/vacant parcels. These areas could be explored as an opportunity to enhance local community amenities.
Puddingstone Channel. Puddingstone Channel bisects the community from north to south from the foothills to Puddingstone Reservoir. It presents the opportunity to create an urban pathway and to enhance to local destinations and open spaces, including Los Encinos Park to the north.
Cul-de-Sacs and Walkability. The community is filled with small streets that typically end in cul-de-sacs, which limits mobility for pedestrians and people on bicycles by increasing trip distances. The nature of the street network, including cul-de-sacs, limited sidewalks, and a limited mix of land uses, has increased automobile reliance which worsens air quality, pollution, and noise issues.

Land Use

The **East San Dimas Land Use Map**, found in Appendix E, *Land Use Maps*, presents land use designations and establishes the general location and diversity of each land use in East San Dimas.

C. COMMUNITY-SPECIFIC POLICIES

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

VS 1 – Sustainable Growth Patterns

Policy ESD-1: Sensitive Uses. Avoid placing new development and sensitive uses, such as hospitals, schools, residences, within 500 feet of I-210 in the northern portion of the community and along the Puddingstone Channel waterway that traverses the community.

Policy ESD-2: Annexation. Explore the feasibility of annexation of East San Dimas into the city of San Dimas or other nearby jurisdictions to provide needed services and infrastructure more efficiently to this community.

VS 2 – Diverse, Walkable Communities

COMMERCIAL CENTERS AND CORRIDORS

Policy ESD-3: New Commercial. Create new commercial nodes in the northern and southern portions of the community along San Dimas Canyon Road and Sedalia Avenue.

Policy ESD-4: Healthy Food. Explore opportunities for adding a supermarket or grocery stores to provide healthy food options and balance the fast-food restaurants within existing commercial centers.

MIXED-USE DEVELOPMENT AND VILLAGE CENTERS

Policy ESD-5: Village Center. Create village centers at San Dimas Canyon Road and Foothill Boulevard to the northwest, and at Sedalia Avenue and Juanita Avenue to the southeast, to provide services and amenities to the community and provide a place for social gathering.

PARKS, OPEN SPACES, AND TRAILS

Policy ESD-6: Park Needs. Create new park and open space opportunities along Juanita Avenue to the south, and near San Dimas Canyon Road and I-210 to the north, to fill the need for parks in the community. Prioritize vacant and underutilized lots that are otherwise unsuitable for other uses.

VS 3 – Connected and Active Communities

Policy ESD-7: Complete Streets. Create complete streets from neighborhoods leading to the San Dimas Civic Center and commercial centers on San Dimas Canyon Road to the southwest, Juanita Avenue to the southeast, and Foothill Boulevard to the north. See the Mobility Action Plan for additional policies related to complete streets.

Policy ESD-8: Puddingstone Channel Pathway. Create an urban pathway along the Puddingstone Channel waterway that joins the northern and southern community areas and connects to commercial centers and amenities.

Policy ESD-9: Greenways Prioritize greenways along major corridors including San Dimas Canyon Road, Juanita Avenue, Gladstone Street, and Damien Avenue.

8.6 Hacienda Heights

A. INTRODUCTION

Hacienda Heights is an 11.86-square-mile unincorporated community located in the southwest part of the ESGV, with a population of approximately 54,191. The community shares boundaries with the cities of Industry to the north, La Habra Heights to the south, and Whittier to the southwest, and the unincorporated communities of North Whittier to the west and Rowland Heights to the east. Hacienda Heights consists primarily of single-family residences in a suburban development pattern that resulted from the post-World War II boom in growth and housing production as the area transitioned from agricultural land uses. The primary assets of the community are proximity to natural areas and open space, the scenic views of the Puente Hills and San Gabriel Mountains, and the diverse cultural heritage of community members.

B. COMMUNITY CHALLENGES AND OPPORTUNITIES

The following presents a summary of challenges and opportunities learned from community feedback and an analysis of existing conditions in the community (see **Table HH-1, Hacienda Heights Challenges and Opportunities**). These challenges and opportunities serve to inform the preparation of community-specific land use, zoning, policies, and programs for Hacienda Heights.

TABLE HH-1 **Hacienda Heights Challenges and Opportunities**

1. Residential
Housing Diversity. Lack of diversity in housing types contributes to housing unaffordability, traffic congestion, and a lack of community reinvestment. Neighborhoods near commercial centers present an opportunity for diverse housing options that are accessible to services.
Residential Development. Residential areas are often oriented inward, developed in cul-de-sacs, and spread out, with few connections to the community's commercial corridors.
Areas to Avoid Housing Development. Undeveloped and underutilized parcels exist throughout the community; however, they are not recommended for housing as many are located within the fire hazard zones or near industrial uses and the railroad rights-of-way.

TABLE HH-1 **Hacienda Heights Challenges and Opportunities**

VS-1, *Sustainable Growth Patterns*, and VS-2, *Diverse, Walkable Communities*, address the above by providing complete communities with diverse housing options for residents of Hacienda Heights, while preserving existing, established neighborhoods.
2. Commercial
Limited Commercial Uses. The core commercial area of Hacienda Heights is limited in goods and services, requiring residents to travel outside the community.
Commercial Development. Many commercial developments near the Hacienda Boulevard and Halliburton Road intersection are located across multiple parcels and sometimes owned by multiple owners, which leads to non-cohesive development and confusing parking layouts that are not efficiently designed.
Car-Oriented Development. Commercial centers are generally car-oriented with structures pushed to the rear of the lot and large parking lots fronting the street, creating non-pedestrian friendly environments.
Walkability. Several major commercial nodes offer opportunities to create walkable districts, especially considering the location of existing and planned bike routes.
VS-2, *Diverse, Walkable Communities*, VS-3, *Connected and Active Communities*, VS-4, *Thriving Economy and Workforce*, and VS-5, *Shared Community Identity and Character*, address the above by improving commercial areas to have a clear visual and experiential identity, providing a mix of commercial services and amenities, and enhancing accessibility.
3. Industrial and Employment Uses
Residential/Industrial Interface. Industrial sites along Clark Avenue are located directly across the street from single-family residences. This interface can present health and air quality concerns for residents.
Industrial Areas. The Industrial Opportunity Area north of SR-60 near Turnbull Canyon Road is heavily industrial and runs along railroad lines. Industrial land uses should be focused here, and incompatible uses should not be established.
VS-2, *Diverse, Walkable Communities*, and VS-4, *Thriving Economy and Workforce*, address the above by preserving existing industrial uses and strengthening employment for residents of Hacienda Heights.
4. Community Spaces and Parks
Park Need. Hacienda Heights is below the County goal for public space with only 36% of the community within walking distance to a park and only 3.3 local park acres per 1,000 persons. The greatest need for local park space is north of SR-60, where limited park space impacts approximately 4% of the population.

TABLE HH-1 **Hacienda Heights Challenges and Opportunities**

Social Gathering Places. Social gathering spaces and plazas in commercial areas with services and amenities are limited in Hacienda Heights.
5. Traffic, Transportation, and Accessibility
Connectivity Barriers. SR-60 and Southern Pacific Railroad run through the northern portion of the community creating barriers and challenges for creating walkable neighborhoods.
Transportation Impacts. Active freight and proximity to freeways and railroads creates issues related to air quality, traffic, noise, and light that impact adjacent residences and make it difficult to create walkable, connected neighborhoods.
Car-Oriented Development and Walkability. The car-oriented development pattern with non-connecting residential streets pushes traffic onto major roads and reinforces driving habits because residents cannot easily walk to local services, goods, or parks and open spaces.
Transit Needs. The community is poorly served by transit and active transportation options. Residents indicated a desire for efficient and well-connected transit options to reduce automobile dependence.
Connectivity Improvements. There is a need for improved connectivity through active transportation routes and trails, along with improved upkeep and maintenance of existing trails.
Trails and Safety. Safety concerns have been reported at designated and undesignated trail access points, which are difficult to monitor given their distribution throughout the area.
Trails and Habitat. There is a need to ensure that trail users and trail routes do not negatively impact native habitat and wildlife areas.
VS-2, *Diverse, Walkable Communities*, and VS-3, *Connected and Active Communities*, address the above by enhancing connectivity through active transportation infrastructure to create complete streets and improve access for residents.
6. Public Realm
Public Realm Needs. There is a lack of active transportation and public realm amenities, including street furniture, shading, crosswalks for improved safety, landscaping, wayfinding signage, lighting, and decorative amenities. An improvement to the public realm contributes to enhanced community identity and character.
Sidewalks. Residents have expressed the need for improved sidewalk accessibility and maintenance.
VS-5, *Shared Community Identity and Character*, addresses the above by enhancing public realm amenities to express the community identity, creating an attractive and walkable community, and accommodating a diversity of lived experiences.

TABLE HH-1 **Hacienda Heights Challenges and Opportunities**

7. Preservation and Wildlife
Puente Hills. The Puente Hills are a highly valued local asset for residents and visitors, and contain important wildlife linkages, scenic ridgelines, habitat areas, and migratory corridors for regional wildlife populations. They are largely designated as part of the Puente Hills SEA.
Wildland/Urban Interface. Hacienda Heights contains 25 miles of wildland/urban interface surrounding the Puente Hills, contributing to habitat fragmentation, as development has extended into the hills creating negative impacts to habitat areas.
Hazards. Many portions of the community fall within designated Very High Fire Hazard Severity Zones (VHFHSZs) and HMAs and should be avoided for development.
VS-6, *Sustainable Built and Natural Environment*, addresses the above by focusing on the protection and preservation of natural and biological resources through directing development away from areas with sensitive resources, sensitive design, and conservation strategies.
8. Environmental and Social Equity
Superfund Sites. There are two superfund sites located in the vicinity of Hacienda Heights, north of SR-60 in the City of Industry. The proximity and impacts of these facilities operating near residential areas is of considerable concern and requires cross-jurisdictional consideration.
Disproportionately Impacted Communities. Approximately 32% of Hacienda Heights residents live in areas within the top percentile for environmental, socioeconomic, and health impacts, indicating significant effects on the well-being of residents and workers. The most impacted areas are located in the north and west, adjacent to industrial areas, SR-60, and railroad rights-of-way.

Land Use

The **Hacienda Heights Land Use Map**, found in Appendix E, *Land Use Maps*, presents land use designations and establishes the general location and diversity of land use in Hacienda Heights.

C. COMMUNITY-SPECIFIC POLICIES

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

All policies in the ESGVAP Elements are applicable at the community-specific level. Refer to Chapter 9, *Implementation Programs and Actions*, for actions and programs that serve to implement the policies below at the community level.

VS 1 – Sustainable Growth Patterns

Policy HH-1: Complete Communities. Enhance community access, connectivity, services, and amenities within walking distance of residential neighborhoods with multi-use pathways. Focus amenities and services along primary roads leading to commercial and village centers at Hacienda Boulevard near Halliburton Road and at Azusa Avenue near Colima Road.

Policy HH-2: Preservation Areas. Preserve SEAs, including Sycamore and Turnbull Canyons, and the Puente Hills.

See Land Use Policy LU-1.2.

Policy HH-1



VS 2 – Diverse, Walkable Communities

COMMERCIAL CENTERS AND CORRIDORS

Policy HH-3: Downtown Corridor. Enhance Hacienda Boulevard from Halliburton Road to La Subida Drive as a pedestrian-oriented downtown/commercial corridor with new and upgraded amenities, services, and connections to active transportation corridors. Market the major intersection at Hacienda Boulevard and Halliburton Road as the commercial core of the community with public amenities that enhance walkability.

Policy HH-4: Revitalize Commercial Core. Revitalize the commercial core of Hacienda Heights toward a mixed-use, pedestrian- and bike-friendly commercial gathering place located in the central core of Hacienda Heights, along Hacienda Boulevard around the intersection with Halliburton Road. Collaborate with residents and local and regional stakeholders, including the Hacienda Heights Improvement Association.

Policy HH-5: Existing Commercial Centers. Strengthen and enhance existing commercial centers along major corridors of Hacienda Boulevard, Gale Avenue, 7th Avenue, and Azusa Avenue.

Policy HH-6: Lot Consolidation. Encourage and incentivize lot consolidation in commercial areas, especially vacant parcels, and parcels under different ownership where commercial uses and parking layouts spread over contiguous properties.

Policy HH-7: Driveway Consolidation. For discretionary projects, require consolidation of driveways to limit curb cuts and traffic disruptions.

Policy HH-8: Site Plan Requirements. Ensure that contiguous commercial properties under different ownership prepare coordinated site plans and parking layouts to limit the number of curb cuts and ensure clear and cohesive site layouts with efficient use of parking.

Policy HH-9: Shared Driveways. Facilitate shared driveway access for contiguous commercial properties under different ownership to prevent excess driveway constructions.

Policy HH-10: Limit Curb Cuts. To create a pedestrian-friendly public realm, limit the number of curb cuts along commercial thoroughfares.

Policy HH-11: Commercial Parking Lots. Require signage within commercial area parking lots that clearly delineates traffic direction, entrances, and exits.

MIXED-USE DEVELOPMENT AND VILLAGE CENTERS

Policy HH-12: Village Center. Create village centers on Hacienda Boulevard near Halliburton Road in the center of the community, and on Azusa Avenue near Colima Road in the eastern portion of the community, where access to amenities, services, and connections through greenways is high.

Policy HH-13: Social Gathering Area. Create additional social gathering areas near existing schools through enhanced public park, open space, and recreation amenities. Prioritize locations with proximity to residential neighborhoods, commercial and village centers, and greenways, near Hacienda Boulevard, Halliburton Road, and Colima Road.

PUBLIC AND SEMI-PUBLIC FACILITIES

Policy HH-14: Joint-Use Facilities. Explore partnerships with schools in the community to jointly use their facilities and resources, including parks, playgrounds, libraries, community centers, daycare facilities, and other resources, to increase access to recreational and other amenities for nearby residents. Prioritize locations with proximity to residential neighborhoods, commercial and village centers, and greenways near Hacienda Boulevard, Halliburton Road, and Colima Road.

See Land Use Policy LU-3.18.

Policy HH-14

INDUSTRIAL AND EMPLOYMENT USES

Policy HH-15: Strengthen Employment. Strengthen industrial employment north of SR-60 and within General Plan Opportunity Zones below Salt Lake Avenue and in between 7th Avenue and Turnbull Canyon Road.

Policy HH-16: Industrial Land Preservation. Preserve existing industrial land uses and employment in the northwest, north of Clark Avenue, to maintain high-quality jobs within the community. Protect existing industrial land uses from conversions to residential or other uses that may reduce existing high-quality jobs and result in proximity between incompatible land uses.

PARKS, OPEN SPACES, AND TRAILS

Policy HH-17: New Parks. Promote the creation of new parks in the northern neighborhoods of Hacienda Heights, which are underserved by parks as identified by the Countywide Parks and Recreation Needs Assessment, along Colima in the east, and along Camino del Sur in the southwest, where park access is limited.

Policy HH-18: Pocket Parks. Promote the creation of pocket parks, parks with a mix of environments (such as ponds, paths, playgrounds, and green roofs), multi-use paths, community gardens, and open space nodes (small pieces of open space that serve as public destinations, connections, and community-defining spaces).

VS 3 – Connected and Active Communities

See Chapter 7, *Mobility Element*, for additional policies related to complete streets.

Policy HH-19

Policy HH-19: Complete Streets. Create complete streets from neighborhoods leading to Hacienda Boulevard, commercial centers, and parks and amenities, through urban pathways and greenways, active transportation infrastructure, improved transit, and enhanced public realm that accommodates complete streets.

Policy HH-20: Urban Pathways/Greenways. Create urban pathways and greenways along major corridors to enhance community connectivity and connect residential neighborhoods to commercial and village centers, services, and amenities. Prioritize greenways along major corridors with services and amenities, including Hacienda Boulevard, Azusa Avenue, Halliburton Road, and Colima Road.

Policy HH-21: Residential Pathways. In residential areas where sidewalks may not exist, require visual indicators, such as safety striping and signs, to delineate driving areas from non-vehicular areas.

Policy HH-22: Local Transit. Expand the community shuttle service and create routes to better link residential neighborhoods to commercial areas and community facilities. Promote and expand the Park and Ride bus system, including providing bike parking facilities at Park and Ride locations. Explore opportunities to expand micro-transit options and alternatives, including local Dial-a-Ride, on-demand, and other paratransit service.

Policy HH-23: Upgraded Bike Lanes. Upgrade existing Class II and III bike lane designations to Class I, where feasible. Ensure all new bike lanes are Class I or better, where infrastructure permits.

Policy HH-24: Bicycle Infrastructure. Install safe bike accommodations in appropriate places along Hacienda Boulevard, Colima Road, and other well-traveled roads. Add and maintain new bike racks and lockers at major bus stops in commercial areas and at all community facilities.

VS 4 – Shared Community Identity and Character

Policy HH-25: Community Identity. Create a cohesive identity and design program for public realm amenities that reflects the character of Hacienda Heights. Incorporate a coordinated branding and signage program to beautify primary corridors and central areas, with coordinated amenities in the public realm, including street furniture, street lighting, bike lanes, signage, public art, native drought-tolerant street trees and landscaping, and other strategies that lend a cohesive identity to the commercial and public realm of Hacienda Heights. Prioritize beautification of major corridors that lead to commercial centers, village centers, recreation, and open spaces, and those that provide an entrance to the community, including Hacienda Boulevard, Azusa Avenue, Stimson Avenue, and Colima Road.

Policy HH-26: Community Gateways. Promote a welcoming experience by creating community gateways through identifying signage or other visual cues at the primary entryways into the community. Prioritize the entrances on major corridors that lead to commercial and village centers, at Hacienda Boulevard to the north, and Azusa Avenue at Colima Road to the east.

See Community Character and Design Policy CC-1.8.

Policy HH-26

Policy HH-27: Enhance Active Transportation Corridors. Enhance local walkways and bikeways with native drought-tolerant landscaping, pavement treatments, and other beautification measures. Promote the installation of native drought-tolerant shade trees and landscaping along public rights-of-way and medians. Balance beautification efforts with the space needed for bike lanes. Added medians and landscaping should not take precedence over the need for protected bike lanes.

Policy HH-28: Street Maintenance. Ensure regular maintenance of the public right-of-way, particularly damage resulting from the heavy use of local roads by truck traffic. Develop and ensure continuous funding of public street and sidewalk maintenance, including repairs, repaving, and lighting.

Policy HH-29: Trash Receptables. Provide garbage and recycling receptacles in public places throughout the community. For residential neighborhoods, ensure that trash receptacles are effectively screened from view from the street outside of scheduled garbage collection times.

Policy HH-30: Pathway Maintenance. Maintain all sidewalks, crosswalks, paths, and overpasses in a clean and safe manner, including recementing, removing weeds, and repairing utility boxes. Use sustainable paving materials, when possible.

Policy HH-31: Concrete Masonry Wall Beautification. Promote visual continuity of private walls that face rights-of-way, and primary and secondary roads and highways in Hacienda Heights. Identify possible options and design strategies to beautify the concrete masonry walls through the use of uniform paint, design, or other devices or decorative materials and landscaping. Engage community members in decision-making and present possible design options for community input and participation in the selection of a design.

VS 6 – Sustainable Built and Natural Environment

Policy HH-32: Protect Migrating Wildlife. Ensure habitat protection for migrating wildlife and preserve habitat areas important for wildlife migration. The Puente Hills are a well-known migration corridor for migratory birds and are important for resident species throughout the year.

Policy HH-33: Threatened Species. Protect and preserve habitat areas used by threatened species outside of designated SEAs. Much of southern hillside areas are designated as critical habitat by the U.S. Fish and Wildlife Service for the California coastal gnatcatcher, whose preferred natural habitat is coastal sage scrub. The coastal cactus wren also has significant populations in the Puente Hills through Hacienda Heights into Rowland Heights.

See Chapter 5, *Natural Resources, Conservation, and Open Space Element*, for additional information on preserving wildlife connectivity.

Policy HH-34

Policy HH-34: Canyon Preservation. Preserve and protect Sycamore and Turnbull Canyons. The high preservation value of these canyons is noted for the rare habitat existing in a largely natural state and for the need to preserve wildlife connectivity from the Puente Hills to Chino Hills State Park.

VS 7 – Informed, Empowered, and Environmentally Just Communities

Policy HH-35: Permit Application Information. Provide weekly permit application reports to any community member who requests such information.

Policy HH-36: Project Presentations for Community Groups. Require all discretionary permit applicants to present proposed projects early in the application process to the Hacienda Heights Improvement Association or other community groups that requests presentations. Applicants will be required to present projects on multiple occasions as needed and as the project is revised.

8.7 North Pomona

A. INTRODUCTION

North Pomona is a community of 567 residents. Approximately 32.6 acres in area, it is the smallest unincorporated community in the ESGV. The community is located in the northeast portion of the Planning Area, surrounded by the city of Pomona to the west and south, and the city of Claremont to the east and north. From the late 1800s, the area served as a major citrus producer and agricultural hub. The arrival of the railroads in the latter part of the 1800s further spurred industry and development. The name Pomona comes from the Roman goddess of fruitful abundance.

B. COMMUNITY CHALLENGES AND OPPORTUNITIES

The following presents a summary of challenges and opportunities learned from community feedback and an analysis of existing conditions in the community (see **Table NP-1, North Pomona Challenges and Opportunities**). These challenges and opportunities serve to inform the preparation of community-specific policies and programs for North Pomona.

TABLE NP-1 **North Pomona Challenges and Opportunities**

Lack of Housing Type Diversity. The existing land use in North Pomona consists of single-family homes, as well as a mobile home park. Similar to other communities in the Planning Area, North Pomona lacks a diversity of housing types. This can create pressure on the existing housing stock, leading to affordability concerns and unintended land use outcomes.
Community Wayfinding. Due to the small size of the community, it can be difficult to determine community boundaries, which can limit community identity and make navigation confusing.
Annexation. The North Pomona community is very small in size and is surrounded by incorporated cities. In this configuration, the provision of community services may be more inefficient than through the annexation of these islands into the adjacent cities. Where feasible, further investigation may be needed to determine the long-term viability of smaller, unincorporated islands, like North Pomona, remaining independent of their city neighbors.

TABLE NP-1 **North Pomona Challenges and Opportunities**

Thompson Creek. Thompson Creek passes through the northwestern tip of North Pomona. The creek is overseen by the Los Angeles County Flood Control District and connects to the San Jose Creek to the south. Where feasible, this creek should be studied as part of the San Gabriel Valley Greenway Network, considering its potential viability as a multi-use pathway that connects to the San Gabriel River Trail and other regional destinations.
Community Mobility. Transit access in the North Pomona is relatively limited. The community has no central gathering point and relies on large arterials for traveling to adjacent jurisdictions. Nearby destinations include Foothill Boulevard, a major commercial corridor located between the North Pomona community islands. Coordination with adjacent jurisdictions, like the cities of Pomona and Claremont, is vital to ensure high-quality pedestrian infrastructure connects residential neighborhoods to nearby destinations.

Land Use

The **North Pomona Land Use Map**, found in Appendix E, *Land Use Maps*, presents land use designations and establishes the general location and diversity of each land use in North Pomona.

C. COMMUNITY-SPECIFIC POLICIES

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

VS 1 – Sustainable Growth Patterns

Policy NP-1: Annexation. Explore the feasibility of annexing North Pomona to the City of Pomona to provide needed services and infrastructure more efficiently to the community.

VS 2 – Diverse, Walkable Communities

PARKS, OPEN SPACES, AND TRAILS

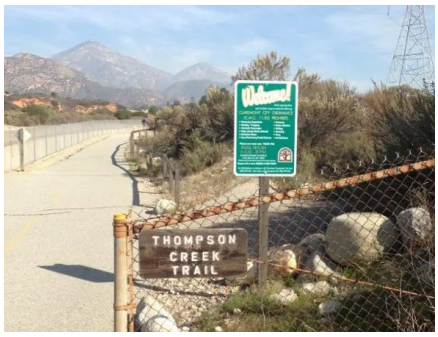
Policy NP-2: Pedestrian Infrastructure. Coordinate with surrounding jurisdictions to implement high-quality pedestrian infrastructure that connects nearby residential neighborhoods to the Foothill Boulevard commercial corridor.

VS 3 – Connected and Active Communities

Policy NP3: Multi-Use Path. Study Thompson Creek as part of the San Gabriel Valley Greenway Network, considering its potential viability as a multi-use pathway that connects to the San Gabriel River Trail and other regional destinations.

Policy NP4: Pedestrian Plan. Explore the development of a pedestrian plan for the community of North Pomona to improve wayfinding and connectivity.

VS 4 – Shared Community Identity and Character



Policy NP5: Wayfinding. Provide clear signage in North Pomona with signs that give the community its own unique identity while being a part of the greater ESGV. Use signs to mark arrival, provide direction and distance to important destinations, and clearly guide pedestrians and cyclists.

VS 6 – Sustainable Built and Natural Environment

Policy NP-6: Waterways. Maintain, protect, restore, and enhance Thompson Creek which provides a unique environmental feature in North Pomona and provide wayfinding signage, clear entrance points, and connective paths to other areas of the community.

8.8 Pellissier Village

A. INTRODUCTION

Pellissier Village is a 202-acre unincorporated community located in the southwest part of the Planning Area. The community shares a boundary with the City of Industry to the south. The community is bounded by two freeways—I-605 to the east and SR-60 to the north. The San Gabriel River forms the western boundary to the community and provides a source of recreation.

The name Pellissier Village comes from a prosperous dairy ranching family who owned the land in the area from the 1880s to the 1950s. Ranching in the area started coming to an end around the late 1940s. Land around the Pellissier dairy farm was being annexed for industry and other land uses, such as freeway construction, Rio Hondo College, Rose Hills Memorial Park, and Puente Hills Landfill. The remaining ranch land throughout the county was sold and subdivided to support the post-World War II housing boom.

B. COMMUNITY CHALLENGES AND OPPORTUNITIES

The following presents a summary of challenges and opportunities learned from community feedback and an analysis of existing conditions in the community (see **Table PV-1, Pellissier Village Challenges and Opportunities**). These challenges and opportunities serve to inform the preparation of community-specific policies and programs for Pellissier Village.

TABLE PV-1 **Pellissier Village Challenges and Opportunities**

Residential Lots and Structures. Residential lots in the community are narrow and deep compared to other communities in the ESGV. The shape of these lots provides opportunities for animal keeping or additional accessory units Over time, non-compliant structures and facilities have been constructed in the community, which may not meet building code and Animal Care and Control standards.
Maintenance. Most of the homes in Pellissier Village were constructed around the same time during the mid-20th century, but upkeep and maintenance of some properties in this community is inconsistent. Some properties need attention and investment to improve façades and existing structures.

TABLE PV-1 **Pellissier Village Challenges and Opportunities**

Parks and Open Space. The community has limited open space and parks, and the associated amenities, which are important for increasing access to recreation facilities and greenery. Based on the 2016 Parks Needs Assessment, about 1.4 acres of parkland is provided per 1,000 residents, below County averages of 3.3 acres/1,000. The majority of residents have moderate park needs.
Community Access. Kella Avenue is the only road that accesses Pellissier Village. The community has direct access to the San Gabriel River Trail, but no other access points. This presents accessibility concerns for residents, especially during emergencies or disasters. Where feasible, existing access points should be enhanced with infrastructure to improve accessibility and safety. Development in the community should be limited to avoid straining existing access points.
Connection to San Gabriel River Trail. A proposed Class I bike path in the northern portion of the community provides an opportunity to connect residents, including equestrians, both to the San Gabriel River Trail to the west and to adjacent communities along this regional path.
Freeway Adjacency. The community is somewhat hidden and hemmed in by freeways, the San Gabriel River, and industrial areas in the City of Industry. This creates challenges in improving community access and walkability, and poses air quality issues for adjacent residential properties.
Lack of Walkability. The nature of the street network, with many neighborhood blocks terminating in cul-de-sacs, and lack of sidewalks and mixed uses, has increased automobile reliance, exacerbating air quality, pollution, and noise.
Equestrian Tradition. Pellissier Village holds a long tradition of horsekeeping and equestrian uses, as acknowledged by the 1976 designation of the Pellissier Village Equestrian District. Where feasible, the equestrian identity of this community should be highlighted and considered, especially as new infrastructure and amenities are proposed.

Land Use

The **Pellissier Village Land Use Map**, found in Appendix E, *Land Use Maps*, presents land use designations and establishes the general location and diversity of each land use in Pellissier Village.

C. COMMUNITY-SPECIFIC POLICIES

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

VS 3 – Connected and Active Communities

Policy PV1-: Improve Community Access. Enhance existing access points with infrastructure to improve accessibility and safety.

Policy PV-2: San Gabriel River Trail. Prioritize the development of a proposed Class I bike and multi-use path in the northern portion of the community to provide opportunities to connect residents, including equestrians, both to the San Gabriel River Trail to the west and to adjacent communities along this regional path.

VS 4 – Shared Community Identity and Character

Policy PV-3: Preserve Equestrian District. Maintain Pellissier Village's rural and equestrian character through the preservation of its equestrian district and bridle paths.

Policy PV-4: Provide Additional Equestrian Amenities. Explore the possibility of acquiring property in Pellissier Village for the development of shared equestrian uses, including community stables and feeding and riding areas.

Policy PV-5: Wayfinding. Utilize the proposed Class I bike path in the northern portion of the community as an opportunity to provide signage that contributes to Pellissier Villages' unique identity while also recognizing the community as being a part of the greater ESGV.

See Community Character and Design Policy CC-1.2.

Policy PV-3



8.9 Rowland Heights

A. INTRODUCTION

The Rowland Heights community is approximately 13 square miles and is located in the southern part of the Planning Area. The community has a population of 48,231 and is characterized by scenic hillsides and residential uses. Rowland Heights has varied topography rising from the valley floor at the northern edge of the community to the slopes of the Puente Hills bordering Orange County. The community is surrounded by the cities of Industry on the north, Brea (Orange County) on the south, Diamond Bar on the east, and La Habra Heights on the west. In addition, the unincorporated communities of Hacienda Heights and South Diamond Bar are located to the west and southeast.

B. COMMUNITY CHALLENGES AND OPPORTUNITIES

The following presents a summary of challenges and opportunities learned from community feedback and an analysis of existing conditions in the community (see **Table RH-1, Rowland Heights Challenges and Opportunities**). Several outreach events and a visioning workshop were conducted where residents shared what they value, their concerns, and desired improvements. In addition, DRP met monthly for over a year with the Rowland Heights Planning Advisory Group, a group that was convened by the Rowland Heights Community Coordinating Council to discuss updates to the Rowland Heights Community Standards District and the ESGVAP. The group consisted of several members of the Rowland Heights Community Coordinating Council and other interested community members.

Major themes the community identified at the engagement events related to housing affordability, fear of displacement, improvements to commercial areas, increasing retail options, proximity to local industrial uses, traffic congestion, road safety, and access to transit. These challenges and opportunities, presented in Table RH-1, serve to inform the preparation of community-specific land use, zoning, policies, and programs for Rowland Heights.

TABLE RH-1 **Rowland Heights Challenges and Opportunities**

1. Residential
Housing Options. A lack of diverse housing options leads to long term impacts, including housing unaffordability, increase in traffic congestion, unpermitted additions, and a lack of community reinvestment.
Residential Development Pattern. Residential areas are often oriented inward, with few connections to nearby amenities and services. While this beneficially limits through traffic, it unfortunately also limits walkability and community connectivity. The nature of the existing development pattern, which includes cul-de-sacs, wide rights-of-way without landscaping, narrow sidewalks, lack of transit options, and lack of services and amenities, has increased automobile reliance, exacerbating air quality, pollution, congestion, and noise issues (particularly on Colima Road).
Short-Term Rentals. Housing units rented out for short-term housing can lead to issues with parking, noise, and limit the availability of long-term rental housing.
VS-1, *Sustainable Growth Patterns*, and VS-2, *Diverse, Walkable Communities*, address the above by providing diverse housing options near major commercial corridors that enhance the existing character of the community and preserve the existing HMAs and SEAs.
2. Commercial
Commercial Areas. Commercial areas are primarily located along Colima Road and Gale Avenue. Lack of commercial uses outside of these areas results in residents traveling outside of the community to find work, goods, and services.
Commercial Design. Commercial properties are generally car-oriented, with large, often inefficiently designed parking areas fronting roads, limiting pedestrian connectivity and vibrancy of commercial areas.
Revitalization. Major corridor and intersection revitalization opportunities exist on Colima Road, between S. Azusa Avenue and Fairway Drive; there are various vacant and aging parcels along this corridor.
VS-2, *Diverse, Walkable Communities*, address the above by revitalizing existing commercial uses along Colima Road and adding commercial uses that create attractive, accessible, and community-serving centers.
3. Industrial and Employment Uses
Industrial Areas. Existing land uses north of SR-60 between Nogales Road and Fairway Drive share boundaries with the City of Industry and heavily industrial areas that run along the railroad lines.
Residential/Industrial Interface. Residential and other sensitive uses are proximate to industrial uses in the north part of the community with potential negative impacts. Additional residential uses should be avoided in this area.

TABLE RH-1 **Rowland Heights Challenges and Opportunities**

Employment. There are not enough employment-generating uses in the community to employ the current population, forcing residents to travel outside of the community for employment.
VS-2, *Diverse, Walkable Communities*, and VS-4, *Thriving Economy and Workforce*, address the above by focusing on industrial uses and enhancing and increasing employment opportunities within Rowland Heights.
4. Community Spaces and Parks
Downtown Gathering Space. Enhanced commercial uses along Colima Road could include mixed-use development, a restaurant row, night markets, gathering spaces, plazas, placemaking elements, neighborhood serving stores, and mom-and-pop establishments to promote a "vibrant downtown center" as a center of activity and community gathering.
Park Needs. According to the 2016 Countywide Parks and Recreation Needs Assessment, 27% of the community's population lives within a half mile of a park, far less than the County average of 49%. Approximately 33% of the community has a "very high need" or "high need of additional park space."
Open Space Access. In general, hillside communities are adjacent to open space areas, but the neighborhoods in the northeastern section of Rowland Heights lack access to these amenities and open space uses.
VS-2, *Diverse, Walkable Communities*, addresses the above by enhancing social gathering places where people can connect and enjoy the community assets, services, and amenities.
5. Traffic, Transportation, and Accessibility
Transportation Infrastructure. SR-60 is located at the northern boundary and SR-57 is located at the eastern boundary of the community. The proximity to freeways and railroads creates air quality issues for adjacent residential uses.
Car-Oriented Patterns. The existing development pattern is car-oriented which increases automobile reliance and contributes to greater greenhouse gas emissions, air pollution, and noise.
Traffic Congestion. The proximity of SR-60 to industrial clusters in the region, as well as limited alternative transportation options, has led to significant traffic congestion on the freeway and major corridors throughout the area.
Goods Movement. The high frequency of goods movement results in truck traffic spilling over into secondary highways to avoid traffic congestion, resulting in impacts to residential quality of life.

TABLE RH-1 **Rowland Heights Challenges and Opportunities**

Collision Concentration Corridors. Collision concentration corridors are located along Colima Road, at the intersections of Nogales Street and Fairway Drive, and along Batson Avenue. The intersection of Fullerton and Colima Roads has also been voiced as a collision area of concern. Additionally, speeding, road racing, and "donuts" on Pathfinder Road and other major arterials have been observed, causing added safety concerns.
Amenities. Residential areas use arterials such as Fullerton Road, Nogales Street, and Pathfinder Road, which have few amenities for pedestrians and bikers, and are perceived to be unsafe and unpleasant to walk or bike along.
Mixed-Use Development. Increased active transportation can be supported by mixed-use development patterns, through retrofitting the inherited infrastructure, and by incorporating a public realm strategy that prioritizes active transportation.
Transit. There is an opportunity to develop a well-connected, easily accessible, and efficient transit system. This transit system could include an on-demand community shuttle or circulator that serves residents.
VS-2, *Diverse, Walkable Communities*, and VS-3, *Connected and Active Communities*, address the above by enhancing connectivity through creating complete streets, increasing active transportation and road infrastructure, and improving commercial access for residents.
6. Public Realm
Walkability. Walkable access to nearby community amenities is often difficult due to the lack of connecting streets.
Public Realm. The public realm is lacking a brand—unified signage, beautification, and distinct public realm amenities—to unify the main commercial corridor and foster a distinct community identity. There is an opportunity to enhance commercial areas with pedestrian-friendly infrastructure, beautification, and landscape design to create a public realm that supports active transportation and community identity.
Wayfinding. There is little to no wayfinding signage to identify community boundaries and amenities.
Shade and Greenery. Tree canopy and greenery can be added to improve major roads with landscaping along sidewalks, medians, and walking paths.
VS-3, *Connected and Active Communities*, and VS-5, *Shared Community Identity and Character*, address the above by enhancing public realm amenities that provide community identity, create attractive and safe walkable spaces, and accommodate a diversity of needs.
7. Preservation and Wildlife
Preservation. Growth should be avoided in the hillsides located in the southern and southeastern area of the community, including areas in the Puente Hills SEA and fire hazard areas.

TABLE RH-1 **Rowland Heights Challenges and Opportunities**

Industrial Areas. The northern portion of the community includes heavy manufacturing near sensitive uses (residential); as such, additional residential uses should be avoided in this area.
Ridgelines. The community contains scenic ridgelines and there is an opportunity to protect this valued local asset with regulatory standards.
Wildlife Corridors and Connectivity. Wildlife corridors connect the Puente Hills eastward to the Chino Hills. Some of this area is designated SEA, but some of the wildlife corridor remains undesignated. Development should be avoided in this area.
Canyon Preservation. Powder and Brea Canyons support diverse habitat and wildlife connectivity by a series of open space corridors that allow animal species to migrate. These canyons should be protected and further habitat fragmentation avoided.
Wildfire and Safety Risks. Much of southern Rowland Heights falls within the VHFHSZ. In the ESGV, most structures built within the wildland/urban interface are within the VHFHSZ. Increased development at the urban periphery introduces structures, roads, vehicle traffic, and people into previously undeveloped areas, increasing the probability of wildfires, which are largely human-caused. Given the severity of the threats, development in these high-risk areas should be avoided.
VS-2, *Diverse, Walkable Communities*, and VS-6, *Sustainable Built and Natural Environment*, address the above by focusing on the protection and preservation of natural and biological resources through preservation and conservation strategies.

Land Use

The **Rowland Heights Land Use Map**, found in Appendix E, *Land Use Maps*, presents land use designations and establishes the general location and diversity of each land use in Rowland Heights.

C. COMMUNITY-SPECIFIC POLICIES

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

All policies in the ESGVAP Elements are applicable at the community-specific level. Refer to Chapter 9, *Implementation Programs and Actions*, for actions and programs that serve to implement the policies below at the community level.

VS 1 – Sustainable Growth Patterns

Policy RH-1: Transportation Options. Increase access to transit and active transportation options throughout Rowland Heights. In coordination with Foothill Transit, expand shuttle services and create on-demand transit options to connect neighborhoods to wider area of services (retail and public facilities) within the community and beyond.

Policy RH-2: Transit Options for Hillside Areas. Support development of on-demand shuttle options to serve aging populations, particularly those located in hillside areas without access to transit.

Policy RH-3: Hillside Housing. Minimize alteration of natural hillsides, water courses, and vegetation; in particular, preserve specimen and native trees. Focus development on land with less natural cover, excluding major ridgelines.

VS 2 – Diverse, Walkable Communities

RESIDENTIAL NEIGHBORHOODS AND HOUSING DIVERSITY

Policy RH-4: Adequate Parking. Ensure adequate parking in all residential neighborhoods, particularly in the northern and central residential neighborhoods of Rowland Heights between Azusa Avenue and Fairway Drive. Limit the parking of vehicles on public roads in residential neighborhoods.

COMMERCIAL CENTERS AND CORRIDORS

Colima Road between Azusa Avenue and Fairway Drive is identified as the downtown of Rowland Heights.



Policy RH-5: Downtown Corridor. Enhance Colima Road as a pedestrian-oriented downtown gathering area and commercial corridor with amenities, services, and greenways connecting to residential neighborhoods to enhance the sense of community, diversity, and place of Rowland Heights.

Policy RH-6: Downtown Identity and Branding. Create a cohesive downtown identity through a coordinated placemaking program to consider unified and distinct branding, signage, public art, and public realm improvements along Colima Road. Incorporate distinct drought-tolerant, climate-appropriate native trees and landscaping along roadways and medians, unified pedestrian-scale street lighting, and coordinated public realm amenities—such as street furnishings—for Colima Road between Azusa Avenue and Fairway Drive, identifying the area as the downtown of Rowland Heights.

Policy RH-7: Existing Commercial Centers. Strengthen and enhance existing commercial centers on Colima Road, Jellick Avenue, and Nogales Street.

Policy RH-8: Lot Consolidation. Encourage and incentivize lot consolidation in commercial areas, especially vacant parcels, and parcels under different ownership where commercial uses and parking layouts spread over contiguous properties.

Policy RH-9: Driveway Consolidation. For discretionary projects, require consolidation of driveways to limit curb cuts and traffic disruptions.

Policy RH-10: Site Plan Requirements. Ensure that contiguous commercial properties under different ownership prepare coordinated site plans and parking layouts to limit the number of curb cuts and ensure clear and cohesive site layouts with efficient use of parking.

Policy RH-11: Shared Driveways. Facilitate shared driveway access for contiguous commercial properties under different ownership to prevent excess driveway constructions.

Policy RH-12: Limit Curb Cuts. To create a pedestrian-friendly public realm, limit the number of curb cuts along commercial thoroughfares.

MIXED-USE DEVELOPMENT AND VILLAGE CENTERS

Policy RH-13: Village Center. Create village centers in the northern portion of the community along Colima Road and its major intersections, where access to amenities, services, and connections through greenways is high.

Policy RH-14: Social Gathering Area. Encourage and incentivize the inclusion of social gathering spaces in commercial development and near existing schools through enhanced public park and open space amenities. Prioritize locations in the northern portion of the community near Colima Road, where access to existing services and amenities is high. Prioritize areas near Rowland Elementary, Alvarado Intermediate, John A. Rowland High, and Shelyn Elementary south of Colima Road, and Jellick Elementary and Ybarra Academy north of Colima Road.

PUBLIC AND SEMI-PUBLIC FACILITIES

Policy RH-15: Joint-Use Facilities. Explore partnerships with schools in the community, near Colima Road and residential neighborhoods, to jointly use their facilities and resources, including parks, playgrounds, libraries, community centers, daycare facilities, and other resources, to increase access to recreational and other amenities for nearby residents.

See Land Use Policy LU-3.18.

Policy RH-15

PARKS, OPEN SPACES, AND TRAILS

Policy RH-16: Equitable Open Space Distribution. Increase open space amenities and access to existing open space to neighborhoods located in the northeastern section of Rowland Heights, which represent the share of the community that is in very high need or high need of additional park space.

NATURAL, CULTURAL, AND BIOLOGICAL RESOURCES

The following polices address how to preserve the natural and biological resources in Rowland Heights through the acquisition of undeveloped lands in the Puente Hills to maintain a critical wildlife linkage and corridor, preserve ridgelines, and prevent expansion of the wildland/urban interface and habitat fragmentation.

Policy RH-17: Paleontological and Archeological Resources. Ensure permanent preservation of Chalk Hill and other areas with paleontological and archeological resources.

Policy RH-18: Native American Sites. Support the study, survey, and recognition of Indigenous American/Gabrieleño/Tongva sites of importance in Rowland Heights.

Policy RH-19: Brea Canyon Road. Prohibit the widening of Brea Canyon Road and maintain the current width as it exists in the county for maximum protection of habitat areas.

Policy RH-20: Equestrian Uses. Support the preservation of agriculture and equestrian uses in the central section of Rowland Heights, south of Colima Road along Desire Avenue and around Native Avenue, north of Pathfinder Road.

Policy RH-21: Protect Migrating Wildlife. Ensure habitat protection for migrating wildlife and preserve habitat areas important for wildlife migration. The Puente Hills are a well-known migration corridor for migratory birds and are important for resident species throughout the year.

Policy RH-22: Threatened Species. Protect and preserve habitat areas used by threatened species outside of designated SEAs. Much of the southern hillside areas are designated as critical habitat by the U.S. Fish and Wildlife Service for the California coastal gnatcatcher, whose preferred natural habitat is coastal sage scrub. The coastal cactus wren also has significant populations in the Puente Hills through Hacienda Heights into Rowland Heights.

VS 3 – Connected and Active Communities

See Chapter 7, *Mobility Element*, for additional policies related to complete streets.

Policy RH-23

Policy RH-23: Complete Streets. Create complete streets from neighborhoods leading to Colima Road, commercial uses, and village centers.

Policy RH-24: Connected Pathways. Support the preservation, maintenance, and expansion of heritage agricultural pathways known as cat walks. Use multi-use pathways and trails to connect neighborhoods to schools, retail, services, public facilities, and active transportation routes.

VS 4 – Shared Community Identity and Character

Policy RH-25: Community Gateways. Mark prominent community entrance points with special design and architectural enhancements. Prioritize the entrances on major corridors near commercial and village centers, at Azusa Avenue, Fullerton Road, Nogales Street, and Fairway Drive to the north and south, and Colima Road to the west and east.

See Community Character and Design Policy CC-1.8.

Policy RH-25

Policy RH-26: Preserve Ridgeline Aesthetic. Protect the visual qualities of scenic areas including ridgelines, hillsides, and views from public roads and trails, particularly in the Brea Canyon Cut-Off area and Puente Hills.



VS 7 – Informed, Empowered, and Environmentally Just Communities

Policy RH-27: Permit Application Information. Provide weekly permit application reports to any community member who requests such information.

Policy RH-28: Project Presentations for Community Groups. Require all discretionary permit applicants to present proposed projects early in the application process to the Rowland Height Community Coordinating Council or other community groups that requests presentations. Applicants will be required to present projects on multiple occasions as needed and as the project is revised.

8.10 South Diamond Bar

A. INTRODUCTION

South Diamond Bar consists of 5.6 square miles of largely undisturbed natural area, with no residents, located in the southeast part of the Planning Area. It shares boundaries with cities of Diamond Bar to the north and Chino Hills to the east, Orange County to the south, and the unincorporated community of Rowland Heights to the west. The community contains the Firestone Boy Scout Reservation. In addition, SR-57 runs along the western boundary through natural areas, connecting to Orange County and SR-60.

B. COMMUNITY CHALLENGES AND OPPORTUNITIES

The following presents a summary of community challenges and opportunities learned from community feedback and an analysis of existing conditions in the community (see **Table SDB-1, South Diamond Bar Challenges and Opportunities**). These challenges and opportunities serve to inform the preparation of community-specific, land use, zoning, policies, and programs for South Diamond Bar.

TABLE SBD-1 **South Diamond Bar Challenges and Opportunities**

1. Wildland/Urban Interface
Limiting Wildland/Urban Interface and Habitat Fragmentation. This is a largely undisturbed natural area, with natural watercourses and a wealth of sensitive biological resources that are becoming increasingly threatened by expansion of the wildland/urban interface, with negative impacts to biological resources, wildlife, and increased wildfire hazard threats. Conflicting needs exist countywide, however, the need to preserve the continuity of the remaining habitat areas should not be compromised or negatively impacted by development needs.
Wildlife-Vehicle Collisions and Wildlife Crossings. Development encroaching into habitat areas impacts wildlife movement, increases habitat fragmentation, and results in collisions and increased dangers to wildlife. Wildlife have been documented using major arterial roads and highways to cross the hills, mostly by use of dangerous surface crossings when wildlife undercrossings and passages are not available. Studies of wildlife crossing points should be undertaken to assess needed locations of future wildlife crossings. The construction of dedicated wildlife crossings, separated from vehicular traffic, would support wildlife movement and improve safety for humans and animals.

TABLE SBD-1 **South Diamond Bar Challenges and Opportunities**

Wildfire and Safety Risks. South Diamond Bar falls within the VHFHSZ. In the ESGV, most structures built within the wildland/urban interface are within the VHFHSZ. Increased development at the urban periphery introduces structures, roads, vehicle traffic, and people into previously undeveloped areas, increasing the probability of wildfires, which are largely human-caused. Given the severity of the threats, development in these high-risk areas should be avoided.

2. Preservation of Biological Resources

Puente Hills SEA. South Diamond Bar is part of the Puente Hills SEA, which has been designated a State Important Bird Area by Audubon California. The South Diamond Bar portion of the SEA contains the largely undisturbed Tonner Canyon. Several plant communities within this SEA are designated by the California Department of Fish and Wildlife as highest priority communities, including walnut woodland, oak riparian woodland, stands of southern willow scrub along drainages, scattered freshwater marsh, and coastal sage scrub.

3. Preservation of Significant Ridgelines

Significant Ridgelines. The area contains significant ridgelines that are also used for wildlife movement and serve as firebreaks in wildfires. For wildlife, habitat, and safety issues, development along ridgelines should be avoided. As with other communities located in the foothills, significant ridgelines should be identified, and protection requirements should be developed.

4. Preservation of Wildlife Movement Corridors and Linkages

Puente Hills Wildlife Corridor. The Puente Hills are a key area for wildlife movement connecting to the Chino Hills State Park. The area contains undeveloped, privately owned properties and land that is predominantly designated as SEA. There is a strong desire by residents in the community to see the wildlife corridor protected and preserved.

Wildlife Linkages and Corridors. The Puente/Chino Hills function as both an important wildlife linkage and resident habitat area for regional wildlife populations. Tonner Canyon and other major canyons throughout the ESGV, are connected by a series of open space corridors, which allows wildlife populations to migrate. The space and linkages for wildlife movement are crucial for the maintenance of biological diversity and population viability especially with increasing threats from climate change.

5. Preservation of Riparian Woodlands, Wetlands, Streams, and Natural Drainage Channels

Channelization. It is estimated that the San Gabriel Valley has lost 86% of its historical wetlands. Agricultural, and later urban and suburban development, in the San Gabriel River watershed prompted channelizing the river and creeks. Native riparian vegetation was removed for farmland and orchards, and river waters were diverted for crop production.

TABLE SBD-1 **South Diamond Bar Challenges and Opportunities**

Riparian Areas, Creeks, and Natural Drainages. Riparian corridors, wetlands, streams, and natural drainages are found across South Diamond Bar. The streams collect at the base of the main canyon, Tonner Canyon, and the other minor canyons in the community. The protection of riparian areas, creeks, and natural drainages in their unaltered states provides irreplaceable ecosystem services, habitat, and water quality protections.

6. Critical Habitat for Endangered Species

Critical Habitat. The southwest portion of South Diamond Bar, also in the Puente Hills SEA, is designated by the U.S. Fish and Wildlife Service as critical habitat for the federally threatened coastal gnatcatcher, which is found in in coastal sage scrubland all the way across the Puente Hills, into the southwest portions of South Diamond Bar and into Orange County. Habitat loss is the primary threat to the species, as coastal sage scrubland is eagerly sought by developers for residential development.

7. Multi-jurisdiction Collaboration on Protection of SEAs, Habitat Conservation, and Wildlife Linkages

SEA Protections Across Jurisdictions. The Puente Hills SEA continues into the unincorporated communities of Rowland Heights and Hacienda Heights, as well as adjacent jurisdictions, including the cities of Diamond Bar, Industry, La Habra Heights, Montebello, Pico Rivera, South El Monte, and Whittier. In some cases, other jurisdictions may not yet have adopted a comparable program for protection of biological resources. In the past, some property owners have sought annexation to avoid the regulatory review and controls of the SEA program. There are opportunities for regional collaboration to protect natural and biological resources that exist across jurisdictional boundaries. Coordinated efforts to preserve and protect priority conservation areas is key to prevent further habitat fragmentation and loss.

8. Hazards

Flood, Landslide, and Liquefaction Hazards. The southern part of Tonner Canyon is designated as a flood hazard area for the 100-year flood. Almost all of South Diamond Bar, which consists of sloping hillsides, is designated as a landslide hazard area. In addition, the bottom of Tonner Canyon, as a riparian and wetland area, is a designated liquefaction hazard zone.

Land Use

The **South Diamond Bar Land Use Map**, found in Appendix E, *Land Use Maps*, presents land use designations and establishes the general location and diversity of each land use in South Diamond Bar.

C. COMMUNITY-SPECIFIC POLICIES

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

All policies in the ESGVAP Elements are applicable at the community-specific level. Refer to Chapter 2, *Land Use Element*, and Chapter 5, *Natural Resources, Conservation, and Open Space Element*, for policies particularly relevant to South Diamond Bar. Refer to Chapter 9, *Implementation Programs and Actions*, for actions and programs that serve to implement the plan's policies.

VS 1 – Sustainable Growth Patterns



Policy SDB-1: Preservation Areas. Avoid development within South Diamond Bar due to hazards and environmental designations, such as SEA, VHFHSZ, landslide, and flooding designations. The SEA, HMA, VHFHSZ, and hazard designations make the community appropriate for preservation.

Policy SDB-2: Canyon Preservation. Preserve Tonner Canyon, including its riparian oak woodlands, natural drainages, streams, wetlands, and creeks.

Policy SDB-3: Tonner Canyon Road. Prohibit widening of Tonner Canyon Road and the development of any major or secondary highways for public use in South Diamond Bar.

Policy SDB-4: Wildlife Corridor Planning. Support studies, planning, and implementation for wildlife corridor projects that enhance connectivity in South Diamond Bar and throughout the Puente Hills to Chino Hills. Support works that assess the location needs and construction of safe and protected wildlife crossings, separated from vehicular traffic, especially to facilitate east-west movement of wildlife.

VS 6 – Sustainable Built and Natural Environment

Policy SDB-5: Preservation of Biological Resources. Direct development away from natural and biological resource areas, including those identified in the Puente Hills SEA and those found on lands outside of the designated SEAs. Maintain the natural environment and resources within the community, including vegetation, wildlife, habitats, waterways, and ridgelines.

Policy SDB-6: Hydrologic Resources. Preserve wetland areas, natural drainages, and riparian corridors on undeveloped lands, particularly in the Tonner Canyon area, and direct development away from these areas.

Policy SDB-7: Multi-Jurisdiction Collaboration. Collaborate with local and regional agencies, such as the Puente Hills Habitat Preservation Authority, on the planning, acquisition, and management of lands containing biological resources in the Puente Hills SEA, from the Puente Hills through South Diamond Bar extending to Chino Hills, for their protection and preservation in perpetuity.

Policy SDB-8: Protect Migrating Wildlife. Ensure habitat protection for migrating wildlife and preserve habitat areas important for wildlife migration. The Puente Hills are a well-known migration corridor for migratory birds and are important for resident species throughout the year.

Policy SDB-9: Threatened Species. Protect and preserve habitat areas used by threatened species outside of designated SEAs. Much of southern hillside areas are designated as critical habitat by the U.S. Fish and Wildlife Service for the California coastal gnatcatcher, whose preferred natural habitat is coastal sage scrub. The coastal cactus wren also has significant populations in the Puente Hills.

8.11 South Walnut

A. INTRODUCTION

South Walnut is approximately 75 acres and consists of two distinct unincorporated areas in the southeastern portion of the Planning Area. It consists almost entirely of industrial uses with no housing units or residents. For the purposes of this section, the two areas of South Walnut will be referred to as the north island and the south island.

B. COMMUNITY CHALLENGES AND OPPORTUNITIES

The following presents a summary of challenges and opportunities learned from community feedback and an analysis of existing conditions in the community (see **Table SW-1, South Walnut Challenges and Opportunities**). These challenges and opportunities serve to inform the preparation of community-specific land use, zoning, policies, and programs for South Walnut.

TABLE SW-1 **South Walnut Challenges and Opportunities**

Annexation. South Walnut consists of two unincorporated industrial islands surrounded by incorporated cities. In the case of the south island, the entire island is surrounded by one city. In this configuration, the provision of community services may be more inefficient than through the annexation of the islands into the adjacent cities.
South Island Industrial Revitalization. The south island is located across the street from the Industry Metrolink Station, the only Riverside Line station in the ESGV area. Currently used for warehousing, storage, and distribution uses, the southern island could benefit from different flex uses that blend the activities of light industrial uses and office uses. Proximity to a regional transit hub can allow for the development of industrial flex spaces, like incubator firms and specialized/artisanal manufacturing that attract specialized talent from across the region. This area should be identified for future opportunities to revitalize.
Active Freight. There is a freight and passenger line that cuts through the area diagonally. This creates traffic and noise impacts and can serve as a barrier to improve walkability in the area.

TABLE SW-1 **South Walnut Challenges and Opportunities**

San Jose Creek Channel. The San Jose Creek, currently utilized as a storm channel, serves as a southern boundary of the north island. The San Gabriel Valley Greenway Network project aims to improve pedestrian connectivity along these channels, including portions of the San Jose Creek. This channel connects to the San Gabriel River Trail to the west, which provides regional connections. Where feasible, the San Jose Creek should be improved as a multi-use pathway, complete with pedestrian amenities and landscaping, balanced with the existing needs of the storm channel. This off-street pathway can be used by employees in South Walnut businesses to travel to and from work.

Land Use

The **South Walnut Land Use Map**, found in Appendix E, *Land Use Maps*, presents land use designations and establishes the general location and diversity of each land use in South Walnut.

C. COMMUNITY-SPECIFIC POLICIES

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

VS 1 – Sustainable Growth Patterns

Policy SW-1: Annexation. Explore the feasibility of annexing South Walnut into adjacent cities to provide needed services and infrastructure more efficiently to the community.

VS 2 – Diverse, Walkable Communities

INDUSTRIAL AND EMPLOYMENT USES



Policy SW-2: Industrial Revitalization. Identify opportunities to revitalize the south island of South Walnut for more varied industrial uses, including flex uses and offices.

Policy SW-3: Maximize Employment Uses near Transit. Incentivize business to fill the vacant sites in the industrial employment center located on Valley Boulevard that are within a half mile of a major transit stop to reduce automobile reliance.

VS 3 – Connected and Active Communities

Policy SW-4: Pedestrian Mobility. Improve pedestrian access to South Walnut with amenities like improved street lighting and shade trees to encourage alternative modes of travel for area workers, especially to the nearby Industry Metrolink Station and the San Jose Creek pathway.

8.12 Unincorporated North Whittier

A. INTRODUCTION

Unincorporated North Whittier is a 124-acre unincorporated community located in the west part of the Planning Area. The community is bounded by the San Jose Creek to the north, San Gabriel River to the east, and the City of Industry, the unincorporated community of Pellissier Village, and the Union Pacific Railroad line to the south. The community has two freeways running through it, I-605 and SR-60, as well as the extensive freeway interchange between the two. The area was largely used for ranching and agriculture until the mid-20th century when land in the area was annexed for industry and subdivided for housing.

B. COMMUNITY CHALLENGES AND OPPORTUNITIES

The following presents a summary of challenges and opportunities learned from community feedback and an analysis of existing conditions in the community (see **Table UNW-1, Unincorporated North Whittier Challenges and Opportunities**). These challenges and opportunities serve to inform the preparation of community-specific land use, zoning, policies, and programs for unincorporated North Whittier.

TABLE UNW-1 **Unincorporated North Whittier Challenges and Opportunities**

1. Access and Walkability
Freeway Adjacency Impacts. Unincorporated North Whittier is bisected by two major freeways, I-605 and SR-60, as well as the extensive freeway interchange between the two. This divides the community into four separate areas, which is a major challenge for creating a sense of community cohesion.
Auto-Dependency. The nature of the street network—with many neighborhood blocks terminating in cul-de-sacs, and lack of sidewalks and mixed uses—has increased automobile reliance, exacerbating air quality, pollution, and noise.

TABLE UNW-1 **Unincorporated North Whittier Challenges and Opportunities**

Walkability. The residential area off of Cambray Drive does not contain sidewalks. Sidewalks in the area are frequently interrupted by driveways designed for large trucks. Pedestrian crossing infrastructure, though present in the area at specific intersections, are designed to maximize car throughput and thus only allow crossings on specific corners. The industrial nature of development and infrastructure in the area, along with the presence of freeways, creates an uninviting walking environment with little tree cover and minimal pedestrian amenities. Under these conditions, there are few destinations in the area that are realistically accessible by walking.

Workman Mill Road. Unincorporated North Whittier has access to the San Jose Creek Trail via Workman Mill Road, as the street crosses over the creek and into the unincorporated community of Avocado Heights. Workman Mill Road is the primary road used to access the residential areas in unincorporated North Whittier. The commercially designated area located at its intersection with Whittier Woods Drive could be a target for more diversified commercial uses to service both employees and residents in the community. This area is also easily accessed by the river trail to the north and east.

2. Incompatible Uses

Land Uses. The collection of uses in unincorporated North Whittier are varied and could be incompatible with existing residential areas. These uses include important government infrastructure, freeways, and railroad rights-of-way. New housing is not advisable in this area because of the lack of available community services and proximity to intensive infrastructure, like freeways, which can cause harmful health impacts. There is also the Union Pacific Railroad line that runs along the southern edge of the two residential parts of the community, which can contribute to traffic and noise impacts.

Sensitive Uses. Areas within 500 feet of a freeway should be avoided for sensitive land uses. Due to the prevalence of two freeways and a heavy interchange, that may preclude opportunities for residential land uses in this area.

3. Parks and Trails

San Jose Creek Trail. The nearby San Jose Creek Trail, along an existing flood control channel, provides connections to the San Gabriel River Trail. An important piece of the San Gabriel Valley Greenway Network, this trail can connect residents to major regional destinations. Where feasible, new pedestrian infrastructure in the area should be oriented toward enhancing connections to the San Jose Creek Trail.

Parks Needs. Based on the 2016 Parks Needs Assessment, about 1.4 acres of parkland is provided per 1,000 residents, below County averages of 3.3 acres/1,000. About 43% of residents have moderate park needs, primarily concentrated in the south neighborhoods.

Land Use

The **Unincorporated North Whittier Land Use Map**, found in Appendix E, *Land Use Maps*, presents land use designations and establishes the general location and diversity of each land use in unincorporated North Whittier.

C. COMMUNITY-SPECIFIC POLICIES

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

VS 1 – Sustainable Growth Patterns

See Land Use Policy LU-1.2.

Policy UNW-1

Policy UNW-1: Complete Communities. Enhance community access, connectivity, services, and amenities within walking distance of residential neighborhoods with multi-use pathways. Focus amenities and services along Workman Mill Road.

VS 2 – Diverse, Walkable Communities

COMMERCIAL CENTERS AND CORRIDORS

See Land Use Policy LU-3.11.

Policy UNW-2

Policy UNW-2: Commercial Use Flexibility. Target the commercial area located at the intersection of Workman Mill Road and Whittier Woods Drive for more diversified commercial uses to service both employees and residents in the community. This area is also easily accessed by the San Gabriel River Trail to the north and east.



PARKS, OPEN SPACES, AND TRAILS

Policy UNW-3: Enhance San Jose Creek Trail. Enhance both access and improvements to the San Jose Creek Trail, which provides connections to the San Gabriel River Trail and can connect residents to major regional destinations, thereby reducing reliance on automobiles.

VS 3 – Connected and Active Communities

Policy UNW-4: Safe, Continuous Sidewalks. Provide safe, continuous, and well-maintained sidewalks throughout the community. As a disadvantaged community, prioritize sidewalk improvements where many residents must rely on walking to access transit, services, and jobs.

Policy UNW-5: Trail Connections. Where feasible, new pedestrian infrastructure in the area should be oriented toward enhancing connections to the San Jose Creek Trail.

VS 6 – Sustainable Built and Natural Environment

Policy UNW-6: Sensitive Uses. Avoid development of new sensitive uses within 500 feet of SR-60 and I-605.

8.13 Unincorporated South El Monte

A. INTRODUCTION

Unincorporated South El Monte is an 83-acre unincorporated community located on the western edge of the Planning Area. It is the only unincorporated community in the Planning Area located on the west side of the San Gabriel River. The river forms the eastern boundary and provides access to recreation and trails. The community shares boundaries with the cities of El Monte to the north and South El Monte to the west and south. The community shares a long equestrian history with many other communities in the ESGV and was the first County-designated equestrian district. The area was largely used for ranching and agriculture until the mid-20th century, when land in the area was subdivided and developed for housing.

B. COMMUNITY CHALLENGES AND OPPORTUNITIES

The following presents a summary of challenges and opportunities learned from community feedback and an analysis of existing conditions in the community (see **Table USEM-1, Unincorporated South El Monte Challenges and Opportunities**). These challenges and opportunities serve to inform the preparation of community-specific policies and programs for unincorporated South El Monte.

TABLE USEM-1 **Unincorporated South El Monte Challenges and Opportunities**

Commercial Property Revitalization. A couple of commercial properties are located in the northwest corner of the community's boundaries along Rush Street. A catalyst project on these properties, with uses oriented toward the community's needs, could help connect the unincorporated community to the Durfee Avenue commercial corridor.
Community Jurisdiction. Unincorporated South El Monte is one of the smallest communities in the ESGV area by size and population. The community is surrounded on two sides by the City of South El Monte, one side by the City of El Monte, and fronts the San Gabriel River on the eastern side. There may be inefficiencies and inequities with the provision of public services for a community this small. One option to alleviate these inequities is to determine the feasibility of annexation of the unincorporated community into one of the neighboring jurisdictions.

TABLE USEM-1 **Unincorporated South El Monte Challenges and Opportunities**

San Gabriel River Trail. The community is located along the San Gabriel River Trail, which provides numerous connections to places across the county and region. Continued improvement of this vital link, as well improvements to the safety and aesthetics to this connective resource, could greatly benefit the community.
Crossings. There is a lack of pedestrian and equestrian crossings along this section of the San Gabriel River. Where feasible, a multi-use bridge could connect communities across the river and improve access.
Industrial Proximity. Nearby industrial uses nearby in the City of South El Monte to the west may present challenges in siting new sensitive uses in the community.
Employment Areas. Major employment areas are located in close proximity to this community to the west along Durfree Avenue and Peck Road. Additionally, the San Gabriel River Trail provides accessibility by bike to employment areas along the San Gabriel River.
Parks and Open Space Needs. Despite the community's proximity to the San Gabriel River Trail, the community lacks additional parks and open spaces, and associated amenities. Based on the 2016 Park Needs Assessment, there is 0.7 acres of parkland per 1,000 residents, far below the County average of 3.3 acres, and only 36% of residents live within ½ mile of a park. The area falls under high and moderate park needs with high needs concentrated in the west.

Land Use

The **Unincorporated South El Monte Land Use Map**, found in Appendix E, *Land Use Maps*, presents land use designations and establishes the general location and diversity of each land use in unincorporated South El Monte.

C. COMMUNITY-SPECIFIC POLICIES

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

VS 1 – Sustainable Growth Patterns

Policy USEM-1: Annexation. Explore the feasibility of annexing unincorporated South El Monte to a neighboring jurisdiction to provide needed services and infrastructure more efficiently to the community.

VS 2 – Diverse, Walkable Communities

COMMERCIAL CENTERS AND CORRIDORS

Policy USEM-2: Revitalize Commercial Properties. Support commercial revitalization and diversification of existing commercial uses at the intersection of Rush and Burkett Road to enhance community revitalization, support a central walkable district, and provide connections to the Durfee Avenue commercial corridor.



VS 3 – Connected and Active Communities

Policy USEM-3: Waterway Access. Support the creation of an multi-use pathway and/or trail along Rush Street to the adjacent San Gabriel River Trail, which would provide enhanced access to open space amenities.

Policy USEM-4: Enhance Community Connections. Explore the feasibility of providing a multi-use bridge across the San Gabriel River to connect communities across the river and improve access.

VS 4 – Shared Community Identity and Character

See Community Character and Design Policy CC-1.2.

Policy USEM-5

Policy USEM-5: Preserve Equestrian District. Preserve unincorporated South El Monte's rural and equestrian character through the preservation and enhancement of its equestrian district and bridle paths. Ensure any new development contributes to preserving and enhancing the equestrian character of the equestrian district.

8.14 San Jose Hills Communities

A. INTRODUCTION

- Walnut Islands
- West San Dimas

San Jose Hills Communities

The unincorporated communities of Walnut Islands and West San Dimas—referred to here as the San Jose Hills Communities—share similar geographic features with topographic variation, creeks and drainage channels, hazards, and biological resources. The San Jose Hills Communities have land uses that are made up primarily of pockets of residential development, equestrian uses, undeveloped land, institutional land, and designated open space, located along the wildland/urban interface. Below is a brief description of the characteristics and features of each of the communities.

Walnut Islands

The Walnut Islands is 3.8 square miles, with a population of 5,150, located in the central part of the Planning Area. It shares boundaries with San Dimas and Covina to the north, Pomona to the east, Walnut to the south, and West Covina to the west. In the early 20th century, land surrounding the Walnut Islands was primarily used for agriculture. The area retains some rural elements, including a prevalence of horsekeeping.

Walnut Islands consists of hilly land with primarily residential uses, some government uses, and institutional uses. It contains no commercially zoned land. The East San Gabriel Valley Significant Ecological Area (SEA) is designated on parts of the community. The SEA contains sensitive and rare habitats and species that necessitate protections, including critical habitat for the federally-threatened coastal gnatcatcher (*Polioptila californica*), some of the largest remaining stands of native black walnut woodlands, and waterways which contain rare habitat.

West San Dimas

West San Dimas is a community of 229.2 acres, with a population of approximately 330 people, located in the northern portion of the Planning Area. It is surrounded by San Dimas. Most of the homes were built in the 1950s and 1960s. The majority of the land is designated open space, known as the Walnut Creek Park, owned and managed by LA County Parks and Recreation and the Watershed Conservation

Authority. The remainder of the land remains privately-owned and undeveloped or used by an institution.

Walnut Creek Park consists of almost 70 acres of woodlands and coastal sage scrub with one of the only remaining natural waterways in the ESGV flowing through it and one of the best riparian oak woodlands in the County. Large portions of West San Dimas, including Walnut Creek, are in the East San Gabriel Valley SEA.

B. COMMUNITY CHALLENGES AND OPPORTUNITIES

The following presents a summary of community challenges and opportunities learned from community feedback and an analysis of existing conditions in the communities (see **Table SJHC-1, San Jose Hills Communities Challenges and Opportunities**). These challenges and opportunities serve to inform the preparation of community-specific land use, zoning, policies, and programs for the San Jose Hills Communities.

TABLE SJHC-1 **San Jose Hills Communities Challenges and Opportunities**

1. Wildland/Urban Interface
Limiting Wildland/Urban Interface. Recent residential and institutional development in the ESGV has occurred within the wildland/urban interface, with considerable negative impacts to natural resources and wildlife. This growth exacerbates wildfire hazard threats for both the residential populations and habitat and causes further habitat fragmentation.
Wildlife Movement and Wildlife-Vehicle Collisions. Development encroaching into habitat areas restricts wildlife movement and increases habitat loss. The increased presence of roads results in collisions and increased endangerment to wildlife.
Wildfire and Safety Risks. Walnut Islands has extensive areas in Very High Fire Hazards Severity Zones (VHFHSZs). Development in these areas results in greater risk to communities, wildlife, natural resources, and increased costs for residents and agencies for fire protection. As wildfire risks mount due to climate change, communities that have developed within the wildland/urban interface and VHFHSZs face significant challenges. Further development in these high-risk areas should be avoided.
2. Preservation and Biological Resources
East San Gabriel Valley SEA. The East San Gabriel Valley SEA contains several ridgelines and hilltops, and the major drainage of Walnut Creek on the north side of the San Jose Hills. The natural riparian section of Walnut Creek County Park is a rare natural resource in an area surrounded by development. Along most of its boundaries, the SEA is bordered by developed properties.

TABLE SJHC-1 **San Jose Hills Communities Challenges and Opportunities**

Critical Habitat and Sensitive Communities. Large parts of the East San Gabriel Valley SEA are designated critical habitat for the federally threatened coastal California gnatcatcher. Several plant communities within this SEA are designated by the California Department of Fish and Wildlife as highest priority communities due to their restricted distribution in the Southern California region.

Preservation of Significant Ridgelines. The area contains several significant ridgelines that are also used for wildlife movement and serve as firebreaks in wildfires. For wildlife, habitat, and safety issues, development along ridgelines should be avoided.

Preservation of Wildlife Movement Corridors and Linkages. With increasing threats from climate change, ensuring the ability of wildlife to migrate and maintaining continuity of open space areas is key for species survival. The East San Gabriel Valley SEA represents the only regional wildlife linkage between the San Gabriel Mountains and the Puente Hills and Chino Hills, serving as a migration and habitat connection between them.

Preservation of Riparian Woodlands, Wetlands, Streams, and Natural Drainage Channels. The protection of riparian areas, creeks, and natural drainages in their unaltered states provides irreplaceable ecosystem services, habitat, and water quality protections. A portion of Walnut Creek has maintained a natural creek bed, a rare remnant as many creeks have been lined with concrete and rerouted. It also has one of the best examples of riparian oak woodlands in the County. It is one of the few remaining natural riparian areas in an area surrounded by development.

Multi-jurisdiction Collaboration on Protection of SEAs, Habitat Conservation, and Wildlife Linkages. The East San Gabriel SEA, designated on parts of unincorporated Walnut Islands and West San Dimas, continues into adjacent jurisdictions, including West Covina, Walnut, San Dimas, and Covina, which may not yet have a comparable program for protection of biological resources. This provides an opportunity for regional collaboration on protection of natural and biological resources that spread across jurisdictional boundaries.

3. Land Use Needs and Hazards

Hazards. Areas within the San Jose Hills Communities present wildfire, dam inundation, landslide, and liquefaction hazards. The upper elevation areas and slopes of Walnut Islands are designated VHFHSZs. The norther parts of Walnut Islands and the northern edge of West San Dimas are designated as dam inundation areas. The hills and canyon areas of both communities are designated as landslide hazard areas, and liquefaction hazard areas overlap with residential neighborhoods. Further development in these areas should be avoided.

Freeway Adjacency and Industrial Proximity. I-10 cuts through Walnut Islands, segregating residential uses in the north from commercial services and other amenities to the south and potentially causing air quality concerns.

Parks and Open Space. Based on the 2016 Park Needs Assessment, the communities generally have low park needs. However, there are issues with park proximity, as only 14% of the population lives with a ½ mile of a park.

Land Use

The **Walnut Islands and West San Dimas Land Use Maps**, found in Appendix E, *Land Use Maps*, present land use designations and establish the general location and diversity of each land use in these San Jose Hills Communities.

C. COMMUNITY-SPECIFIC POLICIES

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

All policies in the ESGVAP Elements are applicable at the community-specific level. Refer to Chapter 2, *Land Use Element*, Chapter 5, *Natural Resources, Conservation, and Open Space Element*, and Chapter 6, *Parks and Recreation Element*, for policies particularly relevant to Walnut Islands and West San Dimas communities. Refer to Chapter 9, *Implementation Programs and Actions*, for actions and programs that serve to implement the plan's policies.

VS 1 – Sustainable Growth Patterns

See Land Use Policy LU-1.2.

Policy SJH-1

Policy SJH-1: Complete Communities. Enhance community access, connectivity, services, and amenities within walking distance of schools and residential neighborhoods with multi-use pathways. Focus amenities and services within the major transit area, near Puente Street and Grand Avenue, in the flatter area and south of the San Bernardino Freeway, where fire risk is reduced.

VS 4 – Shared Community Identity and Character



Policy SJH-2: Equestrian District Designation. Engage community members and explore support for designating a Walnut Islands Equestrian District in the area.

VS 6 – Sustainable Built and Natural Environment

Policy SJH-3: Biological Resources. Ensure the protection of biological resources and critical habitats for endangered species that occur on private lands. Support collaborations with Forest Lawn Cemetery, other institutions, businesses, and property owners in the area to preserve the biological resources located on privately held lands.

Policy SJH-4: Natural Environment. Direct development away from natural resource areas, including those identified in the East San Gabriel Valley SEA and those found on lands outside of the designated SEA, to preserve the continuity of habitat areas and prevent further habitat fragmentation and loss.

Policy SJH-5: Wetland and Riparian Resources. Preserve and protect Walnut Creek, wetland areas, and riparian corridors.

Policy SJH-6: Water Quality. Ensure implementation of water quality best management practices on properties with equestrian uses, horses, and livestock.

Policy SJH-7: Walnut Creek Restoration. Support efforts to naturalize the portions of Walnut Creek's concrete channel, when and where feasible.

Policy SJH-8: Critical Habitat Preservation. Support the preservation of lands that are designated critical habitat for federally threatened wildlife, including the coastal California gnatcatcher (*Polioptila californica*).

Policy SJH-9: Wildlife Connectivity. Seek opportunities to create and enhance the wildlife linkages in the East San Gabriel Valley SEA between the San Gabriel Mountains and the Puente Hills and Chino Hills, particularly in areas of discontinuous habitat blocks and patches.

Policy SJH-10: Multi-Jurisdiction Collaboration. Collaborate with local and regional agencies to prepare and adopt a protection program for the East San Gabriel Valley SEA designated areas that continue into adjacent jurisdictions, including West Covina, Walnut, San Dimas, and Covina. Identify measures to protect natural and biological resources, and to prevent further habitat fragmentation and loss.

8.15 Northwestern Communities

A. INTRODUCTION

- Covina Islands
- East Irwindale

Northwestern Communities

Covina Islands and East Irwindale, referred to here as the Northwestern Communities, are approximately 1.3 square miles and 1.5 square miles in size, respectively, and located in the northwest portion of the Planning Area. The Northwestern Communities are mostly flat, with curvilinear street layouts that usually end in cul-de-sacs. Major streets are paralleled by frontage roads that serve local residents. East Irwindale is southwest of Covina Islands, and these communities share boundaries with the city of Covina to the east, the city of West Covina to the south, the cities of Irwindale and Baldwin Park to the west, and the cities of Azusa and Glendora to the north. The unincorporated community of Charter Oak is located to the east of Covina Islands.

B. COMMUNITY CHALLENGES AND OPPORTUNITIES

The following presents a summary of community challenges and opportunities learned from community feedback and an analysis of existing conditions in the Northwestern Communities (see **Table NWC-1, *Northwestern Communities Challenges and Opportunities***). The list of challenges and opportunities serves to inform the preparation of community-specific land use, zoning, policies, and programs for the Northwestern Communities.

TABLE NWC-1 **Northwestern Communities Challenges and Opportunities**

1. Residential
Housing Types. Most of the existing land uses in East Irwindale and Covina Islands are single-family homes, resulting in a lack of diverse housing types.
Housing Age. The existing housing stock in East Irwindale and Covina Islands was largely built at the same time and upgrades to the housing stock have been sporadic over several decades. There is an opportunity to invest in upgrades, including updated façade treatments.
Public Services to Residents. Covina Islands and East Irwindale largely consist of residential land uses surrounded by incorporated cities. There may be inefficiencies and inequities with the provision of public services for these unincorporated islands. One option to alleviate these inequities is to determine the feasibility of annexation of the islands into one of the neighboring jurisdictions.

TABLE NWC-1 **Northwestern Communities Challenges and Opportunities**

VS 2, *Diverse, Walkable Communities*, addresses the above by upgrading existing housing stock, updating existing zoning, and increasing housing diversity.
2. Commercial
Revitalization. A cluster of commercial parcels is located north of Arrow Highway at Clydebank Avenue in East Irwindale, and Cypress Street, west of Citrus Avenue in Covina Islands. Based on the central location and existing uses in these clusters, parcels along these major corridors could be revitalized with façade treatments and pedestrian infrastructure to serve as community plazas or centers.
Community-Serving Uses. There is an opportunity to revitalize existing uses that consist of underutilized deep lots, auto-related uses, a community market, and strip mall with community-serving uses.
Commercial Nodes. Opportunities should be explored in both communities to create commercial nodes at key intersections along active transportation routes and within the three major transit areas.
VS 3, *Connected and Active Communities*, addresses the above by improving existing commercial nodes and enhancing underutilized sites in the Northwestern Communities to provide revitalized and thriving commercial uses to residents.
3. Industrial and Employment Uses
Employment. An industrial employment center exists on Arrow Highway, east of Barranca Avenue, which presents potential opportunities to direct opportunities and revitalization.
Commercial Opportunities. Revitalize existing vacant sites within a half-mile radius of a major transit stop with commercial uses that increase employment opportunities.
VS 4, *Thriving Economy and Workforce*, addresses the above by identifying goals for business attraction, retention, and growth in the Northwestern Communities.
4. Access and Connectivity
Community Identity. Covina Islands consists of five different unincorporated islands interspersed throughout existing incorporated city boundaries, creating difficulty in determining community boundaries, which can limit community identity and make navigation confusing.
Pedestrian Infrastructure. Some residential streets in East Irwindale and Covina Islands lack sidewalks, which can make it difficult to walk around the neighborhood, and access community amenities on foot. There is an opportunity to enhance access by improving pedestrian infrastructure, if feasible.

TABLE NWC-1 **Northwestern Communities Challenges and Opportunities**

Connectivity. The current street network in the Northwestern Communities consists of neighborhood blocks terminating in cul-de-sacs, with a lack of sidewalks and homogenous land use types. These conditions increase automobile reliance, exacerbating air quality, pollution, and noise. There is an opportunity to increase connectivity by improving the active transportation infrastructure.

Enhancement of Frontage Roads. Frontage roads in East Irwindale and Covina Islands—including Cypress Street and Gladstone Street, respectively—work to shield faster-moving traffic from residential streets. There are opportunities to further enhanced them to include transit amenities like bus shelters, and mobility amenities like wider sidewalks, bike paths, street trees, and parklets to improve walkability and provide additional open spaces areas.

Waterways. San Dimas Wash and Big Dalton Wash connect to the San Gabriel River. Where feasible, routes parallel to the channel should be accessible to residents to access the San Gabriel River Trail and create urban pathways with greenery.

VS 2, *Diverse, Walkable Communities*, and VS 3, *Connected and Active Communities*, address the above by enhancing existing infrastructure such as roads and sidewalks to increase pedestrian access and create community identity.

5. Traffic and Transportation

Active Transportation. Covina Islands is surrounded by major transit stops that are not particularly walkable from the community but are accessible by biking. This presents an opportunity to increase transit use through improved active transportation infrastructure for people on bicycles. There is an opportunity for new development in growth areas to connect to County-proposed bike paths along active transportation routes.

VS 1, *Sustainable Growth Patterns*, VS 2, *Diverse, Walkable Communities*, and VS 3, *Connected and Active Communities*, address the above by increasing transit access and development of bike lanes along active transportation routes.

6. Public Realm

Tree Canopy. The existing tree canopy in East Irwindale and Covina Islands is sporadic and in some areas is nonexistent. There are opportunities in these areas to improve the tree canopy, which can provide shelter and shade for pedestrians, help lower ambient temperatures, reduce heat island effects, and make walking in the public realm a more pleasurable experience.

Greenways. There is an opportunity in the community of East Irwindale to create greenways with pedestrian improvements, such as trees and other greenery, on the frontage streets located at the intersection of Cypress Street and Lark Ellen Avenue. In addition, where feasible, vacant and underutilized areas along frontage roads can be revitalized with public realm improvements like bioswales, greenways, and pocket parks.

TABLE NWC-1 **Northwestern Communities Challenges and Opportunities**

VS 5, *Shared Community Identity and Character*, addresses the above by focusing on street beautification in the Northwestern Communities, including improvements like tree canopy, bioswales, and greenways.
7. Preservation
Areas in Industry and Highways. Development should be discouraged in areas in proximity to I-210, near industrial uses within the cities of Baldwin Park and Azusa.
Mining Areas. Development should be discouraged in areas near active mining, such as residential uses to the east of Vincent Avenue. Areas with active mining should be buffered to avoid erosion, poor air quality, and contamination of soil and ground and surface water.
Freight Lines. Development should be discouraged near active rail located in both communities. Active freight creates issues related to traffic, noise, and light that are not conducive to daily living and makes it difficult to create walkable, connected neighborhoods.
8. Open Space
Parks Needs. Based on the 2016 Park Needs Assessment, this area has high and moderate park needs, with approximately 50% of residents, concentrated in the southern and eastern neighborhoods, in high need of park space.
VS 6, *Sustainable Built and Natural Environment*, addresses the above by identifying the areas in each community where growth would be avoided and where existing natural resources would be preserved.

Land Use

The **Covina Islands** and **East Irwindale Land Use Maps**, found in Appendix E, *Land Use Maps*, present land use designations and establish the general location and diversity of each land use in the Northwestern Communities.

C. COMMUNITY-SPECIFIC POLICIES

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

VS 1 – Sustainable Growth Patterns

See Land Use Policy LU-1.2.

Policy NWC-1

Policy NWC-1: Complete Communities. Enhance community access, connectivity, services, and amenities within walking distance of residential neighborhoods. Focus amenities and services along primary roads connecting residential neighborhoods to commercial centers and major transit in the northwest of East Irwindale along Arrow Highway and Azusa Avenue, as well as in key commercial nodes near major transit at Azusa Avenue and Gladstone Street, along Barranca Avenue, and at Barranca Avenue and Arrow Highway in Covina Islands.



Policy NWC-2: Sensitive Uses. Discourage sensitive uses in Covina Islands that are within 500 feet of I-210 to the north along Baseline Road, and near industrial uses to the southeast on Arrow Highway, where they would be exposed to increased levels of air pollution.

VS 2 – Diverse, Walkable Communities

RESIDENTIAL NEIGHBORHOODS AND HOUSING DIVERSITY

Policy NWC-3: Affordable Housing. Support opportunities to provide low-income and affordable housing options in the Northwestern Communities. Consider vacant lots in the northern portion of the community between Gladstone Street and Vincent Avenue in East Irwindale.



Policy NWC-4: Annexation. Discourage annexations of the Northwestern Communities that would involve smaller islands that may cause an inefficient configuration for fair distribution of community services. Where feasible, further investigation may be needed to determine the long-term viability of smaller, unincorporated islands, like Covina Islands and East Irwindale, remaining independent of their city neighbors.

Policy NWC-5: Central Walkable Districts. Support creation of redeveloped mixed-use commercial nodes and walkable districts at large, underutilized public/semi-public parcels, such as the Tri-Community Griswold Adult Education Center in East Irwindale and the Edison easement in Covina Islands, both of which can be enhanced as a central open space corridor.

Policy NWC-6: Pedestrian Improvements. Support improving pedestrian infrastructure along major intersections. Consider intersections at Cypress Street and Lark Ellen Avenue in East Irwindale—which would support youth at the school on the southwest corner and a daycare southeast of the intersection—and the frontage roads east, south, and west of the Covina Boulevard and Hollenbeck Avenue intersection in Covina Islands.

COMMERCIAL CENTERS AND CORRIDORS

Policy NWC-7: Downtown Corridor. Enhance Arrow Highway in the northern portion of East Irwindale as a pedestrian-oriented downtown and commercial corridor.

Policy NWC-8: Existing Commercial Centers. Strengthen and enhance existing commercial centers on Irwindale Avenue, Vincent Avenue, Lark Ellen Avenue, and Azusa Avenue in East Irwindale, and on Barranca Avenue and Arrow Highway to provide retail needs for residents of Covina Islands.

Additional revitalization and adaptive reuse opportunities exist at the following commercial nodes in East Irwindale:

- Southwest corner of Gladstone Street and Azusa Avenue, within the major transit area and at the northeast entrance to the community;
- Arrow Highway, west of Lark Ellen Avenue and east of Clydebank where it backs onto the water channel. This area is also close to the active transportation route and proposed bike paths;
- South side of Renwick Road, east of Clydebank Avenue; this area contains deep lots, backs onto the public easement area, and is located near the Valleydale Park;
- Southwest corner of Edna Place and North Vincent Avenue;
- San Bernardino Road and N. Irwindale, where a commercial center is located.

Policy NWC-9: Healthy Food. Explore opportunities for smaller grocery stores within commercial centers in both communities to increase access to healthy food options. In East Irwindale, focus grocery stores along Arrow Highway and Vincent Avenue.

MIXED-USE DEVELOPMENT AND VILLAGE CENTERS

Policy NWC-10: Village Centers. Support development of a village center in the northern portion of the East Irwindale at Arrow Highway and Clydebank Avenue, within one mile of major transit (Arrow Highway and Azusa Avenue) and in Covina Islands along Barranca Avenue, south of I-210, and near Gladstone Street and Hollenbeck Avenue where access to amenities, services, and connections through greenways is high.

Policy NWC-11: Social Gathering Area. Support additional social gathering areas near existing schools through enhanced public park and open space amenities in the Northwestern Communities. Prioritize locations in the northern portion of East Irwindale within one mile of major transit at Arrow Highway and Lark Ellen Avenue, near Ellington Elementary School, Valleydale Elementary School, and Gladstone High School; and in the southern portion of East Irwindale at Irwindale Avenue and San Bernardino Road, near Manzanita Elementary School.

PUBLIC AND SEMI-PUBLIC FACILITIES

See Land Use Policy LU-3.18.

Policy NWC-12

Policy NWC-12: Joint-Use Facilities in East Irwindale. Support partnerships with schools in the community—Ellington Elementary School to the north and Manzanita Elementary School to the south—to jointly use their facilities and resources, including parks, playgrounds, libraries, community centers, daycare facilities, and other resources, to increase access to recreational and other amenities for nearby residents.

PARKS, OPEN SPACES, AND TRAILS

Policy NWC-13: Park Needs. Support creation of new parks and open space in the southern portion of the Northwestern Communities, near San Bernardino Road between Irwindale Avenue and Vincent Avenue in East Irwindale, and along Rockvale Avenue at Orkey Street, toward the western portion of Covina Islands. Explore opportunities to provide additional parks and open space amenities in the Northwestern Communities to fill the need for parks that are accessible from residential neighborhoods on foot.

VS 3 – Connected and Active Communities

Policy NWC-14: Complete Streets. Support complete streets development from neighborhoods leading to commercial centers on Arrow Highway, Cypress Street, Vincent Avenue, and Irwindale Avenue in East Irwindale, and major transit and commercial centers at the following nodes in Covina Islands: Arrow Highway and Azusa Avenue, Barranca Avenue and Azusa Avenue, Gladstone Street and Hollenbeck Avenue, and Gladstone and Barranca Avenue.

Policy NWC-15: Waterways and Trails. Support development of urban trails and greenways along Big Dalton and San Dimas Washes to enhance community connectivity and connect residential neighborhoods to the village center on Arrow Highway in East Irwindale and in the northern and southern portions of Covina Islands, as well as connecting to active transportation infrastructure and transit stops. Consider repurposing vacant land adjacent to the waterways for the development of pathways and greenways.

Policy NWC-16: Coordinate with Adjacent Cities. Work with the City of Azusa to create urban pathways connecting residential neighborhoods in Covina Islands to Gladstone Park to the west on Pasadena Avenue, to provide greater access to parks and open space for residents.

See Chapter 7, *Mobility Element*, for related policies.

Policy NWC-14

VS 4 – Shared Community Identity and Character

Policy NWC-17: Street Beautification. Beautify and reinforce East Irwindale's and Covina Islands' identity and character through added street trees, lighting, community signage, bike lanes, public art, bioswales, greenways, and pocket parks. Prioritize beautification of major corridors that lead to commercial centers, major transit, and provide entrance to East Irwindale, including Arrow Highway, Cypress Street, Lark Ellen Avenue, San Bernardino Road, Irwindale Avenue, and Vincent Road; and major corridors that traverse and provide entrance to Covina Islands, including Arrow Highway, Gladstone Street, Barranca Avenue, and Citrus Avenue.

Policy NWC-18: Frontage Roads to Greenways. Support readapting select existing frontage roads in Covina Islands as urban greenways to provide attractive buffers between major streets and residential neighborhoods.

See Community Character and Design Policy CC-1.8.

Policy NWC-19

Policy NWC-19: Community Gateways. Mark prominent community entrance points with special design and architectural enhancements. Prioritize the entrances on major corridors near major transit, including Arrow Highway, Citrus Avenue, Lark Ellen Avenue, San Bernardino Road, and Cypress Street in East Irwindale; and at Gladstone Avenue, Citrus Avenue, Barranca Avenue, Arrow Highway, and Cypress Street in Covina Islands

VS 5 – Thriving Economy and Workforce

Policy NWC-20: Retail Industry. Promote new retail businesses within commercial centers, and vacant and underutilized sites to add to the community's retail diversity and bring more shops to East Irwindale and proposed commercial centers in Covina Islands.

Policy NWC-21: Employment Center. Provide resources for the community by creating employment centers around top industries and business uses, such as an industrial employment center on Arrow Highway, east of Barranca Avenue.

Policy NWC-22: Business Retention and Growth. Support the retention and growth of local retail shops, market, and small businesses through economic development strategies that enable businesses to easily and efficiently navigate the permitting process, gain access to resources, and adapt to fluctuating markets.

VS 6 – Sustainable Built and Natural Environment

Policy NWC-23: Waterways. Maintain, protect, restore, and enhance the existing waterways—Big Dalton Wash, Little Dalton Wash, and San Dimas Wash— where feasible, as natural resources and assets that contribute to the community identity, beautification, and culture.

8.16 Southwestern Communities

A. INTRODUCTION

The unincorporated communities of South San Jose Hills, Valinda, and West Puente Valley—referred to here as the Southwestern Communities—are located in the south and southwestern part of the Planning Area. The communities largely consist of subdivisions of single-family homes built in the middle of the 20th century. The need for greater housing type diversity has led to increased housing costs and potentially larger households. There are also adjacencies between industrial and residential uses along Valley Blvd. and near the City of Industry and Baldwin Park that present issues for residential areas, as well as walkability and connectivity. Included below is further detail on each of the communities.

- South San Jose Hills
- Valinda
- West Puente Valley

Southwestern Communities

South San Jose Hills

South San Jose Hills is approximately 1.5 square miles with a population of 22,252 and is characterized by single-family residential subdivisions with multi-family uses. Residential garage conversions are prevalent which can indicate a need for more rental housing, greater need for income generation, and/or a desire for inter-generational homes. Intensive industrial uses are located south of the community in Industry, with some industrial and commercial uses located within the community along Valley Boulevard. The community is bordered by the West Covina on the north and east, La Puente to the west, and Industry to the west and south.

Valinda

Valinda is approximately 2 square miles with a population of 23,702 and is characterized by single-family residential subdivisions with limited multi-family residential. The community contains limited commercial uses on Amar Rd. and Azusa Ave., with proximity to busy commercial corridors, including Hacienda Blvd. and Amar Rd. that continue into La Puente and Industry. Residential areas experience impacts from proximity to industrial uses in adjacent cities. The Puente Creek Channel runs through the southern part of Valinda has the potential to become an amenity with improvements and the proposed connection to the San Jose Creek and San Gabriel River Trail. The community shares boundaries with Industry and La Puente to the west

and south, and West Covina to the north and east. The unincorporated communities of South San Jose Hills and Valinda are located to the east and west.

West Puente Valley

West Puente Valley is approximately 1.9 square miles with a population of 25,061 and is characterized by single-family residential subdivisions. There are limited commercial areas, but they can provide neighborhood serving uses with potential for enhanced pedestrian connections. The community experience impacts from proximity to industrial uses from the shared boundaries with Baldwin Park to the north and west, and Industry to the east and south. The Southern Pacific railroad right-of-way runs along parts of the western boundary and acts as a barrier to mobility. Boundaries are shared with West Covina to the north, and La Puente the east and south. The unincorporated communities of Valinda and Avocado Height are located to the east and south. Walnut Creek and Puente Creek Channels both run through the community and have the potential to become recreational assets.

B. COMMUNITY CHALLENGES OPPORTUNITIES

Southwest Communities

The following presents a summary of challenges and opportunities for South San Jose Hills, Valinda, and West Puente Valley, comprising the Southwest Communities, learned from community feedback and an analysis of existing conditions in the community (see **Table SWC-1, Southwest Communities Challenges and Opportunities**). These challenges and opportunities serve to inform the preparation of community-specific land use, zoning, policies, and programs for the Southwest Communities.

TABLE SSJH-1 **Southwest Communities Challenges and Opportunities**

1. Residential
• **Lack of Housing Type Diversity.** Similar to other communities in the ESGV, the southwest communities lack a diversity of housing types. This can create pressure on the existing housing stock, leading to affordability concerns and unintended land use outcomes, like overcrowding.

TABLE SSJH-1 **Southwest Communities Challenges and Opportunities**

- **Residential Garage Conversions.** South San Jose Hills has increased residential garage conversions. Their prevalence in South San Jose Hills may indicate existing instances of overcrowded housing, a desire for intergenerational living, or a need to generate supplemental income. In circumstances in which residential garage conversions are unpermitted, there needs to be a process to update these conversions so meet requirements for the health and safety of the public.

2. Land Uses

Residential Proximity to Industrial Uses. Residential areas interface with or are in the vicinity of industrial uses, both in unincorporated areas and in adjacent jurisdictions. Local industrial properties have negative spillover affects into residential areas or the public realm. South San Jose Hills has industrially zoned property along Valley Blvd. There are existing freight rail rights-of-way and the Valley Boulevard freight corridor. An interface of residential and industrial uses can result in health, safety, and quality of life impacts on local residents.

South San Jose Hills Industrial/Commercial Uses and Opportunity Area. General Plan identifies an Industrial Flex District stretching along Valley Boulevard and bordered to the north by low- to medium-density residential neighborhoods, and to the south by heavily industrialized parcels in Industry.

Much of this area is zoned C-M (Commercial Manufacturing), which allows for less intensive industrial uses and other non-industrial uses. Auto repair, auto sales, churches, a mobile home park, and a large self-service storage facility are some of the existing non-industrial uses in the area. There is an opportunity to encourage the development of this area as a supportive commercial use district to the nearby high-employment work sites south of Valley Boulevard in the City of Industry.

West Puente Valley Industrial Island. A cluster of industrial parcels noncontiguous with the rest of the West Puente Valley is located west of the community boundary and east of the Planning Area boundary. This cluster is bounded by I-605 to the west and Walnut Creek to the north.

Jobs/Housing Balance. There is a deficit of jobs available in the area compared to the population. This means that most residents must travel outside of the community for work.

Parking Impacts. There is concern over the number of parked cars in the community, and the lack of available street parking. Higher utilization of street parking in single-family neighborhoods may also correlate to overcrowded housing or high rates of intergenerational living. There are also spillover parking issues near commercial areas.

Senate Bill 535 Disadvantaged Community Designation. The central and southern portions of Valinda, central and western portions of South San Jose Hills, and much of West Puente Valley are classified in the top 25% of CalEnviroScreen 3.0 scores, which is defined as “disadvantaged” under Senate Bill 535. This score indicates a high need for mitigation of relevant hazards in the community, and a need for funding for projects in the community to relieve environmental inequities.

TABLE SSJH-1 **Southwest Communities Challenges and Opportunities**

3. Commercial Areas
Commercial Area Use and Design. Commercial developments often consist of commercial structures pushed to the back of the lot with parking in the front. This design style is car-oriented and does not prioritize the needs of pedestrians or bicyclists, which creates access barriers for these users, Retail options are limited, with little orientation toward a singular walkable environment for pedestrians.
Commercial Façades. The façades of the commercial properties in the community need enhancement. Upkeep of façades often comes at a significant cost to property owners and tenants, who usually have little influence on the physical structure their business occupies.
Food Markets. There are limited small markets and few stores that serve healthy food within walking distance to residents.
Third Places. There are few “third” places—spaces other than the workplace and the home where people congregate—within the community. The Southwest Communities lack shared places where community members can gather and socialize.
Street Vending. Street vending is a common occurrence and causes a perceived impact on brick-and-mortar stores. This may be a sign that there are not enough commercial properties/establishments in the community to support consumer demand. Street vending is common in parts of communities where there are few traditional retail alternatives, or the alternatives are too costly or inefficient for their needs.
South San Jose Hills - Nogales Street/La Puente Intersection. There are major land uses at this intersection. Nogales High School is located to the west of the intersection, while a commercial shopping center is located east of the intersection. Northeast commercial parcels are in the city of Walnut, which presents an opportunity for cross jurisdictional partnership for redevelopment.
Valinda - Hacienda Plaza. Hacienda Plaza is a substantial shopping center located in La Puente, across Hacienda Boulevard from the Valinda community boundary. The arterial is in County right-of-way and is complete with a frontage road on the Valinda side. Commercial parcels are located on the Valinda side, and some of the properties appear to need enhancement. This area could be a candidate for a significant revitalization project that mixes housing and community amenities.
West Puente Valley - Sunset/Amar Neighborhood Center. The intersection of Sunset and Amar Roads in the community could be enhanced as a neighborhood gathering space. Commercial parcels exist on all four corners of the intersection, with three located in unincorporated West Puente Valley. Commercial parcels at this intersection should be designed and oriented to pedestrian activity. Commercial parcels in West Puente Valley are limited but can provide neighborhood-serving uses with the potential for enhanced pedestrian connections.

TABLE SSJH-1 **Southwest Communities Challenges and Opportunities**

4. Community Character and Identity
Wayfinding and Community Identity. The communities are surrounded by incorporated cities, and because of the similar nature of development in the surrounding area, the boundaries of the community are difficult to discern. The location of neighborhood amenities and resources are not centrally marked, meaning that finding these locations requires familiarity with the community layout. The communities do not have a sense of place or identify compared to surrounding areas.
Walking Areas. Sidewalks are often built to a minimum width. Portions of walking paths lack shade trees, shade structures, and sufficient plantings. This lack of sun protection, combined with uninterrupted residential walls along major arterials, create an uninviting environment for pedestrians. The ESGV will see disproportionately higher temperatures in the future related to climate change, which will disproportionately affect communities without a tree canopy adequately sized to protect pedestrians.
Safety. Community members indicated that several public spaces including parks, are perceived as unsafe. Environmental design features, including pedestrian-scale lighting and clear sightlines, may be needed in areas that feel unsafe.
5. Parks and Open Space
Park Needs. Based on the 2016 Park Needs Assessment, approximately 78% of residents of these communities live in neighborhoods with high and very high parks needs, with only an average of 0.7 acres of parkland per 1,000 residents, far below the County average of 3.3 acres. Strategies need to be considered to meet the significant need for recreational space in these communities.
Walnut Creek and Puente Creek Channel. Walnut and Puente Creek Channels connect to some portions of the communities. These channels contain unutilized pathways that could be enhanced to improve pedestrian connections. Walnut Creek connects to the San Gabriel River, and Puente Creek connects to San Jose Creek, which in turn connects to the San Gabriel River. Where feasible, pathways along these channels should be revitalized into pedestrian greenways. This has the potential to become a community amenity with beautification and improvements.
Multi-use School and Church Sites. Several school and church properties in West Puente Valley consist of playing fields and open space amenities. To satisfy the need for additional access to open space, multi-use agreements could be forged between the County and local school districts or churches to allow for community use of school amenities outside of traditional school hours.

TABLE SSJH-1 **Southwest Communities Challenges and Opportunities**

6. Mobility
• **Connectivity.** Consisting of non-connecting streets and large arterial corridors, the residential areas are primarily designed to prioritize auto-use over other methods of transportation. In addition, railroad tracks, busy roads, and other barriers act as obstacles for pedestrians or bicyclists to travel to parts of the community. As a result, it can be challenging for residents to walk, bike, or take transit to nearby amenities.
• **Transit Access.** Transit access and usage in the community is minimal. Residents have expressed interest in expanding transit access in the community to reach local destinations. These local destinations are often centralized, walkable areas with opportunities for leisure and shopping. These amenities are lacking in Valinda, so residents must seek them elsewhere.
• **Street Maintenance.** Community members would like more frequent street maintenance.
• **Car Congestion.** Traffic congestion is high in the community, with traffic pushed onto local streets from the freeways.
• **West Puente Valley - Puente Avenue and Amar Road Frontage Streets.** Arterial streets in the community, including Puente Avenue, Sunset, and Amar Road, have segments with frontage roads that run parallel to them. These streets serve as a "membrane" that transfers arterial traffic to residential streets. Much of the frontage road space, including the median, is underutilized, and can be repurposed as a pocket park or bioswale to improve groundwater recapture. Underutilized areas can also be populated with street trees. These streets are part of the Los Angeles County Vision Zero Action Plan collision concentration corridors. If feasible, these frontage streets could provide room for additional safety infrastructure.

Land Use

The **South San Jose Hills, Valinda, and West Puente Valley Land Use Maps**, found in Appendix E, *Land Use Maps*, present land use designations and establish the general location and diversity of each land use in the Southwestern Communities.

C. COMMUNITY-SPECIFIC POLICIES

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

VS 1 – Sustainable Growth Patterns

Policy SWC-1: Complete Communities. Enhance community access, connectivity, services, and amenities within walking distance of schools and residential neighborhoods with multi-use pathways. Focus amenities and services along the communities' primary roads leading to community centers and amenities—Amar Road, Azusa Avenue, Nogales Street, Sunset Avenue, and Temple Road.

See Land Use Policy LU-1.2.

Policy SWC-1

VS 2 – Diverse, Walkable Communities

COMMERCIAL CENTERS AND CORRIDORS

Policy SWC-2: Existing Commercial Centers. Support efforts to strengthen and enhance existing commercial centers along major corridors, including Amar Road, Azusa Avenue, Nogales Street, Temple Street, and Valley Boulevard.

Policy SWC-3: Commercial Centers and Corridor Revitalization. Support identification of commercial areas where improvements and revitalization can result in multi-use benefits, such as enhanced access, active transportation pathways, aesthetic and community identity markers, urban greening, parks and open spaces, sustainable designs, and public health support. Revitalization along cross-jurisdictional roadways, such as Amar Road, can serve residents of the larger community and increase access to shared resources and amenities.



Policy SWC-4: Healthy Food. Explore opportunities to add small grocery stores along major corridors that are accessible by walking. Prioritize adding healthy food options within neighborhoods with low access to healthy food options, such as some neighborhoods near central corridors of Glendora Avenue, Amar Road, Azusa Avenue, Temple Avenue, and Valley Boulevard.

MIXED-USE DEVELOPMENT AND VILLAGE CENTERS

Policy SWC-5: Village Centers and Social Gathering Areas. Support creation of village centers and social gathering areas to meet community needs for more spaces and opportunities for community gathering. Prioritize options for a new community center in West Puente Valley, where currently none exist. Prioritize social gathering areas along major corridors near residential neighborhoods, commercial corridors, and schools, especially along Amar Road and Valley Boulevard.

INDUSTRIAL AND EMPLOYMENT USES

Policy SWC-6: Strengthen Employment. Strengthen industrial employment and job centers, especially along Valley Boulevard where opportunities exist to enhance the corridor as a pedestrian-oriented employment and commercial corridor.

PARKS, OPEN SPACES, AND TRAILS

Policy SWC-7: Open Spaces. Create new open space areas and enhance existing open space amenities near schools and neighborhoods. Improve access to these areas through connective urban pathways between residential areas, commercial services, and other community amenities along primary roads, including Amar Road, Azusa Avenue, Nogales Street, Temple Street. Prioritize new open space areas within community areas where none exist within a mile for residents, and where access is currently limited.

Policy SWC-8: River Pathways. Explore opportunities to connect the Puente Creek and Walnut Creek Channels to the San Gabriel Valley River Trail with new multi-use trails and greenery to enhance active transportation, expand regional trail connectivity, and provide an attractive pathway and water feature for the local community to enjoy.

Policy SWC-9: New Multi-Use Trails. Promote the creation and integration of multi-use trails, walkways, and bicycle paths throughout the Southwestern Communities—including walking loops along streets that utilize environmentally sustainable surfaces—and connect to community amenities, gathering areas, parks, nearby transit stops, and other local destinations. Ensure multi-use trails are well-maintained in a safe and clean manner.

VS 3 – Connected and Active Communities

Policy SWC-10: Safe Travel Speeds. Support implementation of design interventions to prevent speeding, especially on identified collision concentration corridors.

Policy SWC-11: Transit Connectivity. Seek to provide more transit connectivity along arterials. A community circulator or micro-transit could provide connections to a nearby transit hub and community amenities like parks and trails. This transit/micro-transit should meet Americans with Disabilities Act accessibility requirements.

VS 4 – Shared Community Identity and Character

Policy SWC-12: Concrete Masonry Wall Beautification. Promote visual continuity of private walls that face rights-of-way, and primary and secondary roads and highways. Identify possible options and design strategies to beautify the concrete masonry walls using uniform paint, design, or other devices or decorative materials and landscaping. Engage community members in decision-making, for community input, and participation in the selection and implementation of improvements.

Policy SWC-13: Business and Job Opportunities. Support marketing to top employment industries that match Southwestern Communities resident skillsets, including manufacturing, health care, retail, and transportation. Support industries that provide synergies with businesses located in the community's commercial and industrial-zoned areas. Support training, education, and job opportunities for the advancement of the local workforce.

Policy SWC-14: Retail Industry. Support the growth or addition of local businesses that add to the communities' retail diversity and help revitalize commercial corridors along major roads, including Valley Boulevard, Azusa Avenue, Amar Road.

VS 6 – Sustainable Built and Natural Environment

Policy SWC-15: Sensitive Uses along Rail Lines. Discourage sensitive uses, including health facilities, hospitals, schools, playgrounds, and senior centers, near railroad rights-of-way.

8.17 San Gabriel Mountains Foothill Communities

A. INTRODUCTION

- East Azusa
- Glendora Islands
- North Claremont
- Northeast La Verne
- Northeast San Dimas
- West Claremont

Northwestern Communities

The unincorporated communities of East Azusa, Glendora Islands, North Claremont, Northeast La Verne, Northeast San Dimas, and West Claremont—referred to here as the San Gabriel Mountains Foothill Communities—are all located in the foothills of the San Gabriel mountains in the northernmost part of the planning area bordering the Angeles National Forest. They share similar geographic features with topographic variation, and canyons containing natural drainage channels. The unincorporated communities consist of noncontiguous boundaries with land uses that are made up primarily of undeveloped land, designated open space, water resources, with some residential development along the wildland/urban interface in East Azusa and West Claremont. Further details on each of the communities is included below.

East Azusa

East Azusa consists of three separate geographic areas totaling approximately 275 acres in area, with a population of 234. The northernmost sections are primarily made up of designated open space, undeveloped land, and some agricultural uses. The southernmost section contains single-family residential uses in a developed subdivision. The unincorporated areas share boundaries in part with the cities of Azusa and Glendora, and the Angeles National Forest. The San Gabriel River runs through the north part of East Azusa. The northern section mostly falls within the San Gabriel Canyon SEA. The designation continues into Azusa and Glendora due to the presence of rare plant and animal species.

Glendora Islands

Glendora Islands totals 229.5 acres with a population of 7, and shares boundaries with the City of Glendora and the Angeles National Forest. The area largely consists of designated open space and recreational uses. One noncontiguous privately-owned property is developed with a residence. The Glendora Wilderness Park and Brodiaea Reserve owned by the City of Glendora and the Glendora Community

Conservancy makes up most of the area. The rare and endangered plant, threadleaf brodiaea (*Brodiaea filifolia*), found in this area is endemic to Southern California.

North Claremont

North Claremont totals 541 acres in area with a population of 149. The area shares boundaries with the City of Claremont to the south, east, and west, and the Angeles National Forest to the north. It contains a residential community, in a noncontiguous area to the south, and open space to the north. The residential area is part of a historic arts colony named Padua Hills, built at the base of the Claremont Wilderness Park. The land has steep slopes with varied vegetation and waterways flowing south through the canyons. The San Dimas Canyon/San Antonio Wash SEA is designated on the northern parcel. The SEA continues into the City of Claremont.

Northeast La Verne

Northeast La Verne is approximately 1.9 square miles with a population of 104. It shares boundaries with La Verne to the west, Angeles National Forest to the north, Claremont to the east, and unincorporated West Claremont to the south. Much of the land consists of undisturbed natural areas with designated open space and water resources. Marshall Creek and several smaller creeks run south eventually entering Puddingstone Reservoir. Most of Northeast La Verne is within the San Dimas Canyon/San Antonio Wash SEA. The SEA boundary continues into the Angeles National Forest and San Dimas, La Verne, and Claremont.

Northeast San Dimas

Northeast San Dimas is a natural, unpopulated area consisting of two properties owned by the LA County Flood Control District and designated as a water resource area. It encompasses approximately 53 acres. The Angeles National Forest shares its north and west boundaries. The City of La Verne shares its eastern boundary. Northeast San Dimas is found downslope of the San Dimas Reservoir. The San Dimas Canyon/San Antonio Wash SEA is designated on the eastern parcel. This area contains some of the best examples of riparian habitat for birds. The lower slopes around San Dimas Canyon support one of the largest populations of coastal cactus wren

(*Campylorhynchus brunneicapillus*), a federally threatened species. Large mammals also move along the drainages through the area.

West Claremont

West Claremont is an approximately 1.2 square mile community of 1,166 people consisting of two noncontiguous areas that partly share boundaries with the City of Claremont on all sides, La Verne to the west and south, and unincorporated Northeast La Verne to the north. The majority of land in West Claremont is used for single residences with some government and institutional uses, and a small area of agriculture. The residential areas also feature equestrian uses and are located near the Marshall Canyon Equestrian Center. Much of West Claremont lies in the San Dimas Canyon/San Antonio Wash SEA.

B. COMMUNITY CHALLENGES AND OPPORTUNITIES

The following presents a summary of community challenges and opportunities learned from community feedback and an analysis of existing conditions in the community (see **Table SGMFC-1, *San Gabriel Mountains Foothill Communities Challenges and Opportunities***). These challenges and opportunities serve to inform the preparation of community-specific land use, zoning, policies, and programs for the San Gabriel Mountains Foothill Communities.

TABLE SGMFC-1 **San Gabriel Mountains Foothill Communities Challenges and Opportunities**

1. Wildland/Urban Interface
Limiting Wildland/Urban Interface and Habitat Fragmentation. Development continues to threaten encroachment into previously undeveloped areas, increasing the threat of habitat fragmentation and wildfire hazards resulting from expanding the wildland/urban interface. Recent development for residences and religious or institutional campuses has taken place within the wildland/urban interface, with considerable negative impacts to natural resources and wildlife
Wildlife Movement and Wildlife-Vehicle Collisions. Development encroaching into habitat areas impacts wildlife movement and increases habitat loss and fragmentation. The increased presence of roads results in collisions and increased danger to wildlife.
Fire Hazard Zones. Most of the structures built within the wildland/urban interface in the ESGV are within the Very High Fire Hazard Severity Zones (VHFHSZs). As wildfire risks mount due to climate change, communities that have developed within the wildland/urban interface and VHFHSZ face significant challenges. Further development in these high-risk areas should be avoided.

TABLE SGMFC-1 **San Gabriel Mountains Foothill Communities Challenges and Opportunities**

2. Preservation of Biological Resources
San Gabriel Canyon and San Dimas Canyon/San Antonio Wash SEAs. Five of the unincorporated communities contain lands with rare and increasingly threatened natural resources designated as part of two different SEAs. However, there are also threatened biological resources on lands outside of the SEAs. The San Gabriel Canyon SEA is in the west part of the Planning Area, partly located in East Azusa. The San Dimas Canyon/San Antonio Wash SEA is partly located on Northeast La Verne, Northeast San Dimas, North Claremont, and West Claremont. It is bordered by the Angeles National Forest; however, generally to the south, the borders are mostly defined by the edge of suburban/exurban development. The wide range in elevation, topography, slope, and geology allow for many different habitats to be found in the SEAs, including grasslands, riparian, shrublands, woodlands, and forests with many different plant sub-communities within each type. Several rare and threatened species, as well as significant habitat areas, exist throughout the SEAs that are in need of preservation.
3. Preservation of Significant Ridgelines
Significant Ridgeline Protections. The area contains significant ridgelines that are also used for wildlife movement and serve as firebreaks in wildfires. For wildlife, habitat, and safety issues, development along ridgelines should be avoided. As with other communities located in the foothills, significant ridgelines should be identified, and protection requirements should be developed.
4. Preservation of Wildlife Movement Corridors and Linkages
Habitat Linkages and Corridors. Habitat linkages are an important resource to ensure regional biodiversity, species movement, and habitat connectivity. The South Coast Missing Linkages Project, the California Department of Fish and Wildlife, and the California Department of Transportation have designated a wildlife linkage from the undeveloped northern section of North Claremont through San Bernardino County as one of 11 critical landscape linkages in California.
5. Preservation of Riparian Woodlands, Wetlands, Streams, and Natural Drainage Channels
Riparian Areas Preservation. Riparian corridors, wetlands, streams, and natural drainages are found across the San Gabriel Mountains Foothill Communities. The protection of riparian areas, creeks, and natural drainages in their unaltered states provides irreplaceable ecosystem services, habitat, and water quality protections.
Community-Specific Riparian Areas. The northern section of North Claremont has a concentration of riparian areas, creeks, and natural drainages from water gathered in Chicken Canyon, which then flows downhill through the Padua Hills residential community. The Live Oak Wash flows through Northeast La Verne and downhill into Live Oak Reservoir in West Claremont. Thomas Creek flows into Thomas Creek Channel and downhill through West Claremont's western section. The San Gabriel River runs through the northern section of East Azusa in a largely natural state until it is channelized farther downhill near development.

TABLE SGMFC-1 **San Gabriel Mountains Foothill Communities Challenges and Opportunities**

6. Critical Habitat for Rare, Threatened, and Endangered Species
Rare, Threatened, and Endangered Wildlife. The U.S. Fish and Wildlife Service has designated parts of East Azusa and Glendora Islands as critical habitat for endangered and threatened species. The San Gabriel River runs through the northern section of East Azusa and is habitat for the federally endangered southwestern willow flycatcher (*Empidonax traillii extimus*). This section of East Azusa is designated as part of the San Gabriel Canyon SEA. In addition, the lower slopes in and around San Dimas Canyon in Northeast San Dimas support one of the largest populations of the coastal cactus wren (*Campylorhynchus brunneicapillus*) in the county. The federally threatened California gnatcatcher (*Polioptila californica*) has been documented in the Glendora foothills.
Rare, Threatened, and Endangered Plants. The Glendora Islands are home to a rare and endemic plant, thread-leaved brodiaea (*Brodiaea filifolia*). However, the area designated as critical habitat by the U.S. Fish and Wildlife Service is not part of a designated SEA. The presence of these rare species on lands in the ESGV is a clear indication that just beyond the developed areas lies habitat and wildlife whose survival is severely threatened.
7. Multi-Jurisdiction Collaboration on Protection of SEAs, Habitat Conservation, and Wildlife Linkages
Protection of Biological Resources Across Jurisdictional Boundaries. The San Gabriel Canyon SEA, designated on the northern portions of East Azusa, continues into adjacent jurisdictions, including the cities of Azusa, Duarte, Monrovia, Arcadia, and Glendora. The San Dimas Canyon/San Antonio Wash SEA, designated on portions of Northeast San Dimas, West Claremont, Northeast La Verne, and North Claremont, continues into adjacent jurisdictions, including the cities of San Dimas, La Verne, and Claremont. In some cases, these jurisdictions may not yet have adopted a comparable program for protection of biological resources. In the past, some property owners have sought annexation to avoid the regulatory review and controls of the SEA program. Coordinated efforts to preserve and protect priority conservation areas is key to prevent further habitat fragmentation and loss.
8. Hazards
Hazard Areas. The San Gabriel Mountains Foothill Communities have designated VHFHSZs on almost all of their lands. The few areas outside of the VHFHSZ are the flatter, residential areas away from the base of the hills. The western part of East Azusa is designated as a dam inundation area. The hills and canyon areas of all the communities are designated as landslide hazard areas. Liquefaction hazard areas are found in the Padua Hills residential area, in the southern part of North Claremont, and in the central part of West Claremont. The increased threat of hazards poses risks to residents, wildlife, and natural resources in all these communities.

Land Use

The **San Gabriel Mountains Foothill Communities Land Use Maps**, found in Appendix E, *Land Use Maps*, present land use designations and establish the general location and diversity of each land use in the San Gabriel Mountains Foothill Communities.

C. COMMUNITY-SPECIFIC POLICIES

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

All policies in the ESGVAP Elements are applicable at the community-specific level. Refer to Chapter 2, *Land Use Element*, and Chapter 5, *Natural Resources, Conservation, and Open Space Element*, for policies particularly relevant to the San Gabriel Mountains Foothills Communities. Refer to Chapter 9, *Implementation Programs and Actions*, for actions and programs that serve to implement the plan's policies.

VS 1 – Sustainable Growth Patterns



Policy SGMFC-1: Preservation Areas. Maintain sustainable preservation of the San Gabriel Mountains Foothill Communities neighborhoods and facilities. Any future development should preserve the character of the developed communities and be considered only for locations in the southern portions of East Azusa and West Claremont, away from natural resources and hazard areas.

VS 3 – Connected and Active Communities

Policy SGMFC-2: Improved Access in East Azusa. Support enhancing access from East Azusa neighborhoods to the nearest major transit stop, at Foothill Boulevard and Citrus Avenue, in the southwest, as well as to commercial services and other services and amenities.

VS 4 – Shared Community Identity and Character

Policy SGMFC-3: Equestrian District Designation. Engage community members in West Claremont to assess support for designating an equestrian district in the area.

Policy SGMFC-4: Street Beautification. Beautify and reinforce community identity and character through added native drought-tolerant street trees, lighting, community signage, bike lanes, public art, and other strategies. Focus beautification efforts on Sierra Madre Avenue in East Azusa, and on Base Line Road in West Claremont.

Policy SGMFC-5: Natural Resource Preservation. Protect and preserve natural and biological resource areas, including those identified in the San Gabriel Canyon and San Dimas Canyon/San Antonio Wash SEAs and those found on lands outside of the designated SEA.

Policy SGMFC-6: Biological Resources Protection. Ensure the protection of biological resources and critical habitats for endangered species that occur on private lands. Support collaborations with organizations, institutions, agricultural enterprises, businesses, and property owners to preserve the biological resources located on private lands.

Policy SGMFC-7: Preserve Marshall Creek. Preserve Marshall Creek's riparian area and natural streambed in an unaltered state.

Policy SGMFC-8: Hydrologic Resource Areas. Preserve Webb and Live Oak Canyons' riparian oak woodland and natural drainages and creeks, enhance the riparian corridor habitat, and maintain high-water quality.

Policy SGMFC-9: Water Quality. Ensure implementation of water quality best management practices on properties with equestrian uses, horses, and livestock.

Policy SGMFC-10: Multi-Jurisdiction Collaboration. Collaborate with other local agencies, such as the Watershed Conservation Authority and the National Forest Service, and nongovernmental organizations on the planning, acquisition, and management of lands containing biological resources in the San Gabriel Mountain foothills for their protection and preservation to maintain maximum biodiversity and protection of biological resources.

Policy SGMFC-11: Preserve Views. Preserve scenic vistas and views of the San Gabriel Mountains, landforms, and natural resources from trails and public access points.

Policy SGMFC-12: Dam Inundation Areas. Avoid new development in dam inundation areas in the western portion of East Azusa, north of Sierra Madre Avenue.

9.1 Introduction
9.2 Implementation Framework
9.3 Implementation Steps

Sections Included



CHAPTER 9 Implementation Programs and Actions

9.1 Introduction

This chapter presents areawide and community-specific actions for implementing the East San Gabriel Valley Area Plan (ESGVAP or Area Plan) goals and policies for sustainable growth patterns and equitable and accessible distribution of land uses for the unincorporated communities.

9.2 Implementation Framework

Table 9-1, East San Gabriel Valley Area Plan Implementation Table, presents the implementing actions for the ESGVAP. The actions are organized under the Plan's vision statements. For a description of each vision statement, refer to Chapter 1, *Introduction*. The listed actions are not intended to be exhaustive of all potential actions and programs to implement the Plan.

To facilitate successful implementation, each action is tied to a related policy that it implements, lists coordinating agencies or County departments, and has an associated cost estimate and timeframe estimate, as described below.

- **Coordinating Agencies/Departments.** Identifies the local and regional agencies and County departments that have authority, influence, or knowledge to assist with implementation of the associated action. In some cases, several County departments are shown as there may be joint responsibility for implementation.
- **Cost Estimate.** Provides a relative cost estimate for implementing the associated action using dollar signs ($). One dollar sign ($) indicates that the action is lower cost, based on the assumption that it would require the use of existing staff time. Two dollar signs ($$) indicate the action may require additional time and resources, such as hiring new staff. Three dollar signs ($$$) indicate the action may be part of a capital improvement project and/or include construction.
- **Timeframe.** Identifies the target timeframe for the action to be implemented, using “Short,” “Mid,” and “Long” timeframes. A “short” timeframe indicates the action may be implemented in the near term, within 5 years. A “mid” timeframe indicates a period of 5 to 10 years for implementation, and “long” refers to projects that may require greater than 10 years to implement.

9.3 Implementation Steps

The following implementation steps can guide implementation of each action listed below within its identified timeframe. For some actions, additional steps may be needed to refine details, create specific action items, identify triggers for when actions may go into effect, and assess financial feasibility and implications for taking action versus risks or costs for not taking action:

- **Develop partnerships.** All actions identify agencies and/or County departments to coordinate with for implementation. For many actions, coordination efforts will be required and critical to successful implementation, especially for those where coordinating agencies and departments have existing and ongoing initiatives for achieving a common goal.
- **Secure funding.** Some actions may require additional, outside funding sources in addition to existing City resources. These may

come in the form of grants, loans, or other financial resources. These actions will generally have a longer timeframe to account for identifying and accessing funding.

- **Develop and refine estimates.** The actions identified were developed with a current understanding of County departments and responsibilities, staffing, resources, and capacity. For many actions, detailed cost estimates may be required and sometimes encouraged to provide more precise information and to guide fiscally responsible decision-making.
- **Adopt and/or update ordinances, codes, and regulations.** Some actions may refer to updating or creating new ordinances and regulations. For new ordinances, codes and regulations, a longer timeframe and higher cost may be needed for implementation as County and state regulations are followed.
- **Identify monitoring indicators.** Identifying appropriate indicators for monitoring, as feasible, can help guide funding and implementation for some actions. As an example, monitoring trends that relate to urban greening, energy systems, or employment can assist with accessing funding opportunities and with measuring progress from implementation.

TABLE 9-1 **East San Gabriel Valley Area Plan Implementation Table**

Action	Name	Description	Related Policy	Coordinating Agencies/ Departments	Cost Estimate ($, $$, $$$)	Timeframe (short/mid/ long range)
Vision Statement I – Sustainable Growth Patterns						
1.1	Enhanced Coordination Strategy	Enhance coordination regarding future capital facilities and city infrastructure upgrades between residents, developers, and adjacent ESGV communities to proactively accommodate equitable growth, particularly for nearby disadvantaged communities. Ensure capital facilities and other city infrastructure coincide with other land use and mobility plans to allow for opportunities and support for economic development and sustainability. Utilize various outreach/advertising platforms (for example, bulletin boards, community memorandums, social media platforms) or accessible public hearings to notify nearby communities that may be impacted by planned developments. Consider developing a streamlined notification platform/system accessible by all ESGV communities to enhance coordinated development efforts. On an as-needed basis, initial studies will be conducted to survey potentially interested or potentially impacted individuals/groups that identifies economic, infrastructure, and general development impacts.	LU-1.8: Coordination with Adjacent Cities LU-2.1: Coordinated Infrastructure and Capital Facilities LU-2.2: Coordinated Land use and Mobility	DRP Los Angeles County Department of Public Health (DPH) DPW Los Angeles County Public Library (Library)	$$	Mid
1.2	Area-Wide Overlay	Establish an area-wide overlay to regulate height, protect significant ridgelines, and provision of public communal space in new development.	NR-7.1: Protect Natural and Scenic Resources NR-13.3: Minimize Impacts of Development NR-13.6: Protect Scenic Qualities of Riparian Areas LU-3.17: Access to Recreational, Social, and Cultural Facilities	DRP	$	Short

TABLE 9-1 **East San Gabriel Valley Area Plan Implementation Table**

Action	Name	Description	Related Policy	Coordinating Agencies/ Departments	Cost Estimate ($, $$, $$$)	Timeframe (short/mid/ long range)
			LU-3.29: Parks, Open Spaces, and Trails LU-6.2: Significant Ecological Areas and Undeveloped Hillsides			
1.3	Update Rowland Heights CSD	Rowland Heights Community Standards District (CSD), with revisions to design standards and incentives for commercial areas and gathering spaces, and requirements for parking and renovations.	LU-1.1: Sustainable Growth LU-1.2: Complete Communities LU-1.5 Complementary Growth LU-3.3: Residential Neighborhoods LU-4.1 Parking Reform Strategies LU-4.3: Parking Lot Design	DRP	$$	Mid
Vision Statement II – Diverse, Walkable Communities						
2.1	Commercial Revitalization and Connectivity Strategy	Increase availability and accessibility of commercial businesses and commercial centers for ESGV communities by attracting and incentivizing for a mix of retail, restaurant, and institutional uses. Ensure development standards and design guidelines for commercial centers are in place to address parking, pedestrian-orientation, and safety features, and coordinate with public transit agencies for review of first-last mile connectivity between commercial centers and other areas of the community (transit stations, residential neighborhoods, senior centers, schools, etc.).	LU-3.8: Commercial Land Preservation and Expansion LU-3.9: Commercial Corridors and Centers LU-3.10: Commercial Center Revitalization LU-3.11: Commercial Use Flexibility LU-3.12: Commercial Services Gaps	DRP DPW Metro Los Angeles County Department of Consumer and Business Affairs (DCBA)	$$	Mid

TABLE 9-1 **East San Gabriel Valley Area Plan Implementation Table**

Action	Name	Description	Related Policy	Coordinating Agencies/ Departments	Cost Estimate ($, $$, $$$)	Timeframe (short/mid/ long range)
2.2	Community Land Trust Pilot Program	Seek funding to purchase underutilized parcels in various communities to establish Community Land Trust (CLT) housing projects. The intent of this program is to develop quality housing that provides pathways to homeownership. Incorporate the program in the following communities. • South San Jose Hills • Valinda • West Puente Valley	LU-3.4: Affordable Housing	LACDA CEO SD1	$$$	Mid
2.3	Bonelli Park Improvements	Renovate underutilized and blighted areas of the park; improve trail maintenance and park parking.	PR-1.4: Removing Barriers to Access	DPR and Partners	$$$	Long
2.4	Trail Connectivity and Green Connections	Improve trail connectivity to local destinations and regional trail systems.	PR-4.1: Connectivity to Regional Trails PR-4.2: Collaborations for Trails	DPR	$$$	Long
2.5	Increased Funding for Ranger and Public Safety Officers	Safety concerns have been reported at trail access points, which are difficult to monitor given their distribution throughout the area. Trail access points of concern include Orange Grove Ave. and Punta del Este Dr. in Hacienda Heights, among other areas.	PR-4.7: Ranger and Law Enforcement Collaboration	DPR and partners	$$	Mid
2.6	Interpretation Plan for Regional Parks and Trails	Develop a comprehensive Interpretation Plan for regional parks and trails to guide and develop a stewardship ethic among park and trail users. The plan can provide guidance for educational programming, including the history of flora and fauna in the regional parks, ecological history, geology, archeology, cultural practices and land stewardship of Indigenous Americans, and responsible use of trails and parks.	PR-1.2: Educational Signage PR-1.5: Environmental Education PR-4.5: Trail User Education	DPR and partners	$$	Mid

TABLE 9-1 **East San Gabriel Valley Area Plan Implementation Table**

Action	Name	Description	Related Policy	Coordinating Agencies/ Departments	Cost Estimate ($, $$, $$$)	Timeframe (short/mid/ long range)
Vision Statement III – Connected and Active Communities						
3.1	Active Transportation Strategic Plan	Utilize the 2016 Active Transportation Strategic Plan (ATSP 2016) process to implement active transportation and infrastructure projects at the local level for ESGV unincorporated communities, including enhancements to existing transit stops, new pedestrian trails and pathways, dedicated bicycle lanes, park-and-ride zones, enhanced pedestrian crossings, first-last mile improvements, traffic-calming measures, curb extensions, wayfinding, street lighting, landscaping and shade, and other measures that help improve access and comfort to active transportation uses. Use the ATSP implementation steps as a framework for the planning and implementation process, which may include the following: • Identify local and regional stakeholders, including adjacent cities, transit agencies, large employers, community-based organizations, neighborhood councils and associations, schools, and other organizations to help tailor ATSP 2016 actions to the local communities. • Review local and regional plans and studies to identify projects and improvements that are reflective of the needs of each unincorporated community, including ATSP 2016 Case Studies, San Gabriel Valley Regional Active Transportation Plan, San Gabriel Valley Regional Bicycle Master Plan, Greenway Network Study, and the Mobility Element, to identify specific projects. Work with stakeholders to prioritize and tailor projects at the local level, with priority on growth communities where there is greater need for transit and active transportation investments	LU-1.1: Sustainable Growth LU-1.2: Complete Communities LU-1.3 Targeted Growth Communities M-1.1: Mobility Network M-1.2: Safe, Continuous Sidewalks M-1.3: Neighborhood Greenways M-1.4: First/Last Mile M-1.6: Wayfinding M-1.8: Pedestrian Passageways through Cul-de-Sacs	DRP DPW Metro Department of Public Health (DPH)	$$$	Long

TABLE 9-1 **East San Gabriel Valley Area Plan Implementation Table**

Action	Name	Description	Related Policy	Coordinating Agencies/ Departments	Cost Estimate ($, $$, $$$)	Timeframe (short/mid/ long range)
		to support growth and density. Collaborate with stakeholders to identify projects with regional benefits that may extend beyond jurisdictional boundaries and benefit from regional planning initiatives. • Create individual plans for the unincorporated communities and gather data on priority projects for implementation. Identify specific locations for project implementation with engagement from stakeholders and community members. • Design concepts and estimate costs for priority projects at each location. Seek funding opportunities for design and implementation of projects. Utilize the ATSP 2016 Existing Conditions Analysis to support potential funding applications. Collaborate with stakeholder agencies on funding applications, as appropriate. • Conduct any design and environmental studies for projects. Finalize designs and phasing for projects.				
3.2	Strategic Parking Plan	Develop a comprehensive parking plan for ESGV communities that addresses growth impacts to parking, especially for residential areas and commercial centers within growth communities where density is expected to increase. Support redesign of parking lots for efficient use of available parking space while simultaneously promoting alternatives modes of travel. Where possible, increase the connectivity of parking lots to nearby public transit as well as pedestrian and bicycle corridors. Coordinate with local transportation and parking authorities for area-specific modifications or upgrades to regulations and infrastructure. Specific actions for the Strategic Parking Plan may include:	LU-4.1: Parking Reform Strategies LU-4.2: Parking Flexibility LU-4.3: Parking Lot Design LU-4.4 Parking Demand Reduction	CDC DRP DPW Chamber of Commerce Metro	$$	Mid

TABLE 9-1 **East San Gabriel Valley Area Plan Implementation Table**

Action	Name	Description	Related Policy	Coordinating Agencies/ Departments	Cost Estimate ($, $$, $$$)	Timeframe (short/mid/ long range)
		• Establish an incentive program for repurposing unused or inefficient parking lots and garages into spaces that can accommodate pedestrian-friendly design features, including greening and landscaping, benches, lighting, trash receptables, bike racks, and other features that promote active transportation. • Standardize a process for converting underutilized curb parking spaces for other uses for the public, such as plazas, parklets, and bike corrals. Prioritize installation in areas with high volume of pedestrians and bicyclists.				
3.3	Vision Zero Community Level Analysis	As many collision concentration corridors exist in ESGV communities, as well as reported unsafe driving behaviors, such as road racing and “donuts”, community-level analysis should be conducted to better understand the factors and conditions contributing to the collision concentration corridors and unsafe driving behaviors with specific actions to be implemented to remedy the contributing factors. Identify and implement design alternatives that can reduce the incidence of road racing.	M-3.7: Deterring Unsafe Driving	DPW DPH	$$	Mid
3.4	Study Options for Protected Bike Lanes	For ESGV communities identified to have Class 2 or 3 bike lanes, study the possible options for providing protected bike lanes in the areas to increase bikers’ safety and further reduce possibility of collisions.	M-3.4: Active Transportation Barriers	DPW DPH	$$	Mid

TABLE 9-1 **East San Gabriel Valley Area Plan Implementation Table**

Action	Name	Description	Related Policy	Coordinating Agencies/ Departments	Cost Estimate ($, $$, $$$)	Timeframe (short/mid/ long range)
3.5	Pedestrian Plan	Seek funding for and develop a pedestrian plan for the following communities: • Avocado Heights • Hacienda Heights • North Pomona • South San Jose Hills • Valinda • West Puente Valley This plan would incorporate community input and follow the Step-by-Step framework developed by the Department of Public Health. It would consider connections to amenities both inside and outside of the community (such as medical facilities) and existing walksheds (such as multi-use pathways along existing storm channels). This plan would provide recommendations for specific safety- and convenience-related improvements to pedestrian infrastructure as well as a funding schedule to implement these features.	M-2.2: Accessible Destinations M-3.1: Connective Active Transportation M-3.2: Active Transportation Infrastructure Upgrades M-3.4: Active Transportation Barriers	DPH DPW DRP SD1 City of Pomona City of Claremont	$$	Mid
3.6	East San Gabriel Valley Mobility Action Plan Implementation	Seek funding to develop a Capital Improvement Plan (CIP) for the recommended active transportation improvements in the East San Gabriel Valley Mobility Action Plan. Prioritize capital projects in the CIP that provide the most need to disproportionately affected communities. Engineering and design considerations shall be determined by LA County Public Works.	M-3.1: Connective Active Transportation M-3.2: Active Transportation Infrastructure Upgrades M-3.4: Active Transportation Barriers M-4.3: Environmentally Just Mobility	DPW	$$$	Long

TABLE 9-1 **East San Gabriel Valley Area Plan Implementation Table**

Action	Name	Description	Related Policy	Coordinating Agencies/ Departments	Cost Estimate ($, $$, $$$)	Timeframe (short/mid/ long range)
3.7	Access to Transit Mode Alternatives	Seek funding and coordinate with County departments and other public agencies to pilot new transit mode alternatives, including On-Demand Flexible Microtransit and personal mobility on Demand (PMoD). Design the pilot programs to accommodate the needs of multiple groups, including communities with low-vehicle ownership, non-English speakers, and people with limited access to mobile technology. Consider the results of these pilot programs in the further expansion of transit infrastructure in ESGV.	M-4.3: Environmentally Just Mobility M-5.1: Mobility Technology	DPW Foothill Transit Metro	$$	Mid

TABLE 9-1 **East San Gabriel Valley Area Plan Implementation Table**

Action	Name	Description	Related Policy	Coordinating Agencies/ Departments	Cost Estimate ($, $$, $$$)	Timeframe (short/mid/ long range)
3.8	Equestrian Multi-Use Trail and Connectivity Plan	Seek funding for and develop an equestrian trail and connectivity plan for the following communities: • Avocado Heights • South El Monte • Pellisier Village • Rowland Heights • Walnut Islands • West Claremont This plan would incorporate community input and study potential routes and designs for multi-use trails that would connect communities to local amenities and assets, and to multi-use trails in open space areas. It would consider connections to amenities both inside and outside of the community and existing pathway systems (such as multi-use pathways along existing storm channels). This plan would provide recommendations for specific safety- and convenience-related improvements to equestrian infrastructure as well as a funding schedule to implement these features.	M1-1: Mobility Network M-1.3: Neighborhood Greenways M-1.7: Waterways M-1.9: Equestrian/Multi-Use Trails and Connectivity M-2.3: Close Network Gaps M-3.1: Connective Active Transportation AH-18: Waterway Access PV-2: San Gabriel River Trail RH-24: Connected Pathways USEM-3: Waterway Access PR-3.2: Connective Multi-Use Trails and Pathways PR-3.3: Enhanced Multi-Use Pathway and Trail Connectivity PR-3.4: Pathways, Trails, and Water Resources.	DPW DRP DPR	$$	Mid
Vision Statement IV – Shared Community Identity and Character						
4.1	Placemaking and Beautification Strategy	In consultation with stakeholders and residents, design and implement a Placemaking and Beautification Plan that adds or improves infrastructure such as: streetlights, street trees, benches, shelters, recycling and trash bins on	LU-1.4: Preservation of Communities LU-3.15: Village Centers	DRP DPW Los Angeles County	$$	Mid

TABLE 9-1 **East San Gabriel Valley Area Plan Implementation Table**

Action	Name	Description	Related Policy	Coordinating Agencies/ Departments	Cost Estimate ($, $$, $$$)	Timeframe (short/mid/ long range)
		sidewalks, crosswalks, wayfinding signage, public art installations, and distinctive architecture. In enhancing community aesthetics and community identity, encourage consistency and transparency in communication, especially in preserving unique community areas and identities. Avoid altering notable aesthetic/cultural/historic community identities beyond maintenance and small improvements to access and comfort. Similarly, promote interagency and inter-community coordination to align, where possible, short- and long-term community identity goals, especially in placemaking. Specific actions in the Placemaking and Beautification Plan may include: • Work with local schools and community schools and community groups to create designs for decorative crosswalks. Consider decorative crosswalks that also meet safety and maintenance standards, especially for major commercial corridors with high pedestrian and bicycle activity, public transit, schools, parks, and libraries. • Enhance community identity through the development of public art programs. Consider placement of murals on blank commercial building facades. Coordinate with public agencies, schools, community groups, and local artists for murals. Plan annual creative placemaking events to celebrate community history and identity. • Collaborate with local historical groups to create an inventory of historic sites and structures in ESGV. Identify and secure funding to repair and restore these sites, if desired. Install multilingual markers and educational signage in identified	CC-1.1: Placemaking CC-1.2: Rural and Equestrian Center CC-1.3: Community, Historic, and Cultural Resources CC-1.4: Community Identity CC-1.5: Individual Community and Neighborhood Identity CC-1.6: Public Spaces and Facilities CC-1.7: Street Beautification CC-1.8: Community Gateways	Department of Arts and Culture (Arts)		

TABLE 9-1 **East San Gabriel Valley Area Plan Implementation Table**

Action	Name	Description	Related Policy	Coordinating Agencies/ Departments	Cost Estimate ($, $$, $$$)	Timeframe (short/mid/ long range)
		historic sites and in public spaces in ESGV to showcase the history and character of the community.				
4.2	Safe and Sanitary Neighborhoods Program	Collaborate with residents, neighborhood councils, homeowner associations, neighborhood watch groups, and community-based organizations to ensure community cleanliness and safety in residential and public areas through organized clean up events, landlord responsibilities workshops, regular maintenance of public facilities, and collaboration with public utilities on best practices. Identify resources for groups to receive training on community leadership and safety issues.	CC-1.10: Community Safety CC-1.11: Maintenance CC-1.12: Neighborhood Cleanup Events	DPW Los Angeles Sherriff's Department (LASD)	$	Short
4.3	Community Annexation Feasibility Study	Study the viability of annexation of the following communities into the various surrounding cities. This study should include information related to public feedback, potential cost savings, and increased community services. • East San Dimas • North Pomona • South El Monte • South Walnut	LU-1.7: Coordination with Adjacent Cities	LAFCO DRP CEO	$	Short
Vision Statement V – Thriving Economy and Workforce						
5.1	Retail Center Market Study	Conduct a feasibility study of potential locations for a retail center in communities with identified leakage such as Hacienda Heights. Identify opportunities for attracting uses desired by the community, such as markets, entertainment venues, and general merchandise stores.	ED-3.1: Business Friendly Environment	DCBA	$$	Medium

TABLE 9-1 **East San Gabriel Valley Area Plan Implementation Table**

Action	Name	Description	Related Policy	Coordinating Agencies/ Departments	Cost Estimate ($, $$, $$$)	Timeframe (short/mid/ long range)
5.2	Development Concierge	Establish a program to provide business support services, such as access to resources, training opportunities, and mentorship for existing local small businesses and new business interests. Create the role of the development concierge to work with local organizations and small businesses and connect businesses to resources and funding.	ED-2.2: Local Business Support ED-3.1: Business Friendly Environment ED-3.2: Emphasis on Small Business	CDC DCBA	$$$	Long
5.3	Branding Opportunities	Conduct an area branding study to specific areas to brand for specific industries and consider public realm improvements, such as coordinated banners and commercial storefront revitalization.	ED-5.3: Promotional Efforts and Branding; ED-5.5: Restaurant and Food Manufacturing Industry	CDC DPW DRP	$$	Mid
5.4	Business Attraction	Study the feasibility of forming a Business Improvement District near major transit stops and along major corridors to fund improvements, maintenance, and physical amenities. Actively market to industries and businesses that match resident skillsets and provide synergies with the existing industry strengths of the region.	ED-3.1: Business Friendly Environment	CDC DCBA	$	Short
Vision Statement VI – Sustainable Built and Natural Environment						
6.3	Habitat Preservation Plan	Develop a focused plan whose purpose is to identify and propose a range of methods and strategies to acquire land with sensitive biological resources, to identify priority resources to protect and related parcels to acquire, especially for the Puente Hills to Chino Hills areas, and the foothills of the San Gabriel Mountains for habitat preservation. This effort should also collaborate with the agencies and conservation organizations active in the region. The plan should also develop a management plan for preserved lands to maintain maximum biodiversity and protection of biological resources. The plan should incorporate a review of best practices in Habitat Preservation	NR-2.1 Acquisition of Sensitive Lands NR-4.1: Preserve Lands with Sensitive Biological Resources NR-4.3 Cross-Jurisdictional Protection of Significant Ecological Areas NR-5.1: Protect Priority Ecological Sites	DRP DPR	$$	Mid

TABLE 9-1 **East San Gabriel Valley Area Plan Implementation Table**

Action	Name	Description	Related Policy	Coordinating Agencies/ Departments	Cost Estimate ($, $$, $$$)	Timeframe (short/mid/ long range)
		Plans in other local jurisdictions and a dedicated permanent source of funding for natural area conservation and preservation related efforts, including the routine study of biological resources.				
6.4	Planting Locally Native Plants	Develop a program and/or ordinance to require planting of native plants in development projects and develop a recommended plant list of locally native plant species from which the applicants can select plants appropriate to their projects. Add incentives for planting locally native tree species, especially those that have become rare in wildland areas and those that provide good nesting and foraging sites for native and migratory birds. Coordinate with other local agencies and conservation organizations to develop an educational program that highlights the benefits of planting locally native indigenous species for property owners, landscape contractors, designers, and developers. In addition, the general public should better understand the benefits to demand native plants as part of the design of their homes.	NR-8.1: Habitat-Supportive Properties NR-8.6: Wildland/Urban Interface Land Stewardship	DRP DPR	$	Short
6.5	Wildlife Connectivity Ordinance	Draft a Wildlife Connectivity Ordinance that aims to preserve the open space and undeveloped habitat in the Puente Hills and San Gabriel Mountain foothills. Protecting these Very High Fire Hazard Severity Zones from the encroachment of development will help curtail the predicted frequency and intensity of wildfires in the years to come. The development of the ordinance should include a review of precedent wildlife connectivity ordinances, an assessment of effectiveness of the ordinances and methods or strategies for improvement, and engagement and collaboration with local conservation agencies and nongovernmental organizations.	NR-3.2: Minimize Habitat Fragmentation NR-4.5: Regional Connectivity	DRP	$	Short

TABLE 9-1 **East San Gabriel Valley Area Plan Implementation Table**

Action	Name	Description	Related Policy	Coordinating Agencies/ Departments	Cost Estimate ($, $$, $$$)	Timeframe (short/mid/ long range)
6.6	Habitat Connectivity Plan	Develop cross-agency and cross-jurisdiction habitat connectivity and wildlife corridor connectivity plans to identify, protect, and restore habitat corridors. The Puente-Chino Hills Wildlife Corridor is a major wildlife corridor in the region, among others, which should be identified for cross-jurisdictional protections.	NR-3.2: Minimize Habitat Fragmentation NR-4.2: Preserve Natural Canyons NR-4.5: Regional Connectivity	DRP CSO DPR and partners	$$	Mid
6.7	Water Resources Restoration Program	Support multi-benefit outcomes, such as water quality benefits, enhanced aquatic and riparian habitats, and restored natural features that result from ecosystem restoration efforts. Participate in reviewing streams and creeks in the urbanized areas for potential enhancement and ecosystem restoration projects including Walnut, San Jose, Thompson, and Coyote Creeks. Protect undeveloped natural canyons and drainage areas from alteration and support aquatic species protection programs. Support implementation of restoration projects identified in river master plans. Identify, attract, and create funds and resources to implement this initiative.	NR-7.1: Protect Natural and Scenic ResourcesNR-9.1: Riparian Habitat RestorationNR-11.1: Mechanisms for Water Resource Protection NR-11.4: Endangered Aquatic Species	DRP DPR DPW CSO	$$	Mid
6.8	Thompson Creek and LA County Pomona Fairplex	In the master planning and renovation process of the LA County Pomona Fairplex, a good opportunity exists to develop plans and designs, and direct funding to implement an enhanced multi-benefit open space with connectivity to constructed habitat along Thompson Creek which runs along the Fairplex grounds. Coordinate with the City of Pomona and the Fairplex master-planning process to incorporate such waterway enhancements.	NR-4.3 Cross-Jurisdictional Protection of Significant Ecological Areas	DRP CEO	$	Short
6.9	Scenic Resources Study, Program, and Ordinance	The development of a scenic resources study that leads to the adoption of a scenic resources program and ordinance is particularly relevant to the ESGV to	NR-13.1: Protect Scenic Hillsides and Ridgelines	DRP DPR	$	Short

TABLE 9-1 **East San Gabriel Valley Area Plan Implementation Table**

Action	Name	Description	Related Policy	Coordinating Agencies/ Departments	Cost Estimate ($, $$, $$$)	Timeframe (short/mid/ long range)
		protect the remaining scenic resources in the Planning Area. Without an adopted ordinance and regulatory controls, the scenic resources of the ESGV region are left vulnerable to further loss and irreparable degradation. This region has many parks, trails, and open space resources where viewsheds and scenic vistas should also be identified, preserved, and protected. Prepare a Scenic Resources Study that identifies and maps the scenic resources in ESGV to designate them for protection, including but not limited to, scenic hillsides, riparian corridors, scenic highways and corridors, scenic viewsheds and vistas, natural landforms, and scenic routes along rivers and waterways, among other scenic features in the landscape.	NR-13.5: Regulate DevelopmentNR-13.6: Protect Scenic Qualities of Riparian Areas			
6.10	Areawide Significant Ridgeline Protections	Perform a study to identify and map the significant ridgelines in ESGV. Prepare an areawide ordinance to incorporate significant ridgeline protections prohibiting development on or alteration of a significant ridgeline.	NR-7.1: Protect Natural and Scenic Resources NR-9.1: Riparian Habitat Restoration NR-13.1: Protect Scenic Hillsides and Ridgelines	DRP	$	Short
6.11	Hydrology Study on Priority Sites for Flood Attenuation and Water Infiltration	Identify and prioritize for acquisition and conservation lands which have high capacity for water infiltration and flood attenuation. These would include flatter lands in the foothills of the San Gabriel Mountains, lands along the San Gabriel River, in particular lands used for surface mining along the 605 corridor, and undeveloped/underutilized lands in the valley areas for development of multi-benefit projects providing environmental services.	NR-2.1 Acquisition of Sensitive Lands NR-2.2: Multi-benefit Open Spaces NR-4.1: Preserve Lands with Sensitive Biological Resources	DPW DRP DPR CSO	$	Short
6.12	Urban Greening, Tree Canopy Coverage, and	Partner with agencies, NGOs, and community groups to identify ESGV communities in high need of shade and with low levels of urban tree canopy	PR-3.6: Greenway and Open Space Connectivity	DPH DRP	$	Short

TABLE 9-1 **East San Gabriel Valley Area Plan Implementation Table**

Action	Name	Description	Related Policy	Coordinating Agencies/ Departments	Cost Estimate ($, $$, $$$)	Timeframe (short/mid/ long range)
	Street Tree Program	coverage to focus urban greening efforts according to findings in the Urban Forest Management Plan. Develop a street tree planting program for West Puente Valley, prioritizing street segments that form an efficient walkshed network that connects residential areas to community amenities such as parks and shops.		DPR DPW CSO SD1		
6.13	Local Ecology and Wildland/Urban Interface Education Program	The number of residents within the wildland/urban interface has increased greatly over the past couple decades. A collaborative program with other agencies and conservation organizations should be developed to educated homeowners in the wildland/urban interface about fire-safe locally native plants to incorporate into the gardens, invasive plants to avoid planting, how to live well in proximity to and limit their impacts to wildlife, installing wildlife-friendly fencing, and downward facing exterior lighting, avoiding tree-trimming activities during bird nesting season, and other methods of stewarding their property to minimize impacts to wildlife and biological resources. Implement for the following communities: • San Gabriel Mountains Foothill Communities (East Azusa, Glendora Islands, North Claremont, Northeast La Verne, Northeast San Dimas, and West Claremont) • San Jose Hills (Walnut Islands and West San Dimas) • Rowland Heights • Hacienda Heights	NR-8.6: Wildland/Urban Interface Land Stewardship	CSO	$	Short

TABLE 9-1 **East San Gabriel Valley Area Plan Implementation Table**

Action	Name	Description	Related Policy	Coordinating Agencies/ Departments	Cost Estimate ($, $$, $$$)	Timeframe (short/mid/ long range)
Vision Statement VII – Informed, Empowered, and Environmentally Just Communities						
7.1	Community Sensitive Use Plans	For each community in the East San Gabriel Valley, create a Sensitive Use Plan, indicating the location of sensitive uses as well as hazards. Using these locations, the plan could program specific capital improvements to help buffer sensitive uses from hazards. These improvements could include landscaping, sound walls, and street improvements.	NR-7.6: Land Use and Zoning Supportive of Conservation	DRP OEM DPW DPH	$$	Mid
7.2	Community Trust Funds.	Create a program that allows the establishment of community-scale trust funds in the East San Gabriel Valley. The funds would go toward community projects and infrastructure to improve the livelihoods of residents. The trust funds would be jointly administered by the County and by the community. Funds would be collected via special development fees.	CC-1.1: Placemaking ED-2.1: Equitable Investment	BOS CEO	$$	Mid

TABLE 9-2 **Avocado Heights Community Plan Implementation Table**

Action	Name	Description	Related Policy	Coordinating Agencies/ Departments	Cost Estimate ($, $$, $$$)	Timeframe (short/mid/ long range)
Vision Statement II – Diverse, Walkable Communities						
AH 1	Evergreen Baptist Church Property Opportunity Area	Study the viability of redeveloping the Evergreen Baptist Church Property in Avocado Heights, specifically the cost benefit analysis of land acquisition to provide housing and community amenities at the site.	AH-5: Housing Opportunities AH-3: Underutilized Sites	LACDA SD1	$$	Mid
Vision Statement V – Thriving Economy and Workforce						
AH 2	Workman/Don Julian Intersection Revitalization	Develop a program and seek funding to revitalize the existing commercial storefronts at the intersection of Workman and Don Julian. This revitalization would balance community needs with improved pedestrian access, building façades, and landscaping.	AH-2: Complete Communities AH-5: Existing Commercial Centers AH-13: Complete Streets AH-15: Street Beautification	SD1 CEO	$$	Mid

TABLE 9-3 **North Pomona Community Plan Implementation Table**

Action	Name	Description	Related Policy	Coordinating Agencies/ Departments	Cost Estimate ($, $$, $$$)	Timeframe (short/mid/ long range)
Vision Statement III – Connected and Active Communities						
NP 1	Thompson Creek Multi-use Pathway	Study the viability of adding Thompson Creek to the San Gabriel Valley Greenway Network, including the feasibility of new pedestrian infrastructure to turn the existing storm channel into a multi-use pathway.	NP-2: Pedestrian Infrastructure NP-3: Multi-use Path	DPW DPR SD1	$$	Mid

TABLE 9-4 **Pellissier Village Community Plan Implementation Table**

Action	Name	Description	Related Policy	Coordinating Agencies/ Departments	Cost Estimate ($, $$, $$$)	Timeframe (short/mid/ long range)
Vision Statement IV – Shared Community Identity and Character						
PV 1	Equestrian Uses	Identify and secure funding to acquire property in Pellissier Village for the development of shared equestrian uses, including community stables, and feeding and riding areas. The development of these uses should be considered and led by feedback from the community.	PV-4: Provide Additional Equestrian Amenities	SD1 CEO DPR	$	Short

TABLE 9-5 **Rowland Heights Community Plan Implementation Table**

Action	Name	Description	Related Policy	Coordinating Agencies/ Departments	Cost Estimate ($, $$, $$$)	Timeframe (short/mid/ long range)
Vision Statement IV – Shared Community Identity and Character						
RH 1	Equestrian District	Survey and document equestrian uses in Rowland Heights and support establishment of a Rowland Heights Equestrian District, particularly in areas around Desire Ave and Native Ave.	RH-20: Equestrian Uses	DRP SD1	$	Short
RH 2	Agricultural Pathways	Collaborate with local community-based organizations and historical societies to document, preserve, and enhance the remnant agricultural pathways, known as the cat walks. Enhance their design and connect them to a system of neighborhood pathways.	RH-24: Connected Pathways	DRP DPW	$$	Mid

TABLE 9-6 **San Jose Hills Communities Plan Implementation Table**

Action	Name	Description	Related Policy	Coordinating Agencies/ Departments	Cost Estimate ($, $$, $$$)	Timeframe (short/mid/ long range)
Vision Statement IV – Shared Community Identity and Character						
SJH 1	Equestrian District Designation for Walnut Islands	A community engagement effort should be made to assess whether the equestrian community members want to designate a Walnut Islands Equestrian District in the area. Boundaries and properties to be included, the number of horses and other animals allowed per square footage of land would be discussed and determined as the designation is considered.	SJH-2: Equestrian District Designation	DRP SD1	$	Short

TABLE 9-5 **Unincorporated South El Monte Community Plan Implementation Table**

Action	Name	Description	Related Policy	Coordinating Agencies/ Departments	Cost Estimate ($, $$, $$$)	Timeframe (short/mid/ long range)
Vision Statement III – Connected and Active Communities						
USEM 2	Public Realm	Improve connections to the San Gabriel River Trail.	USEM-3: Waterway Access	DPR	$$	Long Range
USEM 3	Public Realm	Improve access to communities on the other side of the San Gabriel River.	USEM-4: Enhance Community Connections	DPR	$$	Long Range

TABLE 9-8 **Southwestern Communities Plan Implementation Table**

Action	Name	Description	Related Policy	Coordinating Agencies/ Departments	Cost Estimate ($, $$, $$$)	Timeframe (short/mid/ long range)
Vision Statement II – Diverse, Walkable Communities						
SWC 1	Frontage Roads Revitalization Program	Identify frontage road segments with underutilized space and develop a plan to fund improvements that benefit pedestrians, like street trees, pocket parks, urban pathways, or improve climate resiliency, like bioswales for groundwater regeneration.	SWC-3: Commercial Centers and Corridor Revitalization SWC-9: New Multi-Use Trails	DPW DPR DRP DPH SD1	$$	Mid
SWC 2	South San Jose Hills – Neighborhood Park Project	Based on the findings of the Los Angeles Parks Needs Assessment, identify funding to locate and acquire a suitable site for the development of a new neighborhood park in South San Jose Hills.	SWC-7: Open Spaces	DPR SD1	$	Mid
SWC 3	Valinda – Amar Commercial Corridor Revitalization	Develop a program and seek funding to revitalize the existing commercial storefronts on the north side of Amar Road between Aileron Avenue and Echelon Avenue. This revitalization would balance community needs with improved pedestrian access, building façades, and landscaping.	SWC-12: Existing Commercial Centers SWC-14: Commercial Centers and Corridor Revitalization	SD1 CEO	$$	Mid
SWC 5	West Puente Valley – Open Space Multi-Benefit Agreements	Work with local schools that contain open space areas to create an asset map with the intent to identify amenities, such as playing fields, tracks, playgrounds that could be accessible to local residents outside of school hours. Create a program to establish multi-benefit agreements with local schools, where feasible, including what the access includes, needed security/staffing, and other resources. Provide locations of these areas to the public in an interactive way so that local amenities are easily searchable.	SWC-7: Open Spaces	DPR DRP	$	Mid

TABLE 9-8 **Southwestern Communities Plan Implementation Table**

Action	Name	Description	Related Policy	Coordinating Agencies/ Departments	Cost Estimate ($, $$, $$$)	Timeframe (short/mid/ long range)
SWC 6	West Puente Valley – Community Center	Study the feasibility of establishing a new community center in West Puente Valley, to provide needed community resources and to improve community resiliency. These resources could include a community kitchen, learning spaces, and a cooling center on high heat days. Sites for a center could be on existing County properties, through the shared use of a school site, or as part of a new development project in the community.	SWC-5: Village Centers and Social Gathering Areas	SD1 DPR	$$	Mid
Vision Statement VI – Sustainable Built and Natural Environment						
SWC 7	West Puente Valley – Air Quality Improvement Trust Fund	Establish a community trust fund to provide local funding to residents, businesses, and schools to improve indoor air purification and filtration. Funding could be provided to purchase air purifiers, retrofit existing HVAC systems, or enforce truck idling.	LU-3.24: Improved Indoor Air Quality	SCAQMD DPH DPW	$	Short
Vision Statement VII – Informed, Empowered, and Environmentally Just Communities						
SWC 8	Community Health Partnerships	Explore the feasibility of establishing a partnership between the community and local hospitals and health care providers to offer services like local pop-up clinics and information sessions to residents. The intent of this partnership would be to improve community health outcomes.	SWC-4: Healthy Food LU-3.16: Access to Health Care Facilities LU-3.18: Joint-Use Facilities	SD1 Local Medial Providers/ Hospitals DPH	$$	Mid

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APPENDIX A ESGVAP Task 1.1, Land Use Issues, Challenges, and Opportunities Memo

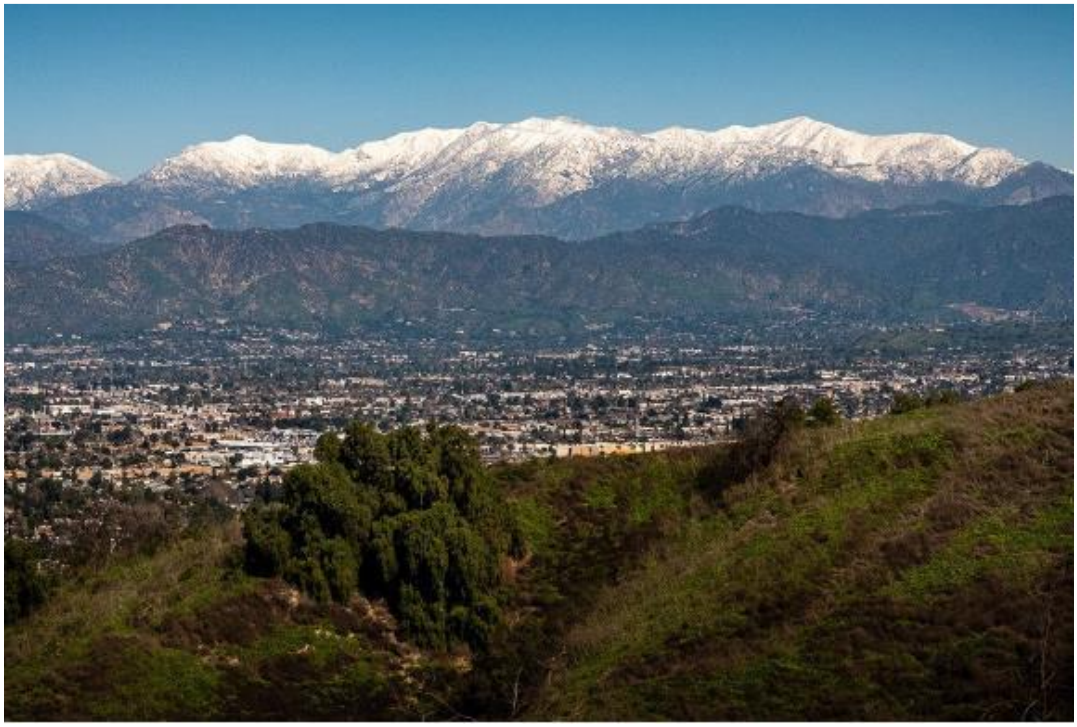
Final

EAST SAN GABRIEL VALLEY AREA PLAN

Task 1 Land Use Element
Task 1.1 Land Use Issues, Challenges, and Opportunities Memo

Prepared for
Los Angeles County Department of
Regional Planning

July 2021



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Final

EAST SAN GABRIEL VALLEY AREA PLAN

Task 1 Land Use Element
Task 1.1 Land Use Issues, Challenges, and Opportunities Memo

Prepared for
Los Angeles County Department of
Regional Planning

July 2021

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LAND USE ISSUES AND OPPORTUNITIES

Task 1.1 ESGVAP Technical Memorandum

Executive Summary

Located in Los Angeles County, the East San Gabriel Valley (ESGV) comprises 24 unincorporated communities that offer a diversity of residents, geographies, and community needs that need to be adequately and appropriately planned for. As the County prepares the Land Use Element goals, policies, and actions as well as revisions to the General Plan Land Use Map for the ESGV, this memorandum provides an analysis of land-use-related issues, challenges, opportunities, and recommendations for the East San Gabriel Valley Planning Area (ESGVAP), including the 24 unincorporated communities.

This memorandum analyzes existing development patterns and land uses in the ESGVAP to identify the baseline conditions and potential for growth. The Existing Development Pattern and Land Uses section provides a high-level synopsis of land use issues and challenges in the Planning Area derived from the existing conditions analysis and input received by stakeholder and community members. Key issues in the ESGV stem from the predominately single-family land use pattern, which offers few alternatives for housing to fulfill the needs of the demographically and ethnically diverse resident population, and few locations to place amenities and services close to neighborhoods to achieve walkable communities. As such, the prevalent issues derived from having few housing options and lack of land use diversity include lack of housing affordability, overcrowding, traffic congestion, and air quality issues. These issues are not unique to ESGV and are found in suburban communities throughout California and the United States. These very issues are catalyzing a reshaping of American communities toward more walkable, sustainable land use patterns that are essential for communities to survive and thrive in the decades to come.

The Plan Review and Policy Direction section of this document summarizes regional and countywide plans that provide land use goals and overarching policy priorities and guidance to adhere to in the preparation of the ESGVAP, and serve as a reference to help guide the formation of recommended goals, policies, and actions for the ESGV Land Use Element. Recommendations from precedent planning studies and regional guidance point to the need to target growth toward existing and proposed transit and active transportation investments and to diversify land uses to support residential needs and access to daily goods within walking distance. At the same time, growth is discouraged within hazard areas, such as in high fire hazard zones, as well as in ecologically sensitive areas, not only to protect residents and biodiversity, but also to preserve the pristine environment and open space areas so cherished by the ESGV community.

Land use recommendations are broken down into Planning Area–wide recommendations to guide the overall land use pattern and balance residential and nonresidential land uses with a focused investment in walkable infrastructure to support growth. Each of the 24 unincorporated communities has a community profile identifying land use issues, challenges, opportunities, and recommendations to consider for each community. While each community has its own unique set of characteristics and growth potential, the connective thread that links all of these communities together to achieve a singular ESGV vision is the desire to preserve the historical rural and equestrian roots of the ESGV; create walkable communities linked by paths and greenways; and achieve affordable communities where residents can stay and age in the neighborhoods they call home. It is this common vision that lends support for strategies and recommendations that aim to diversify land uses and housing types; capitalize and grow from the economic strengths of the region; create more walkable, connected mixed-use communities with an emphasis on neighborhood greenways that link to transit and commercial centers; and preserve the unique and cherished qualities of the ESGV.

I. Introduction and Background

This report provides an analysis of land-use-related issues, challenges, opportunities and recommendations within the East San Gabriel Valley Area Plan (ESGVAP) Planning Area to inform preparation of the Land Use Element goals, policies and actions, and revisions to the General Plan Land Use Map for the East San Gabriel Valley (ESGV). Across Los Angeles County (County), land use and design preferences are shifting, living costs are increasing, and development pressures are rising. A key element of the ESGVAP process involves developing land use goals and policies, as well as reviewing land use designations, regulations, and community design requirements to respond to these pressures and improve overall well-being for community members (DRP 2019a).

One of the primary objectives of the ESGVAP, as indicated by County staff, is to increase the options available to community members for improved livability in the region. Extensive community engagement has been conducted to learn about the community's needs and highlight key challenges and opportunities. As such, this report incorporates input and feedback from community members, community organizations, public agencies, and other stakeholders involved in the process. This analysis serves as both a high level review of the Planning Area, as well as more localized community-scale issues, challenges and opportunities within each of the 24 unincorporated communities (Planning Area communities). The results of the previously conducted outreach efforts in particular played a key role in our assumptions and identification of core issues, challenges, opportunities and recommendations of the various communities within the Planning Area.

24 UNINCORPORATED COMMUNITIES

- Avocado Heights
- Charter Oak
- Covina Islands
- East Azusa
- East Irwindale
- East San Dimas
- Glendora Islands
- Hacienda Heights
- North Claremont
- North Pomona
- Northeast La Verne
- Northeast San Dimas
- Rowland Heights
- South Diamond Bar
- South San Jose Hills
- South Walnut
- Valinda
- Walnut Islands
- West Claremont
- West Puente Valley
- West San Dimas
- Pellisier Village
- Unincorporated South El Monte
- Unincorporated North Whittier

II. Planning Area and Regional Context

The ESGV is comprised of a largely developed collection of unincorporated communities sharing boundaries with other jurisdictions. The combined Planning Area makes up X acres and is characterized by rolling, dry hills framing the lowland valley. The San Gabriel River and Interstate (I-) 605 (also called San Gabriel River Freeway) form the western boundary of the Planning Area. The Puente Hills, with areas of open space and habitat form the southern boundary. The steep slopes and urban-wildland interface with the San Gabriel Mountains and

Angeles National Forest form the northern extent of the Planning Area. The region is heavily traversed by east-west transportation routes and corridors, with a few major north/south directional routes. The land contains highly varied topographies. The communities are ethnically and racially diverse (DRP 2019a).

The Planning Area communities contain several unpopulated or minimally populated communities, which may distort the density calculations for all the communities. As of 2019, the total population of the Planning Area communities is 243,575. The population densities per square mile range from South San Jose Hills, which is significantly denser than the average at 14,123 people per square mile, to Glendora Islands, which is significantly less dense than the average, at 18 people per square mile. The denser communities also include South El Monte, West Puente Valley, Charter Oak, Covina Islands, Valinda, East Irwindale, and North Pomona, ranging from 10,667 to 13,182 people per square mile (DRP 2019b). Several communities have a strong equestrian culture, with equestrian trails running through the valley and hillsides.

The Planning Area communities consist of a broad range of demographics. The predominant ethnicities in the ESGV unincorporated communities are Hispanic, Non-Hispanic Asian, and Non-Hispanic White. The more populated communities, such as Covina Islands, East Irwindale, Rowland Heights, Hacienda Heights, South San Jose Hills, Valinda, and West Puente Valley, are more diverse and have a larger share of Hispanic residents. High percentages of Hispanic residents are concentrated in Unincorporated South El Monte (90 percent), South San Jose Hills (86 percent), West Puente Valley (86 percent), Avocado Heights (83 percent), Pelissier Village (80 percent), Unincorporated North Whittier (79 percent), Valinda (77 percent), East Irwindale (74 percent), and Covina Islands (72 percent). The highest percentage of Non-Hispanic Asian residents is concentrated in Rowland Heights (61 percent), and Hacienda Heights (38 percent). The highest percentage of Non-Hispanic White residents is concentrated in East Azusa (68 percent), West Claremont (60 percent), and North Claremont (52 percent). The Planning Area communities are made up of residents of all ages. At least 19 percent of residents are children, higher than Los Angeles County (12 percent). Communities with the highest percentage of children include Unincorporated South El Monte (33 percent), Walnut Islands (31 percent), and South San Jose Hills (30 percent). Communities with the highest percentage of seniors include East Azusa (25 percent), West San Dimas (25 percent), North Pomona (24 percent), West Claremont (24 percent), and Northeast La Verne (23 percent). Communities with the lowest percentage of seniors include South El Monte (9 percent), South San Jose Hills (10 percent), and Covina Islands (10 percent). By comparison, the percentage of senior residents in Los Angeles County is 14 percent (DRP 2021e).

The Planning Area communities employed approximately 35,951 workers in 2020. Employed residents in the Planning Area communities have slightly lower levels of formal educational attainment compared to Los Angeles County. Approximately 27.1 percent of employed residents have received a bachelor's degree or higher, compared to 29.6 percent in Los Angeles County. Employed residents in the Planning Area communities without a high school diploma account for 24.1 percent of the population aged 30 or older—a higher share than in unincorporated Los Angeles County (BAE 2021). Workers in these communities are most represented in the following industries: retail (14.5 percent), wholesale trade (12.6 percent), educational services

(11.6 percent), manufacturing (9.5 percent), and accommodation and food services (8.9 percent). Taken together, these sectors account for over half, or 57 percent, of total employment. The communities of Roland Heights, Avocado Heights, and Hacienda Heights employed approximately 26,381 workers, representing nearly three-quarters of total employment across the Planning Area communities. Employment densities also vary significantly. Communities with a comparatively high ratio of manufacturing and/or commercial land use designations tend to feature more employees per square mile than the ESGV average. These include South Walnut, with approximately 8,107 employees per square mile, and Avocado Heights, with some 3,486 employees per square mile (BAE 2021). With 99,931 employed residents, the Planning Area communities are a net exporter of workers, and many residents must travel elsewhere to reach their primary place of employment (BAE 2021). Thus, a majority of residents in the unincorporated communities travel by automobile, with most commutes ranging from 30 to 90+ minutes (DRP 2021e).

III. Existing Development Pattern and Land Uses

Existing Land Uses

The character of the individual unincorporated communities within ESGV varies widely, but they share a similar development pattern consisting of segregated and largely homogenous land uses that offer few alternatives to driving between uses. The ESGV has been developed around the automobile. Most residents commute by car from single-family homes to places of work, services, goods, facilities, and recreation. In addition, housing has been developed in hillside areas, further contributing to driving habits.

Figure 1, ***General Plan Land Uses*** shows existing General Plan designations within the Planning Area. **Table1, *General Plan Land Uses***, provides a table of all of the land use designations found within the Planning Area, ranked by order of prominence. The prominent General Plan land uses in the Planning Area include low-density residential, rural land, public/semi-public, and parks and recreation, which make up a combined approximately 92 percent of total land uses. The remaining 8 percent of land uses include commercial, light industrial, mid to higher residential densities, conservation and water uses. A majority of Planning Area jobs are concentrated in the southwest portion of the Planning Area, clustered along the Southern Pacific Railroad right-of-way, as well as outside the City of Industry.

TABLE 1
GENERAL PLAN LAND USES

General Plan Land Use	Total Acres	Percent of Total
H9 - Residential 9	4398.7	28.8%
RL20 - Rural Land 20	3947.3	25.9%
P - Public and Semi-Public	1866.4	12.2%
OS-PR - Parks and Recreation	1134.0	7.4%
H2 - Residential 2	1075.8	7.1%
H5 - Residential 5	675.7	4.4%
RL10 - Rural Land 10	670.4	4.4%
W - Water	376.6	2.5%
IL - Light Industrial	348.5	2.3%
OS-C - Conservation	207.8	1.4%
RL1 - Rural Land 1	198.2	1.3%
CG - General Commercial	177.2	1.2%
H18 - Residential 18	116.5	0.8%
H30 - Residential 30	39.4	0.3%
H50 - Residential 50	9.4	0.1%
RL2 - Rural Land 2	6.4	0.0%
Grand Total	**15,248.23**	**100.0%**

Residential

As shown in Figure 1, the Planning Area communities are largely made up of single-family homes. This is typical of unincorporated communities of Los Angeles County, which by and large offer fewer housing options compared to adjacent cities. As a result, unincorporated communities are not equally meeting the needs to provide a diversity of housing options for area residents. In the Planning Area communities, 64 percent of existing land uses are single-family residential properties and 2.5 percent are multifamily residential properties (DRP 2019a) By comparison, as of 2020, 76 percent of the housing stock in the unincorporated county areas is single-family residential while only 21 percent is multifamily.

ESGV residential areas are overwhelmingly single-family, one-unit detached housing. In some communities, this is as high as 94 percent of housing stock, including in Valinda and West Puente Valley. Of the seven most populous communities, Charter Oak has the most diverse housing types with 55 percent single-family detached, 14 percent 20+ units, and 11 percent mobile homes. Rowland Heights has the second most diverse housing types with 70 percent single-family detached, 11 percent 20+ units, and 5 percent 3 or 4 units. The most common housing type is a three-bedroom home, with Rowland and Hacienda Heights having a slightly higher percentage of four-bedroom homes.

Planning Area
Unincorporated Area

General Plan Land Use

- RL1 - Rural Land 1
- RL2 - Rural Land 2
- RL10 - Rural Land 10
- RL20 - Rural Land 20
- H2 - Residential 2
- H5 - Residential 5
- H9 - Residential 9
- H18 - Residential 18
- H30 - Residential 30
- H50 - Residential 50
- CG - General Commercial
- IL - Light Industrial
- OS-C - Conservation
- OS-PR - Parks and Recreation
- P - Public and Semi-Public
- W - Water

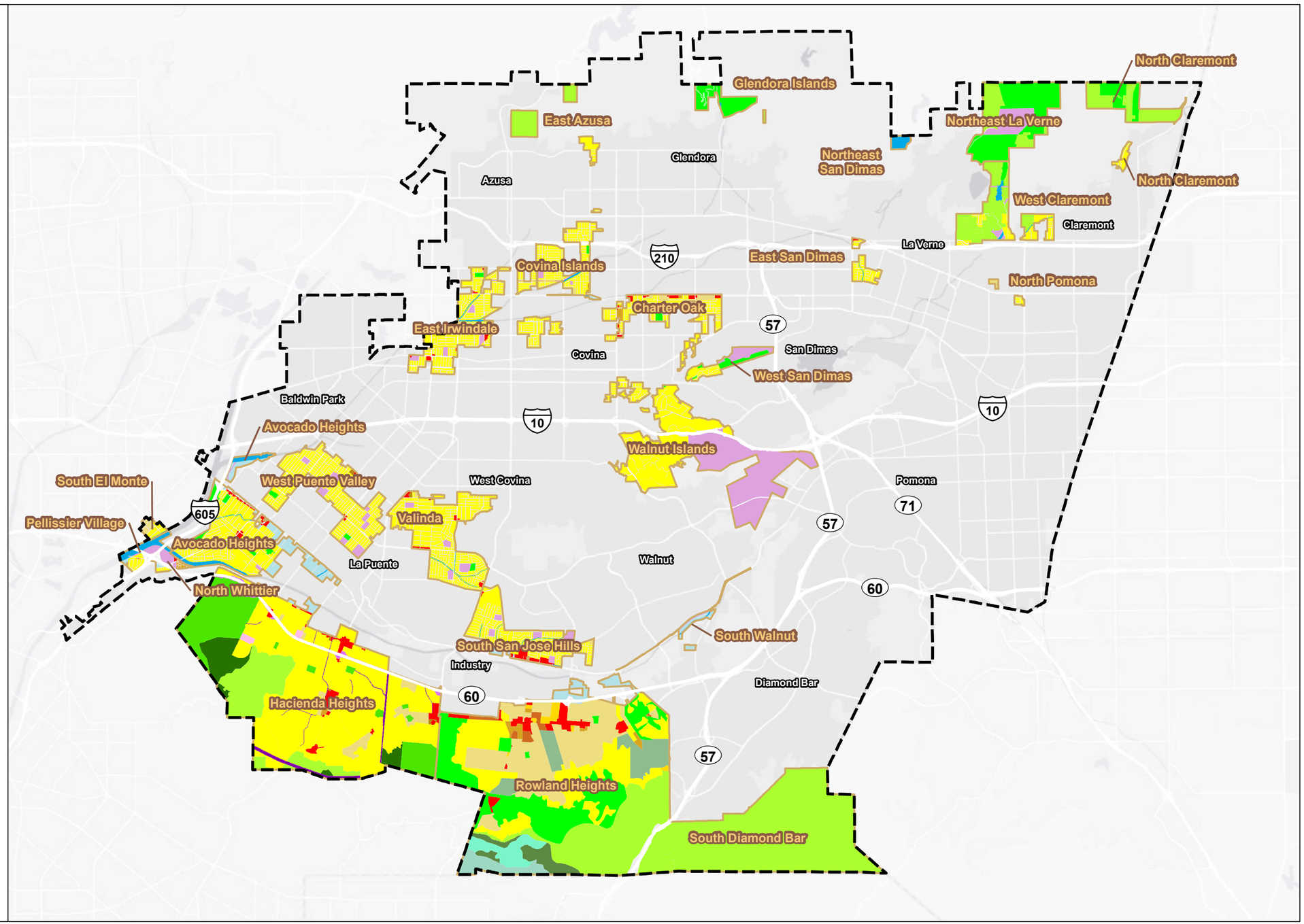
Rowland Heights Community Plan

- N1 - Non-Urban 1 (0.2 du/ac)
- N2 - Non-Urban 2 (0.3 to 1.0 du/ac)
- U1 - Urban 1 (1.1 to 3.2 du/ac)
- U2 - Urban 2 (3.3 to 6.0 du/ac)
- U3 - Urban 3 (6.1 to 12.0 du/ac)
- U4 - Urban 4 (12.1 to 22.0 du/ac)
- U5 - Urban 5 (22.1 to 35.0 du/ac)
- C - Commercial
- I - Industrial
- O - Open Space
- TOS - Transitional Open Space (N1)
- TOS - Transitional Open Space (N2)
- TOS - Transitional Open Space (U1)

Hacienda Heights Community Plan

- RL10 - Rural Lands 10 (1du/10ac)
- RL2 - Rural Lands 2 (1du/2ac)
- H2 - Residential 2 (0-2 du/ac)
- H5 - Residential 5 (0-5 du/ac)
- H9 - Residential 9 (0-9 du/ac)
- H18 - Residential 18 (9-18 du/ac)
- H30 - Residential 30 (18-30 du/ac)
- H50 - Residential 50 (30-50 du/ac)
- CG - General Commercial
- P-CS - Public and Semi-Public Community Serving
- P-UF - Public and Semi-Public Utilities and Facilities
- P-TF - Public and Semi-Public - Transportation Facilities
- IL - Light Industrial
- OS-PR - Open Space Parks and Recreation
- OS-C - Open Space Conservation

0 2
Miles



SOURCE: ESRI; Los Angeles County GIS; ESA, 2021.

East San Gabriel Valley Area Plan

Figure 1
General Plan Land Uses

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In regard to zoning limitations statewide, most of California's jurisdictions have zoned land overwhelmingly for single-family housing; very little is zoned to allow multifamily housing. As developable land is growing extremely limited in metropolitan areas, this ratio is certainly a contributor to housing unaffordability (DRP 2019b). Many indicators, such as cost burden, crowding, and vacancy rate, suggest that the high percentage of single-family housing is not accommodating the diverse needs for housing in unincorporated communities: approximately 50 percent of households are cost burdened, 12 percent are overcrowded, and there is only a 3 percent vacancy rate. Additionally, a great majority of housing in the Planning Area communities was built from the 1950s to 1970s (DRP 2019b.). The aging housing stock has led to infrastructure capacity issues, such as adequate water supply and sewer and storm facilities. Many of these units are less energy-efficient, contain lead-based paint hazards, and will require rehabilitation in the coming years to support livable and stable conditions.

General Plan designations for single-family residential in the Planning Area include Residential 2 (H2), Residential 5 (H5), and Residential 9 (H9). For single-family and multifamily residential in the Planning Area, the General plan designations are Residential 18 (H18), Residential 30 (H30), and Residential 50 (H50).

Nonresidential

Commercial

Figure 1 shows areas in the Planning Area designated for commercial uses. Commercial uses include retail, restaurants, personal and professional services, and residential and commercial mixed uses. Most of the commercial land is located in the southwest, west, and central sections of the Planning Area in the Avocado Heights, South San Jose Hills, East Irwindale, and Charter Oak residential communities, while few retail services are provided in the north and south. Major commercial corridors include E. Arrow Highway and N. Grand Avenue in Charter Oak, Valley Boulevard in Avocado Heights and South San Jose Hills, and Colima Road in Rowland Heights. Most commercial development is one or two stories tall with large areas of surface parking fronting the roads. Many commercial centers are aging and in need of revitalization, and experience high business turnover as the commercial centers are not adequately serving the residents' needs. This may partially be due to the insufficient zoning for commercial uses. The unincorporated communities of the Planning Area include 500 acres, of which 1.7 percent of land is used for commercial purposes. By comparison, 5,283.9 acres, or 6.2 percent, of existing land is used for commercial purposes in the ESGV cities (DRP 2019a). With such little land for commercial development, instead of locating where they are needed, commercial centers are locating where they are permitted, in areas where there may be less demand or more competition between similar stores. Commercial land use categories in the Planning Area are designated as General Commercial (CG) under the General Plan.

Industrial

Figure 1 shows areas in the Planning Area designated for industrial uses. Industrial uses include light manufacturing, assembly, warehousing, and distribution. A majority of the industrial land uses are located in the southwest portion of the Planning Area, clustered along the Southern Pacific Railroad right-of-way and outside the City of Industry, which is heavily industrialized due

to incentives that attract industrial uses to the city. Hacienda Heights, north of SR 60 (also called Pomona Freeway), and Rowland Heights north of SR 60 between Nogales Road and Fairway Drive are heavily industrial areas that un along railroad lines. Half of all warehouses in Southern California are within the SR 60 corridor, making the ESGV a major logistics corridor for the western United States. Industrial uses are also adjacent to residential uses in the South San Jose Hills community. A total of 1,426.3 acres, or 4.9 percent, of existing land use is used as industrial in Planning Area communities. By comparison, 8,367.8 acres, or 9.7 percent, of existing land is used as industrial in ESGV cities (DRP 2019a). As indicated above, communities with a comparatively high ratio of manufacturing and/or commercial land use designations, including South Walnut and Avocado Heights, tend to feature more employees per square mile than the ESGV average. Industrial land uses in the Planning Area are designated as Light Industrial (IL) under the General Plan.

Agricultural

Figure 1 shows areas in the Planning Area designated for agricultural uses. Agricultural land is designated in the South Diamond Bar community in the southeastern region of the Planning Area and in the northern portion of the Planning Area in North Claremont, Northeast La Verne, Glendora Islands and East Azusa. Some smaller areas consist of primarily undisturbed land designated for resources conservation. Agricultural land uses in the Planning Area are designated as Rural Land 1 (RL1), Rural Land 2 (RL2), Rural Land 10 (RL10), and Rural Land 20 (RL20) under the General Plan. Rural Land 1 and 2 uses include equestrian and limited animal uses and limited agricultural and relative activities. Rural Land 10 and 20 land uses are similar to Rural Land 1 and 2 land uses, but are not limited. It is important to note that areas designated for rural land are zoned as A-1 (agricultural) and are also used for residential, equestrian, and undeveloped habitat areas, resulting in very limited land used only for agricultural purposes.

Institutional

Figure 1 shows areas in the Planning Area designated for institutional uses. Institutional uses include semi-public and community-serving uses, including public buildings and campuses, schools, hospitals, cemeteries, fairgrounds, airports, and other major transportation facilities. Additional public facilities include those that are public-serving and may not be publicly accessible, such as landfills, solid and liquid waste disposal sites, stormwater treatment plants, and major utilities. Most communities in the Planning Area contain public and semi-public land uses, which are usually schools located in the predominantly residential communities. The largest concentration of public and semi-public land uses is in the Walnut Islands community where California Polytechnic State University, Pomona and the Forest Lawn Memorial Park cemetery are located. A total of 1,076.6 acres, or 3.7 percent, of existing land is used for institutional uses in the unincorporated communities. By comparison, 2,260.6 acres, or 2.6 percent, of existing land is used for institutional purposes in ESGV cities (DRP 2019a). Institutional land uses are designated as Public and Semi-Public (P) under the General Plan.

Open Space

Figure 1 shows areas in the Planning Area designated for open space uses. Open space uses include conservation and recreational uses. Conservation of open space includes preservation of open

space areas and scenic resources. Open space recreational uses include regional parks (e.g., Peter F. Schabarum Regional County Park and Frank G. Bonelli Regional Park), local parks, athletic fields, community gardens, and golf courses. Additionally, a defining feature of the ESGV is the San Gabriel River and its tributaries and waterways, which are important open space assets that tie unincorporated communities together. Many waterways flow throughout the ESGV, including within open space areas.

The north, south, and west portions of the Planning Area are comprised of open space and rural land areas with hilly terrain. Additional open space is located in the Glendora Island community in the northwest portion of the Planning Area with conservation space and parkland that is owned by the City of Glendora and the Glendora Community Conservancy. In the northeast portion of the Planning Area, Northeast La Verne and North Claremont communities border the San Gabriel mountains and are primarily open space-conservation or open space-parks and recreation areas with the Claremont Wilderness Park located in North Claremont. The Walnut Creek Habitat and Open Space, located in the West San Dimas community, provides almost 70 acres of woodlands and coastal scrub open space and parklands. In the southern portion of the Planning Area, the Puente Hills Habitat Preservation Authority is dedicated to the acquisition, restoration, and management of open space in the Puente Hills. A total of 5,733.8 acres, or 19.8 percent, of existing land is used for open space purposes in Planning Area communities. By comparison, 15,300.3 acres, or 17.8 percent, of existing land is used for open space purposes in ESGV cities (DRP 2019a). Open Space land uses in the Planning Area are designated as Open Space-Conservation (OS-C) and Open Space-Parks and Recreation (OS-PR) in the General Plan.

Significant Ecological Areas

Significant Ecological Areas (SEAs) are officially designated areas in the General Plan that have been identified as having irreplaceable biological resources. Each SEA has been configured to support sustainable populations of the biological resource located in that SEA, and includes undisturbed to lightly disturbed habitat along with linkages and corridors to promote species movements. A number of SEAs are located throughout the Planning Area and often overlap with open space areas. SEAs in the Planning Area are shown in **Figure 2, *Significant Ecological Areas***, and include the ESGV SEA partially located in the West San Dimas community, Puente Hills SEA located in Rowland Heights and South Diamond Bar communities, San Dimas Canyon/San Antonio Wash SEA partially located in the West Claremont community, and San Gabriel Canyon SEA partially located in the East Azusa and Glendora communities.

Mobility and Circulation

Major Travel Corridors

East-west regional transportation access in the Planning Area is provided by I-10, I-210, and SR 60, which are heavily used corridors throughout Los Angeles County. North-south regional transportation access is provided by I-605 and SR 57, which are used by travelers in both Los Angeles County and neighboring Orange County. Traffic volumes are particularly high along the west-east travel routes through the Planning Area, especially along I-210 west of SR 57, along I-10 east of SR 57, and along SR 60 west of SR 71. Traffic volumes are typically lower along

SR 57 north of I-10, along SR 66, and along SR 71, especially along the expressway in Pomona (DRP 2021a).

Other major arterials throughout the Planning Area include Azusa Avenue, Arrow Highway, Colima Road, Grand Avenue, Puente Avenue/Workman Mill Road, Ramona Avenue/Badillo Street/Covina Boulevard, Route 66, Valley Boulevard, and Vincent Avenue/Glendora Avenue/Hacienda Boulevard.

The local neighborhood circulation largely follows a pattern of residential development. Access into neighborhoods is limited along major arterials, and many streets within neighborhoods terminate in cul-de-sacs. While this pattern of cul-de-sac communities surrounded by major arterials creates fairly efficient vehicular circulation and helps define and protect individual neighborhoods from traffic, it limits pedestrian access to commercial arterials and amenities, thus increasing automobile reliance.

Transit

The baseline transit services in the Planning Area include fixed route and rail transit services providing inter-city bus and/or rail services including LA Metro, Foothill Transit, Montebello Bus Lines, and Norwalk Transit. Major east-west public transit is provided by Metrolink, offering commuter rail service between Los Angeles and San Bernardino and Riverside Counties. The Metro Gold (L) Line offers service between Los Angeles and Azusa (with an extension to Monclair under construction), and Foothill Transit offers several local and regional bus lines (DRP 2021a).

Active Transportation

The East San Gabriel Valley Active Transportation Plan (ESGVATP) analyzed existing active transportation infrastructure and identified infrastructure improvements to encourage greater use of active transportation throughout the ESGV. The ESGVATP identified 20 preliminary corridors for active transportation enhancement, and then selected the top 15 corridors for active transportation improvements. The proposed improvements for each of the 15 corridors include, but are not limited to, bikeway facility improvements along the corridor, pedestrian enhancements (such as removal/replacement/installation of new sidewalks), bus/transit stop enhancements (such as the additions of bench, overhead cover, posted bus route information, and trash receptacles), and other safety enhancements. Of the 15 selected corridors, the "Top Priority Corridors" are: (1) Colima Road: Larkvane Road to Diamond Bar City Limit; 2) Gale Avenue: 7th Avenue to Stimson Avenue: 3) 7th Avenue: Clark Avenue to Orange Grove Avenue; 4) Orange Grove Avenue: 7th Avenue to Beech Hill Drive; and (5) Amar Road: Aileron Avenue to Azusa Avenue (Los Angeles County Public Works 2020).

Disadvantaged Communities

Developing an understanding of the disadvantaged community status in the ESGV is crucial to develop strategies that include equitable consideration of the several communities in the study area with differing socioeconomic and environmental needs. The County has developed the Environmental Justice Screening Method (EJSM) in partnership with the University of Southern

California, Program for Environmental and Regional Equity and Occidental College. The EJSM illustrates cumulative risks associated with environmental justice within Los Angeles County by identifying areas that are disproportionately burdened by and vulnerable to multiple types of pollution and health risks. EJSM measures "cumulative impact" by mapping multiple data layers and approximately 40 indicators at the Census Tract level, including sensitive uses, socioeconomic information, and various sources of pollution, to come up with a community EJSM score. While it is similar to CalEnviroscreen (developed by the California Environment Protection Agency), EJSM was designed to provide flexibility and meet the County's needs by incorporating detailed local data (DRP 2021b).

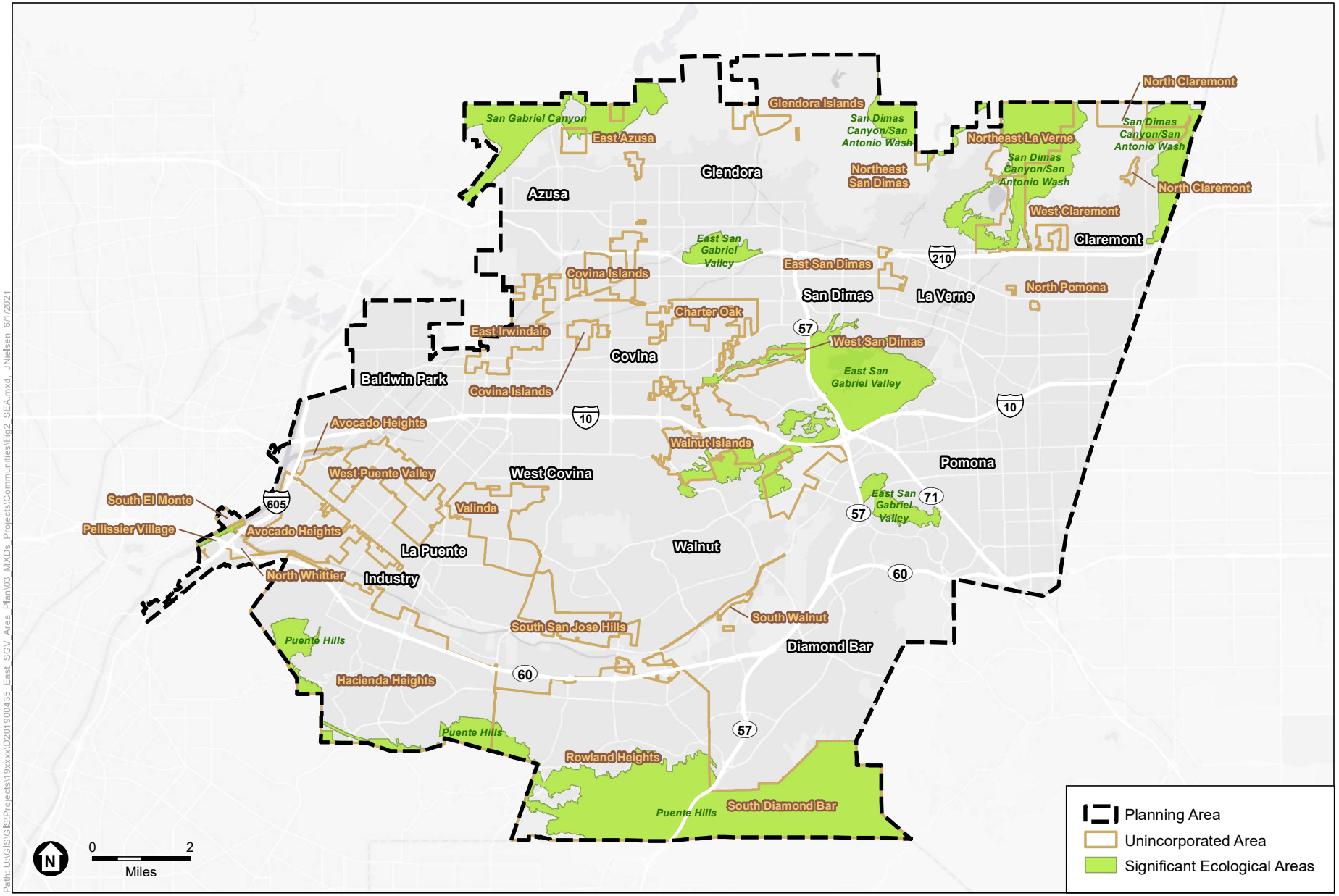
Of the 224 census tracts in the Planning Area, a total of 86 census tracts scored are designated as disadvantaged. These census tracts are located in the communities in and around Baldwin Park, Avocado Heights, parts of West Covina and southern Azusa, La Puente, West Puente Valley, Valinda, Industry, North Whittier, Walnut Islands, Pomona, and South San Jose Hills (DRP 2021a). ***Figure 3, Disadvantaged Communities***, shows the disadvantaged unincorporated communities in ESGV.

The County of Los Angeles is in the process of initiating the Green Zones Program, which addresses environmental justice by promoting equitable development and reducing neighborhood health disparities by making changes to the County's Zoning Code (Title 22) and General Plan. These changes consist of policy and procedural updates for specific industrial uses located near sensitive uses and for recycling and solid waste used throughout the county. The Green Zones Program will include the following major revisions to Title 22: identification of 11 new Green Zone Districts and new development standards for industrial facilities near sensitive uses in those districts; recycling and solid waste permitting requirements and storage enclosure standards, countywide; "sensitive use definition"; and additional standards for specific industrial uses throughout Los Angeles County (DRP 2021c).

Summary of Issues and Challenges

The following provides a high-level summary of land use issues and challenges in the Planning Area derived from the existing conditions analysis and input received by stakeholder and community members.

- **Lack of Land Use Diversity.** There is very little diversity in the types of development in ESGV communities as well as the allowable residential densities. Single-family homes make up the great majority of buildings, with only 2 percent of properties used for commercial uses. This means most people drive sometimes far distances to go to work and access services and goods, with few options within walking distance. This also contributes to increasing traffic which negatively impacts everyone in the community. ESGV residents have some of the longest commutes in the county.
- **Enhancing Community Identity and Sense of Place.** The Planning Area consists of 24 separate communities surrounded by jurisdictions that are of similar character. This makes it difficult to distinguish the unincorporated communities from neighboring incorporated cities in both look and feel. Creating community identity and sense of place are important considerations for the General Plan Update.



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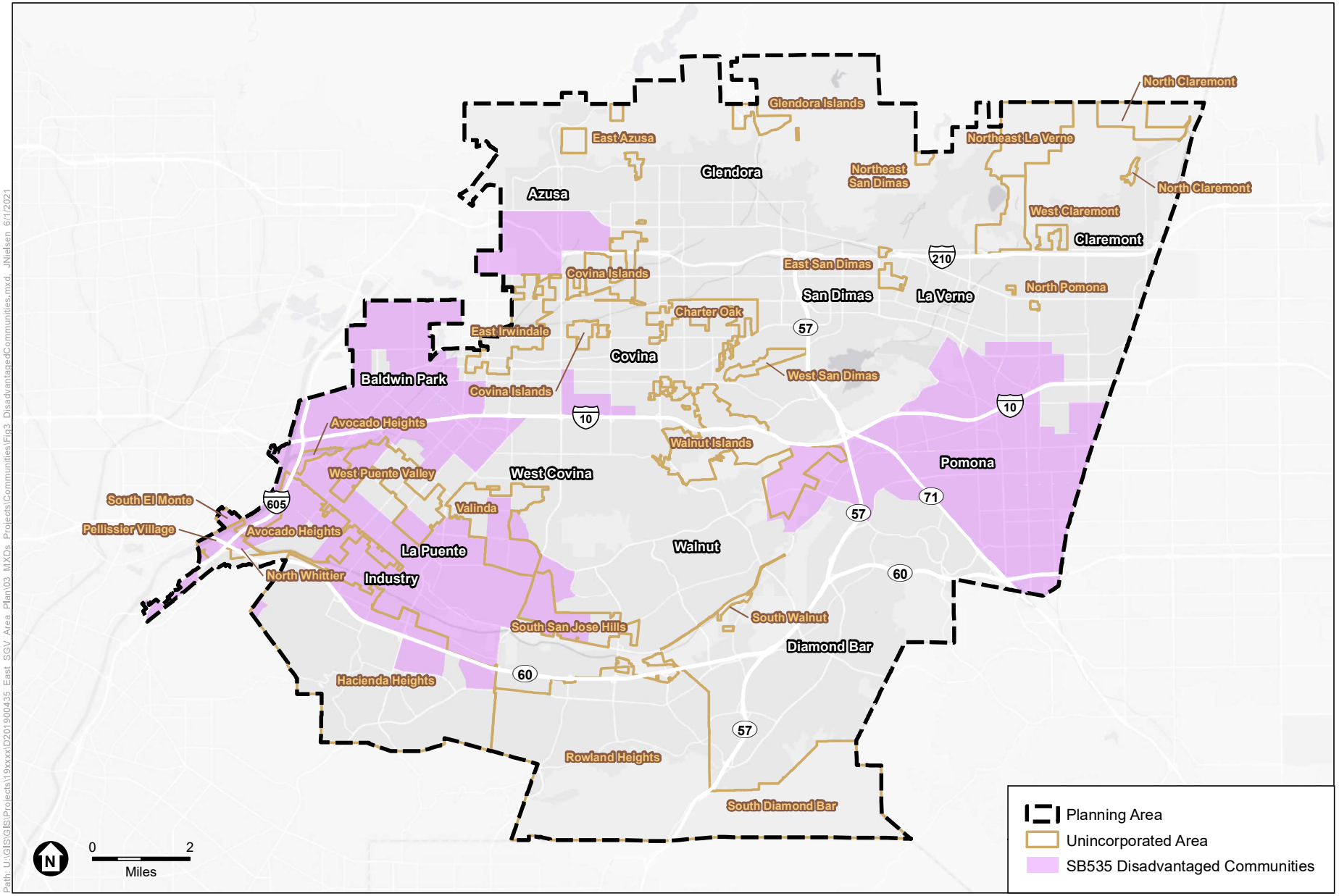
SOURCE: ESRI; Los Angeles County GIS; ESA, 2021.

East San Gabriel Valley Area Plan

Figure 2
Significant Ecological Areas



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SOURCE: ESRI; Los Angeles County GIS; ESA, 2021.

East San Gabriel Valley Area Plan

Figure 3
Disadvantaged Communities

- **Lack of central, walkable districts.** ESGV residents have commented on the lack of walkability and the automobile dependence in the Planning Area, and the need for a common community meeting space. Many residents are frustrated that they must have access to an automobile to travel to various destinations throughout the Planning Area when having the ability to walk would be more convenient. Widespread automobile use has also created concerns related to poor air quality.
- **Lack of Connectivity.** The pattern of residential development, with cul-de-sac communities surrounded by major arterials, creates a relatively efficient grid system for car-only travel; however, it creates challenges in creating walkable, mixed-use communities. Residents elect to drive as the dead-end roads prevent accessibility to nearby services within walking distance. As most trips by car are within 3 miles, creating pedestrian passageways where possible and bringing everyday services and errands within walking distance to residents is an important consideration for the Land Use Element.
- **Heavy Traffic Congestion**. The ESGV experiences heavy traffic congestion, particularly on the major east-west routes, which is caused by several factors, including the major goods movement along the SR 60 from the City of Industry and nearby industrial uses, geographic constraints within hillside communities, and commuters driving west in the morning and east in evening rush hour times.
- **Lack of Vacant and Underutilized Land.** A major challenge for addressing land use issues in the ESGV is the lack of developable land, including both limited vacant and underutilized land. However, as buildings age and the opportunity to redevelop to a higher and better use outweighs the cost of rehabilitating underutilized property, opportunities for improvement can occur over time.
- **Lack of Housing Affordability.** There is a particular need for more affordable housing options. Little diversity in housing types and affordability leaves seniors, special needs populations and residents with lower incomes vulnerable. The increasing number of people who cannot afford a single-family home are left with few places to live, causing homelessness, overcrowding and unstable or unsafe living conditions.
- **Disadvantaged Communities**. Disadvantaged communities are located around Baldwin Park, Avocado Heights, parts of West Covina and southern Azusa, La Puente, West Puente Valley, Valinda, Industry, North Whittier, Walnut Islands, Pomona, and South San Jose Hills. Prioritizing disadvantaged communities is important for addressing historic inequities in the region and improving the overall health, safety and well-being of the ESGV communities.
- **Mansionization.** Community members have commented that the increasing size of newer single-family homes creates concerns that mansionization can change the character of communities. The mansionization trend creates more impervious surfaces and decreases green space on residential properties. Green space on residential properties is important to help absorb, filter, and drain water before it enters the stormwater system. It also leaves more space for planting trees for shade and coolness to help counter rising temperatures. The unequal design of these “mansions" to the existing smaller homes in the community creates issues of character, as well as, issues of property value, as they increase the sales prices of nearby single-family homes and reduce the affordability of a neighborhood.
- **Aging, Underutilized, and Inadequate Commercial Development.** Most commercial development is one or two stories tall with large areas of surface parking fronting the roads. Many commercial centers are aging and in need of revitalization. Community members have commented about the need for more space for social gatherings in commercial areas and that

commercial centers are not adequately serving residents' needs. Community members have further commented on the high business turnover in shopping centers (which is a result of not meeting community needs), the proliferation of restaurants, and the desire for community restaurants to integrate with the public realm, such as through outdoor seating.

- **Industrial Impacts on Residential Uses.** ESGV communities are located at a key transportation point where many of the major east-west and north/south highways meet. There are active freight and railroad lines and the Alameda Corridor East bringing goods from the ports to warehouses. Homes in some areas are located near industrial uses close to SR 60, railroad/freight lines, near Valley Boulevard, and in areas near the City of Industry. Industrial areas can have negative impacts on residents living near them from operations and trucks driving near residential areas.
- **Retail Imbalance.** Areas in the central valley have a balance of retail services and population, while the southern and northern communities do not. Topography and the distribution of land uses, particularly the development of hillside areas as primarily residential has contributed to this imbalance. Additionally, in the 1960s and 1970s, retail development was clustered primarily in and near regional malls, which are currently aging and, in some cases, adapting to shifting demands.
- **Parking and Congestion.** Since the communities are built around automobile use, the residents often experience significant traffic on major roads and difficulty finding parking in some shopping centers. On the other hand, parking dominates the landscape of commercial areas and some commercial centers have inefficient and confusing parking layouts adding to frustrations. This can make getting around a frustrating experience. Standards to address the amount of required parking, aesthetics, placement, and efficiencies of parking lots is an important consideration for the General Plan.
- **Lack of Infrastructure Capacity.** Many of the older suburbs within the Planning Area are maturing and facing infrastructure capacity issues. Septic systems are also prone to failure and ground water contamination. Sufficient infrastructure, including adequate water, sewer and storm water facilities are essential for enabling growth.
- **Environmental and Hazard Constraints.** The Puente Hills in ESGV, which include portions of Rowland Heights and Hacienda Heights, contain fault traces and wildfire threats. Wildfires and landslides also pose safety hazards in the San Gabriel Mountains' foothill communities. Hazard areas are mapped for each unincorporated community in Section VI, Community Issues, Opportunities and Recommendations.
- **SEAs and Conservation Concerns.** Ecologically sensitive lands are designated as SEAs in the hillside regions. However, SEAs extend into neighboring jurisdictions that may not have similar SEA habitat protection programs. There are also development pressures to build within sensitive lands, and thus the threat of habitat disturbance and fragmentation is a concern in the ESGV. Preserving SEAs and undeveloped hillsides as open space is an important consideration for the General Plan.

IV. Plan Review and Policy Direction

Regional and countywide plans provide land use goals and overarching policy priorities and guidance to adhere to in the preparation of the ESGVAP. The relevant goals and policies are provided below and serve as a reference to help guide the formation of recommended goals, policies, and actions for the ESGV Land Use Element. These same goals and policies serve to inform and guide the identification of Planning Area recommendations provided in Section V, as well as issues, challenges, opportunities, and recommendations for the 24 unincorporated communities provided in Section VI of this report.

Key themes from the planning documents are as follows:

- Focus growth near key destinations and mobility options (i.e., within half mile of a major transit stop and high-quality transit corridors), and effectively integrate land use and mobility in coordination with adjacent jurisdictions.
- Increase housing diversity and affordability in every neighborhood, prioritizing their location near job centers, transit, active transportation, services, parks and open space amenities, and take action to prevent displacement.
- Balance housing and regional jobs to reduce commute times and distances by encouraging employment opportunities and housing to be developed in proximity to one another.
- Define key commercial nodes and community landmarks in the communities and target growth and revitalization where there is under-performing retail and other outmoded nonresidential uses; ensuring to increase amenities and connectivity in existing neighborhoods.
- Build resilient, healthy and equitable communities where residents thrive in place, prioritizing disadvantaged and lower income communities.
- Create walkable, mixed-use neighborhoods that promote active transportation and transit use, and reduce automobile dependence, through policies and actions that enhance first mile/last mile, reduce parking requirements, increase building density, and shape urban design.
- Protect and conserve sensitive resources, significant ecological areas (SEAs), and prime agricultural lands; and discourage development in areas with high environmental resources, lack of infrastructure, and/or severe safety hazards.

Southern California Association of Governments' Connect SoCal: 2020-2045 Regional Transportation Plan/Sustainable Communities Strategies Plan

Southern California Association of Governments' (SCAG's) Regional Transportation Plan/Sustainable Communities Strategies Plan (RTP/SCS) is a long-range visioning plan that

provides recommendations for local jurisdictions on integrating land use and transportation, as well as making large-scale transportation infrastructure project recommendations.

The goals and strategies summarized below have been pulled from the *SCAG RTP/SCS* plan and are particularly relevant to land use planning needs, concerns and goals in the ESGV (connectsocal.org).

Connect SoCal Guiding Goals

1. Encourage regional economic prosperity and global competitiveness.
2. Improve mobility, accessibility, reliability, and travel safety for people and goods.
3. Enhance the preservation, security, and resilience of the regional transportation system.
4. Increase person and goods movement and travel choices within the transportation system.
5. Reduce greenhouse gas emissions and improve air quality.
6. Support healthy and equitable communities.
7. Adapt to a changing climate and support an integrated regional development pattern and transportation network.
8. Leverage new transportation technologies and data-driven solutions that result in more efficient travel.
9. Encourage development of diverse housing types in areas that are supported by multiple transportation options.
10. Promote conservation of natural and agricultural lands and restoration of habitats.

Connect SoCal Guiding Principles

1. Base transportation investments on adopted regional performance indicators and MAP-21/FAST Act regional target.
2. Place high priority for transportation funding in the region on projects and programs that improve mobility, accessibility, reliability and safety, and that preserve the existing transportation system.
3. Assure that land use and growth strategies recognize local input, promote sustainable transportation options, and support equitable and adaptable communities.
4. Encourage RTP/SCS investments and strategies that collectively result in reduced non-recurrent congestion and demand for single-occupancy vehicle use, by leveraging new transportation technologies and expanding travel choices.
5. Encourage transportation investments that will result in improved air quality and public health, and reduced greenhouse gas emissions.
6. Monitor progress on all aspects of the Plan, including the timely implementation of projects, programs, and strategies.

7. Regionally, transportation investments should reflect best-known science regarding climate change vulnerability, in order to design for long-term resilience.

Connect SoCal Core Vision

Rooted in the 2008 and 2012 RTP/SCS plans, Connect SoCal's "Core Vision" centers on maintaining and better managing the current transportation network for moving people and goods, while expanding mobility choices by locating housing, jobs and transit closer together and increasing investment in transit and complete streets. The Core Vision includes:

- Sustainable development
- System Preservation & Resilience
- Demand & System Management
- Transit Backbone
- Complete Streets
- Goods Movement

SCAG Priority Growth Areas

SCAG defines High-Quality Transit Areas (HQTAs) as corridor-focused Priority Growth Areas within one half-mile of an existing or planned fixed guideway transit stop or a bus transit corridor where buses pick up passengers at a frequency of every 15 minutes (or less) during peak commuting hours based on language in Senate Bill (SB) 375. Major transit stops and high-quality transit corridors are defined as follows:

A. Major Transit Stop: A site containing an existing rail or bus rapid transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods (CA Public Resource Code Section 21064.3).

B. High-Quality Transit Corridor (HQTC): A corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours (CA Public Resource Code Section 21155 (b)).

1. HQTAs have been designated along most of the major highways, as well as within a half-mile of the freeways that run through ESGV, including the 10, 57, and 210 Freeways. Additional HQTAs in the Planning Area include W. Foothill Boulevard and E. 9th Street near Azusa and Glendora, and E. Arrowhead Highway and Amar Road/Temple Boulevard, which run throughout the Planning Area.
2. SCAG defines "livable corridors" as arterial roadways where local jurisdictions may plan for a combination of the following elements: high-quality bus frequency; higher density residential and employment at key intersections; and increased active transportation through dedicated bikeways. The land use and zoning designations in ESGV presently do not create clear distinctions between the design and land use intentions for major intersections and lesser intersections. Defining key commercial nodes in the communities

where it is applicable could create a clearer hierarchy for areas to focus population and employment growth.

Sustainable Communities Strategy

Focus Growth Near Destinations & Mobility Options

- Emphasize land use patterns that facilitate multimodal access to work, educational and other destinations.
- Focus on a regional jobs/housing balance to reduce commute times and distances and expand job opportunities near transit and along center-focused main streets.
- Plan for growth near transit investments and support implementation of first/last mile strategies.
- Promote the redevelopment of underperforming retail developments and other outmoded nonresidential uses.
- Prioritize infill and redevelopment of underutilized land to accommodate new growth, increase amenities and connectivity in existing neighborhoods.
- Encourage design and transportation options that reduce the reliance on and number of solo car trips (this could include mixed uses or locating and orienting close to existing destinations).
- Identify ways to "right size" parking requirements and promote alternative parking strategies (e.g., shared parking or smart parking).

Promote Diverse Housing Choices

- Preserve and rehabilitate affordable housing and prevent displacement.
- Create incentives and reduce regulatory barriers for building context-sensitive accessory dwelling units to increase housing supply.

OurCounty: Los Angeles Countywide Sustainability Plan

The goals, strategies, and actions listed below have been pulled from the Los Angeles Countywide Sustainability Plan (OurCounty) and are particularly relevant to land use planning needs, concerns and goals in the ESGV (https://ourcountyla.lacounty.gov/).

- **Goal 1: Resilient and healthy community environments where residents thrive in place**. The County will protect low-income communities and communities of color from pollution, reduce health and economic inequities, and support more resilient and inclusive communities.
  - **Strategy 1A**. **Minimize the exposure of vulnerable populations to pollution and reduce health disparities**. Highways and polluting facilities such as refineries, rail yards, and factories are often located in close proximity to low-income communities and communities of color in LA County. These communities face elevated health risks from pollutant exposure and have historically been overburdened and under-resourced. OurCounty establishes a framework for long-term policies to better protect these communities from pollution and reduce health inequities, with short-term and medium-term actions that support these goals.

    - **Action 1**: Limit siting of new sensitive uses, such as playgrounds, daycare centers, schools, residences, or medical facilities, to at least 500 feet from freeways.

  - **Strategy 1C. Increase housing affordability.** The housing affordability crisis is impacting a growing number of County residents. Given the magnitude of the challenges related to housing and homelessness, existing affordable housing must be preserved and new affordable housing developed in **every** neighborhood. These priorities must also inform all County policies affecting the built environment, including land use and zoning.

    - **Action 13**. Identify and implement best practices to preserve and increase the amount of affordable housing proximate to job centers, transit, parks, and open space amenities.

- **Goal 3: Equitable and sustainable land use and development without displacement**. With policy tools such as anti-displacement measures, existing community members can remain in and strengthen their neighborhoods and networks while accepting new residents through more compact, mixed-use development.

  - **Strategy 3A. Increase housing density and limit urban sprawl.** We will have new homes in urban areas that are well-connected to transit, jobs, and services. This type of growth reduces environmental impacts while creating a more sustainable economy. The County of Los Angeles will invest in existing communities by promoting increased urban density to efficiently use existing infrastructure, by remediating and reusing urban properties so that they can support new development, and by working to protect agricultural and working lands from the threats of sprawl.

    - **Action 46**: Develop land use tools that will facilitate increased production of various housing types such as duplex and triplex buildings, where appropriate.

    - **Action 47**: Support the preservation of agricultural and working lands, including rangelands, by limiting the conversion of these lands to residential or other uses through tools such as the creation of agricultural easements, particularly within high climate-hazard areas and SEAs.

  - **Strategy 3B. Implement transit-oriented development**. Transit-oriented development (TOD) in urbanized areas can promote sustainable living by offering a mixture of land uses and building types near high-quality transit with bicycle and pedestrian connections. LA Metro has developed the Transit Oriented Communities Policy to encourage all jurisdictions in the County to pursue actions related to transit-oriented communities. OurCounty supports this pattern of development with policies shaping urban design, building density, right-sized parking, and first/last mile services that support transit ridership and reduce auto dependency.

    - **Action 49**: Expand the number and extent of transit oriented communities while ensuring that vital public amenities such as parks and active transportation infrastructure are included.

    - **Action 50**: Create an inventory of all publicly owned land and facilities (belonging to the County and other jurisdictions) near existing and future public transit and identify opportunities for transit-oriented development.

  - **Strategy 3C. Promote walkable, mixed-use neighborhoods.** The County will take a holistic approach to making neighborhoods more livable. It will address long-standing regulatory barriers and employ new strategies to ensure that residents can undertake a wide

variety of daily errands and activities within walking distance of their homes. A **complete neighborhood** features grocery stores, banking institutions, childcare, parks and open spaces, robust public transit options, medical services, and much more, within a small geographic vicinity. Such a mix of land and building uses promotes walking and bicycling over driving, thereby providing real choices to avoid street congestion and reduce greenhouse gas emissions while promoting physical fitness and local economic activity. These spaces, including sidewalks and local stores, can create opportunities for more interaction and can build social connectivity and community resilience. *2045 Target: Ensure 45 cities and/or unincorporated communities have a walk score of 70 or higher.*

- **Action 52**: Promote walkability through various tools, including zoning that enables a mix of uses, and pedestrian enhancements.

– **Strategy 3E. Limit development in high climate-hazard areas**

- **Action 56**: Evaluate options to limit new large-scale development in high climate hazard areas.

2015 Los Angeles (LA) County General Plan

The goals and strategies summarized below have been pulled from the 2015 LA County General Plan and are particularly relevant to land use planning needs, concerns and goals in the ESGV.

Guiding Principles

Three General Plan Guiding Principles specifically guide the Land Use Element:

- **Employ Smart Growth**: Shape new communities to align housing with jobs and services; and protect and conserve the County's natural and cultural resources, including the character of rural communities. The General Plan implements smart growth by using strategies that are tailored to each community. In urban areas, transit-oriented development will create vibrant neighborhood centers around transit stations where people can live, work, and shop without the need to drive to each destination. Also in urban areas, active corridor development will connect major centers and neighborhoods. In rural areas, land uses and developments that are compatible with the natural environment and landscape will maintain existing community character. These work in conjunction with other smart growth strategies to "green" streets and buildings, and protect and conserve natural resources.

- **Provide the foundation for a strong and diverse economy**: Protect areas that generate employment and promote programs that support a stable and well-educated workforce. This will provide a foundation for a jobs-housing balance and a vital and competitive economy in the unincorporated areas. As planning for future growth and the appropriate land use mix has major impacts on the local and regional economy, the General Plan addresses the protection of industrial land in the unincorporated areas.

- **Provide healthy, livable, and equitable communities**: Design communities that incorporate their cultural and historic surroundings, are not overburdened by nuisance and negative environmental factors, and provide reasonable access to food systems. These factors have a measureable effect on public well-being

General Plan Land Use Goals and Policies

- Goal LU 3: A development pattern that discourages sprawl and protects and conserves area with natural resources and SEAs.
  - Policy LU 3.1: Encourage the protection and conservation of areas with natural resources, and SEAs.
  - Policy LU 3.2: Discourage development in areas with high environmental resources and/or severe safety hazards.
  - Policy LU 3.3: Discourage development in undeveloped areas where infrastructure and public services do not exist, or where no major infrastructure projects are planned, such as state and/or federal highways.
- Goal LU 4: Infill development and redevelopment that strengthens and enhances communities.
  - Policy LU 4.1: Encourage infill development in urban and suburban areas on vacant, underutilized, and/or brownfield sites.
  - Policy LU 4.2: Encourage the adaptive reuse of underutilized structures and the revitalization of older, economically distressed neighborhoods.
  - Policy LU 4.3: Encourage transit-oriented development in urban and suburban areas with the appropriate residential density along transit corridors and within station areas.
  - Policy LU 4.4: Encourage mixed use development along major commercial corridors in urban and suburban areas.
- Goal LU 5: Vibrant, livable and healthy communities with a mix of land uses, services and amenities.
  - Policy LU 5.1: Encourage a mix of residential land use designations and development regulations that accommodate various densities, building types and styles.
  - Policy LU 5.2: Encourage a diversity of commercial and retail services, and public facilities at various scales to meet regional and local needs.
  - Policy LU 5.3: Support a mix of land uses that promote bicycling and walking, and reduce VMTs.
  - Policy LU 5.7: Direct resources to areas that lack amenities, such as transit, clean air, grocery stores, bikeways, parks, and other components of a healthy community.
  - Policy LU 5.9: Preserve key industrially designated land for intensive, employment-based uses.
  - Policy LU 5.10: Encourage employment opportunities and housing to be developed in proximity to one another
- Goal LU 7: Compatible land uses that complement neighborhood character and the natural environment.
  - Policy LU 7.1: Reduce and mitigate the impacts of incompatible land uses, where feasible, using buffers and other design techniques.
  - Policy LU 7.2: Protect industrial parks and districts from incompatible uses.

- Goal LU 9: Land use patterns and community infrastructure that promote health and wellness.
  - Policy LU 9.2: Encourage patterns of development that promote physical activity.
  - Policy LU 9.3: Encourage patterns of development that increase convenient, safe access to healthy foods, especially fresh produce, in all neighborhoods.
- Goal LU 10: Well-designed and healthy places that support a diversity of built environments.
  - Policy LU 10.2: Design development adjacent to natural features in a sensitive manner to complement the natural environment
  - Policy LU 10.4: Promote environmentally sensitive and sustainable design.
  - Policy LU 10.5: Encourage the use of distinctive landscaping, signage and other features to define the unique character of districts, neighborhoods or communities, and engender community identity, pride, and community interaction.
  - Policy LU 10.6: Encourage pedestrian activity through the following: Designing the main entrance of buildings to front the street; Incorporating landscaping features; Limiting masonry walls and parking lots along commercial corridors and other public spaces; Incorporating street furniture, signage, and public events and activities; and Using wayfinding strategies to highlight community points of interest.
  - Policy LU 10.7: Promote public spaces, such as plazas that enhance the pedestrian environment, and, where appropriate, continuity along commercial corridors with active transportation activities.
  - Policy LU 10.10: Promote architecturally distinctive buildings and focal points at prominent locations, such as major commercial intersections and near transit stations or open spaces.
  - Community Design, Policy LU 10.11: Facilitate the use of streets as public space for activities that promote civic engagement, such as farmers' markets, parades, etc.
  - Community Design, Policy LU 10.12: Discourage gated entry subdivisions ("gated communities") to improve neighborhood access and circulation, improve emergency access, and encourage social cohesion.
  - Community Design, Policy LU 10.13: Discourage flag lot subdivisions unless designed to be compatible with the existing neighborhood character.
- Goal M2: Interconnected and safe bicycle- and pedestrian-friendly streets, sidewalks, paths, and trails that promote active transportation and transit use.
  - Policy M 2.8: Connect trails and pedestrian and bicycle paths to schools, public transportation, major employment centers, shopping centers, government buildings, residential neighborhoods, and other destinations.
  - Policy M 2.9: Encourage the planting of trees along streets and other forms of landscaping to enliven streetscapes by blending natural features with built features.
  - Policy M 2.10: Encourage the provision of amenities, such as benches, shelters, secure bicycle storage, and street furniture, and comfortable, safe waiting areas near transit stops.

  - Policy M 2.11: In urban and suburban areas, promote the continuity of streets and sidewalks through design features such as limiting mid-block curb cuts, encouraging access through side streets and alleys, and promoting shorter block lengths.

- Goal M4: An efficient multimodal transportation system that serves the needs of all residents
  - Policy M 4.5: Encourage continuous, direct routes through a connected system of streets with small blocks and minimal dead ends (cul-de-sacs), as feasible.
  - Policy M 4.15: Reduce vehicle trips through the use of mobility management practices such as the reduction of parking requirements, employer/institutions-based transit passes, regional carpooling programs, and telecommuting.

- Goal M5: Land use planning and transportation management that facilitates the use of transit.
  - Policy M 5.1: Facilitate transit-oriented land uses and pedestrian-oriented design, particularly in the first-last mile connections to transit, to encourage transit ridership.
  - Policy M 5.2: Implement parking strategies that facilitate transit use and reduce automobile dependence.

- Goal M6: The safe and efficient movement of goods.
  - Policy M 6.3: Designate official truck routes to minimize the impacts of truck traffic on residential neighborhoods and other sensitive land uses.
  - Policy M 6.4: Minimize noise and other impacts of goods movement, truck traffic, deliveries, and staging in residential and mixed-use neighborhoods.

Housing Goals and Policies

- Strategy 1: Ensure Housing Availability
  - Goal 1: A wide range of housing types in sufficient supply to meet the needs of current and future residents, particularly for persons with special needs, including but not limited to: extremely low, very low, and low income households; seniors; persons with disabilities (including those with developmental disabilities); large households; female-headed households; people experiencing homelessness or at risk of homelessness; and farmworkers.
  - Goal 2: Communities with equitable access to employment opportunities, community facilities and services, and amenities.

Los Angeles County Climate Action Plan

The Los Angeles County Climate Action Plan (CAP) is the County's path toward meeting the Paris Agreement goals and achieving carbon neutrality for unincorporated areas of the county. The CAP builds on previous climate action work from the Community Climate Action Plan 2020. The CAP identified strategies and actions to mitigate emissions from community activities. As outlined in the CAP, the ESGV has the highest residential greenhouse gas emissions in the county and the highest rate of commuting by driving alone in the county. The ESGV also has the second highest total emissions but the second lowest emissions per capita, following the Los Angeles metropolitan area. The key climate actions summarized below have been pulled from the CAP's

profile on the ESGV Planning Area and are relevant to land use planning needs, concerns, and goals in the ESGV.

Key Climate Actions

- Actions focused on improving transit services
- Actions encouraging density and active transit near high quality transit
- Action supporting transportation electrification
- Actions to reduce residential and commercial stationary energy emissions
- Actions focused on disadvantaged/vulnerable communities
- Actions to preserve agricultural and natural areas
- Actions targeting zero carbon energy in wildfire-prone areas

Mitigation Strategies and Actions to Reduce Greenhouse Gases

Transportation Strategy 3: Reduce single-occupancy vehicle trips

- **T6:** Create a more connected and safer bikeway network by expanding bikeway facilities and deploying protected and separated lanes.

- **T9:** Enhance pedestrian and bicycle environments through shading and energy-efficient pedestrian-scale lighting and shading to promote active transportation.

Agriculture, Forestry, and Other Land Use Strategy 16: Conserve forests and working lands

- **A1:** Support the preservation of agricultural and working lands, including rangelands, and restore forest lands by limiting the conversion of these lands to residential or other uses through tools such as the creation of agricultural easements, particularly within high climate-hazard areas and SEAs.

Adjacent Jurisdiction Planning Goals

Cities within the ESGV are planning to enhance opportunities for mixed-use, build complete streets, and preserve single-family neighborhoods, while focusing new housing opportunities in downtown areas, along major transit corridors, and revitalized commercial centers. A review of recently developed plans include the *West Covina General Plan* and *Downtown Plan and Code* and the *Glendora Arrow Highway Specific Plan*, which take similar approaches to meet development needs, shifting demographics, and greenhouse gas reduction requirements.

In the RTP/SCS, SCAG provided recommendations and methods to combine land use and transportation analysis to focus opportunities on creating livable corridors and connected neighborhoods. The adjacent jurisdictions are incorporating SCAG's recommendations as applicable. Many of the corridor studies and planning efforts undertaken were funded by SCAG's Compass Blueprint Program, now the Sustainable Communities and Livable Corridors grant program.

Local plans highlight creating identifiable nodes and community landmarks by intensifying local uses around key intersections, while preserving single-family residential areas. Planning efforts identified streetscape and public realm improvements as key areas for enhancements. Strategies are identified to broaden housing options at and near key nodes, while creating identifiable neighborhood centers for mixed use and multifamily housing. The plans also highlight potential locations for catalyst projects.

Key design strategies for transformation include:

1. Redesign of major commercial corridors as complete streets.
2. Improve walkability with mixed-use nodes featuring widened sidewalks, street trees, pedestrian amenities, and shade.
3. Setting parking away from walkways.

Glendora Arrow Highway Specific Plan:

The *Glendora Arrow Highway Specific Plan* describes the area as defined by very long blocks and auto-oriented origins, with parking located toward the street. It identifies underutilized properties which present opportunities for intensification of use. The proposed plan identifies these key nodes for catalyst projects:

1. Grand Avenue
2. Bonnie Cove Avenue – former Vons site
3. Sunflower Avenue – former Wonderbread Factory site

West Covina General Plan and *Downtown Plan & Code*:

The *West Covina General Plan* and *Downtown Plan & Code* identifies key areas to focus development activity, to relieve development pressures elsewhere. The plan highlights goals to insert mixed-use development, pedestrian amenities, and gathering spaces into available areas within the largest regional mall complex in ESGV. The plan also highlights a local trend where old and struggling shopping centers have been revived with ethnic food stores and eateries.

Key Features of the West Covina General Plan:

1. Central Business District residential development has density limits of a minimum 30 to maximum 75 du/acre.
2. Transform Walnut Creek Wash into a local amenity in the civic center and residential areas.
3. Direct new growth to major commercial corridors – Sunset Avenue, Glendora Avenue, N. Azusa Avenue, and Valley Boulevard, which forms the southern edge of West Covina and has opportunities to create gateways to the city.
4. Create neighborhood scale centers along secondary commercial corridors – Puente Avenue, Aroma Avenue/Azusa Avenue, Amar Road/Azusa Avenue.
5. Three major districts around three major shopping centers are identified for development of mixed use, pedestrian amenities, and gathering spaces.

V. Planning Area Land Use Recommendations

In response to the identified Planning Area issues and challenges presented in the previous section, along with policy guidance derived from a review of planning documents, and comments received through stakeholder engagement, the following presents high-level recommendations to guide the development of overall policy and General Plan land use changes in the ESGV. Section VI, Community Issues, Opportunities, and Recommendations, in the following section provide maps and specific guidance on where to apply these recommendations within the 24 unincorporated communities.

Land Use Pattern

- **Direct development to urbanized areas.** Identify vacant, infill, and underutilized properties near employment, along major commercial corridors and intersections, near catalyst projects, and near major transit areas and potential Bus Rapid Transit to support a balance of employment opportunities, services, facilities, mixed-use, and/or multifamily housing.
- **Cluster development for hazard and resource protection.** Avoid growth in areas that require altering major drainage channels, tributaries, wetlands, and habitat areas. Limit the overall extent of suburban development where it poses risks to sensitive resources, habitat fragmentation, wildlife corridors, and hazard areas. Limit the development of roads and other infrastructure in these areas, which can result in additional impacts.
  - Review current zoning/LUP for the undeveloped hillside areas and make changes as needed to limit potential exposure to hazards and habitat impacts from possible future development and open space preservation.
- **Support density only with diversity and improved mobility.** Take care not to add residential density without enhancing walkability, to prevent exacerbating current traffic, air quality, and other issues. Create a mix of different land uses, including homes, retail, services, and places of work, near each other. If densities are increased, ensure that it is done in tandem with multimodal mobility improvements, as needed, and supporting the needs of the neighborhoods with services and amenities within walking distance.
- **Create central, walkable districts.** Create a central district, unique to each community, with places to walk and socialize, with signage, public art, shared parking, and other community beautifying elements.
- **Create connected neighborhoods through design.** Design neighborhoods so that they are more connected, especially for pedestrians, to allow easier access to parks, retail, services, and public facilities and address impacts of suburban development and climate change.
- **Increase housing and mixed-use developments.** Increase opportunities for mixed-use and multifamily housing, especially near transit and commercial areas and on centrally located vacant properties.
- **Enhance commercial corridors and intersections**. Major commercial corridors should function not just as travel routes, but as destinations in themselves with a variety of services, amenities, jobs, and even residential uses, in a design that promotes active lifestyles. These areas can be centers of social gathering and vibrancy. Identify areas lacking in amenities and enable a greater mix of uses, while proactively recruiting uses, as appropriate, to service the needs of local residents.

- **Limit industrial near residential.** Implement the County's Green Zones program to require industrial uses that are near residential to have additional regulations on operations, buffering, and truck access to their properties.
- **Create a light industrial flex zone.** For properties that are used as workshops or light warehousing, create a flexible, light industrial zone to allow for commercial uses and light industrial uses.
- **Coordinate with local jurisdictions.** Cities in ESGV are creating or enhancing downtown areas and major roads near transit to revitalize commercial centers and create walkable, connected neighborhoods with housing nearby. Identify areas of shared boundaries with adjacent jurisdictions and review land uses for consistency and programs to leverage. The County and Cities should coordinate and collaborate on land use and mobility approaches for mutual benefit.
- **Increase park space.** Identify opportunities for more park space in park-poor communities in the central valley area, such as Valinda, South San Jose Hills, and West Puente Valley.
- **Adjust land use designations**
  - Convert Rowland Heights and Hacienda Heights Community Plans to General Plan land use policy categories.
  - Revise designations for open space properties when zoning/LUP is not open space.
- **Upgrade water channels.** The various water channels and tributaries that flow through the Planning Area have the potential to be upgraded to urban pathways, thus enhancing access greenways. Most communities in the Planning Area are close to a water channel, which could provide connection to the San Gabriel River pathway and regional parks.

Housing

- **Create diverse housing options.** Accommodate changing housing needs, including an increased need for senior housing, individuals living alone, and affordable housing options for all incomes.
- **Focus infill housing strategically**. Identify opportunities for infill housing near major roads and transit to deter developing in undeveloped areas. Provide housing near jobs, transit, services, and public facilities.
- **Be mindful of housing siting considerations.** Balance housing development with environmental impacts; and be strategic about increasing housing densities where there is accessibility to or opportunity for nearby amenities, including major transit, everyday services, schools, parks, and jobs.
- **Limit housing development in sensitive areas.** Limit housing in hillside areas, which are prevalent in the foothills of the San Gabriel Mountains, San Jose Hills, and Puente Hills, as they can pose issues with increased threats from wildfires as well as cause impacts to sensitive native vegetation and animals.
- **Preserve scenic hillsides.** Preserve the scenic hillsides, and views to the hillsides, as they are a valuable resource and identity feature for the ESGV communities.
- **Coordinate housing needs with neighboring cities.** The unincorporated county communities do not operate and are not experienced in isolation. Work with Cities and

leverage each other's efforts to improve wellbeing and access to resources for County residents.

Nonresidential

- **Identify horizontal mixed-use opportunities.** Research options to facilitate and incentivize horizontal mixed-use developments on large commercial properties.
- **Leverage existing community strengths**. When determining how to grow employment opportunities, consider creating new opportunities that add value to current industries. For example, ESGV is known for its restaurants, and the restaurant industry is constantly shifting and adapting to survive, particularly during the COVID-19 pandemic. For example, the County could support and leverage this industry by attracting industries that support restaurants (e.g., contactless and kitchen automation technology manufacturers); enabling and encouraging restaurants to diversity revenue streams (e.g., restaurant-bar-store that provides classes, retail, and tastings while serving food and drinks); improving the public realm around restaurants to attract pedestrians; hosting food tours throughout the valley; etc.
- **Incentivize parcel consolidation.** Research incentives to consolidate commercial properties.
- **Implement General Plan Opportunity Areas.** The Planning Area Framework highlights opportunity areas within several communities. The opportunities are identified as Corridors, Industrial Flex, and Industrial Opportunity, as described below and mapped within Section VI, Community Issues, Opportunities, and Recommendations.
  - *Corridors.* These are identified as major transportation routes that connect neighborhoods, employment centers, and public facilities. They have the capacity to provide a mix of land uses for housing and commercial, and play a central role within the community. There is potential for increased design improvements to promote active transportation and living streets. Corridor opportunities are found within the Charter Oak and Avocado Heights communities and are described in more detail under the Community Issues, Opportunities and Recommendations section of this report.
  - *Industrial Flex*. These areas are identified as currently containing industrial uses with opportunity for non-industrial uses and mixed uses, including light industrial and office/professional uses compatible with residential uses. These industrial areas have small lots and cannot accommodate industrial growth. Industrial Flex opportunities are found within the Avocado Heights and South San Jose Hills communities and are described in more detail under the Community Issues, Opportunities and Recommendations section of this report.
  - *Industrial Opportunity*. These areas are identified as economically viable, employment-rich industrial areas that should be protected from incompatible uses, such as residential and other sensitive uses, and be supported to expand local employment opportunities. Industrial opportunities are found within the Hacienda Heights and Rowland Heights communities and are described in more detail under the Community Issues, Opportunities and Recommendations section of this report.

Parking and Mobility

- **Focus growth opportunities near transit**. Identify opportunities for growth in SCAG's Priority Growth Areas.

- **Improve and reduce parking**. Make it easier for parking to be shared among different uses that have different parking needs at different times of day. Also, consider eliminating or significantly reducing parking requirements within a half-mile of a major transit stop, particularly for infill housing opportunities, and reducing parking requirements in existing single-family neighborhoods where "missing middle" housing is allowed. Consider the tradeoff between sufficient parking and affordable housing, as parking adds cost and reduces the feasibility of affordable infill housing.

VI. Community Issues, Opportunities, and Recommendations

This section identifies the land use issues, challenges, opportunities, and recommendations to consider for each of the 24 unincorporated communities in ESGV. A similar format is followed for each community, to include: (1) a brief description of the community, (2) a summary of identified community concerns, if any, (3) issues and challenges, and (4) opportunities and recommendations. Opportunities and recommendations focus on areas to target growth and revitalization, as well as areas to avoid or conserve, based on the previous section, Planning Area Recommendations. It should be noted that this is a high-level analysis to initiate further conversations and decisions with the County, which will lead to more specific land use recommendations, goals and policies in the Draft Land Use Element. **Figures 4 through 27** provide a figure of each community with pertinent information to guide this analysis.

1. Avocado Heights

As shown in Figure 4, the Avocado Heights community is 2.5 square miles located in the western part of the Planning Area, and the community has a population of 14,064 (5,652 per square mile). Avocado Heights has an agricultural and ranching history. The community has a tradition of animal keeping on residential lots including horses and chickens and associated structures. The community is relatively flat and the main streets are ordered in a grid, making it easier to get across the community. The community has a mix of land uses, including residential next to industrial, as well as a major commercial corridor on the west end of Valley Boulevard, and a major commercial intersection at Workman Mill Road and Don Julian Road. Valley Boulevard has a high concentration of industrial uses as well at the east end, and runs along the Southern Pacific Railroad right-of-way. Two equestrian districts are located in the community's southeast area, the Avocado Heights and Trailside Ranch Equestrian Districts. Equestrian districts permit a greater number of horses than normally allowed in the unincorporated county communities The predominant existing land uses are single-family residential (58 percent), industrial (14 percent), and institutional (12 percent).

A. Community and Stakeholder Engagement

- **Land use concerns.** The community expressed the need for more affordable housing, more local shops, better design standards for Valley Boulevard and along commercial corridors, and the monitoring on industrial sites.
- **Transportation and safety concerns**. The community expressed the need for walking and biking infrastructure, improved sidewalks, safer walking paths, safer strip mall layouts, and expanded transportation options (i.e., Metro Gold Line, more buses on

Valley Boulevard, and a community shuttle). Safety concerns also include perceived lack of safety and maintenance.

– **Equestrian concerns.** The community has expressed desire for preservation of equestrian uses on residential properties and has expressed concern regarding lack of safety and maintenance of equestrian trails along roads.

– **Air quality concerns.** The community has expressed concerns regarding the air quality effects of Quemetco, the battery recycling facility.

B. Issues and Challenges

– **Industrial/residential interface.** Many of the industrial sites within the community are across the street from residential buildings, creating issues related to traffic, noise, and light that are not conducive to daily living.

– **Lack of walkability.** The nature of the street network, with many neighborhood blocks terminating in cul-de-sacs, and lack of sidewalks and mixed uses, has increased automobile reliance, exacerbating air quality, pollution, and noise.

– **Parks and open space.** The community lacks parks and open spaces, and the associated amenities, which are important for increasing access to recreation facilities and greenery.

C. Opportunities and Recommendations

– **Vacant/underutilized land.** vacant parcels are predominantly spread all throughout the community, primarily north of the east-west storm drain canal and between Workman Mill Road and the proposed Class I bike path. A majority of the vacant parcels are in a single-family residential designation.

– **Opportunities to direct growth and revitalization:**

  - *Major corridors/intersections*: Major corridors include Workman Mill Road, Valley Boulevard and 7th Avenue. A significant opportunity exists at and near the intersection of Valley Boulevard and Workman Mill Road for additional local shops.

  - *General Plan Opportunity Area*: An Industrial Flex District and Corridor opportunity to extend along Valley Boulevard between Temple Avenue and Vineland Avenue.

    - **Corridor.** Valley Boulevard functions heavily as an industrial transportation route for the nearby industrial uses with rail lines adjacent. The uses are a mix of varying degrees of industrial and commercial. The street environment is not pedestrian friendly. For Valley Boulevard to more successfully promote commercial uses in the flex opportunity areas, the road should be redesigned.

    - **Industrial Flex.** While some properties are currently used for industrial purposes, the parcels are shallow. There is an opportunity for transition to commercial uses to support high-employment industrial sites. The corner of Vineland Avenue in the City of Industry operates a year-round swap-meet and drive-in theater. These areas present opportunities for more local commercial and retail services, as well as a mix of other compatible uses.

  - *Active transportation (AT) Routes:* A proposed Class II bike path is planned along Workman Mill Road connecting to an existing Class I path at the southern end of the

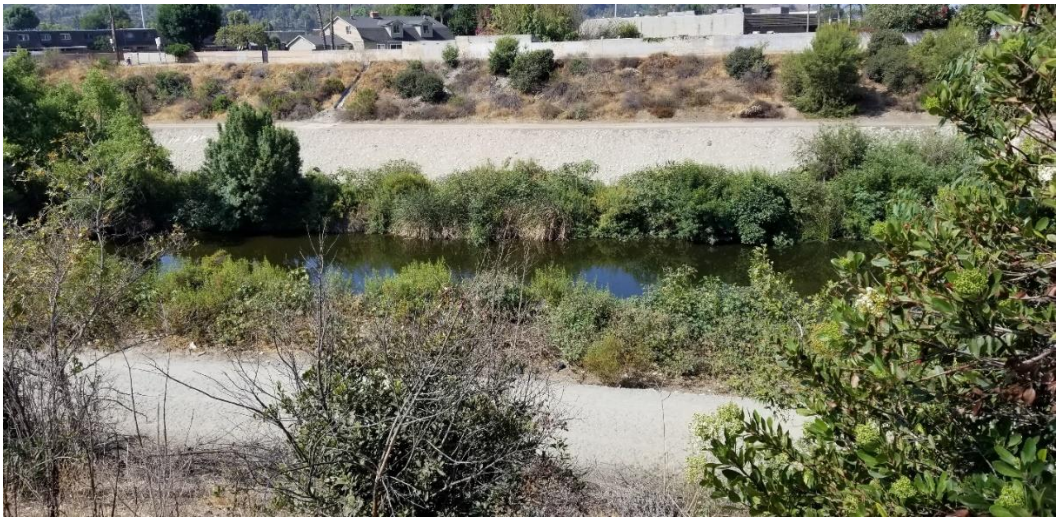
community, which is proposed to extend in both directions, leading east to the industrial employment area. An AT route starts between South El Monte and Pellissier Village (western region of Avocado Heights) and joins Workman Mill Road. New development in growth areas should provide clear connections to the AT routes.

- *Potential AT connector.* As limited opportunity areas exist along Workman Road, yet many sites are identified along the channel located between Workman Mill Road and the California Country Club, there may be an opportunity for a new multi-use path route along the channel that connects Workman Mill Road to the California Country Club, and then extends south to the AT route.

– **Potential central walkable district.** There is a major centralized aging retail area near the intersection of Workman Mill Road and Don Julian Road that could be an opportunity for a central district.

– **Areas to protect/avoid.** Several incompatible areas exist for sensitive resources, including near the San Gabriel River Freeway (north) and Pomona Freeway (south) adjacent to the community, and near active freight that runs parallel to the borderlines of the community in the north and the south.

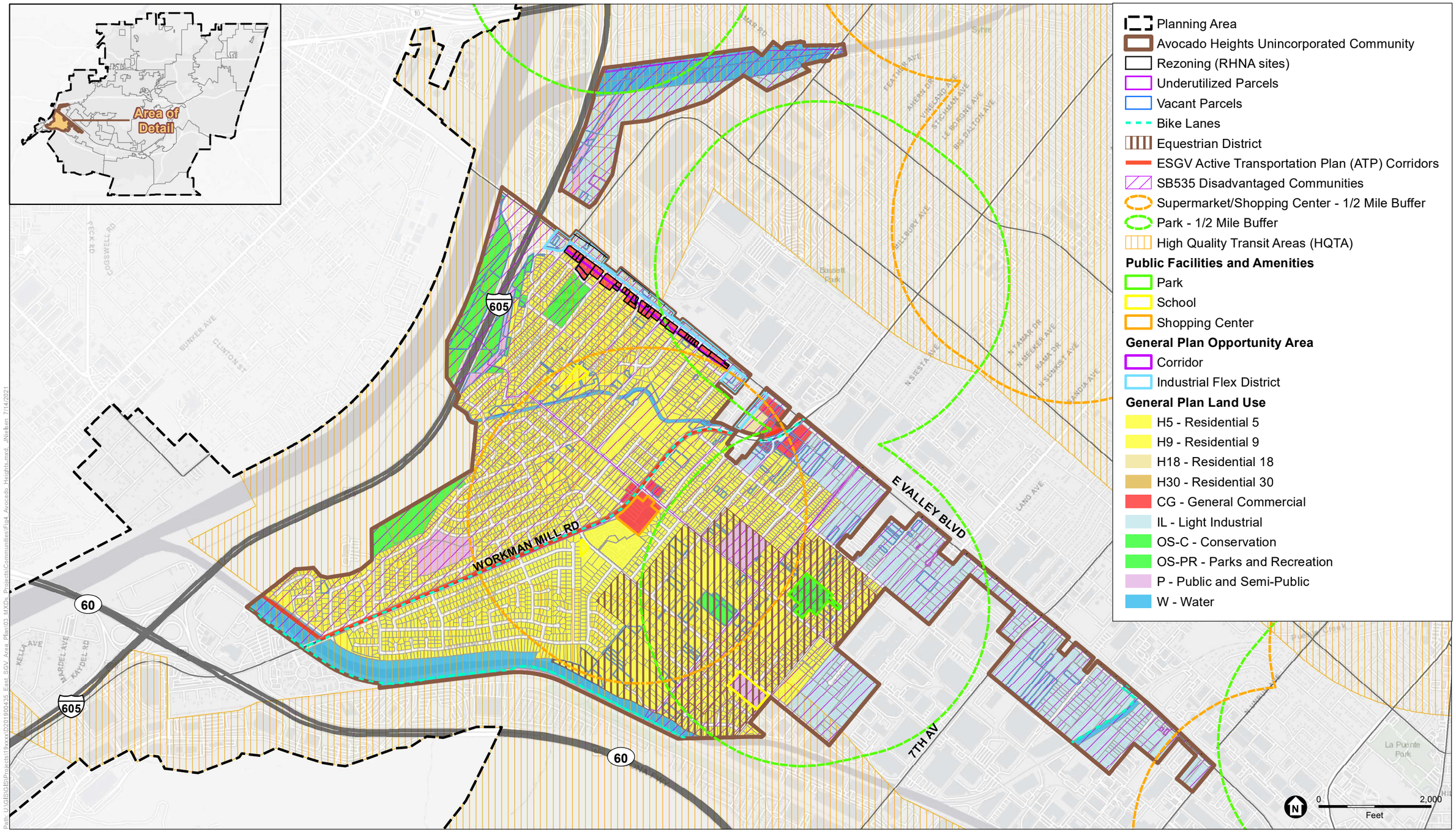








Representative images of Avocado Heights, including a single-family home, the San Gabriel River path, an equestrian facility, and a commercial center.



SOURCE: ESRI; Los Angeles County GIS; ESA, 2021.

East San Gabriel Valley Area Plan

Figure 4
Avocado Heights

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2. Charter Oak

As shown in Figure 5, the Charter Oak community is located in the northern portion of the Planning Area and largely consists of residential properties. The residential streets in the area usually end in cul-de-sacs and dead ends. The remaining land consists of some commercial and government uses, including parks, public facilities, and infrastructure. The Metrolink San Bernardino line runs through the community with the closest rail stop being the Covina Station in the city of Covina. A 12-acre park, Charter Oak Park, is located in the center of the community. The predominant existing land uses in the community are single-family residential (72 percent), multifamily residential (14 percent), and commercial (5 percent). The Charter Oak community is one square mile and has a population of 10,078 (9,888 per square mile).

A. Community and Stakeholder Engagement

- Housing and Neighborhoods:
  - Provide more affordable housing options
  - Increase housing density and ensure that it fits with the community character
  - Create better infrastructure for housing and growth
- Retail and Other Commercial Uses:
  - Provide smaller markets that are accessible by walking
  - Create centralized retail
  - Improve retail building aesthetics, as buildings are aging

B. Issues and Challenges

- **Active freight**: The San Bernardino Line runs perpendicular to E. Covina Boulevard in the eastern portion of the community through a single-family residential neighborhood. This presents a challenge because the active freight creates issues related to traffic, noise, and light that are not conducive to daily living and makes it difficult to create walkable, connected neighborhoods.
- **Vacant/underutilized land.** There is very limited vacant and underutilized land in the community. Sites are dispersed, precluding major growth opportunities in any given location. Vacant sites are predominantly found in the H-9 and H-18 General Plan designations (mostly in the northern region of the community).
- Lack of walkability. The nature of the street network, with many neighborhood blocks terminating in cul-de-sacs, and lack of sidewalks and mixed uses, has increased automobile reliance, exacerbating air quality, pollution, and noise.

C. Opportunities and Recommendations

- **Opportunities to direct growth and revitalization:**
  - *Employment areas.* Employment areas exist within commercial centers along E. Arrow Highway and N. Grand Avenue; both corridors are partially located within a half-mile radius of a major transit center. These corridors present opportunities for

mixed-use and a diversification of land uses, particularly at key neighborhood nodes at S. Glendora/E. Arrow, E. Arrow/Bonnie Cove and W. Arrow/S. Valley Center.

- *Major transit areas.* The intersection of Arrow Highway and S. Grand Avenue is identified as a major transit location. Within the half mile walking radius around the station includes portions of the community north of Covina Boulevard and west of Glendora Avenue. As this area already includes higher density residential (H30), an opportunity potentially exists to increase densities broadly within this area.
- *Major corridors/intersections.* Corridor revitalization opportunities exist in the following locations:
  - Valley Center Avenue between Arrow Highway and E. Cienega Avenue
  - Covina Boulevard – the north side, east of Sunflower Avenue, which contains deep lots of the size needed for significant redevelopment
  - Cypress Street – the south side across from Glen Oak Elementary, east of Sunflower; and east of N. Grand Avenue
  - Lyman Avenue – east side, north of E. Badillo Street
  - E. Renshaw Street – south of Scarborough Lane
- *General Plan Opportunity Area*. The majority of E. Arrow Highway, on the south side, is identified as a Corridor opportunity in this community. Arrow Highway contains a mix of commercial and residential uses and has the potential for an improved public realm to promote active transportation and community vibrancy. Public art, placemaking, and community identity also have a role in improving the success of this corridor. The north side of Arrow Highway is within the city of Glendora, which recently adopted the Arrow Highway Specific Plan. Opportunities exist to coordinate commercial enhancements with key nodes identified in the Specific Plan for catalytic projects, including at Grand Avenue, Bonnie Cove Avenue, and Sunflower Avenue.
- *Active transportation (AT).* A proposed Class II bikeway is planned along E. Arrow Highway, N. Glendora Avenue, and S. Valley Center Avenue. An AT route begins on N. Glendora Avenue, runs parallel to E. Arrow Highway, then runs on S. Valley Center Avenue, providing additional support for growth and revitalization east of Glendora Avenue and along Arrow Highway. New development in growth areas should provide clear connections to the AT routes.

– **Potential Central Walkable District.** The 120-acre Charter Oak Park in the center of the community presents an opportunity to create a central walkable district by diversifying uses and creating connections to the major node opportunity at N. Bonnie Cove and E. Covina Boulevard.

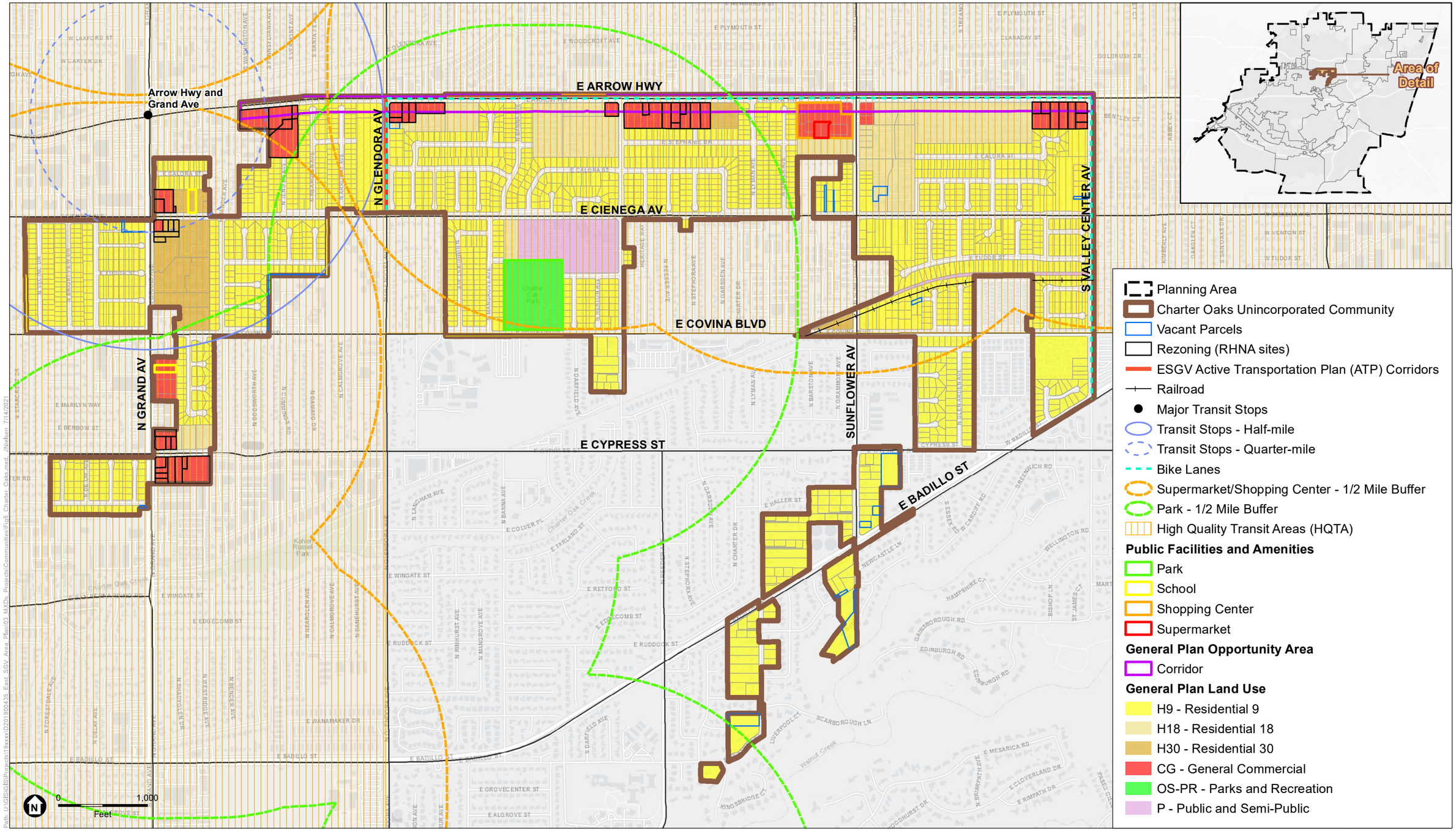








Representative images of Charter Oak, including commercial center, single-family neighborhood, school, and park.



SOURCE: ESRI; Los Angeles County GIS; Nearmap; ESA, 2021.

East San Gabriel Valley Area Plan

Figure 5
Charter Oaks

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3. Covina Islands

As shown in Figure 6, the Covina Islands community is located in the northwest part of the Planning Area and is made up of five separate areas with a largely flat terrain and curving streets with many cul-de-sacs. Most of the land in this area is used for single-family residences. Other uses include multifamily residences, parks, and public/semi-public uses. The I-210 Freeway provides this community with access to other communities and major freeways. Dalton Park, which includes basketball courts, a baseball field, and playground equipment, is the only park located within the boundaries of the community; however, several parks are found in nearby cities. Big Dalton Wash bisects the northern part of the community and the San Dimas Wash forms the northern boundary of the southern section of the community. The predominant existing land uses in this community are single-family residential (86 percent), government (6 percent), and institutional (2 percent). The Covina Islands community is 1.3 square miles and has a population of 16,104 (12,332 per square mile).

A. Community and Stakeholder Engagement

- Housing and Neighborhoods:
  - Provide more affordable housing options
  - Increase housing density and ensure that it fits with the community character
  - Create better infrastructure for housing and growth
- Retail and Other Commercial Uses:
  - Provide smaller markets that are accessible by walking
  - Create centralized retail
  - Improve retail building aesthetics, as buildings are aging

B. Issues and Challenges

- **Freeway Adjacency.** The Foothill Freeway runs through the northern part of the community, creating air quality issues for homes directly south of the freeway.
- **Residential/industrial interface.** There is a light manufacturing zone near Arrow Highway and Barranca Avenue with a residential area across the street from the site, creating issues related to traffic, noise, and light that are not conducive to daily living.
- **Lack of walkability.** The nature of the street network, with many neighborhood blocks terminating in cul-de-sacs, and lack of sidewalks and mixed uses, has increased automobile reliance, exacerbating air quality, pollution, and noise.

C. Opportunities and Recommendations

- **Vacant/underutilized land.** A majority of the vacant land appears to be adjacent to a waterway or walking path, eventually meeting the active transportation line. This has the potential to create an urban pathway and enhance greenways. There are several vacant parcels in the southwest of the community. The remaining vacant parcels are in the southeast within the industrial area.

- **Upgraded water channel.** The Big Dalton Wash and San Dimas Wash waterways present in the community provide opportunities to create urban pathways and to enhance greenery.

- **Opportunities to direct growth and revitalization:**

  - *Employment areas.* An industrial employment center exists on Arrow Highway, east of Barranca Avenue, which includes several vacant sites and which lies within a half-mile radius of a major transit stop.

  - *Major corridors/intersections.* Corridor revitalization opportunities exist in the following locations:

    - Cypress Street, west of Citrus Avenue – large deep lots adjacent to Elementary school present opportunities for growth;

    - Hollenbeck Avenue south of Covina Boulevard;

  - *Major transit areas.* Three parts of the community fall with the half mile radiuses of three different major transit areas. These areas of the community include: (1) the northwestern part, east of Cerritos Avenue and north of Arrow Highway, surrounding Murray Elementary School; (2) the light industrial employment center on Arrow Highway, east of Barranca Avenue; and (3) in the southern portion of the community south of Covina Boulevard and east of Citrus Avenue. The northern area around the school also contains active transportation and a linear public right of way, presenting opportunities for growth. Each of these areas should be explored for opportunities to increase residential densities and/or create walkable neighborhoods and districts.

  - *Active transportation (AT) routes.* The San Bernardino AT line runs adjacent to the southern part of the community. There is a Class I proposed bike path that follows the active transportation path and terminates at Barranca Avenue. There is a class III proposed bike path that follows the AT route that runs perpendicular to the Foothill Freeway. Two other Class III proposed routes run along a portion of E. Gladstone Street that intersects with an AT route; and along Hollenbeck Avenue. New development in growth areas should provide clear connections to the AT routes.

- **Potential central walkable district.** The majority of this community is single-family, without any commercial services, yet with existing and proposed AT routes and major transit zones. As such, opportunities should be explored further to create commercial nodes at key intersections along AT routes and within the three major transit zones. Enhancing the Edison easement as a central open space corridor could also create a unifying amenity for this community.

- **Areas to protect/avoid.** Areas along the Foothill Freeway and adjacent to the industrial center should be avoided for new sensitive uses.





Representative images of Covina Islands, including single-family residential homes and a walled corridor limiting pedestrian connectivity.

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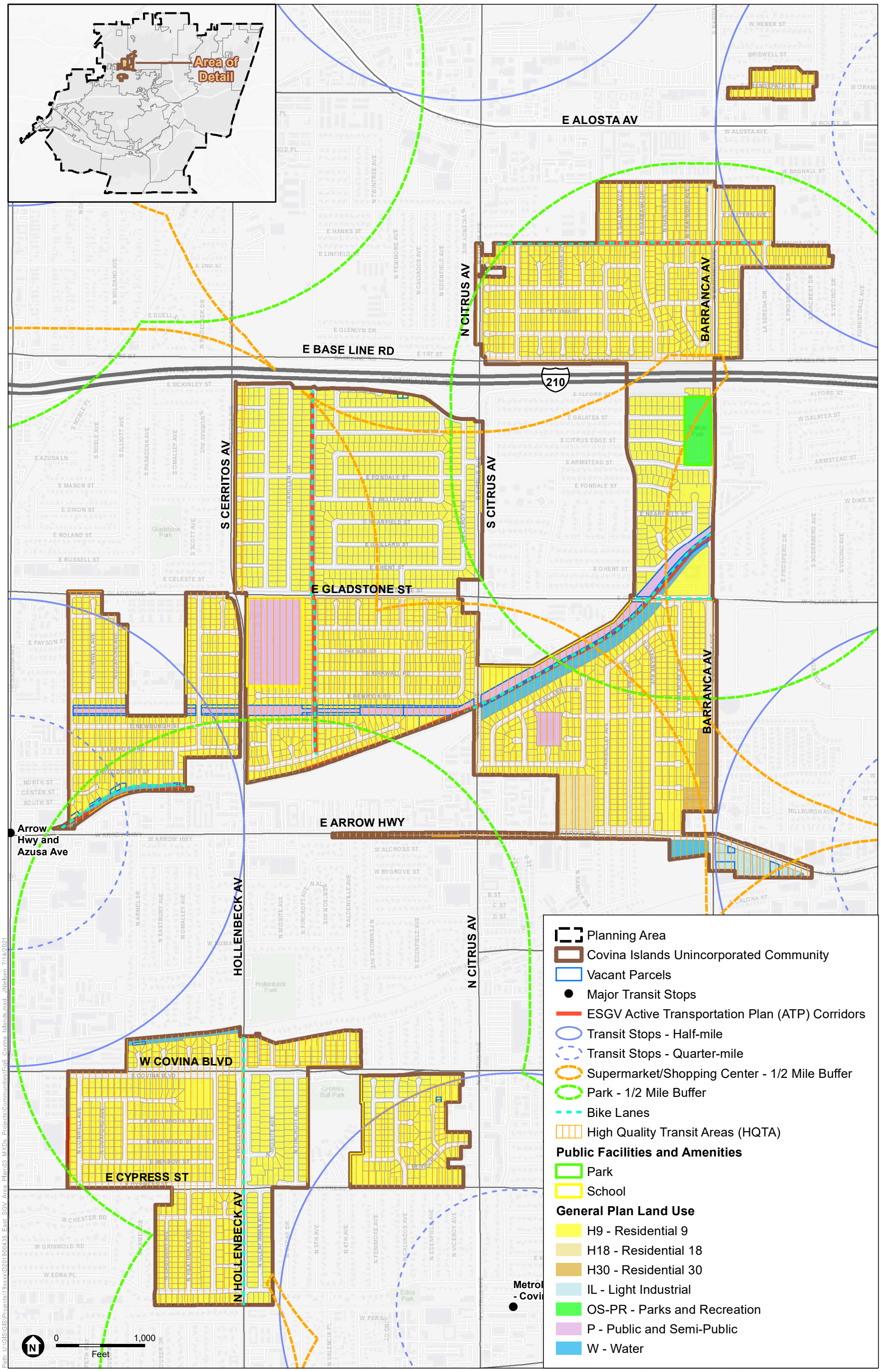

SOURCE: ESRI; Los Angeles County GIS; ESA, 2021.

East San Gabriel Valley Area Plan

Figure 6
Covina Islands

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4. East Azusa

As shown in Figure 7, the East Azusa community is located in the northwestern part of the Planning Area and is divided into three areas. The north and west areas are mostly natural, hilly open space and rural land areas that can only be accessed by private roads. Elevation in these areas range from 750 feet to 1,600 feet. The southern section is a residential area located on flatter land with straight streets, while curving roads rise into the hillside. The San Gabriel River runs through the northern portion of East Azusa, with small waterways flowing toward the river throughout the north and west sections. The predominant existing land uses in the community include single-family residential (81 percent), government (15 percent), and institutional (2 percent). The East Azusa community is 0.4 square miles and has a population of 243 (554 per square mile).

A. Issues and Challenges

- **Hazards.** The majority of East Azusa is within the high fire hazard zone, with the exception of the area east of Barranca Avenue and south of Sierra Madre Avenue.
- **SEA:** The San Gabriel Canyon SEA designation is present in the hillside areas as well as all of the northernmost parts of the community. This makes it challenging to direct growth in or adjacent to these areas, as preservation is a priority.
- **Lack of walkability.** The nature of the street network, with many neighborhood blocks terminating in cul-de-sacs, and lack of sidewalks and mixed uses, has increased automobile reliance, exacerbating air quality, pollution, and noise.

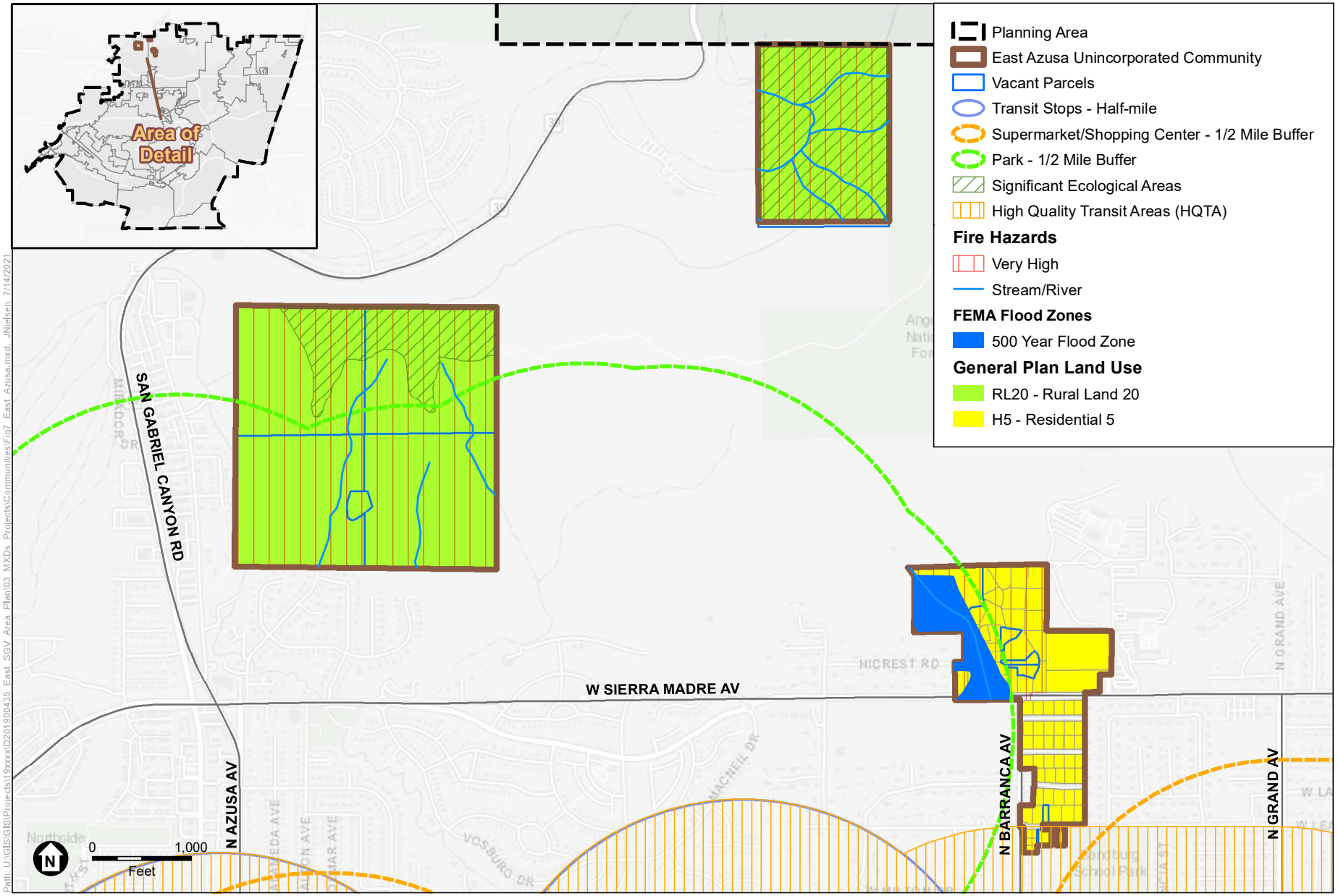
B. Opportunities and Recommendations

- **Vacant/underutilized land.** While some vacant land exists close to and in the hillside area, they are all within the SEA and high fire hazard zone. Two vacant lots also exist in the southern portion of the community.
- **Upgraded water channel.** The San Gabriel River present in the community provides an opportunity to create an urban pathway and to enhance access to greenery.
- **Opportunities to direct growth and revitalization**. There are no appropriate areas to direct growth in this community.
- **Areas to protect/avoid.** Protect the hillside areas and avoid growth in the SEA and high fire hazard zone.





Representative images of East Azusa, including hillside home and decorative landscaping.



SOURCE: ESRI; Los Angeles County GIS; ESA, 2021.

East San Gabriel Valley Area Plan

Figure 7
East Azusa

5. East Irwindale

As shown in Figure 8, the East Irwindale community is located in the northwest portion of the Planning Area and is a predominantly residential community. The community is generally flat with a curvilinear street layout, mostly ending in cul-de-sacs. The land uses of the community are largely homogenous, with over 80 percent of the land used for single-family residential. Other uses include schools, pockets of commercial at major intersections, and the large Valleydale Park in the northern portion of the community. Valleydale Park is in the northern portion of East Irwindale and is the only park located within the community. San Dimas Wash and Big Dalton Wash intersect in the center of the community and join the Little Dalton Wash to the west of the community, which eventually joins the San Gabriel River to the west. The predominant existing land uses in the community include single-family residential (84 percent), government (10 percent), and multifamily residential (2 percent). The East Irwindale community is 1.5 square miles and has a population of 16,700 (11,250 per square mile).

A. Community and Stakeholder Engagement

- Housing and Neighborhoods:
  - Provide more affordable housing options
  - Increase housing density and ensure that it fits with the community character
  - Create better infrastructure for housing and growth
- Retail and Other Commercial Uses:
  - Provide smaller markets that are accessible by walking
  - Create centralized retail
  - Improve retail building aesthetics, as buildings are aging

B. Issues and Challenges

- **Active freight.** Rail is located in the southern region of East Irwindale, between the major corridors of Cypress Street and San Bernardino Road, bisecting the community. This presents a challenge because the active freight creates issues related to traffic, noise, and light that are not conducive to daily living and makes it difficult to create walkable, connected neighborhoods.
- **Active mining.** Active mining exists near residential to the east of Vincent Avenue, which presents several challenges to planning and existing communities, such as erosion, contamination of soil, ground and surface water, and poor air quality.
- **Lack of walkability.** The nature of the street network, with many neighborhood blocks terminating in cul-de-sacs, and lack of sidewalks and mixed uses, has increased automobile reliance, exacerbating air quality, pollution, and noise.
- **Industrial/residential interface**. Industrial areas just outside the community, including within Baldwin Park and Azusa, are across the street from residential buildings, creating issues related to traffic, noise, and light that are not conducive to daily living

C. Opportunities and Recommendations

- **Vacant/underutilized land.** Vacant lots are found mostly in residential areas in all parts of the community, with a few scattered vacant lots in commercial and public/semi-public areas.

- **Upgraded water channel.** The Big Dalton Wash and San Dimas Wash waterways present in the community provide opportunities to create urban pathways and to enhance access to greenery.

- **Opportunities to direct growth and revitalization:**

  - *Major corridors/intersections.* There is a large aging shopping center near the intersection of W. San Bernardino Road and Irwindale Avenue that presents an opportunity for revitalization. Additional revitalization opportunities exist at the following commercial nodes:

    - Southwest corner of Gladstone Street and Azusa Avenue, within the major transit area and at the northeast entrance to the community.

    - Arrow Highway, west of Lark Ellen Avenue and east of Clydebank that backs onto the wash and fronts the nursery and commercial uses. This area is also close to the AT route and proposed bike paths.

    - South side of Renwick Road, east of Clydebank Avenue. This area contains deep lots and backs onto the public easement area, and is also located near the Valleydale Park.

    - Southwest corner of Edna Place and North Vincent Avenue where Father Macguire Country Club is located.

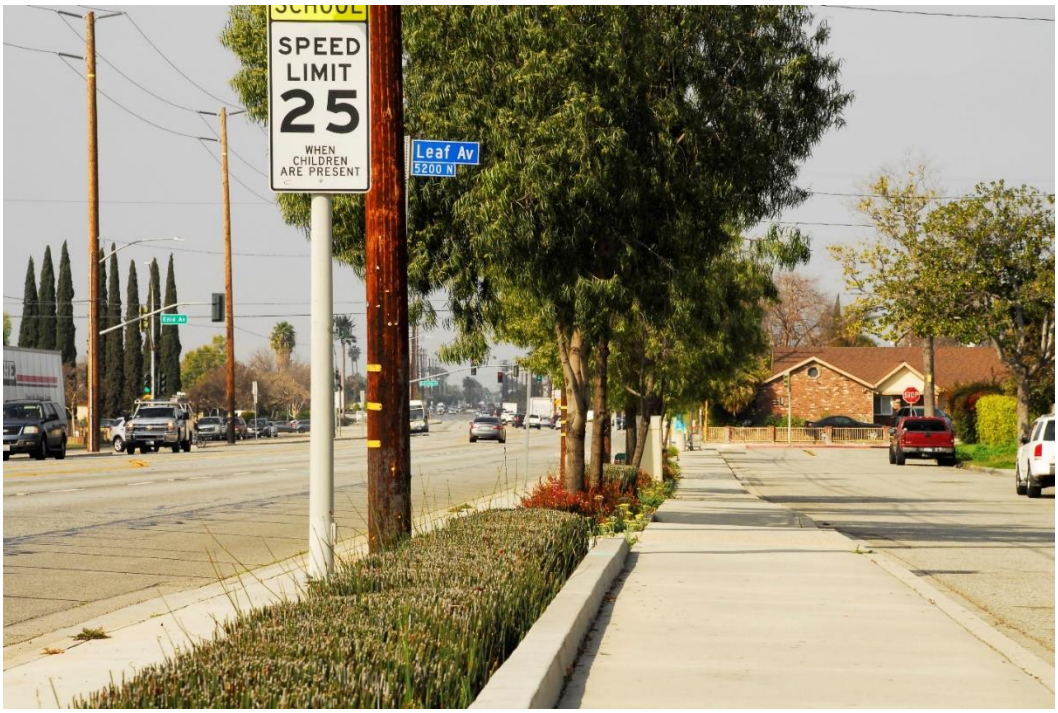
    - San Bernardino Road and N. Irwindale where the Irwindale Square Shopping Center is located.

  - *Major transit areas.* The northeastern region of East Irwindale is within a major transit area that is currently designated as single-family residential (H9). Although this transit zone is not large, it presents an opportunity to increase housing densities and introduce elements that would provide this community with more walkable neighborhoods

  - *Active transportation (AT).* There is a proposed Class II bike path that begins at Irwindale Avenue, and transitions into a proposed Class I bike path while following the active transportation route. The bike path then transitions into a proposed Class III bike path on Lark Ellen Avenue and ends on E. Arrow Highway past Azusa Avenue. The bike path/AT route is centrally located in the community that presents an opportunity to create a central unifying area when combined with other amenities and services. New development in growth areas should provide clear connections to the AT routes.

- **Potential Central Walkable District.** The site of the Tri-Community Griswold Adult Education Center is a large underutilized public/semi-public parcel that could present an opportunity for a major redeveloped mixed-use and walkable district south of the freight line.

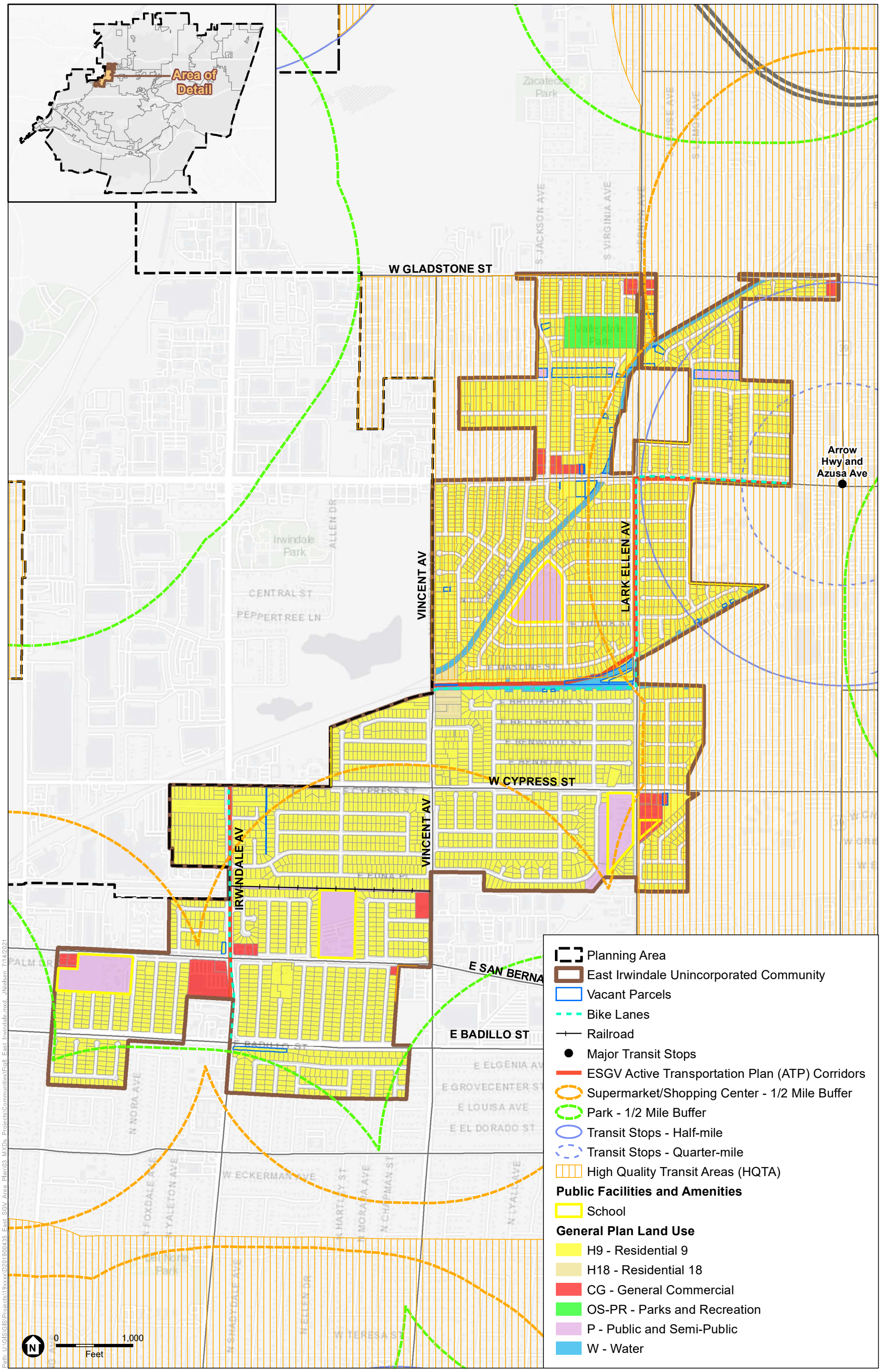
- **Areas to protect/avoid.** Areas adjacent to mining, industrial and active freight should be avoided for sensitive uses.


SPEED
LIMIT
25
WHEN
CHILDREN
ARE PRESENT
Leaf Av
5200 N





Representative images of East Irwindale, including frontage roads, lack of bike infrastructure in front of school, and nicely landscaped corner residential lot.



SOURCE: ESRI; Los Angeles County GIS; ESA, 2021.

East San Gabriel Valley Area Plan

Figure 8
East Irwindale

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6. East San Dimas

As shown in Figure 9, the East San Dimas community is located in the northeast portion of the Planning Area and is mostly a residential area. Housing in this area is mostly homogenous as single-family residential buildings makes up 86 percent of the land use. The community is nestled in the hills close to the San Gabriel Mountains. East San Dimas is split into two communities by the Foothill Freeway. The roads that make up the area are small, poorly connected, and tend to end in cul-de-sacs. The area is not easily navigable as pedestrians and vehicles must exit and reenter the community from different sides. The Puddingstone Channel, overseen by the Los Angeles County Flood Control District, bisects the community from north to south. Predominant existing land uses in the community include single-family residential (86 percent), government (5 percent), and commercial (3 percent). The East San Dimas community is 0.2 square miles and has a population of 1,316 (6,245 per square miles).

A. Issues and Challenges

- **Freeway adjacency.** The Foothill Freeway bisects the community in the northern region. This division of the community makes it difficult to intensify land uses and create walkable neighborhoods, and also creates air quality issues for adjacent residential properties.
- **Puddingstone Channel.** Puddingstone Channel bisects the community from north to south from the foothills to Puddingstone Reservoir.
- **Cul-de-sacs.** The community is filled with small streets that typically end in cul-de-sacs, making navigating East San Dimas particularly difficult.
- **Lack of walkability.** The nature of the street network, terminating in cul-de-sacs, and lack of sidewalks and mixed uses, has increased automobile reliance, exacerbating air quality, pollution, and noise.
- **Parks and Open Space.** The community lacks parks and open spaces, and the associated amenities, which are important for increasing access to recreation facilities and greenery.

B. Opportunities and Recommendations

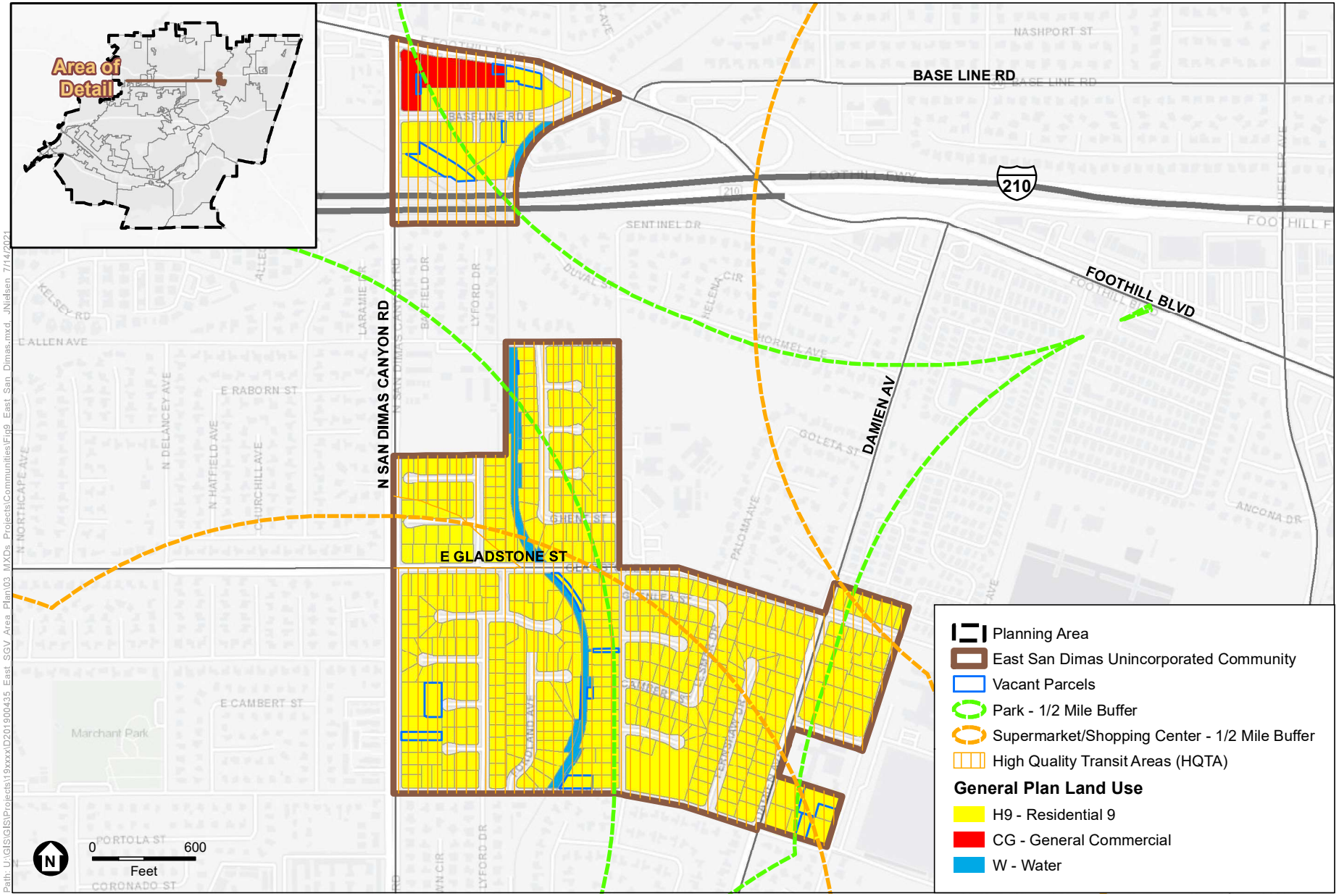
- **Vacant/underutilized land.** Most of the vacant parcels are in the far north or in the south, and along the Puddingstone Channel.
- **Upgraded water channel.** Puddingstone Channel present in the community provides the opportunity to create an urban pathway and enhance access to greenery.
- **Opportunities to direct growth and revitalization:**
  - *Major employment center.* The Metropolitan Water District and Weymouth Water Treatment Plant is located to the east of the community, which may present opportunities to increase residential densities in the community if there is a demand for more housing next to this employment center. Many large parcels in the community could be opportunities for infill residential development.
  - *Major corridors/intersections.* The southeast corner of the San Dimas Road/Foothill Boulevard intersection is a large commercial center with nearby residential that contain underutilized/vacant parcels. These areas could be explored as an opportunity to enhance local community amenities.

- *Active transportation (AT).* While there are no existing or proposed AT routes or bike lanes in the community, there may be opportunities to create local bike routes as a means of building community, such as a loop around the community on Gladstone, Damien, Juanita and N. San Dimas Canyon Road, or potentially along the Puddington Channel. Opportunity sites exist along these corridors and along the channel that could be explored in tandem with bike paths.

– **Areas to protect/avoid.** Avoid intensifying areas for sensitive uses near the Foothill Freeway.



Representative image of East San Dimas, including a single-family residential cul-de-sac neighborhood.



SOURCE: ESRI; Los Angeles County GIS; ESA, 2021.

East San Gabriel Valley Area Plan

Figure 9
East San Dimas

7. Glendora Islands

As shown in Figure 10, the Glendora Islands community is located in the northern portion of the Planning Area and is mostly made up of conservation space and parkland that is owned by the City of Glendora and the Glendora Community Conservancy. Part of the area was historically used as a lemon orchard. The area is mostly made up of hills ranging from 1,200 to 2,000 feet above sea level, with slopes facing the southeast and southwest. Small creeks and waterways make their way down the slopes following small drainage channels to join Big Dalton Wash as it flows southwest to the San Gabriel River. Predominant existing land uses in the community include park land (58 percent), conservation land (39 percent), and rural land (3 percent). The Glendora Islands community is 0.39 square miles and has a population of seven (18 per square mile).

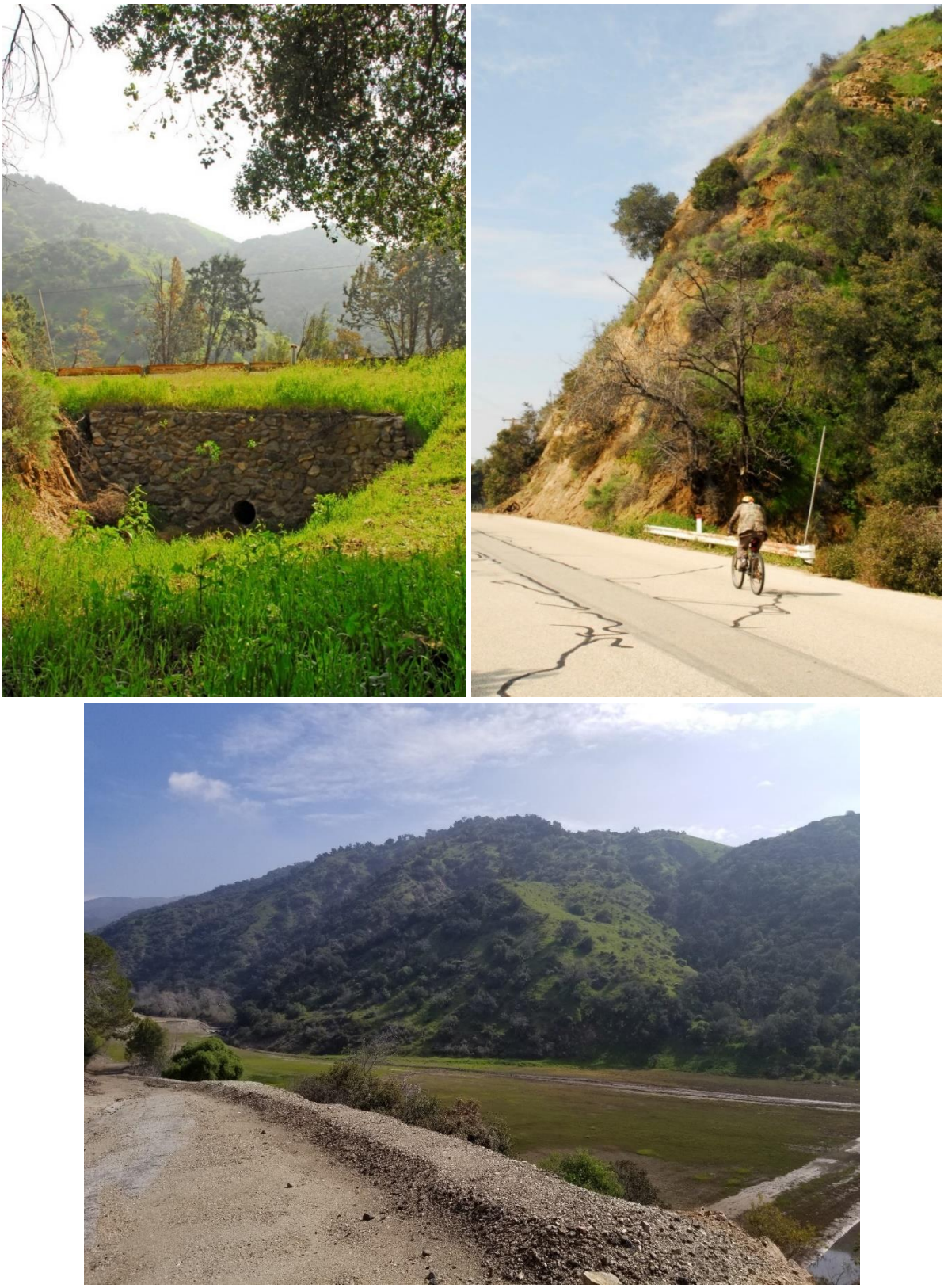
A. Issues and Challenges

- **Hazards.** All of Glendora Islands falls within the high fire hazard zone.

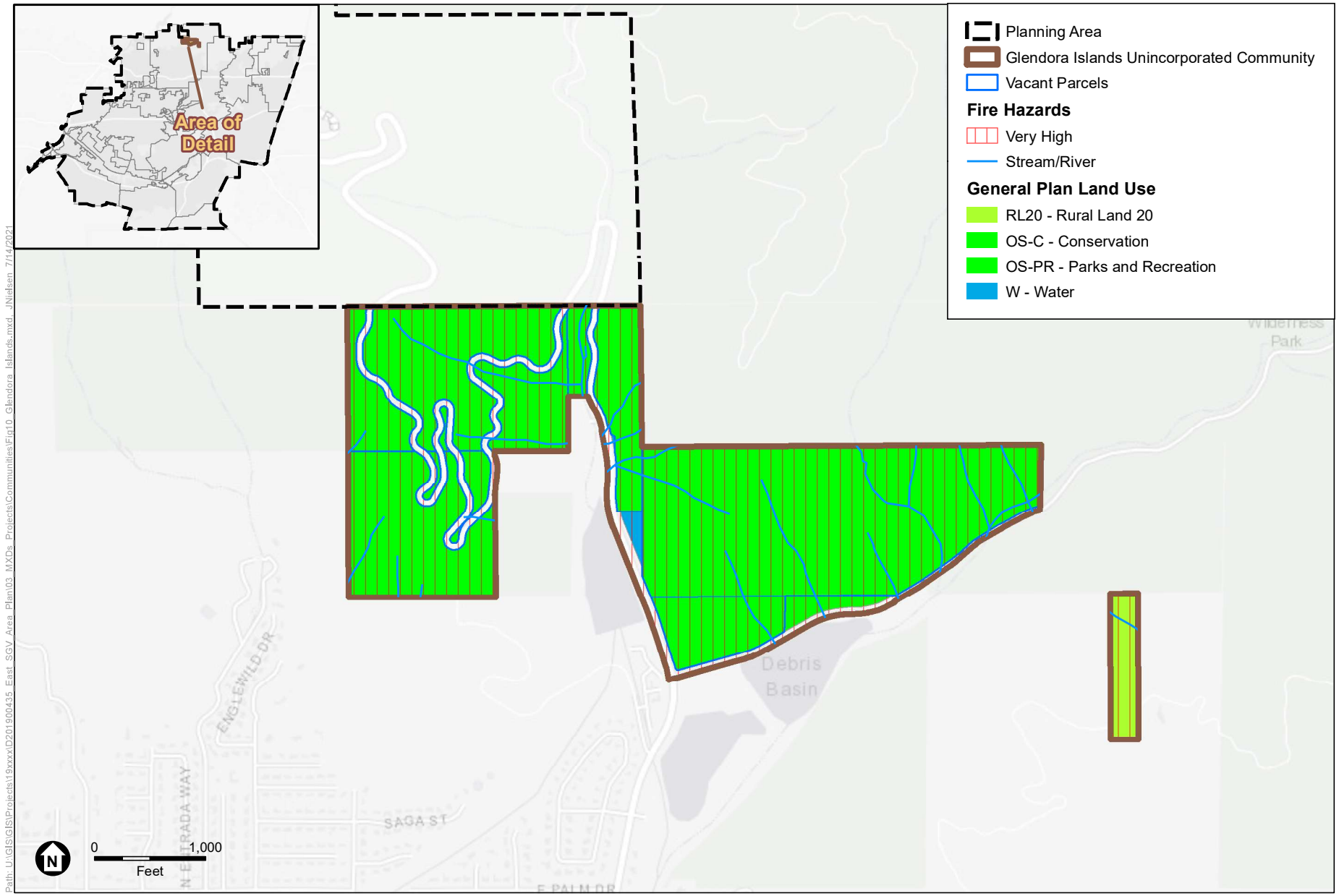
B. Opportunities and Recommendations

- **Vacant/underutilized land.** One of the vacant parcels outlines a trail in the community, this is most likely Glendora Mountain Road. The other parcel is on a large plot of land that is in the southern region.
- **Bike facilities.** There is a proposed Class III bike path that begins in the northeast of the community and ends in the south, which will offer a valuable recreational amenity for visitors to the community.
- **Areas to protect/avoid.** Avoid growth in this area as it is designated for conservation and within a high fire hazard zone.


BIG DALTON
CANYON
WILDERNESS PARK
CITY OF GLENDORA
PARKS RULES AND REGULATIONS
• PARK CLOSES AT DUSK
• ALCOHOLIC BEVERAGES ARE PROHIBITED
• MOTOR DRIVEN VEHICLES ARE PROHIBITED
• DOGS ALLOWED ON LEASH
• NO FIRE ARMS
• NO OPEN FIRES
• DUMPING OF TRASH OR LIQUIDS IS PROHIBITED
• SMOKING PROHIBITED IN CITY PARKS AND BUILDINGS



Representative image of Glendora Islands, including views of the Big Dalton Canyon Wilderness Park, Big Dalton Wash, and remote bike-friendly streets.



SOURCE: ESRI; Los Angeles County GIS; ESA, 2021.

East San Gabriel Valley Area Plan

Figure 10
Glendora Islands

8. Hacienda Heights

As shown in Figure 11, the Hacienda Heights community is located in the southwest part of the Planning Area and has an agricultural history but is now mostly a residential community. Part of Hacienda heights is flat, but its southern region is characterized by the Puente Hills. The hills go as high as 1,200 feet above sea level. Hacienda Heights has a mix of land uses. The predominant existing land uses in the community are residential (57 percent), park land (21 percent), and rural land (14 percent). The Hacienda Heights community is 12 square miles and has a population of 55,695 (4,697 per square mile).

A. Community and Stakeholder Engagement

- Housing:
  - Provide for more affordable housing in the area, with consideration of younger families that have lower incomes; repurpose vacant lands for affordable housing.
  - Provide for senior housing in the community, especially in the flatter areas.
- Commercial Centers:
  - Redevelop shopping centers; many buildings are vacant/underutilized and have various issues; many are poorly oriented to harmonious development, are poorly designed from a parking standpoint, and contain several parcels under different ownership, making it difficult to revitalize.
  - The community is especially lacking local retail and grocery stores.
- Safety:
  - Prioritize safety in commercial areas; car break-ins are one example of the issue.
  - Address the air quality effects of Quemetco, the battery recycling facility, which is of special concern to the community.
- Recreation/Parks
  - Provide for a community sports complex, dog park, and parks that are within walking distance.
  - Explore the opportunity to turn closed schools into park space.
  - Preserve underdeveloped hillside.

B. Issues and Challenges

- **SEA.** Areas of the Puente Hills SEA exist along the western and southern borders of Hacienda Heights. This make it challenging to direct growth in or adjacent to this area as preservation is a priority.
- **Hazards.** High fire risk exists in the northwest, west, south, and southeast of Hacienda Heights.
- **Freeway Adjacency.** The San Gabriel River Freeway is just west of Hacienda Heights and the Pomona Freeway runs through the area. This division of the community makes it challenging to intensify land uses and create walkable neighborhoods, and the freeway creates air quality issues for adjacent residential properties.
- **Active Freight.** The Southern Pacific Railroad line runs through the northern region of the community. This presents a challenge because the active freight creates issues related

to traffic, noise, and light that are not conducive to daily living and makes it difficult to create walkable, connected neighborhoods.

- **Residential/Industrial Interface.** Industrial sites in the north near Gale Avenue are located across the street from single-family residences. This makes it difficult to direct intensification of residential land uses in or adjacent to this area because of the impacts that industrial proximity has on sensitive uses.
- **Lack of walkability.** The nature of the street network, with many neighborhood blocks terminating in cul-de-sacs, and lack of sidewalks and mixed uses, has increased automobile reliance, exacerbating air quality, pollution, and noise.

C. Opportunities and Recommendations

- **Vacant/underutilized land:** There are many vacant parcels throughout the community; however, they are located within the very high fire hazard zone and should be avoided. Opportunities for growth are primary found north of the 60 Freeway and along the channel running north/south, presenting limited opportunities for new affordable and senior housing close to services.
- **Upgraded water channel.** Puente Creek to the north provides an opportunity to create an urban pathway, enhance access to greenery, and connect to regional pathways via the San Gabriel River bike path to the west.
- **Opportunities to direct growth and revitalization:**
  - *Major corridors/intersections*. There are residential planned developments around neighborhood businesses in this community, presenting an opportunity to increase housing density in an area that is accessible to services. There are also key nodes within this community, most notably along S. Hacienda Boulevard. The node close to the intersection of S. Hacienda Boulevard and Halliburton Road has a higher concentration of multifamily residential buildings.
  - *Active Transportation***:** AT routes are predominantly in the north and center of Hacienda Heights. An existing Class III route travels east from Stimson Avenue to the commercial center at Azusa and Colima Road. A proposed Class III bike paths are planned for streets between Valecito Drive and Hacienda Boulevard as well as along Gale Avenue. A proposed east-west Class I bike path borders the community to the north.
  - *General Plan Opportunity Area*: There is an Industrial Opportunity Area in the north of the community, north of the 60 Freeway near Turnbull Canyon Road. The area is heavily industrial and runs along the railroad lines. This would be an area to focus industrial land uses, and ensure that incompatible uses are not established.
- **Potential central walkable district.** There are several major commercial nodes around which opportunities exist to create walkable districts, especially considering existing and/or planned bike routes lead to these nodes. These include the intersections of Hacienda Heights/Halliburton Road, Azusa Avenue/Colima Road, Colima Road/Hacienda Boulevard and Gale Avenue/Hacienda Avenue. Ensuring a mix of commercial services and amenities, including grocery stores, is key to creating destination points.
- **Areas to avoid/protect**. Several areas should be protected and avoided for targeted growth, including the SEA areas, high fire hazard areas, residential/industrial interfaces and areas immediately adjacent to the freeway and freight lines.



Representative images of Hacienda Heights, including hillside residential homes.

- Planning Area
- Rowland Heights Unincorporated Community
- Significant Ecological Areas
- Underutilized Parcels
- Vacant Parcels
- Rezoning (RHNA sites)
- Stream/River
- Bike Lanes
- ESGV Active Transportation Plan (ATP) Corridors
- Supermarket/Shopping Center - 1/2 Mile Buffer
- Park - 1/2 Mile Buffer
- High Quality Transit Areas (HQTA)

Public Facilities and Amenities

- Park
- School
- Shopping Center

Fire Hazards

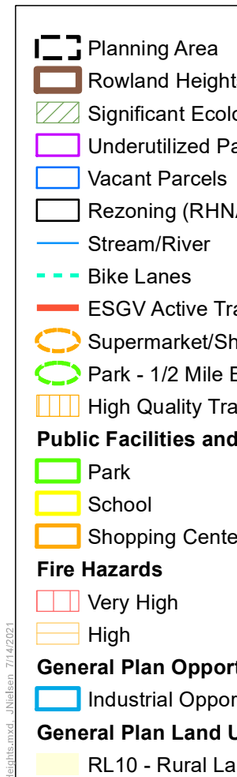
- Very High
- High

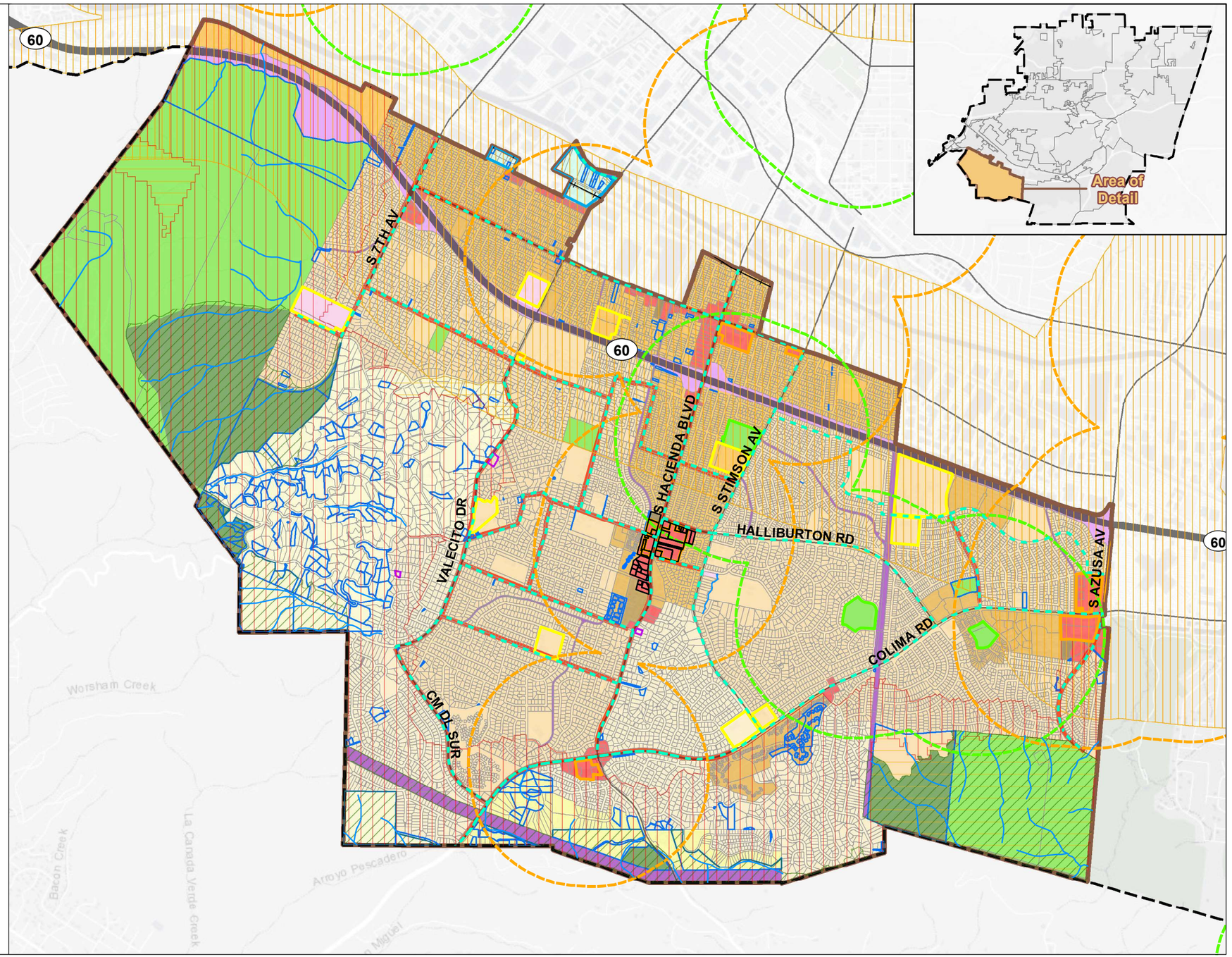
General Plan Opportunity Area

- Industrial Opportunity Area

General Plan Land Use

- RL10 - Rural Lands 10 (1du/10ac)
- RL2 - Rural Lands 2 (1du/2ac)
- H2 - Residential 2 (0-2 du/ac)
- H5 - Residential 5 (0-5 du/ac)
- H9 - Residential 9 (0-9 du/ac)
- H18 - Residential 18 (9-18 du/ac)
- H30 - Residential 30 (18-30 du/ac)
- H50 - Residential 50 (30-50 du/ac)
- CG - General Commercial
- P-CS - Public and Semi-Public Community Serving
- P-UF - Public and Semi-Public Utilities and Facilities
- P-TF - Public and Semi-Public - Transportation Facilities
- IL - Light Industrial
- OS-PR - Open Space Parks and Recreation
- OS-C - Open Space Conservation





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SOURCE: ESRI; Los Angeles County GIS; ESA, 2021.

East San Gabriel Valley Area Plan

Figure 11
Hacienda Heights

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9. North Claremont

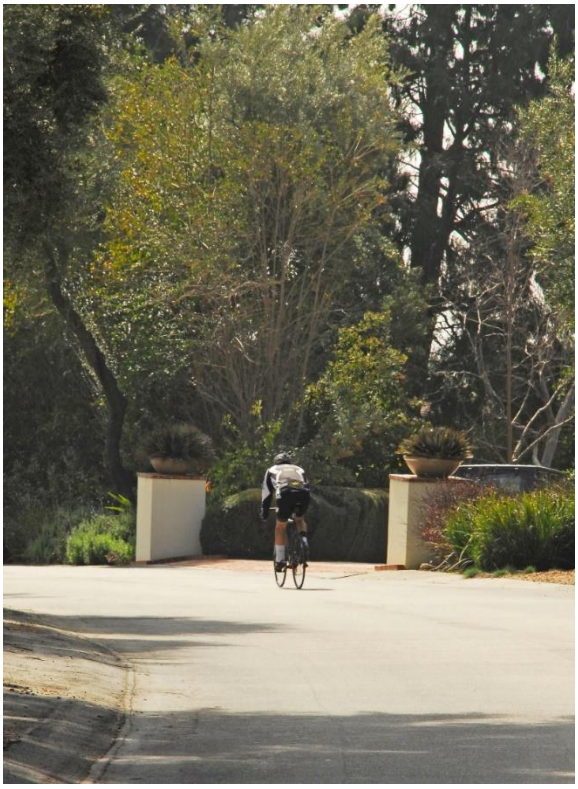
As shown in Figure 12, the North Claremont community is located in the northeast part of the Planning Area and is a mix of open space (part of it is within the Claremont Wilderness park) and residential areas. The residential area was once part of an art-oriented community, as this used to be the location of the Padua Hills art colony. The terrain is steep, ranging from 2,000 feet below sea level and 3,200 feet above sea level. The canyon is also filled with a wide variety of vegetation. Although there are neighborhoods within the area, North Claremont is primarily public open space. Waterways flow downhill, southward through the canyons in the unincorporated part of the Claremont Wilderness Park, and a waterway runs through Padua Hills. Predominant existing land uses in the community include rural land (59 percent), park land (31 percent), and residential (7 percent). The North Claremont community is 0.86 square miles and has a population of 150 (175 per square mile).

A. Issues and Challenges

- **SEA.** The eastern half of the community is within the San Dimas Canyon/San Antonio Wash SEA, mainly in the hills, and not in the residential area. This makes it challenging to direct growth in or adjacent to this area as preservation is a priority.
- **Hazard.** The entire community is located within the very high fire hazard zone.
- **Water.** San Dimas Canyon/San Antonio Wash is designated on the northern parcel.
- **Hillside Management Area.** The entire community is within the County's Hillside Management Area, which is defined as an area with 25 percent or greater natural slopes and for which special Hillside Design Guidelines are required.

B. Opportunities and Recommendations

- **Vacant/underutilized:** There are some vacant plots of land within the neighborhoods; however, they appear to be on slopes and undevelopable.
- **Areas to avoid/protect**. Being that the entire community is within a high fire hazard zone and partially within an SEA, and is not located within a targeted growth area, this community should be protected and preserved, and avoided for future growth.







Representative images of North Claremont, including remote hillside homes and canyon views.

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SOURCE: ESRI; Los Angeles County GIS; ESA, 2021.

East San Gabriel Valley Area Plan

Figure 12
North Claremont

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10. North Pomona

As shown in Figure 13, North Pomona is located in the northeast portion of the Planning Area and is divided into two separate areas: the northwest and the southeast. The northwest part is multifamily housing comprised largely of a mobile home park. The southwest part is comprised of single-family homes. The community was once a citrus and agricultural hub. The area has one of the largest population densities in the ESGV at 11,000 people per square mile. Thompson Creek passes through the northwestern tip of the community and connects to the San Jose Creek to the south. Predominant existing land uses in the community include single-family residential (56 percent) and multifamily residential (2 percent). The North Pomona community is 0.05 square miles and has a population of 567 (11,118 per square mile).

A. Issues and Challenges

- **Parks and open space.** The community lacks parks and open spaces, and the associated amenities, which are important for increasing access to recreation facilities and greenery.

B. Opportunities and Recommendations

- **Vacant/underutilized area:** There is a parcel of land in the southeast of the community. The area consists of trees and is surrounded by a neighborhood.

- **Opportunities to direct growth and revitalization:**

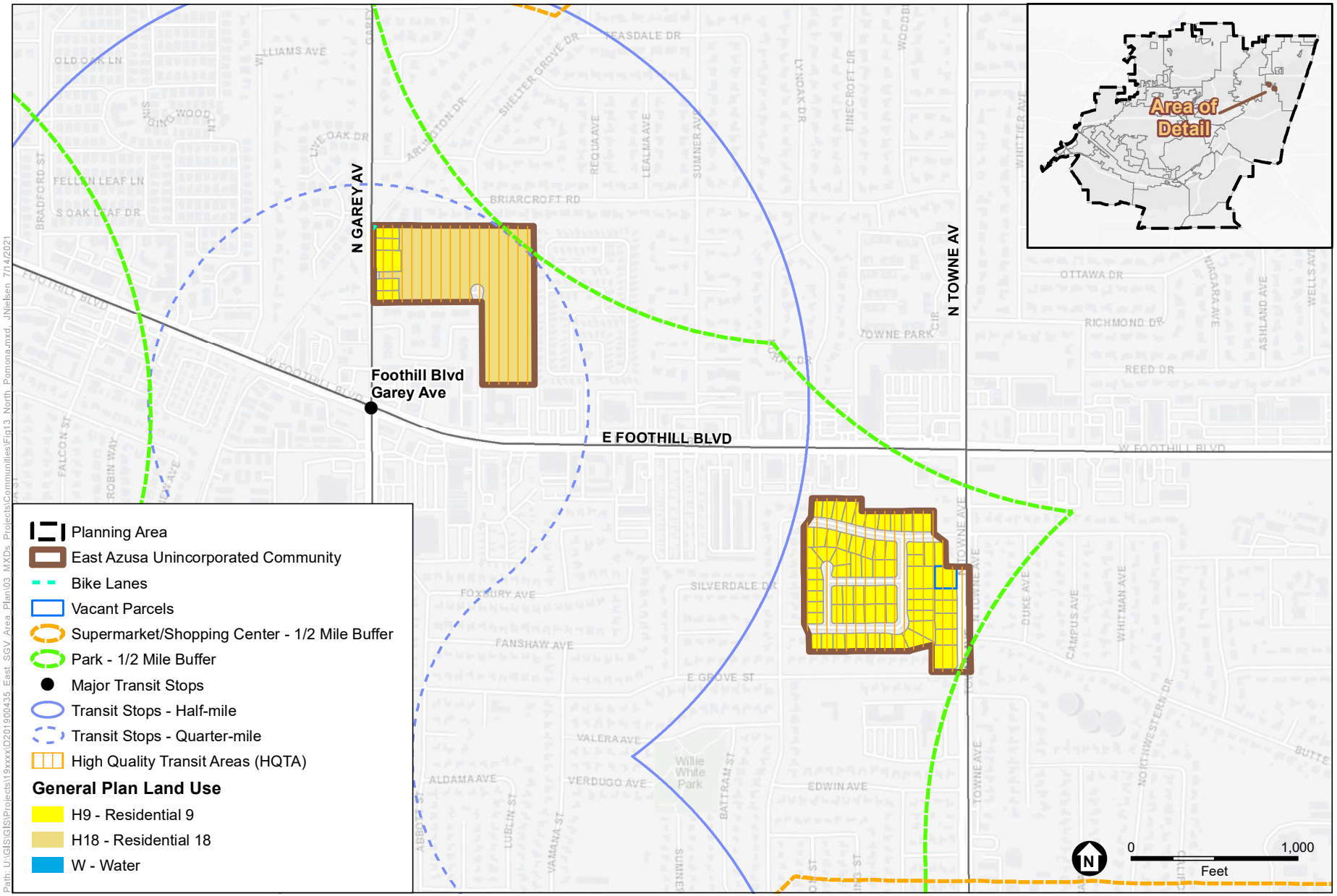
  - North of this community near the southwest intersection of Foothill Boulevard and Towne Avenue, which could provide opportunities for mixed-use commercial/residential development in coordination with the City to provide more services to this community. Additionally, as both Towne and Foothill are major corridors, consideration should be given to increasing densities broadly within the southern area of this community.

  - *Major Transit Area*. The northwestern part of the community is within a major transit area, which is currently occupied by a mobile homes park, presenting an opportunity to intensify the land use density broadly within this northern area.





Representative images of North Pomona, including single-family home and views of the San Gabriel Mountains.



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SOURCE: ESRI; Los Angeles County GIS; ESA, 2021.

East San Gabriel Valley Area Plan

Figure 13
North Pomona

11. Northeast La Verne

As shown in Figure 14, the Northeast Laverne community is located in the northeast region of the Planning Area and is a predominantly rural area with public and semi-public land. The community is made up of open space and a golf course. Northeast Laverne is close to the San Gabriel mountains and has many hills in the north. Land use in this area includes parks and recreation, and public space. The Northeast La Verne community is 1.85 square miles and has a population of 189 (102 per square mile).

A. Issues and Challenges

- **SEA.** A majority of the area falls within the San Dimas Canyon/San Antonio Wash SEA, with the exception of the golf course in the southwest. This makes it challenging to direct growth in or adjacent to this area as preservation is a priority.
- **Hazard.** All of Northeast La Verne falls within the high fire hazard zone.

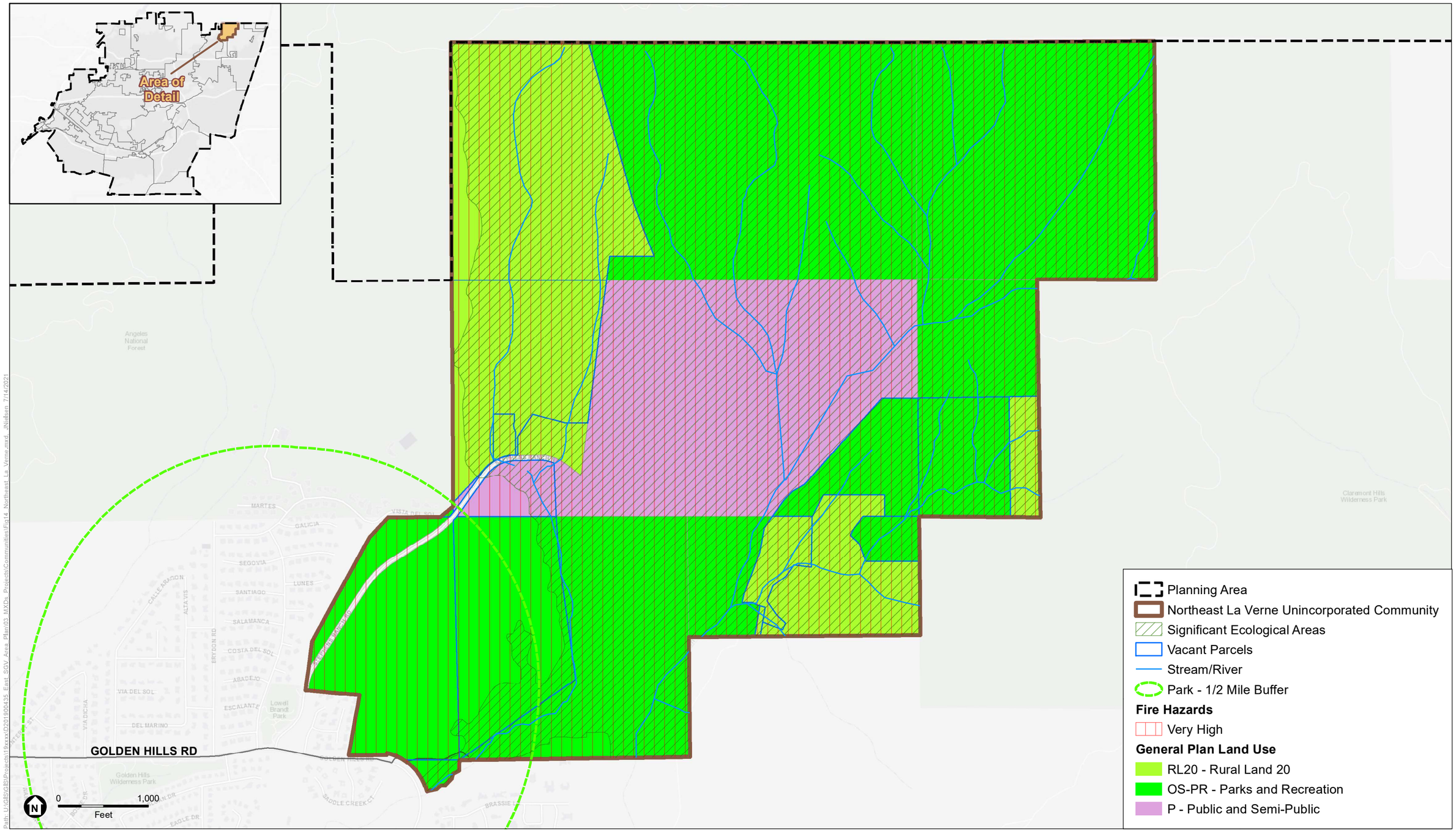
B. Opportunities and Recommendations

- **Areas to avoid/protect.** Being that the entire community is within a high fire hazard zone and mostly within an SEA, and is not located within a targeted growth area, this community should be protected and preserved, and avoided for future growth.





Views of Northeast La Verne from North Claremont.



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SOURCE: ESRI; Los Angeles County GIS; ESA, 2021.

East San Gabriel Valley Area Plan

Figure 14
Northeast La Verne

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12. Northeast San Dimas

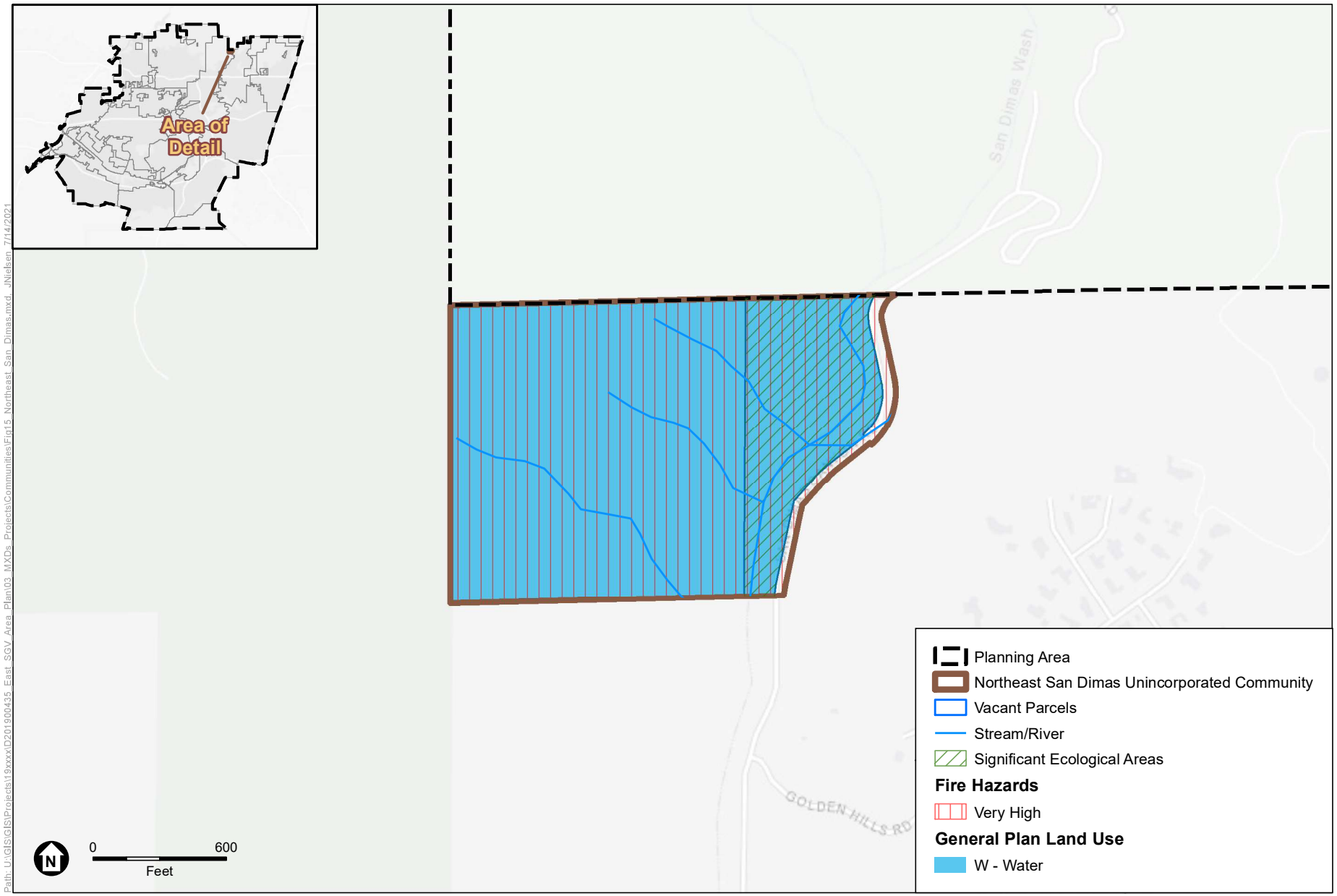
As shown in Figure 15, the Northeast San Dimas community is located in the northern region of the Planning Area and is predominantly open space next to a residential area. The land in the area is owned by Los Angeles County Flood Control. The Northeast San Dimas community is 0.086 square miles and has a population 0.

A. Issues and Challenges

- **SEA.** The far eastern side of the community is within the San Dimas Canyon/San Antonio Wash SEA. This make it challenging to direct growth in or adjacent to this area as preservation is a priority.
- **Hazard.** All of the community falls within the high fire hazard zone.
- **Hillside Management Area.** Nearly the entire community is within the County's Hillside Management Area, which is defined as an area with 25 percent or greater natural slopes and for which special Hillside Design Guidelines are required.

B. Opportunities and Recommendations

- **Vacant/underutilized:** The entire SEA is identified as a vacant parcel, which should be preserved.
- **Areas to avoid/protect**. Being that the entire community is within a high fire hazard zone and partially within an SEA, and is not located within a targeted growth area, this community should be protected and preserved, and avoided for future growth.



SOURCE: ESRI; Los Angeles County GIS; ESA, 2021.

East San Gabriel Valley Area Plan

Figure 15
Northeast San Dimas

13. Pellissier Village

As shown in Figure 16, the Pellissier Village community is located in the southwest part of the Planning Area and is bounded by the I-605 Freeway to the east, SR 60 to the north, and the San Gabriel River to the west. The community is primarily single-family residential with industrial parks located along the western edge and a small commercial center along Pellissier Road. The Pellissier Village Equestrian District is located in this community, allowing for more flexibility than would otherwise be allowed in residential zones regarding keeping animals such as horses, sheep, cattle, and goats as pets for the residents of the properties. Predominant existing land uses in the community include government (52 percent), single-family residential (22 percent), other (17 percent), and industrial (3 percent). The Pellissier Village community is 0.31 square miles and has a population of 877 (2,781 per square mile).

A. Issues and Challenges

- **Freeway adjacency.** The community is somewhat hidden and hemmed in by freeways, the San Gabriel River, and industrial areas in the City of Industry. This makes it challenging to increase residential intensification and create connected, walkable neighborhoods and poses air quality issues for adjacent residential properties.

- **Lack of walkability.** The community has limited access points. The nature of the street network, with many neighborhood blocks terminating in cul-de-sacs, and lack of sidewalks and mixed uses, has increased automobile reliance, exacerbating air quality, pollution, and noise.

- **Parks and open space.** The community lacks parks and open spaces, and the associated amenities, which are important for increasing access to recreation facilities and greenery.

B. Opportunities and Recommendations

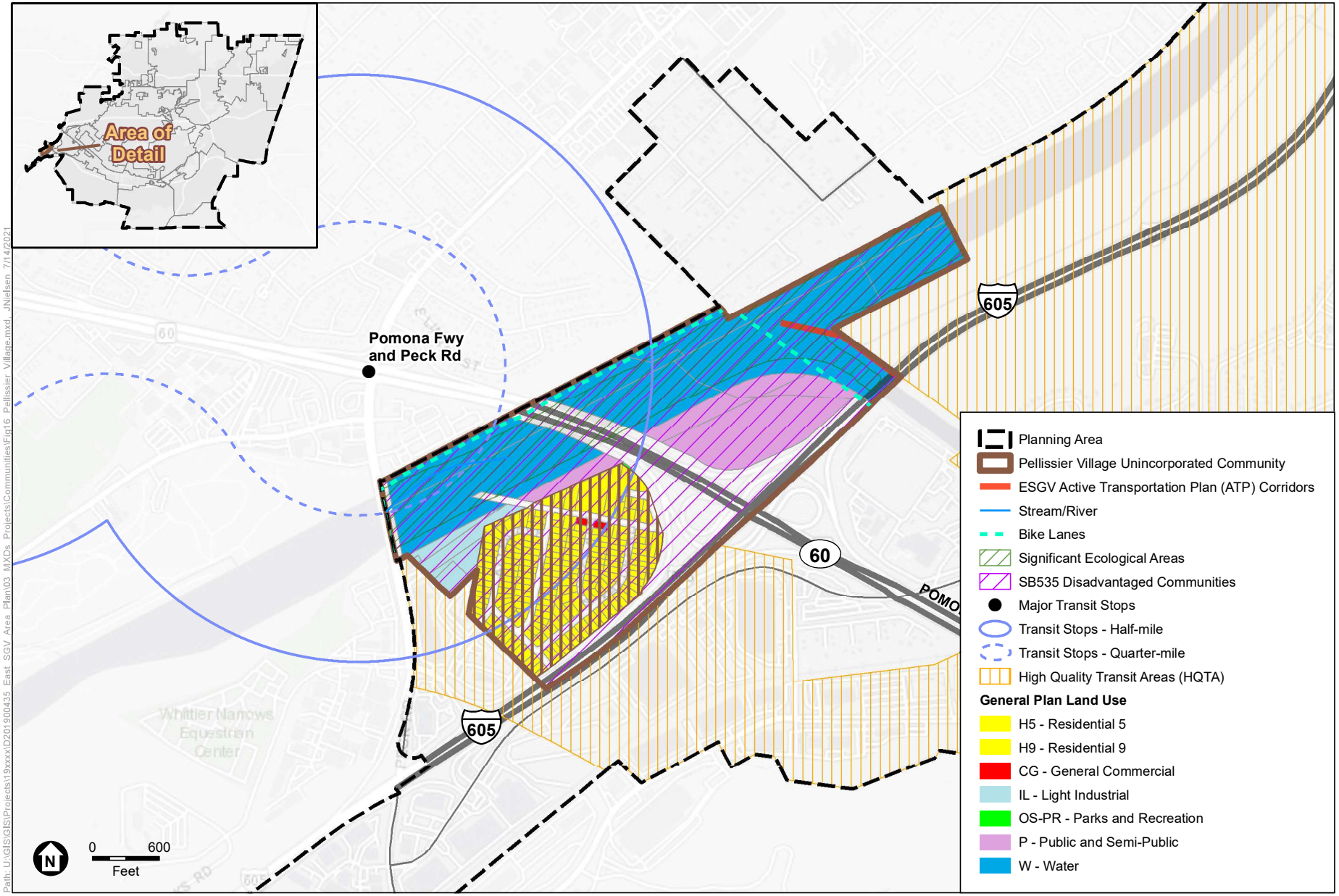
- **Areas to avoid/protect**. This community is within an Equestrian District where land uses should be protected and growth avoided.

- **Connection to San Gabriel River pathway**. A proposed Class I bike path in the northern portion of the community provides an opportunity to connect residents, including equestrians, both to the San Gabriel River pathway to the west as well as to adjacent communities along this regional path.





Representative images of the equestrian character of Pellissier Village.



SOURCE: ESRI; Los Angeles County GIS; ESA, 2021.

East San Gabriel Valley Area Plan

Figure 16
Pellissier Village

14. Rowland Heights

As shown in Figure 17, the Rowland Heights community is located in the southern part of the Planning Area. The community is mostly developed with residences, and was primarily developed around the automobile, with many cul-de-sacs and few through-streets due to its hilly topography. Commercial areas are located at major intersections. Industrial areas are located near SR 60 and the railroad tracks, in the northern portion of the community. Puente Hills, an open space with parks located in the southern hillside areas, make up 20 percent of the land in the community and is a SEA. Predominant existing land uses include residential (37 percent), rural land (27 percent), and open space (21 percent). The Rowland Heights community is 13.04 square miles and has a population of 50,448 (3,869 per square mile).

A. Community and Stakeholder Engagement

- Housing:
  - Provide affordable housing near parks and for homeless
- Land Use and Community Design:
  - Beautify community through community gardens and better maintained streets
  - Provide more walkable shopping places
  - Preserve the community's historical rural/livestock/agrarian roots
  - The hilly terrain has been identified as a barrier to walkability

B. Issues and Challenges

- **SEA.** The southern portion of the community is located in the Puente Hills SEA, which is mostly open space and agricultural land. This makes it challenging to direct growth near or adjacent to these areas are preservation is necessary.
- **Hazard.** The southern portion of the community is within a very high fire hazard zone.
- **Freeway adjacency.** The Pomona Freeway is located at the northern boundary and Orange Freeway is located at the eastern boundary. This makes it challenging to intensify land uses in these areas because of proximity to sensitive uses, and creates air quality issues for adjacent residential uses.
- **Residential/industrial interface.** The northern portion of the community includes heavy manufacturing near residential uses. This makes it challenging to intensify land uses in these areas because of proximity to sensitive uses.
- **Lack of walkability.** The nature of the street network, with its car-oriented design, many neighborhood blocks terminating in cul-de-sacs, wide right-of-ways without landscaping, narrow sidewalks, lack of transit options, and lack of services and amenities, has increased automobile reliance, exacerbating air quality, pollution, congestion (particularly on Colima Road) and noise.
- **Aging Community.** This is an aging community, both reflected in the aging building stock and outdated commercial centers as well as in the population itself, creating both

challenges associated with upkeep and revitalization of homes and centers, as well as providing a diversity of affordable housing options for residents to age in their home communities. This has contributed to a loss in population and school closures.

C. Opportunities and Recommendations

- **Vacant/underutilized.** While there are some vacant and underutilized parcels throughout community, vacant parcels in the residential area adjacent to the hillsides should be avoided because they are located in the SEA and the high fire hazard zone. The majority of opportunity lies along Colima Road, which is a primary east-west commercial corridor.

- **Opportunities to direct growth and revitalization:**

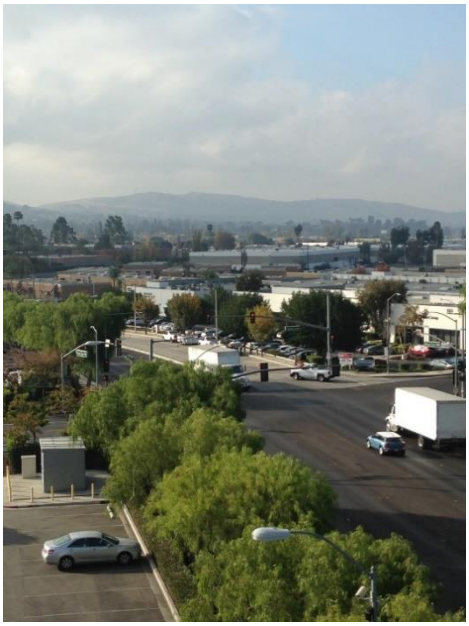
  - *Employment areas*. The area north of the 60 Freeway between Nogales Road and Fairway Drive share boundaries with the City of Industry. The area is heavily industrial and runs along the railroad lines. This would be an area to focus industrial land uses, and ensure that incompatible uses are not established. The commercial corridor along Colima Road and Nogales Street are areas to consider targeting higher density residential in the vicinity, as well as affordable housing, where access to jobs and services are found.

  - *Major corridor/intersections.* Corridor revitalization opportunities exist on Colima Road, between S. Azusa Avenue and Fairway Drive – there are various vacant and aging parcels along this corridor; the commercial center on Colima Road near the corner of Otterbein Avenue is also an aging commercial node.

  - *Active Transportation.* Active transportation routes exist along streets in the northern region, such as E. Pathfinder Road, Colima Road, S Nogales Street, and others. The County's ESGVATP proposes bike and pedestrian improvements along these corridors. Directing growth along these routes where there are greater mobility options will minimize impacts associated with growth, such as increased traffic.

  - *General Plan Opportunity Area.* Two General Plan Industrial Opportunity areas are located north of the Pomona Freeway

- **Areas to protect/avoid.** The hillsides located in the southern and southeastern area of the community, areas in the Puente Hills SEA and fire hazard areas should be avoided for growth. Areas along the Pomona Freeway adjacent to industrial centers should also be avoided for new sensitive uses.






Mitoo
boutique
SALOON
芝居
cricket



Representative images of Rowland Heights, including industrial and commercial areas and open space.

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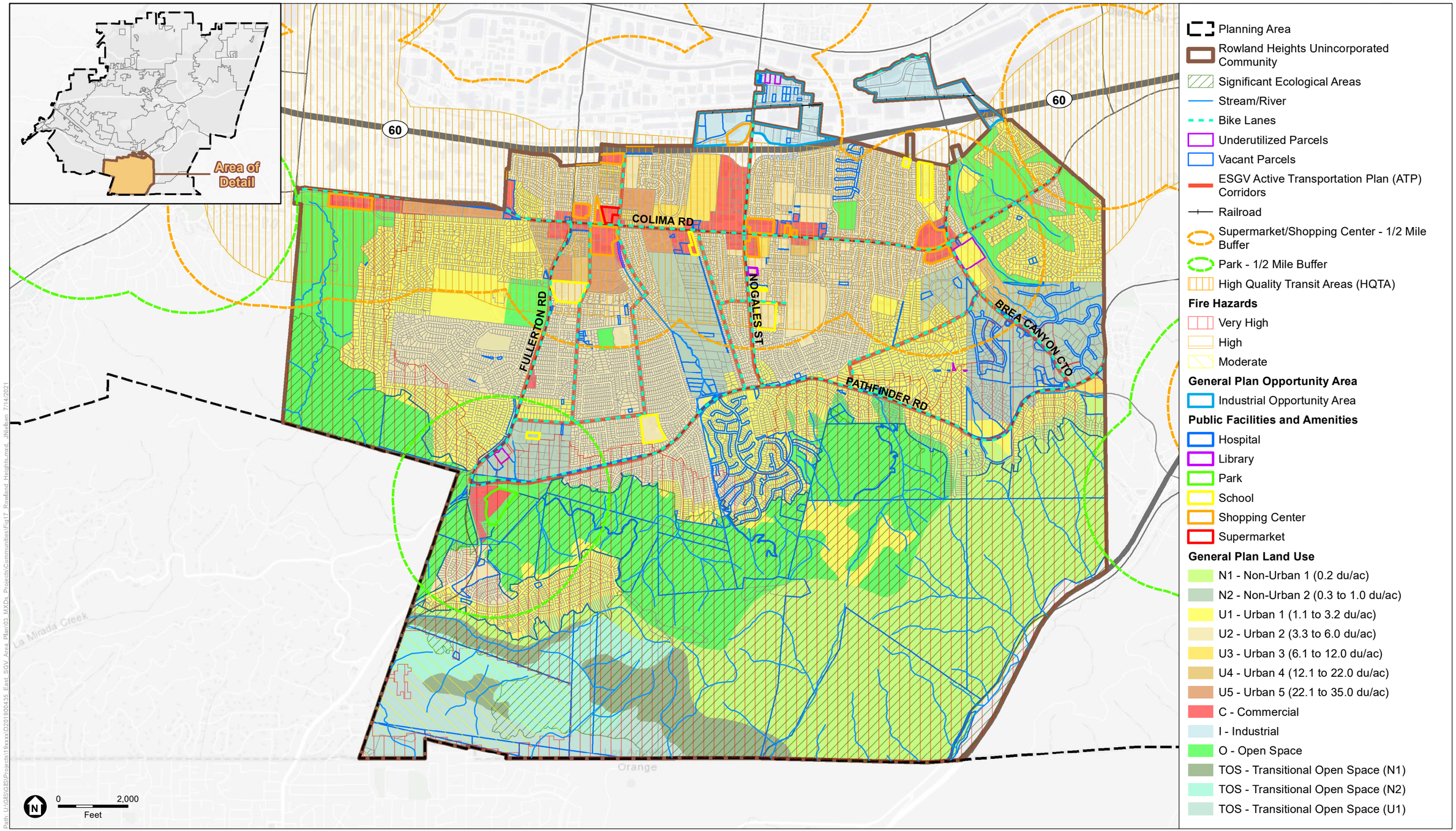

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SOURCE: ESRI; Los Angeles County GIS; ESA, 2021.

East San Gabriel Valley Area Plan

Figure 17
Rowland Heights

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15. South Diamond Bar

As shown in Figure 18, the South Diamond Bar community is located in the southeast corner of the Planning Area and is an entirely uninhabited, critical habitat area. The entire community is designated as a SEA. A former Boy Scout camp is located in this community and Tonner Canyon, one of the remaining undisturbed canyons in the area, is also located in South Diamond Bar and is in need of preservation. The entire community is at high risk for fire hazard. The Orange Freeway (SR 57) bounds the community on the western side. The South Diamond Bar community is 5.56 square miles and has a population of 0.

A. Issues and Challenges

- **SEA.** The entire community is located in the Puente Hills SEA. This makes it challenging to direct growth anywhere in the community as preservation is a priority.
- **Hazard**. The entire community is at a high risk for a fire hazard.
- **Freeway adjacency.** The Orange Freeway is located along the western boundary of the community, creating air quality issues for residential communities to the east of the freeway.

B. Opportunities and Recommendations

- **Vacant/underutilized.** While several large vacant parcels exist throughout the community, they are all within the SEA and high fire hazard zone.
- **Opportunities to direct growth and revitalization.** There are no appropriate areas to direct growth in this community.
- **Areas to protect/avoid**. As this community contains one of the few remaining undisturbed canyons in the area, and is within a high fire hazard zone and SEA; preservation of this community is a priority to protect sensitive habitat and endangered species.

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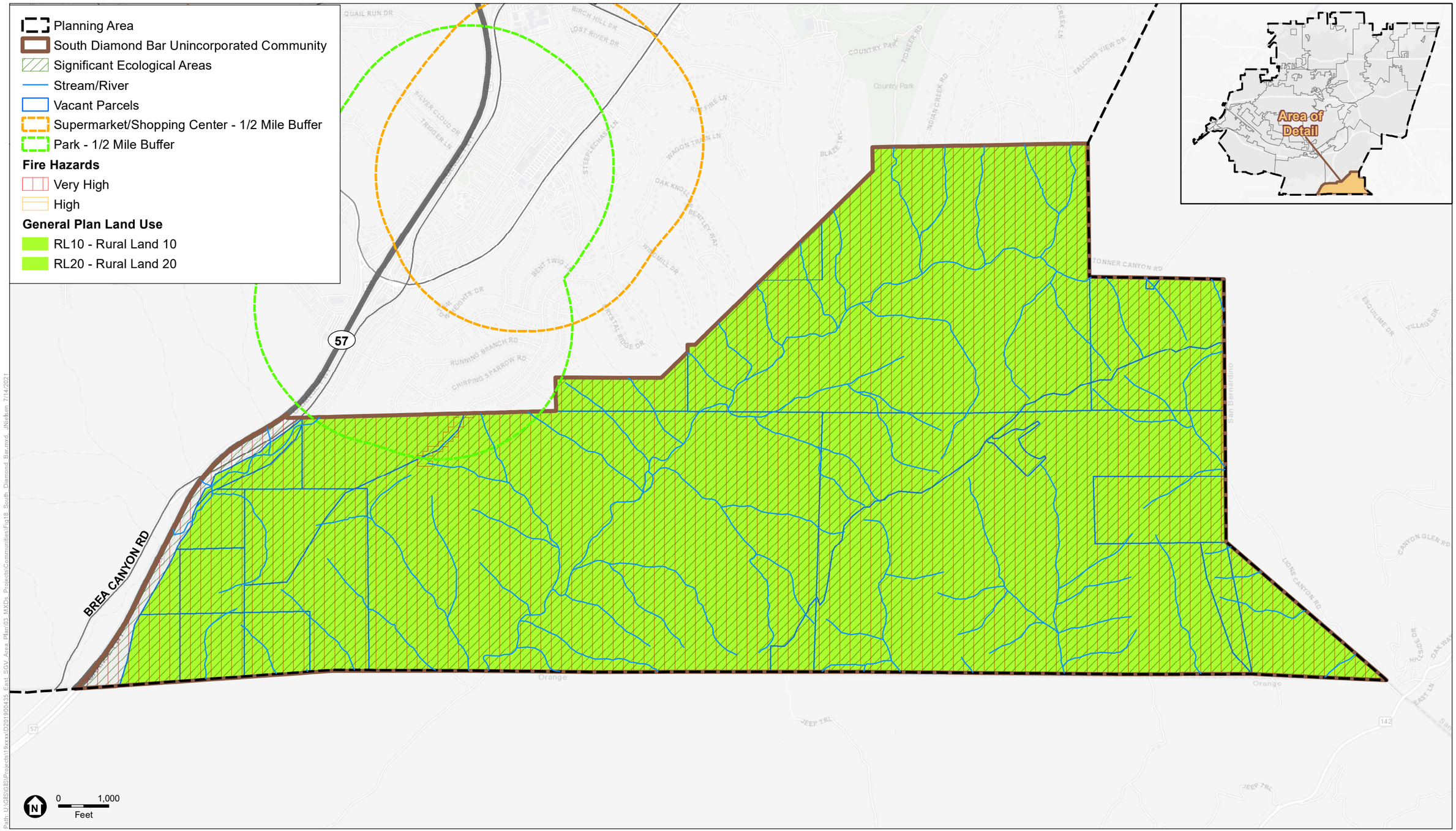

SOURCE: ESRI; Los Angeles County GIS; ESA, 2021.

East San Gabriel Valley Area Plan

Figure 18
South Diamond Bar

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16. South San Jose Hills

As shown in Figure 19, the South San Jose Hills community is located in the southern portion of the Planning Area and is predominately residential. The community slopes down to the southwest with a 100-foot change in elevation from 500 feet to 400 feet near Valley Boulevard. The community is largely made up of small, curving, residential streets with access points to the major roads along its boundary. Four drainage channels flow down through the community to join the San Jose Creek Diversion Channel. Valley Boulevard, which runs along the southern boundary of the community, has a mix of commercial and industrial uses, including the Southern Pacific Railroad right-of-way, and is designated as an opportunity corridor by the General Plan. The predominant existing land uses in the community are single-family residential (64 percent), government (14 percent), and multifamily residential (12 percent). Sunshine Park is located in the southern part of the community. The South San Jose Hills community is 1.5 square miles and has a population of 21,300 (14,123 per square mile).

A. Issues and Challenges

- **Residential/industrial interface.** The southwest region has an approximate two-block interface between heavy manufacturing and residential uses, making it difficult to intensify residential land uses due to proximity to sensitive uses. **Parks and open space.** The community lacks parks and open spaces, and the associated amenities, which are important for increasing access to recreation facilities and greenery.

B. Opportunities and Recommendations

- **Vacant/underutilized.** Vacant parcels are located primarily along Valley Boulevard, within both commercial and industrial areas and along the Yorbita Road corridor, which could be used for commercial or mixed-used developments to enhance services and amenities for nearby residents.

- **Upgraded water channel.** The drainage channels present in the community provide opportunities to create urban pathways and to enhance access to greenery.

- **Lack of walkability.** The nature of the street network, with many neighborhood blocks terminating in cul-de-sacs, and lack of sidewalks and mixed uses, has increased automobile reliance, exacerbating air quality, pollution, and noise.

- **Opportunities to direct growth and revitalization:**

  - *Major transit areas.* The northern tip of the community is within a major transit area that is currently designated as single-family residential (H9). Although this transit zone is not large, it presents an opportunity to increase housing densities and introduce elements that would provide this community with more walkable neighborhoods.

  - *Major corridors/intersections.* Revitalization opportunities and opportunities for new development exist at the following commercial corridors:

    - Valley Boulevard, east of S. Azusa Avenue and west of S. Nogales Street – commercial centers along this corridor have been identified as aging commercial nodes.

  - Yorbita Road, north of Valley Boulevard – vacant parcels along this corridor have the potential for commercialization.
  - Giano Avenue, north of Valley Boulevard - vacant parcels along this corridor have the potential for commercialization.
  - Southeast corner of Nogales and La Puente contains a strip mall, with lots of parking, right across from the high school.

- *Active Transportation.* Active transportation exists on Gemini Street and Nogales Street adjacent to residential area and schools.
- *General Plan Opportunity Areas.* An Industrial Flex opportunity area is located in the southern corridor along Valley Boulevard. The properties contain institutional uses, a mobile home park, auto-oriented uses, and a storage facility with residential uses to the north and City of Industry industrial properties to the south. A transition to commercial zoning would provide the opportunity for commercial uses supportive of high employment areas.



Representative images of South San Jose Hills, including single-family residential and Sunshine Park.

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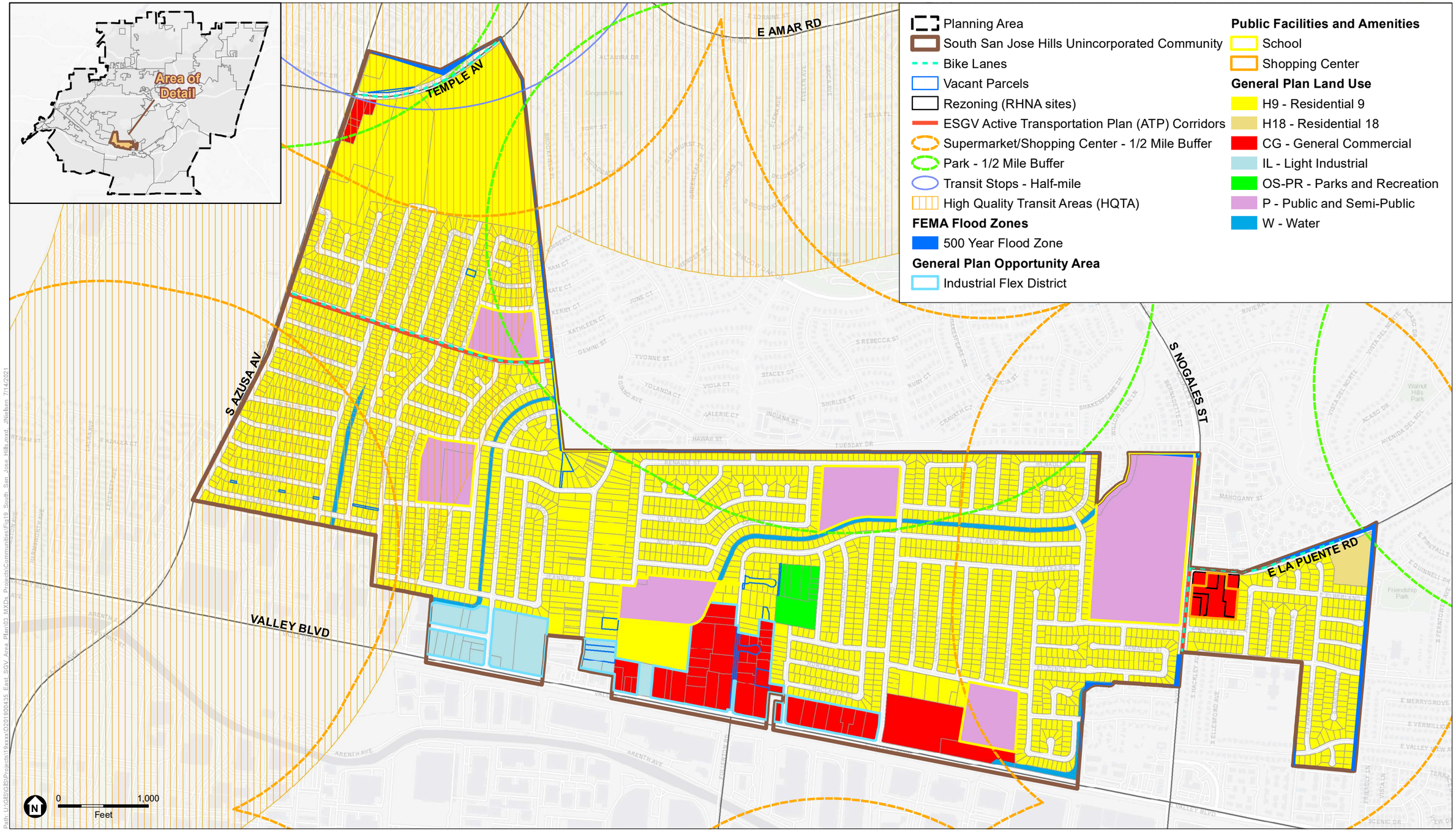

SOURCE: ESRI; Los Angeles County GIS; ESA, 2021.

East San Gabriel Valley Area Plan

Figure 19
South San Jose Hills

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17. South Walnut

As shown in Figure 20, the South Walnut community is a thin strip of unincorporated land located in the southeastern region of the Planning Area and is used solely for industrial purposes. The community is bisected diagonally by an active freight and passenger line. The southern portion of the community is within the Brea Canyon Road major transit area. The South Walnut Community is 0.12 square miles and has a population of zero.

A. Issues and Challenges

- **Active Freight.** There is a freight and passenger line that cuts through the community diagonally. This presents a challenge because the active freight creates issues related to traffic, noise, and light that are not conducive to daily living and makes it difficult to create walkable, connected neighborhoods.

B. Opportunities and Recommendations

- **Vacant/underutilized.** Four parcels of vacant land are scattered among the small community that could be used for industrial uses.
- **Opportunities to direct growth and revitalization:**
  - *Employment areas.* Industrial employment centers appear to exist on Valley Boulevard, which includes a few vacant sites which lie within a half mile radius of a major transit stop.
  - *Major transit areas.* The southern tip of South Walnut is within a major transit area that is currently designated as Light Industrial (IL). Although this transit zone is not large, it presents an opportunity to place industrial job centers near a transit area to reduce automobile reliance.
- **Areas to protect/avoid.** Areas adjacent to industrial uses should be avoided for sensitive uses.

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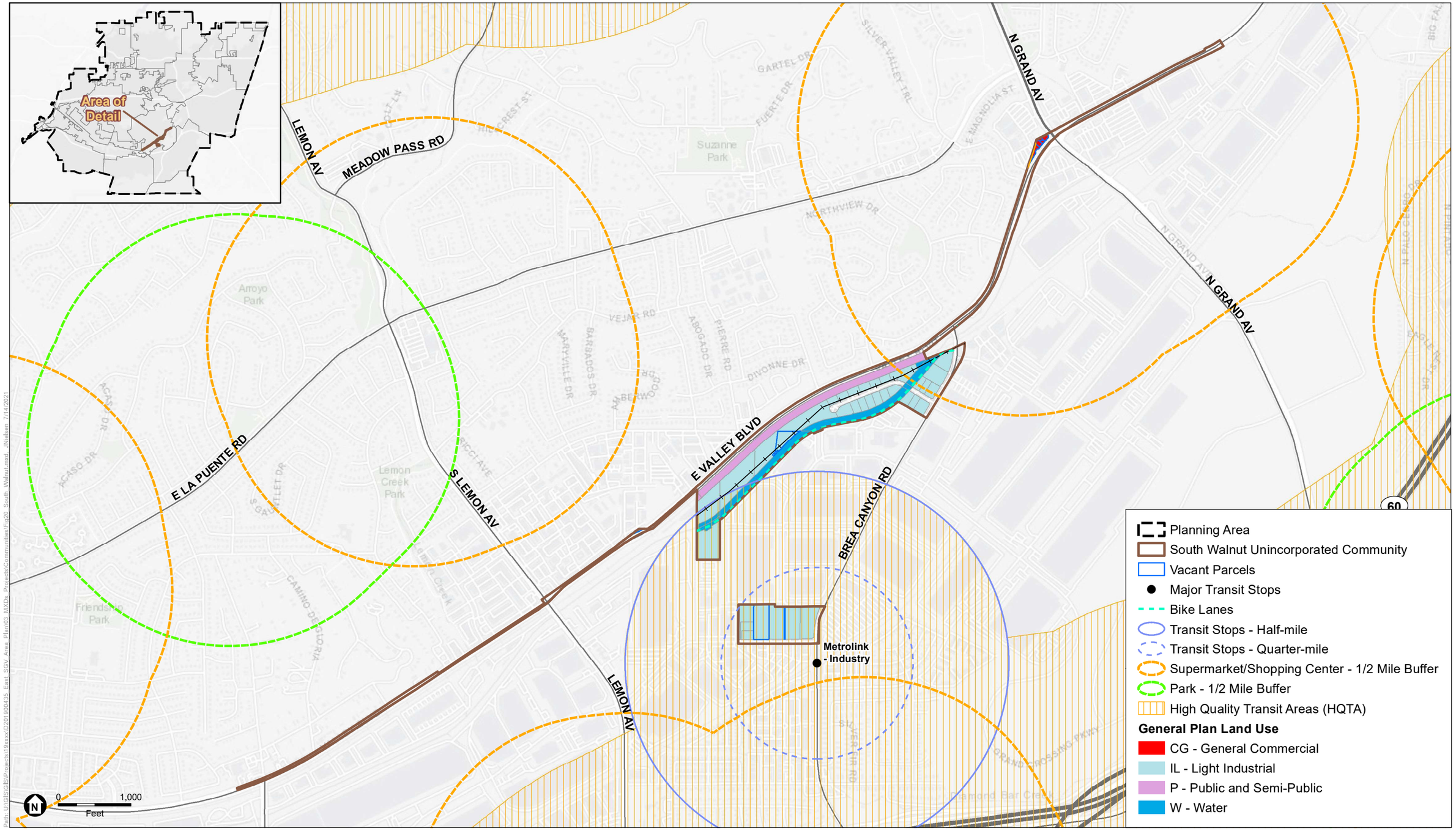

SOURCE: ESRI; Los Angeles County GIS; ESA, 2021.

East San Gabriel Valley Area Plan

Figure 20
South Walnut

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18. Valinda

As shown in Figure 21, the Valinda community is located in the southwest portion of the Planning Area and is mostly single-family residential, followed by a smaller share of multifamily residential. The community's residential streets end in cul-de-sacs and do not connect to major roads, deterring through-traffic. All automobiles are limited to the same connecting roads, which can increase traffic during peak times. Some commercial uses are found on the main roads along Amar Road and Azusa Avenue. The topography of the community is relatively flat, located at the bottom of the San Gabriel Valley. Rimgrove Park is located in the southeast part of the community. The Puente Creek runs through the southern portion of Valinda. Predominant existing land uses include single-family residential (84 percent), government (7 percent), and multifamily residential (6 percent). The Valinda community is 2 square miles and has a population of 23,603 (11,634 per square mile).

A. Issues and Challenges

- **Lack of walkability.** The nature of the street network, with many neighborhood blocks terminating in cul-de-sacs, and lack of sidewalks and mixed uses, has increased automobile reliance, exacerbating air quality, pollution, and noise.
- **Hidden density**. Similar to South San Jose Hills, this community has hidden density, which has created some associated parking issues, suggesting the need for a greater diversity in housing types.
- **Lack of services and amenities.** There is only one park and one shopping center in the community, which necessitates driving to everyday destinations.

B. Opportunities and Recommendations

- **Vacant/underutilized.** Small vacant parcels are scattered throughout community, but concentrated in the northwest region. Vacant parcels along the Amar Road corridor have the potential for commercialization.
- **Upgraded water channel.** The Puente Creek waterway present in the community provides an opportunity to create an urban pathway and to enhance access to greenery.
- **Opportunities to direct growth and revitalization:**
  - *Major transit area.* The southeast area of the community is within a major transit area that is currently designated as single-family residential (H9). This presents an opportunity to increase housing densities and introduce elements that would provide this community with more walkable neighborhoods.
  - *Major corridors/intersections.* Revitalization opportunities and opportunities for new development exist at the following commercial corridors:
    - Amar Road, east of Aileron Avenue and west of Greycliff Avenue – vacant parcels along this corridor have the potential for commercialization.
    - S. Azusa Ave, north of E. Temple Avenue and south of E. Amar Road – vacant parcels along this corridor have the potential for commercialization.

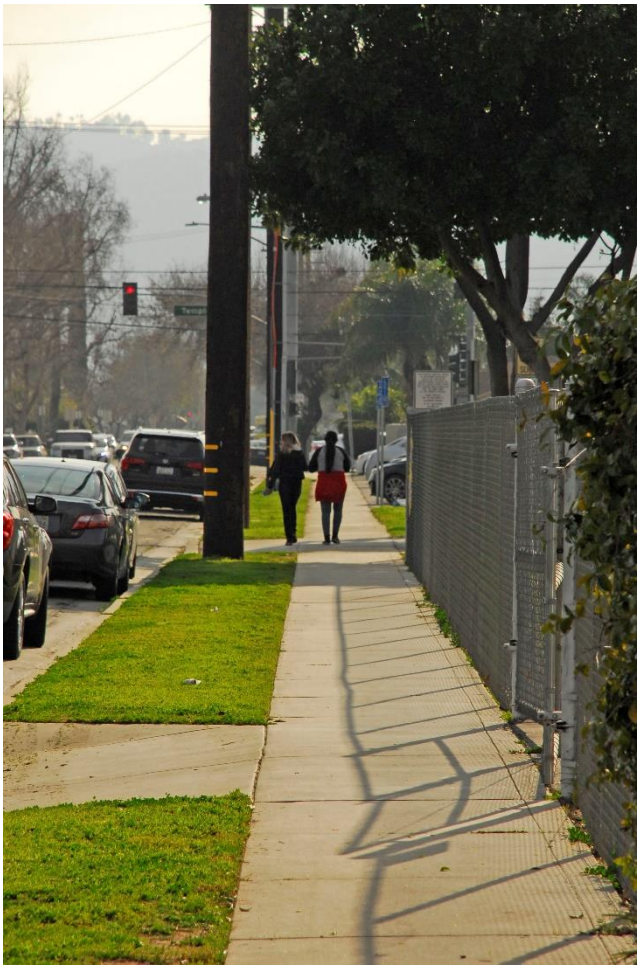
- Deep lots with development potential are located on Fairgrove, Stimson, Bannon, and N. Ballista.
- Intersection of Walnut Avenue and Francisquito Avenue contains vacant and underutilized parcels.

- *Active Transportation (AT).* Existing and proposed bike lane run along north/south corridors on Lark Ellen Avenue, Valinda Avenue, and Echelon Avenue. AT routes extend through the middle of the region along Walnut Avenue and Maplegrove Street; however, these routes lack commercial center.

– **Potential central walkable district.** A potential walkable district could be on Amar Road by beautifying the street and creating a community amenity along Puente Creek, and creating linkages between the two.

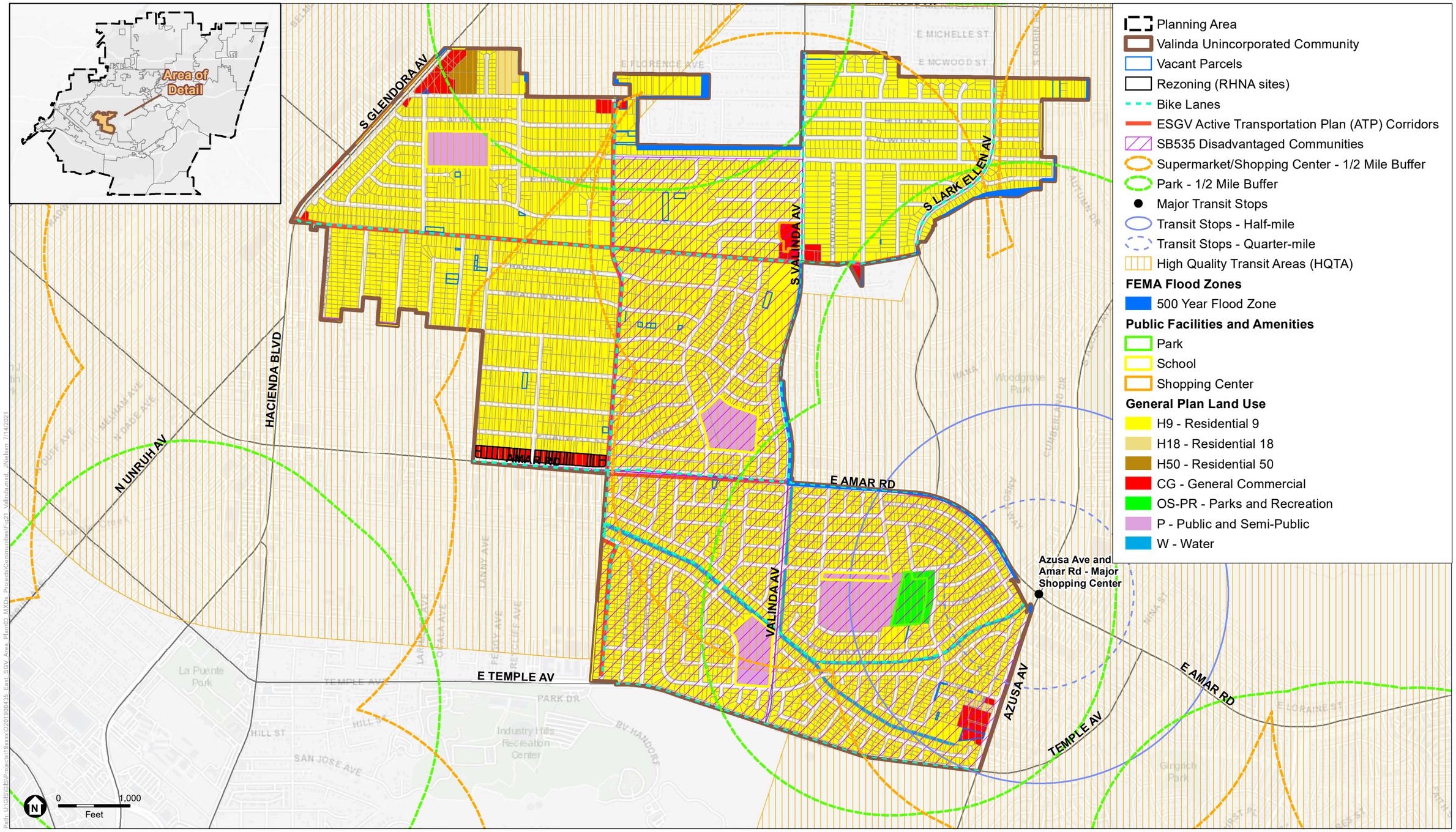








Representative images of Valinda, including single-family residential, busy corridor and a wall mural.



SOURCE: ESRI; Los Angeles County GIS; ESA, 2021.

East San Gabriel Valley Area Plan

Figure 21
Valinda

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19. Walnut Islands

As shown in Figure 22, the Walnut Islands community is located in the central part of the Planning Area and is mostly single-family residential in a suburban development pattern characterized by cul-de-sacs, with some government and institutional uses, including a cemetery. The community was once an agricultural region and still resembles elements of its rural past, with some properties keeping horses. The community contains no commercial uses and the California State Polytechnic University, Pomona is partially located in the community. Part of the community makes up the ESGV SEA, where many waterways are located. The Walnut Creek Community Park is located in the area with many drainages as well, including one of the few natural flowing creeks in suburban ESGV. The predominant existing land uses in the community are single-family residential (47 percent), government (32 percent), and institutional (18 percent). The Walnut Islands community is 3.8 square miles and has a population of 5,165 (1,366 per square mile).

A. Issues and Challenges

- **SEA.** The ESGV SEA designation is found in the northern and southern borders and in residential and public service land uses. This presents a challenge as growth cannot be directed in these areas because of preservation efforts.
- **Hazard.** A majority of the area is within a very high fire risk zone, with a high fire hazard risk at the southern border, and no fire risk in the very northern area.
- **Freeway adjacency.** The I-10 Freeway cuts through the middle of the community, segregating residential uses in the north from commercial services and other amenities to the south.
- **Hillside Management Area.** A large portion of the community is within the County's Hillside Management Area, which is defined as an area with 25 percent or greater natural slopes and for which special Hillside Design Guidelines are required.
- **Lack of walkability.** The nature of the street network, with many neighborhood blocks terminating in cul-de-sacs, and lack of sidewalks and mixed uses, has increased automobile reliance, exacerbating air quality, pollution, and noise.
- **Parks and open space.** The community lacks parks and open spaces, and the associated amenities, which are important for increasing access to recreation facilities and greenery.

B. Opportunities and Recommendations

- **Vacant/underutilized.** Plenty of vacant parcels are located in the northern and western areas; the public/semi-public land use in the southern region has no vacant parcels. As there are no commercial uses within this community, opportunities to provide services and amenities should be explored in this community; however, the hilly terrain and high fire risk may preclude such opportunities.
- **Opportunities to direct growth and revitalization:**
  - *Employment areas.* California State Polytechnic University, Pomona, is a major employer in the area.

- *Major transit area.* The southern area is within a major transit area around South Campus Road and W. Temple Avenue.
- *Active transportation (AT) Routes.* A proposed bike route travels east to west along E. Covina Hills Road, north of the San Bernardino Freeway, starting from the Michael D. Antonovich Trail and ending at Via Verde. Large vacant parcels exist off this road; however, this area is within a high fire hazard area.

– **Potential central walkable district.** As there are currently no commercial services, areas to explore for potential mixed-use commercial and higher density residential uses include areas adjacent to the campus, within the major transit area, near Puente Street and Grand Avenue in the flatter area and south of the San Bernardino Freeway, where fire risk is reduced.

– **Areas to protect/avoid.** Protect the hillsides in the southern region of the area and avoid areas that fall within the SEA and high fire risk zone.



Single-family residential home in the hillsides of Walnut Islands.

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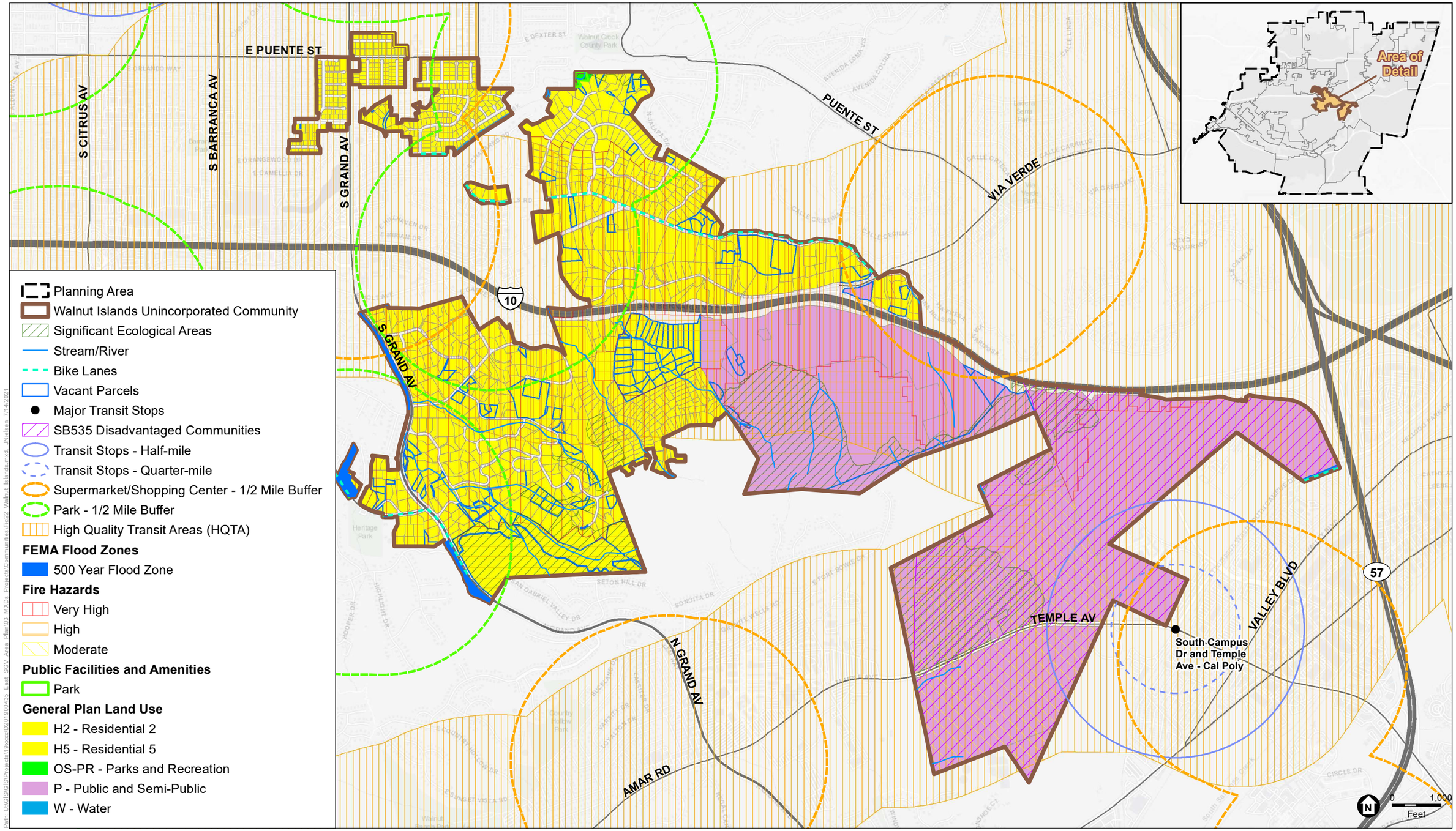

SOURCE: ESRI; Los Angeles County GIS; ESA, 2021.

East San Gabriel Valley Area Plan

Figure 22
Walnut Islands

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20. West Claremont

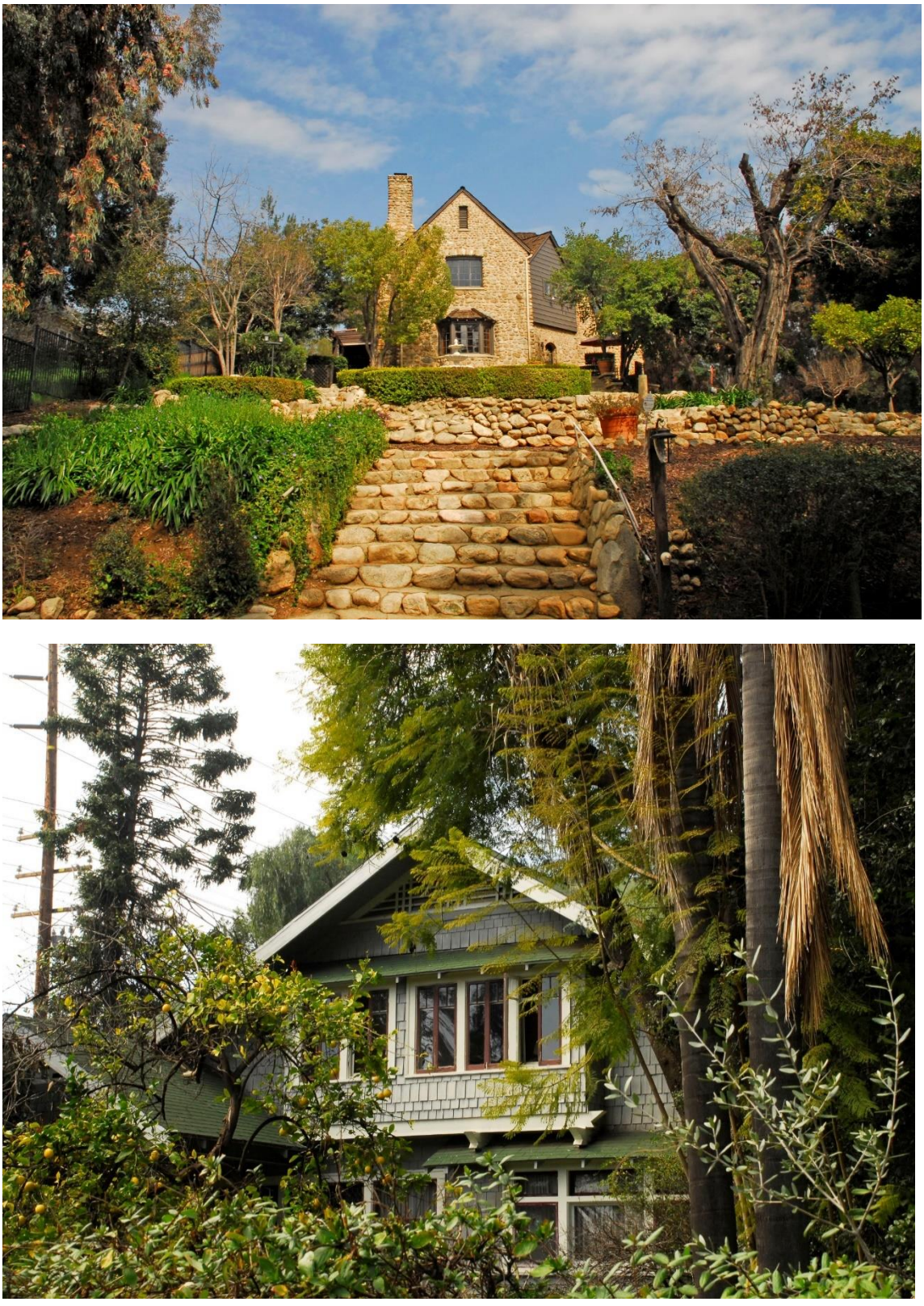
As shown in Figure 23, the West Claremont community is located in the northeast portion of the Planning Area. The community consists of hilly terrain with the eastern part designed with streets ending in cul-de-sacs and the western part consisting of streets that conform to the hilly topography. Most of West Claremont lies in the San Dimas/San Antonio Wash SEA. The community is adjacent to the I-210 Freeway. The Live Oak Reservoir is located in this community. Predominant existing land uses include single-family residential (82 percent), government (7 percent), and multifamily residential (4 percent). The West Claremont community is 1.2 square miles and has a population of 1,166 (955 per square mile).

A. Issues and Challenges

- **SEA.** The SEA is located in the western half of the community, which limits opportunities for growth as preservation is a priority.
- **Hazard.** The majority of the community is within a high fire hazard area; the only region free from risk is the land adjacent to the southern and easternmost border, north of Baseline Road.
- **Freeway adjacency**. The Freeway 210 runs parallel to southern border. This presents a challenge as residential uses should not be located in close proximity to freeways, thus reducing the amount of available opportunities for growth.
- **Lack of walkability.** The nature of the street network, with many neighborhood blocks terminating in cul-de-sacs, and lack of sidewalks and mixed uses, has increased automobile reliance, exacerbating air quality, pollution, and noise.
- **Parks and open space.** The community lacks parks and open spaces, and the associated amenities, which are important for increasing access to recreation facilities and greenery.

B. Opportunities and Recommendations

- **Vacant/underutilized.** Nearly half of the area is vacant; however, only a few are located outside the high fire hazard zone.
- **Opportunities to direct growth and revitalization:**
  - *Major corridors/intersections.* Baseline Road is outside the high fire hazard area and contains vacant parcels where higher density residential development could be directed, along the north side and away from the freeway.
- **Areas to protect/avoid.** The entire area within the high fire hazard zone as well as the SEA area should be protected and avoided for future growth. Residential uses should be located at least 500 feet from the freeway.



Representative images of West Claremont, including single-family hillside homes.

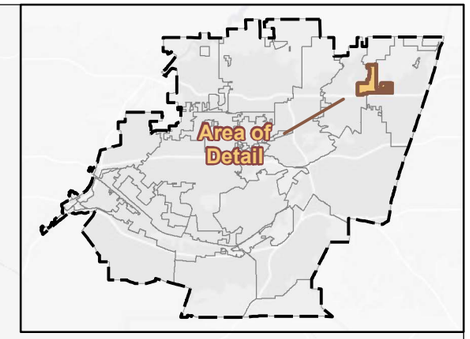
Planning Area
West Claremont Unincorporated Community
Stream/River
Transit Stops - Half-mile
Significant Ecological Areas
Underutilized Parcels
Vacant Parcels
Supermarket/Shopping Center - 1/2 Mile Buffer
Park - 1/2 Mile Buffer
High Quality Transit Areas (HQTA)

Fire Hazards

Very High

General Plan Land Use

RL1 - Rural Land 1
RL2 - Rural Land 2
RL10 - Rural Land 10
H2 - Residential 2
H5 - Residential 5
OS-C - Conservation
P - Public and Semi-Public
W - Water



ESPERANZA DR
BASE LINE RD
FRUIT ST
W BASELINE RD
W BASE LINE RD
FOOTHILL FWY
210
Live Oak Reservoir
Live Oak Park
Sycamore Canyon Park
La Puerta Sports Park
0
1,000
Feet

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SOURCE: ESRI; Los Angeles County GIS; ESA, 2021.

East San Gabriel Valley Area Plan

Figure 23
West Claremont

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21. West Puente Valley

As shown in Figure 24, the West Puente Valley community is located in the southwest region of the Planning Area and is mostly single-family residential, followed by a smaller proportion of government uses which include parks, public facilities, and infrastructure. The topography of the community is relatively flat and sits at the bottom of the San Gabriel Valley, allowing for several existing and proposed bikeways. The streets are oriented in a northeast-southwest direction, with smaller residential streets terminating in cul-de-sacs without direct connection to major roads. The Southern Pacific railroad right-of-way runs along parts of the western boundary. The community contains two parks: Bassett Park, located in the western portion of the community, and Allen J. Martin Park, located in the eastern part. Predominant existing land uses in the community include single-family residential (81 percent), government (13 percent), institutional (3 percent), and other (3 percent). The West Puente Valley community is 1.9 square miles and has a population of 24,905 (13,305 per square mile).

A. Issues and Challenges

- **Lack of walkability.** The nature of the street network, with many neighborhood blocks terminating in cul-de-sacs, and lack of sidewalks and mixed uses, has increased automobile reliance, exacerbating air quality, pollution, and noise.
- **Industrial proximity.** This community's proximity to the San Bernardino freight line and industrial uses to the west and south create harmful air quality impacts on nearby sensitive uses and pose challenges with intensifying residential near industrial uses. The industrial uses also contribute to heavy congestion along Valley Boulevard, further exasperating noise, odor, and air quality issues.

B. Opportunities and Recommendations

- **Vacant/underutilized.** Very little vacant land remains within this community.
- **Upgraded water channel.** The Walnut Creek waterway running through the northern tip of the community provides an opportunity to create an urban pathway, enhance access to greenery and create a connection the regional pathway system via the San Gabriel River pathway to the west.
- **Opportunities to direct growth and revitalization:**
  - *Major corridors/intersections.* A major commercial intersection is centrally located at Sunset Avenue and Amar Road. The south side of Francisquito, west of Orange, contains deep lots with opportunity for intensification.
  - *Active Transportation.* Existing and proposed bike routes are located along Puente Avenue, E. Fairgrove Avenue, Sunset Avenue, Amar Road, and other minor streets. Many active transportation corridors are along schools. Opportunities should be explored to focus a mix of uses and higher densities along these routes.







Representative images of West Puente Valley, including single-family residential, a tree-lined street, and a community park.

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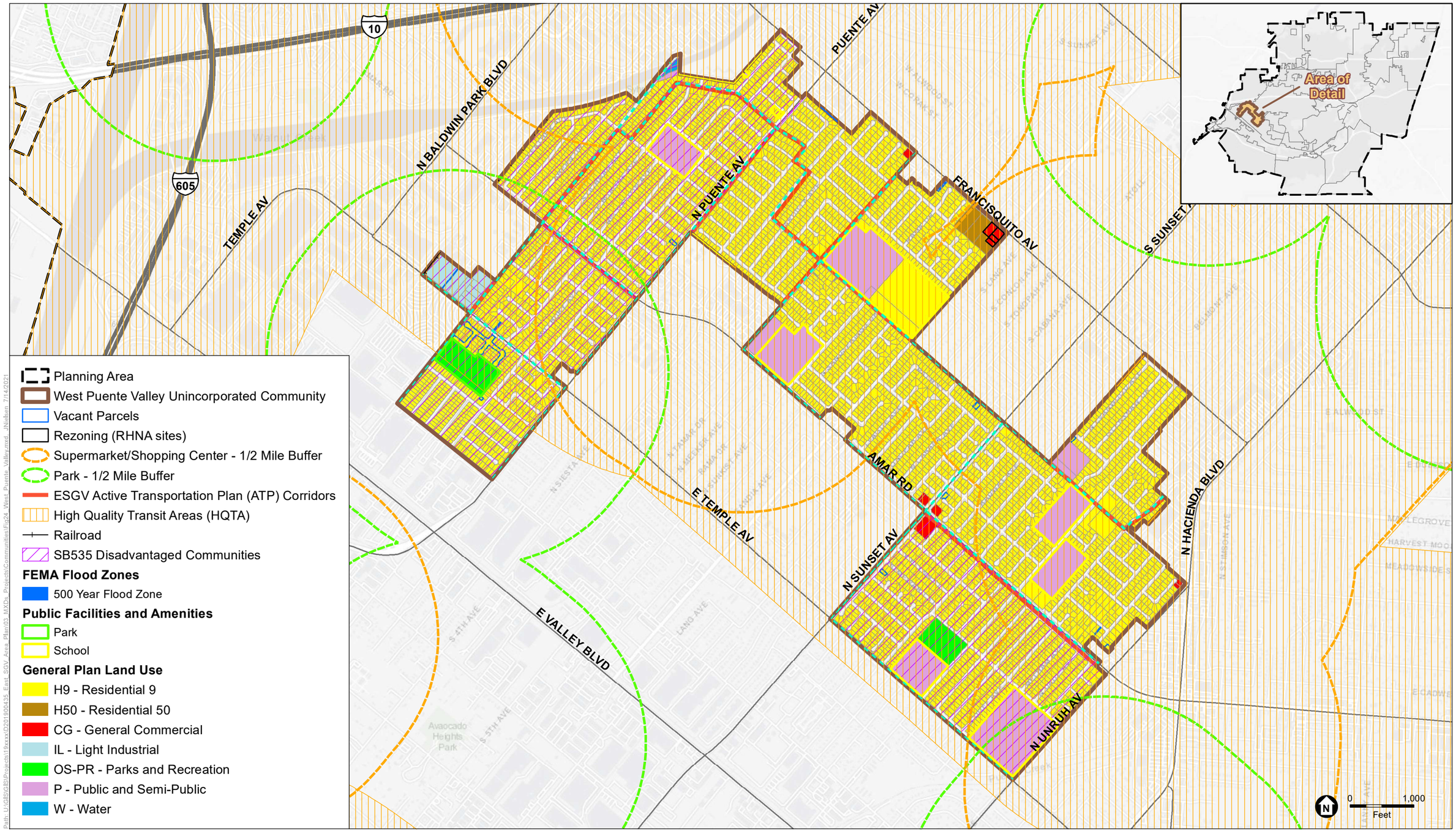

SOURCE: ESRI; Los Angeles County GIS; ESA, 2021.

East San Gabriel Valley Area Plan

Figure 24
West Puente Valley

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22. West San Dimas

As shown in Figure 25, the West San Dimas community is located in the northern portion of the Planning Area and is mostly used for government and institutional purposes (65 percent), including parks and open space, with the remaining 35 percent of land being used for single-family residential in the western portion of the community. The residential half of the community is clustered around a few curving streets that terminate in cul-de-sac that can only be accessed by Mesarica Road off of Puente Street. The Walnut Creek Habitat and Open Space consists of 70 acres of woodlands and coastal scrub located in West San Dimas. Large portions of the community are in the ESGV SEA, designated as critical habitat for the federally threatened coastal California gnatcatcher. The West San Dimas community is 0.3 square miles and has a population of 330 (882 per square mile).

A. Issues and Challenges

- **SEA.** A large, northern section of the community falls within the ESGV SEA. This makes it difficult to direct growth in these areas as preservation is a priority.

- **Lack of walkability.** The nature of the street network, with many neighborhood blocks terminating in cul-de-sacs, and lack of sidewalks and mixed uses, has increased automobile reliance, exacerbating air quality, pollution, and noise.

B. Opportunities and Recommendations

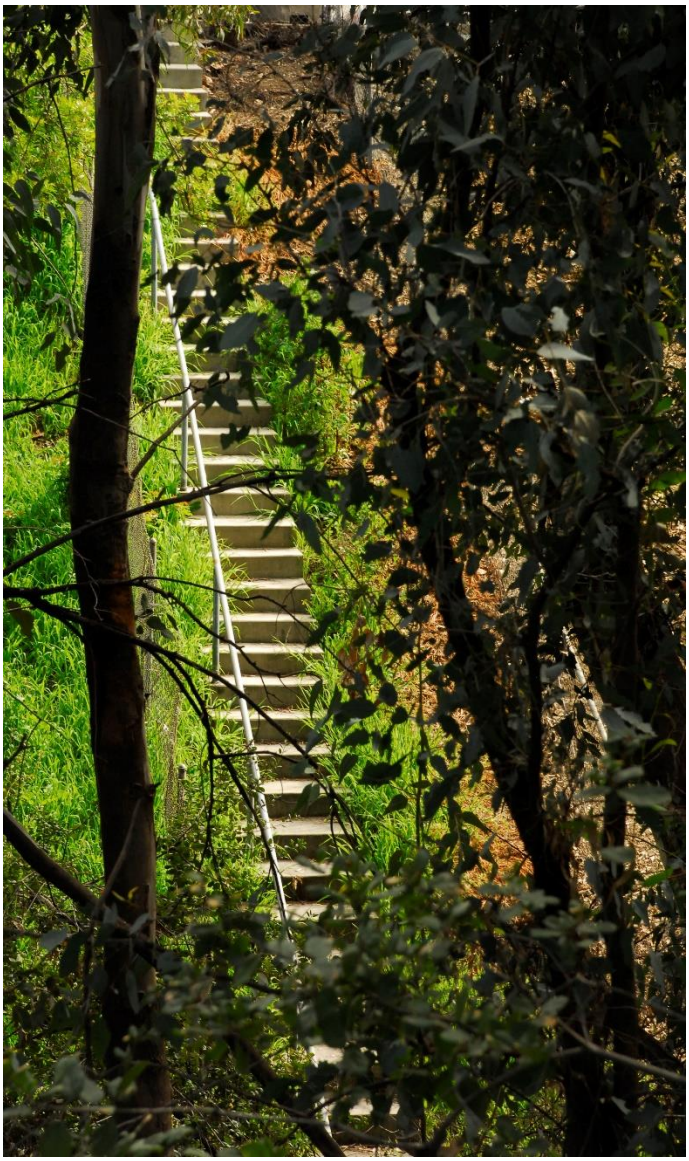
- **Vacant/underutilized.** Very limited vacant land remains, mostly focused on the western side in the residential community.

- **Opportunities to direct growth and revitalization:**

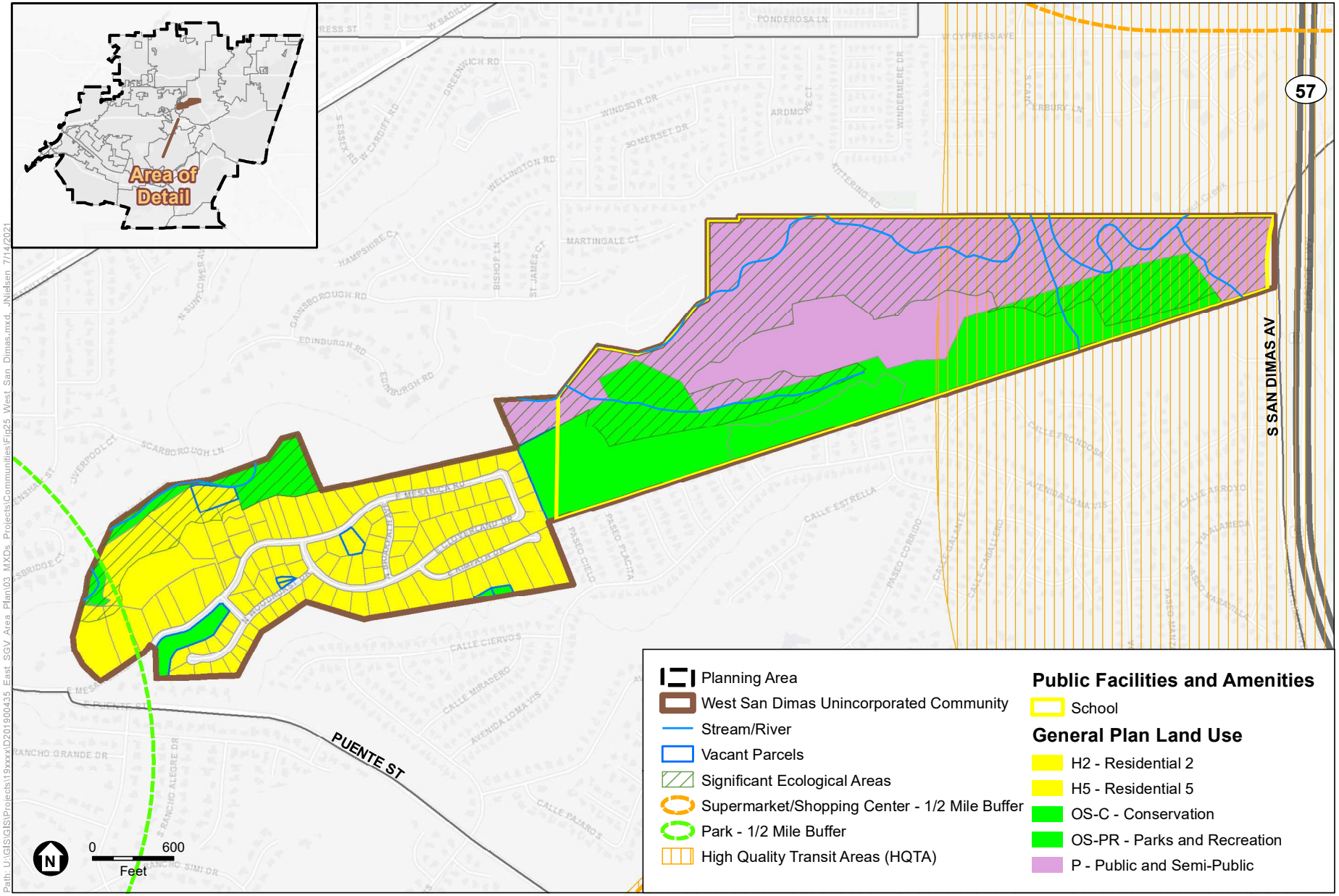
  - Growth is not recommended in this community. The western portion of the community is predominantly residential; however, it is not located within an HQTA or major transit area where growth is being targeted.

- **Areas to protect/avoid.** Protect the northern portion of the community and avoid growth in the SEA.


Mesa Oaks
Ave



Representative images of West San Dimas, including a single-family residential home and steep hillside staircase.



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SOURCE: ESRI; Los Angeles County GIS; ESA, 2021.

East San Gabriel Valley Area Plan

Figure 25
West San Dimas

23. Unincorporated South El Monte

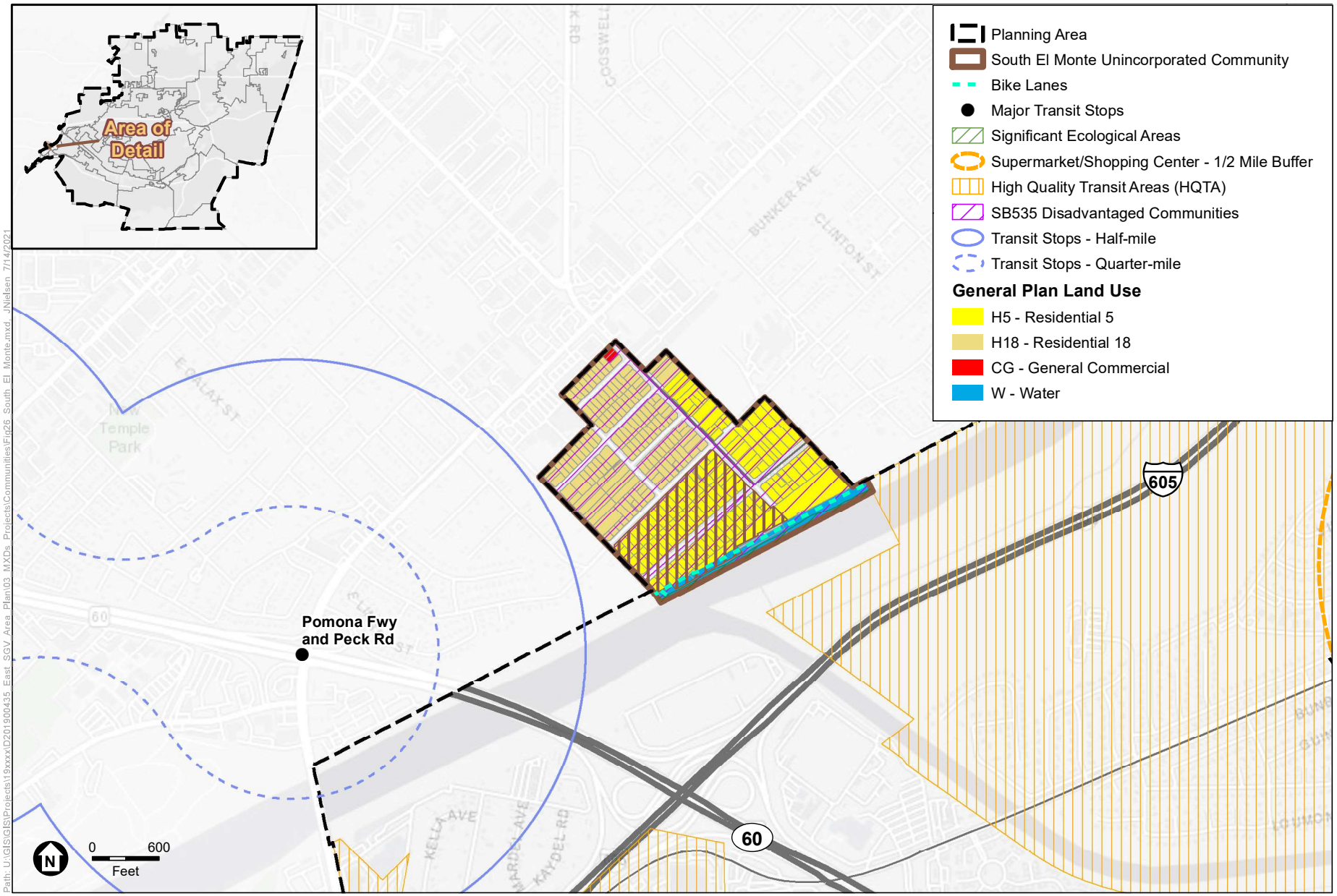
As shown in Figure 26, the Unincorporated South El Monte community is located on the west side of the San Gabriel River in the west part of the Planning Area and is primarily single-family residential, laid out in a gridded street network. Some of the larger residential properties include accessory dwelling units (ADUs) in the rear of the property, and/or stables and horses. An equestrian facility, the Rancho Potrero De Felipe Lugo Equestrian District, is located adjacent to the San Gabriel River and one commercial property exists in the north of the community. Predominant existing land uses in the community include single-family residential (61 percent), multifamily residential (30 percent), government (6 percent), and institutional (3 percent). The Unincorporated South El Monte community is 0.13 square miles and has a population of 1,715 (13,182 per square mile).

A. Issues and Challenges

- **Parks and open space.** The community lacks parks and open spaces, and the associated amenities, which are important for increasing access to recreation facilities and greenery.
- **Industrial proximity.** Industrial uses nearby to the west may cause some challenges in siting new sensitive uses nearby.

B. Opportunities and Recommendations

- **Vacant/underutilized land.** There are no vacant parcels within this community.
- **Upgraded water channel.** The community's adjacency to the San Gabriel River provides an opportunity to create an urban pathway and to enhance access to greenery.
- **Opportunities to direct growth and revitalization:**
  - *Employment areas:* Major employment areas are located in close proximity to this community to the west along Peck Road. Additionally, the San Gabriel River Trail provides accessibility by bike to employment areas along the San Gabriel River. As such, considering broad intensification of residential densities to enable the future diversification and the intensification of the housing stock should be a consideration, particularly near the river tail and towards employment areas, but outside of the Equestrian District.
  - *Major corridors/intersections.* One commercial parcel existing on Rush Street upon entrance to the community from the west. Considering a potential future node at the intersection of Rush and Burkett Road, and allowing for a greater mix of uses along Rush Street, could provide a central walkable district and introduce more services and amenities to the community.



SOURCE: ESRI; Los Angeles County GIS; ESA, 2021.

East San Gabriel Valley Area Plan

Figure 26
Unincorporated South El Monte

24. Unincorporated North Whittier

As shown in Figure 27, the Unincorporated North Whittier community is located in the west part of the Planning Area and is bisected by the I-605 Freeway and SR 60. Land use in the community is mixed with single-family residential developments located in the southern half, with industrial parks in the center area, and the San Jose Creek Water Reclamation Plant located in the northern part near the San Gabriel River Trail. The Union Pacific Railroad runs along the southern edge of the two residential parts of the community. The San Jose Creek, which runs along the north part of the residential areas and provides access to equestrian trail, and the San Gabriel River, which runs along the west edge of the community, join near the community and provide access to recreation areas and the San Gabriel River Trail. Predominant existing land uses in the community include government (57 percent), single-family residential (30 percent), and industrial (6 percent). The Unincorporated North Whittier community is 0.19 square miles and has a population of 748 (3,878 per square mile).

A. Issues and Challenges

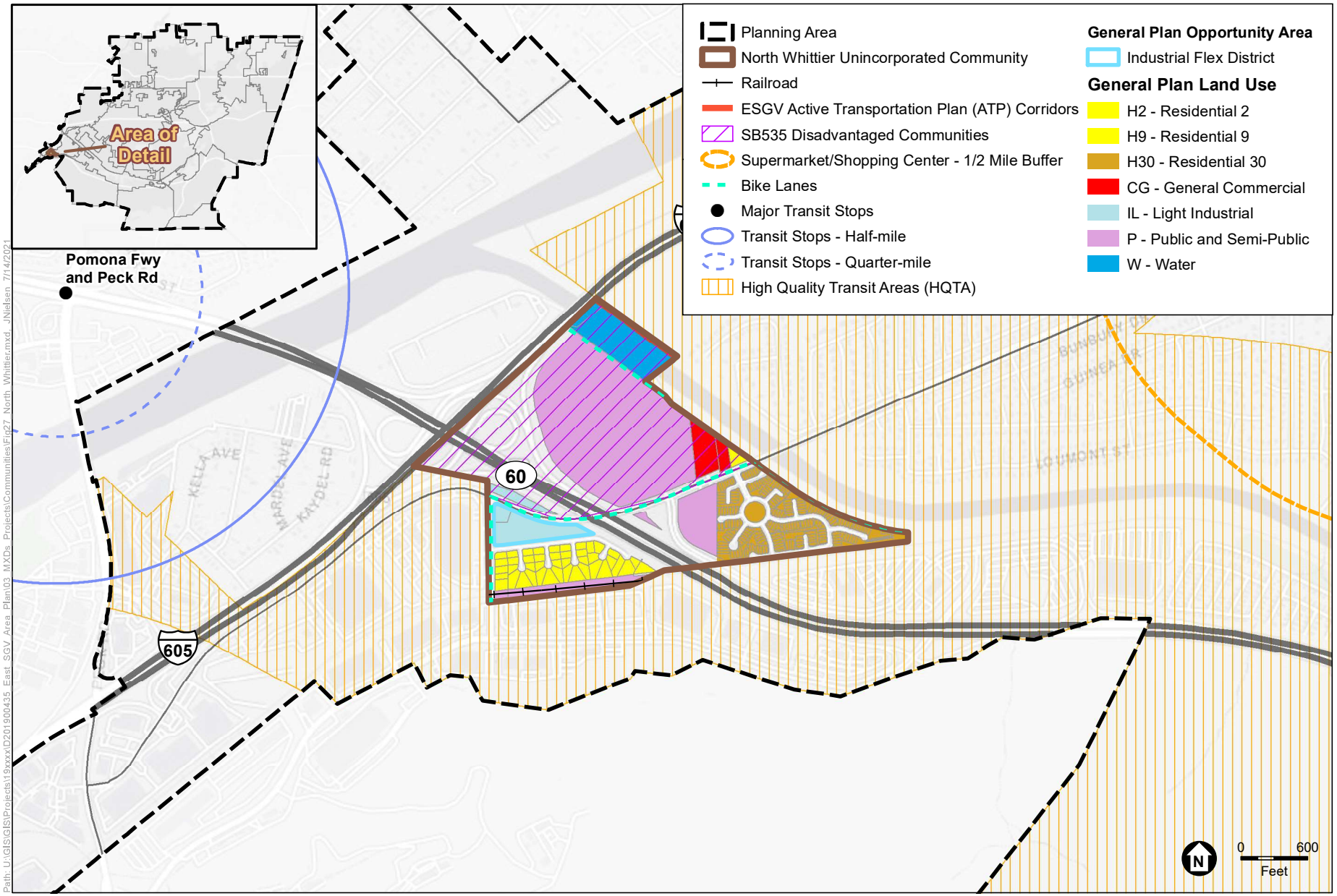
- **Freeway adjacency.** The community has two freeways running through it, the San Gabriel River Freeway (I-605) and the Pomona Freeway (SR 60), as well as the extensive freeway interchange between the two. This divides the community into four separate areas, creating a major challenge for creating a sense of community cohesion.
- **Freight.** The Union Pacific Railroad runs along the southern edge of the two residential parts of the community. This presents a challenge because the freight creates issues related to traffic, noise, and light that are not conducive to daily living and makes it difficult to create walkable, connected neighborhoods.
- **Lack of walkability.** The nature of the street network, with many neighborhood blocks terminating in cul-de-sacs, and lack of sidewalks and mixed uses, has increased automobile reliance, exacerbating air quality, pollution, and noise.

B. Opportunities and Recommendations

- **Vacant/underutilized land.** There are no vacant parcels within this community.
- **Opportunities to direct growth and revitalization:**
  - *General Plan Opportunity Area:* An Industrial Flex District opportunity area is located south of the Pomona Freeway, which presents an opportunity for non-industrial uses and mixed uses, including light industrial and office/professional uses compatible with residential uses. These industrial areas have small lots and cannot accommodate industrial growth.
  - *Major corridors/intersections:* Workman Mill Road is the primary road used to access the residential areas. It is designated as a major highway, crossing San Jose Creek to the north into the unincorporated community of Avocado Heights. The major commercially designated area located at its intersection with Whittier Woods Drive could be a target for more diversified commercial uses to service both employees and residents in the community. This area is also easily accessed by the river trail.
- **Areas to protect/avoid.** Areas within 500 feet of a freeway should be avoided for sensitive land uses. Due to the prevalence of two freeways and a heavy interchange, that may preclude opportunities for the intensification of residential land uses in this area.



The San Gabriel River Trail near Unincorporated North Whittier.



SOURCE: ESRI; Los Angeles County GIS; ESA, 2021.

East San Gabriel Valley Area Plan

Figure 27
Unincorporated North Whittier

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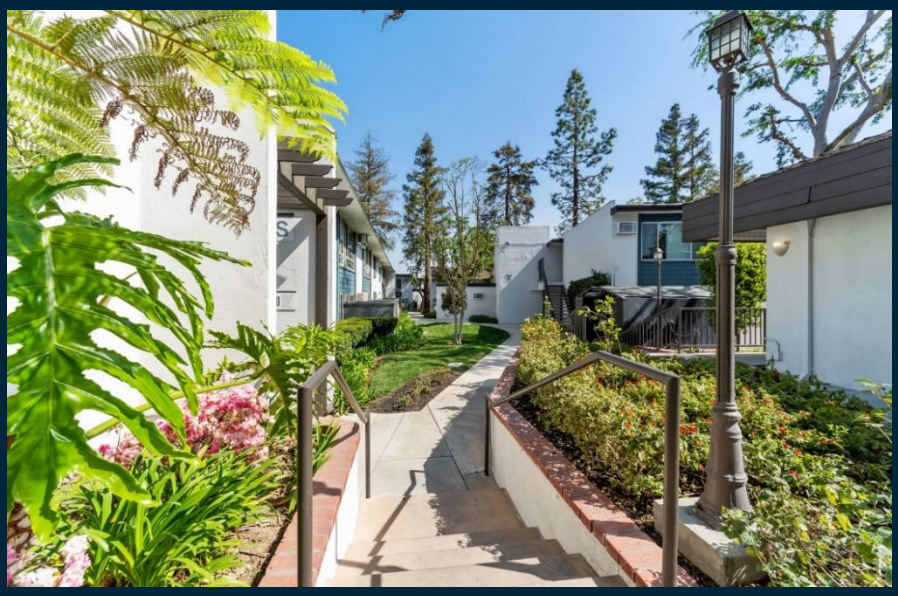


APPENDIX B Design Guidelines

B.1 Introduction

Unincorporated communities in the ESGV are predominately residential, with single-family housing being the most prominent housing type. With careful design, higher density single-family and high-quality multifamily projects will embrace and fit within the existing natural and manmade surrounds and achieve the goals and policies set forth in the Community Character and Design Element.

The Residential Types Transect (Transect), shown in **Figure A-1**, is a menu that provides a range of higher-density single-family and multifamily housing building types that may be utilized in their appropriate context, where permitted by the Land Use Policy Map and Zoning Map. It includes higher-density single-family homes, duplexes, triplexes, quadplexes, townhomes, and multiplex building types that may be attached, walk-up apartments, or multi-unit buildings. The Transect also illustrates the parameters set by the following Multifamily Design Guidelines (Guidelines), and acts as a visual guide for property owners, developers, architects, designers, and contractors proposing a new multifamily development in the ESGV.

To be in compliance with State housing laws Senate Bill (SB) 330 and SB 9, the Multifamily Residential Design Guidelines seek to provide measurable and quantifiable values that should be affirmatively addressed in each new residential project.

Property owners in the ESGV looking to implement SB 9 on their single-family residential lot should refer to the State legislation and any additional Ordinances pertaining to the construction of multiple dwellings pursuant to SB 9 for State and locally legislated design allowances. To facilitate a thoughtful design of new units in single-family neighborhoods allowed under SB 9, the Residential Types Transect includes lower intensity, high-density single-family building types and “missing middle types,” mainly the duplex type, which may be utilized when considering a single-family lot subdivision. These should be considered when developing this type of small-scale project. Any design requirements in the State legislation or additional ordinances that address single-family lot subdivisions should also be carefully reviewed.

SB 330 is a California state bill that prohibits imposing or enforcing non-objective design standards established after January 1, 2020, shortens required permit review time frames for projects that meet all applicable objective zoning standards, including ADUs, and prohibits the approval of a housing development project that results in a net loss of units.

Senate Bill 330 (SB 330)

SB 9 is a California state bill that went into effect on January 1, 2022, in which local agencies must approve certain subdivisions of single-family residential lots into two lots without discretionary review. This requires the local jurisdictional authority to ministerially approve a two-unit development project on a lot in a single-family residential zone without discretionary review.

Senate Bill 9 (SB 9)

B.2 Multifamily Site and Block Design Guidelines

CONNECTIVITY TO SURROUNDS

New multifamily projects should be a well-connected to the surrounding community so that the daily life of the residents contributes to the daily patterns of community life. This connectivity may be primarily accomplished through orientation of building entries and units at the ground level as well as upper levels to public streets and rights-of-way. This type of orientation provides for enhanced safety (eyes on the street) and vitality (sidewalk activity). The creation of walkable blocks that provide multiple well-lit and shaded pathways through and around larger projects also enhances linkages to and from surrounding neighborhoods and community resources such as parks, schools, and local retail centers. The provision of well-designed sidewalks and landscaped pathways enhances walkability and connectivity and facilitates everyday activities as well as safety and comfort for pedestrians of all abilities. The following site design guidelines address these considerations.



The above multifamily development is oriented towards primary streets, easily accessible from public sidewalks, and has a landscaped parkway that separates the public street from the public sidewalk.

ESGV **RESIDENTIAL TYPES TRANSECT**

LOW-INTENSITY → MEDIUM-INTENSITY

HIGH-DENSITY SINGLE-FAMILY
1-2 stories

INTENSITY: low, closely-spaced, detached single-family units with zero lot lines.

ORIENTATION: entrances oriented towards street or rights-of-way, may have shared entry walks.

FRONTAGE: inclusive of stoops, porches, and/or entry recesses.

OPEN SPACE: small yards to increase du/acre, upper floor terraces and balconies overlook streets and rights-of-way.





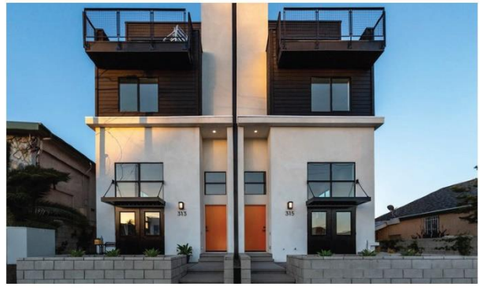
DUPLEX
2-3 stories

INTENSITY: low, 2 dwelling units on a single lot, units may be side-by-side or one above the other.

ORIENTATION: entrances oriented towards street or rights-of-way.

FRONTAGE: inclusive of stoops, porches, and/or entry recesses.

OPEN SPACE: upper floor terraces and balconies overlook streets and rights-of-way.


TRIPLEX
2-3 stories

INTENSITY: low, 3 dwelling units on a single lot, units may be side-by-side or one above the other.

ORIENTATION: entrances oriented towards street or rights-of-way.

FRONTAGE: inclusive of stoops, porches, and/or entry recesses.

OPEN SPACE: upper floor terraces and balconies overlook streets and rights-of-way.





QUADPLEX
2-4 stories

INTENSITY: low to medium, 4 dwelling units on a single lot, units may be side-by-side or one above the other.

ORIENTATION: entrances oriented towards street or rights-of-way.

FRONTAGE: inclusive of stoops, porches, and/or entry recesses.

OPEN SPACE: upper floor terraces and balconies overlook streets and rights-of-way.





SOURCE: XXXX

FIGURE A-1 **ESGV Residential Types Transect (Part 1)**

ESGV **RESIDENTIAL TYPES TRANSECT**

MEDIUM-INTENSITY → HIGH-INTENSITY

TOWNHOMES
2-3 stories

INTENSITY: low to medium, 5+ dwelling units, separate single-family dwellings that are closely spaced, semi- attached, or attached.

ORIENTATION: entrances oriented towards street or rights-of-way.

FRONTAGE: inclusive of stoops, porches, and/or entry recesses.

OPEN SPACE: shallow front yards.

PARKING: garage at ground level or surrounding surface parking.





COURTYARD, TUCK-UNDER, AND GARDEN APARTMENTS
2-3 stories

INTENSITY: medium, 2 dwelling units on a single lot, units may be side by side or one above the other.

ORIENTATION: main entry feature oriented towards street or right-of-way.

FRONTAGE: building entries may serve one or multiple units, facing primary and secondary frontages, passageways, or private walk paths.

OPEN SPACE: ground level courtyards, larger projects feature multiple buildings with interconnected landscape settings and pathways.

PARKING: typically underneath a portion of living spaces in both open and closed configurations or underground.





RESIDENTIAL MULTIPLEX
3-4 stories

INTENSITY: medium, includes active ground floor uses at primary frontages, such as lobbies, units, and amenity rooms.

ORIENTATION: main entry feature oriented towards street or right-of-way.

FRONTAGE: entry and lobby oriented to street.

OPEN SPACE: common open space amenities provided at upper level decks and roof tops, private open space provided at balconies.

PARKING: typically at grade, units may be wrapped in front of parking to hide automobiles.





RESIDENTIAL MULTIPLEX
5-8 stories

INTENSITY: medium, includes active ground floor uses at primary frontages, such as lobbies, units, and amenity rooms.

ORIENTATION: main entry feature oriented towards street or right-of-way.

FRONTAGE: entry and lobby oriented to street.

OPEN SPACE: common open space amenities provided at upper level decks and roof tops, private open space includes balconies.

PARKING: typically 1-2 levels of above-grade structured parking that incorporates a street-facing lobby and elevator access.





SOURCE: XXXX

FIGURE A-1 **ESGV Residential Types Transect (Part 2)**

2.1. All new multifamily residential projects should be oriented towards and overlook existing and/or new streets, sidewalks, and/or public rights-of-way by providing prominent and accessible points of entry adjacent to the street or right-of-way.



The above townhomes, in lieu of a landscaped parkway, have stoops that adjoin directly to the public sidewalk.

2.2. At public streets, sidewalks, and rights-of-way, a continuous public sidewalk should be provided that is between 5 and 10 feet in unobstructed width with an adjoining landscaped parkway that is between 5 and 10 feet in unobstructed width, totaling no greater than 15 feet. Alternatively, in lieu of a landscaped parkway, a continuous public sidewalk may adjoin street-oriented, ground-level residential units with sidewalk-oriented entries and room overlooks utilizing stoops, porches, overhangs, and other architectural elements that enhance interactions between residents and passers-by. Architectural elements must have a minimum depth of 6 feet.

2.3. The 5- to 10-foot landscape setback noted in Guideline 2.2 may be provided at the back of public sidewalks along public streets and incorporated as part of any front yard setback. Alternatively, a minimum 10-foot curbside parkway may be provided between the public street and the public sidewalk.

2.4. In equestrian communities, the 10-foot landscape setback may be utilized for bridle paths that are separated from the sidewalk by either a fence or barrier up to 4 feet in height.

2.5. Dark-sky pedestrian-scale street lighting with the bottom of the lamp no higher than 15 feet above the ground should be provided along public sidewalks and project sidewalks at least once every 80 feet.



Shade trees and other landscaping are planted in the front yards of the above quadplex.

2.6. A minimum of one (1) shade tree for each 40 feet of public street, sidewalk, and/or right-of-way should be planted along public streets, sidewalks, and/or rights-of-way.

2.7. The same number of shade trees may be clustered on the site to protect active and passive open space and gathering areas.

2.8. All new multifamily residential projects should have a maximum of one (1) curb cut per 150 feet of street frontage that is a maximum of 36 feet in width, with the following exceptions:

a. When an alley or second street provides frontage for a multifamily project, vehicular access should be provided from the alley or secondary versus primary street, unless such alley or second street serve as pedestrian-only corridors providing access to the building entrances.

b. When a curb cut leads to parking areas with less than 25 parking spaces, the curb cut should be no more than 24 feet in width.

2.9. At multifamily building frontages within 140 feet of a public street, sidewalk, and/or right-of-way, a minimum of one entry door for each 150 feet of building wall should be provided. The entry requirement should be calculated by dividing the total building frontage by 150 and by rounding up to the nearest whole number.

2.10. An entry to a multifamily residential building should be directly connected to public sidewalks by on-site sidewalks and pathways and be no greater than 300 feet from a public sidewalk. Any residential structure located within 100 feet of a public street should have at least one (1) entry within 30 feet of the back of the public sidewalk.



On-site pathways connect these townhomes to the public sidewalk.

PROVISION OF BLOCKS

A block refers to an open area of land that is surrounded by streets or pathways. Block frontage describes the length of one side or face of a block. Smaller infill multifamily projects will typically be designed on individual lots that sit within existing blocks that have been previously established. Larger multifamily projects on larger sites may need to establish new blocks to enhance connectivity both within a tract as well as to the surrounding community.

The following block guidelines establish base parameters to ensure adequate provision of streets, pathways, as well as linkages to surrounds.

2.11. Blocks and block frontages longer than 450 feet should be separated from adjacent blocks by streets, alleys, and/or minimum 30-foot-wide and open-to-the-sky pedestrian passages.

2.12. New and/or modified block frontages should have a minimum curb-to-curb length of 150 feet and a maximum curb-to-curb length of 600 feet.

2.13. Walkways and/or bikeways should be provided at public as well as private cul-de-sacs to connect dead-end roads and pathways to adjoining or future public or private rights-of-way. Walkways should be a minimum of 10 feet in width.



This multifamily development on a single block has alley separations and appropriately scaled block frontages.

B.3 Multifamily Open Space and Landscape Design Guidelines

The following multifamily open space and landscape design guidelines emphasize the design of outdoor facilities that provide shaded and programmable environments for daily use of residents, maintain a balance of hardscape and softscape, and utilize native and drought tolerant plants to relate to the natural beauty of the ESGV.



The above multifamily residential development includes concrete pavers and drought-tolerant plants to balance hardscape and softscape.



The open space area for this multifamily residential development incorporates both softscape areas and decorative hardscape.



This triplex incorporates shade trees in the front yard area.

3.1. Any at-grade site area not covered by a structure or utilized for access driveways or surface parking should be landscaped with a combination of hardscape and irrigated landscape areas. To the maximum extent feasible and/or required by the County, use of recycled, reclaimed, or non-potable water for irrigated landscaped areas should be implemented.

3.2. Hardscape, such as walkways, paved areas and courts should not exceed 40% of the provided common open space area.

3.3. With the exception of game surfaces and surface parking lots (see Guideline 5.3 for additional information on surfacing material for surface parking lots), hardscape should be decorative, colored, and/or patterned and utilize brick or concrete pavers, decomposed granite with a binder, stone pavers, colored outdoor surfacing made up of at least two colors, and/or scored concrete with scoring marking areas no greater than 25 square feet in size.

3.4. Plants and trees utilized in softscape areas should be native and/or drought-tolerant plants.

3.5. A minimum of one shade tree per 1,000 square feet of common open space area should be provided. Shade trees may be either clustered or spread out across the extent of the common open space area. As an alternative, one shade tree may be replaced for each 400 square feet of open-to-the air shade structure and/or open-to-the-air trellised structure provided.

3.6. Any front-yard area should include one tree per 1,000 square feet of front yard area, determined by dividing the front yard area by 1,000 and by rounding up to the nearest whole number, or meet the tree planting requirements of Section 22.126.030 of the Los Angeles County Code, whichever is more stringent.

3.7. At property lines adjoining side or rear yard area of single-family zones, a minimum of one (1) deciduous and/or evergreen shade tree with a minimum canopy at 5 years of growth at 20 feet for each 50 feet of length along the side or rear yard property line should be provided.

3.8. Multifamily residential developments should provide active and passive on-site amenities, including, but not limited to swimming pools, spas, clubhouses, tot lots with play equipment, picnic shelters, barbecue areas, court game facilities, and/or day care facilities.

3.9. Multifamily residential developments with more than 20 units should include at least two (2) of the following additional amenities:

a. Bicycle repair station.

b. Community garden.

c. Mural and/or art installation visible from a public right-of-way.

d. Pet area and/or run and/or wash.

e. Secured package lockers.

f. Free wireless service at common open space areas.

3.10. Plants and trees utilized in softscape areas should be from the LA County Handbook on The Drought Tolerant Garden, consisting of a list of approved species in the ESGV.



A mural on a street-facing façade adds character to this multifamily residential development.

B.4 Multifamily Building Design Guidelines

The following multifamily building design ensure a built-form transitions between each new multifamily project and the surrounding community. Additionally, these guidelines seek to relate the larger scale of new projects with the smaller scale of existing projects to provide a continuities of scale between older and newer projects.

MULTIFAMILY BUILDING BREAKS

4.1. All new multifamily residential development projects that include more than one building should maintain a minimum open-to-the-sky separation of 20 feet between individual structures to allow for landscape, courtyards, passageways, and paseos. Buildings with parallel wings should also provide the minimum open-to-the-sky separation between parallel facades.

4.2. A building greater than 300 feet in length should provide an open-to-the-sky building break defined by a ground level passageway and/or open space that is at least 30 feet in unobstructed width.



The pathway between multifamily residential developments with more than one building provides connectivity between buildings and to the public sidewalk.

MULTIFAMILY ROOFSCAPE GUIDELINES



The flat roof on these garden apartments frequently varies in height to create fluctuation in the roofline.

4.3. The roofline of all new multifamily residential development projects, inclusive of major and minor massing elements, should integrate at least two (2) of the following roof styles:

a. Intersecting Gable Roofs.

b. Hip Roofs.

c. Shed Roofs.

d. Flat Roofs with two or more heights with a difference of height of at least 3 feet when building masses face a public street and/or right-of-way.

e. The second flat roof may be incorporated as a minor massing element such as an entry.



The above multifamily residential development alternates between flat and hipped roofs, as well as changes in roof height, to add scale to the overall building mass.

4.4. Rooflines should be broken into a series of smaller building components at least once every 50 feet along a building frontage that faces a public street. Elements that create roofline variety include but are not limited to the following:

a. A change in roof height at the plate line where a roof intersects a building plane and/or at the ridge line of at least 3 feet.

b. Intersecting roofs.

c. Inclusion of dormers.

d. Placement of minor roofs along building frontages in front of major roofs.

e. Changes in parapet height.



This multifamily development has a hipped roof with cross gables along the primary façade.

4.5. The pitch of gable, hip, and shed roofs should be no less than 2:12 nor greater than 5:12 in slope.

4.6. Roof-mounted mechanical equipment should be screened so that it is not visible from the ground level.

MULTIFAMILY STORY AND HEIGHT TRANSITION GUIDELINES

4.7. A new multifamily residential development project abutting a single-family residential zone should incorporate one or more of the following elements to create height transitions:

a. Incorporate a 45° inward sloping daylight plane starting 25 feet above the lot line abutting the single-family residential zone, or

b. Increase the otherwise required yard and/or building setback abutting the single-family residential zone a minimum of 2 feet for each additional 10 feet in height over the first 16 feet in height, or

c. Within 50 feet of an abutting single-family residential property line, maintain a structural height that is a maximum of one story and/or a maximum of 16 feet higher than the greatest height of an abutting single-family residence.

MULTIFAMILY FAÇADE PLANE AND BUILDING WALL GUIDELINES

4.8. All new multifamily residential projects should distinguish the design of façade planes and building walls through inclusion of complimentary materials and/or colors, or building plane modulation, and/or utilization of base, middle, and top expression of building façades, through the inclusion of at least two of the following:

a. Changes in material and or color that distinguish the base, middle, and top of the structure.

b. Incorporation of building details such as cornices, belt courses, decorative projections, eaves, and pitched roofs.

c. Changes and breaks in wall plane that are a minimum dimension of 3 feet in depth and 6 feet in length.

d. Inclusion of balconies or other habitable projections for a minimum of 25% of the façade of the building.

e. Inclusion of a variety of sizes of windows, panels, bay windows, shading devices, and/or decorative architectural details that distinguish openings.

f. Use of at least two (2) materials on the façade that vary in size, texture, pattern, or color.

4.9. Multifamily residential projects should incorporate a combination of apertures, windows, and doors at each level, building code permitting, to achieve a minimum 25% of openings at each level along building walls that face public streets and public rights-of-way.



This multifamily residential development uses color to distinguish the base, middle, and top of the structure and incorporates an overhang over the building entrance.



The frequent changes and breaks in the wall plane create a distinguished design for this multifamily residential project.

MULTIFAMILY DESIGN COMPONENT GUIDELINES

The following multifamily design component guidelines address building details and seek to provide design characteristics specific to the ESGV.



Balconies on the second level become overhangs at the ground level entrances of the above townhomes.



The white trim around the windows of this colorful multifamily development contrast from the building façade.



Multiple colors and building materials make up the façade of the above multifamily residential development.

4.10. Multifamily projects should incorporate design components similar to those that already exist in the ESGV, such as the following:

a. Overhangs at entries.
b. Covered outdoor rooms.
c. Covered outdoor passages or arcades.
d. Deep roof eaves.
e. Building orientation to minimize solar heat gain and optimize cooling winds.

4.11. Windows and openings of new multifamily projects should provide relief from the wall plane. Window details include but are not limited to the following:

a. Use of shutters, exterior blinds, awnings, brise-soleil, or other shading devices.
b. Windows recessed and/or projected at least 2 inches in depth from the exterior wall plane.
c. Trim around the window opening with a contrasting material and/or color that is no less than 3 inches in width and extends no less than 2 inches beyond the wall surface.
d. Incorporation of full divided windows with sticking.

4.12. A multifamily residential design should utilize a minimum of two (2) exterior wall finish materials with no material more than 70% of the residential structure, including but not limited to the following materials:

a. Two colors of stucco.
b. Manufactured stone veneer.
c. Cement board panel and/or planks.
d. Metal panel and/or planks.
e. Terra cotta tile and/or rain screens.
f. Colored precision block, glazed block, face brick, face stone, split face block, shot blast block, and slump stone. No natural gray precision block should be utilized at front yards.

4.13. A minimum of two (2) colors should be used for the exterior of a multifamily project, with no color on more than 70% of the overall building façade.

MULTIFAMILY ACCESSORY STRUCTURES AND PROPERTY LINE WALLS

The following guidelines provide for the design of accessory structures and property line walls to ensure they are well integrated with the architecture of multifamily residential projects.

4.14. Accessory structures, including stand-alone recreation facilities and maintenance structures, should utilize similar rooflines, massing types, materials, and colors, as the main buildings of a site. Details for accessory structures may be simpler, but there should be architectural continuity between the main structures of a site and any accessory structures on the same site.

4.15. Accessory structures, including stand-alone recreation facilities and maintenance structures should be typically located within the rear of a site and not be visible from the primary public street frontage. When these structures are placed along primary public street frontages, they should be separated from the back of curbside public sidewalks by landscape buffers that are a minimum of 10 feet in depth.

4.16. Walls and fences located along public street frontages adjoining multifamily projects should not exceed 42 inches in height. Materials for walls and fences should include one the following:

a. Vertical metal pickets painted and or factory finished with a dark color.

b. Decorative architectural masonry and brick including colored precision block, glazed block, face brick, face stone, split face block, shot blast block, and slump stone. No natural gray precision block should be utilized at front yards.

c. Natural, stained, and/or painted wood posts and rails.

4.17. Gates located along public street frontages adjoining multifamily projects should not exceed 42 inches in height. Gates should incorporate one the following materials:

a. Vertical metal pickets painted and or factory finished with a dark color.

b. Natural, stained, and/or painted wood.

4.18. Walls that are 6 feet in height should be provided along property lines that separate a multifamily project from a single-family residential zone. Walls should incorporate one of the following materials:

a. Decorative architectural masonry and brick, including colored precision block, glazed block, brick, face stone, split face block, shot blast block, and slump stone. No natural gray precision block should be utilized.

b. Natural, stained, and/or painted wood posts, slats, and rails.



Contrasting materials distinguish the base of this building from the upper levels, and pops of color add a unique style to the façade.



The above townhomes have a fence along the property line.



A decorative stone wall sits between the multifamily development and public sidewalk along a primary road.

B.5 Multifamily Parking Design Guidelines

The following parking design guidelines for multifamily residential projects in the East San Gabriel Valley provide for design treatments that create clear pedestrian movement through parking areas and towards building entries, design of surface parking to mitigate heat islands and ensure continuity of architectural expression between the design of multifamily projects and parking areas.

SURFACE PARKING



The surface parking behind the above multifamily development is located in the rear of the lot, set back from property lines, and incorporates landscaped islands in the design.



A walk path made from brick pavers creates a clearly visible and safer area for pedestrians to cut across the surface parking lot towards the multifamily development.

5.1. Where surface parking abuts a public right-of-way and /or public sidewalk, the parking should be set back at least 10 feet from the right of way and sidewalk to allow for the provision of a landscaped buffer. At least one shade tree a minimum of 20 feet on center should be placed in the landscape buffer.

5.2. At least one (1) shade tree, inclusive of trees in any provided landscape buffer, should be provided at surface parking lots for every eight parking stalls or meet the tree planting requirements of Section 22.126.030 of the Los Angeles County Code, whichever is more stringent. Trees should be evenly distributed across the extent of the surface parking area.

5.3. Where surface parking lots are greater than 200 feet in length and/or depth, at least one dedicated walk path with speed tables at vehicular crossings, utilizing a contrasting surfacing material, and a minimum of 5 feet in width, should be provided to facilitate pedestrian connections across the parking area to and from building entries and public sidewalks.

VEHICLE DROP-OFF AREAS AND LOADING ZONES

5.4. On sites greater than 2 acres in size, at least one (1) dedicated curbside drop-off zone for car share users, with appropriate pavement and curb markings, should be provided for each 2 acres of site area.

5.5. On sites greater than 2 acres in size, at least one (1) dedicated loading zone for package deliveries and move-ins/move-outs, with appropriate pavement and curb markings, should be provided for each 2 acres of site area.

STRUCTURED, PODIUM, AND GARAGE PARKING

5.6. The facades of stand-alone parking structures should not be visible from the public right-of-way. When visible from a public right-of-way, stand-alone parking structures should utilize similar materials and colors as the project's primary buildings. Details for stand-alone parking structures may be simpler, but there should be architectural continuity in use of materials and details between the main structures of a site and any stand-alone parking structures on the same site.

5.7. Openings to parking areas, as well as mechanical and utility areas that occupy the podium levels of multifamily structures, should utilize one (1) of the following screening elements:

a. Vertical landscape and or climbing vines on metal screens that cover at least at least 50% of any ground level parking and/or mechanical and utility area openings.

b. Use of decorative metal grills and/or panels at openings.

c. Use of windows with glazing featuring obscured or patterned glass or equal.

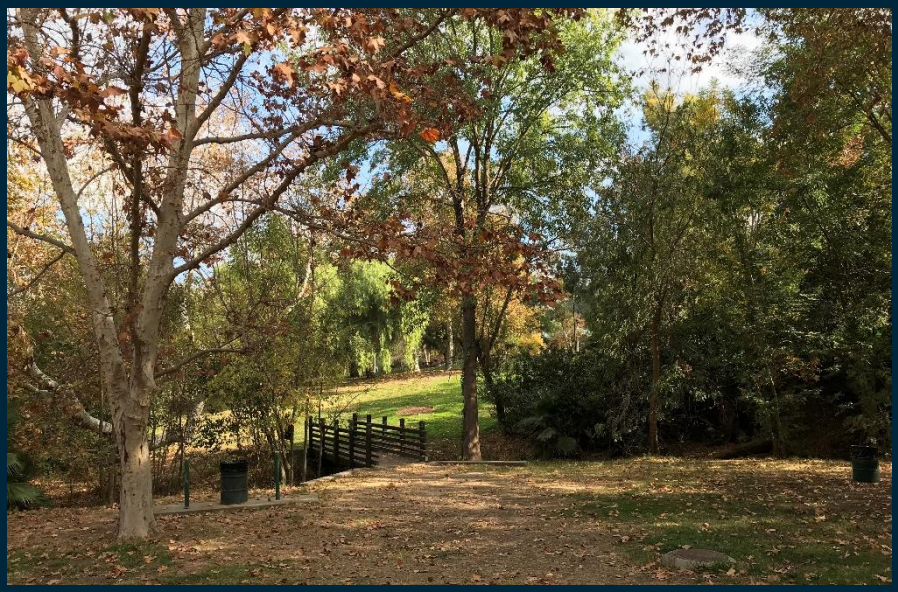
5.8. Front-yard-facing garage entrances should be set back at least 5 feet from the primary front-yard-facing façade. Alternatively, a minimum 5-foot recessed building entry and/or porch and/or arcade element may be provided in generally along the same building wall plane as the garage door or entry.



Decorative metal grills along the ground-level, sidewalk-facing façade help mask the podium parking.



The townhomes above recess and project the entrances and garages to create a modulated front façade.



APPENDIX C Parks, Facilities, and Trails Operated by DPR in the ESGV

C.1 Local and Regional Parks and Facilities Operated by Department of Parks and Recreation in the East San Gabriel Valley

TABLE C-1 **Local and Regional Parks and Facilities Operated by DPR in the ESGV**

Park Name	Regional/ Local	Acres	Address
Allen J. Martin Park	Local	6.8	14830 East Giordano St La Puente, CA 91744
Avocado Heights Park	Local	8.1	14105 Don Julian Rd La Puente, CA 91746
Avenue Park	Local	5.0	553 S. 4th Ave La Puente, CA 91746
Bassett Park	Local	9.8	510 North Vineland Ave La Puente, CA 91746
Bill Blevins Park	Local	5.3	19500 East Windrose Dr Rowland Heights, CA 91748
Carolyn Rosas Park	Local	6.9	18500 East Farjardo St Rowland Heights, CA 91748
Charter Oak Park	Local	11.8	20261 East Covina Blvd Covina, CA 91723
Countrywood Park	Local	6.2	16817 East Copper Hill Rd Hacienda Heights, CA 91745
Dalton Park	Local	5.2	18867 East Armstead St Azusa, CA 91702
Frank G. Bonelli Regional Park	Regional	1824.1	120 Via Verde Park Rd San Dimas, CA 91773
Gloria Heer Park	Local	10.4	18109 East Gallineta St Rowland Heights, CA 91748
Hacienda Heights Community and Recreation Center	Local	7.2	1234 Valencia Ave Hacienda Heights, CA 91745
Los Robles Park	Local	5.0	14906 East Los Robles Ave Hacienda Heights, CA 91745
Manzanita Park	Local	12.1	1747 South Kwis Ave Hacienda Heights, CA 91745
Marshall Canyon Regional Park & Nursery	Regional	277.1	6550 North Stephens Ranch Rd La Verne, CA 91750
Mountain Meadows Golf Course	Regional	165.2	1875 Fairplex Dr Pamona, CA 91768

TABLE C-1 Local and Regional Parks and Facilities Operated by DPR in the ESGV

Park Name	Regional/ Local	Acres	Address
Pathfinder Community Regional Park	Regional	29.0	18150 Pathfinder Rd Rowland Heights, CA 91748
Pepperbrook Park	Local	5.2	1701 South Countrywood Ave Hacienda Heights, CA 91745
Peter F. Schabarum Regional Park	Regional	577.1	17250 East Colima Rd Rowland Heights, CA 91748
Rimgrove Park	Local	9.6	747 North Rimgrove Dr La Puente, CA 91744
Rowland Heights Park	Local	10.2	18109 East Gallineta St Rowland Heights, CA 91748
San Angelo Park	Local	8.7	245 South San Angelo Ave La Puente, CA 91746
San Dimas Canyon Natural Area and Nature Center	Regional	118.1	1628 Sycamore Canyon Rd San Dimas, CA 91773
San Jose Creek Overlook	Regional	3.0	Workman Mill Rd and Lacewood Dr Whittier, CA 90601
William Steinmetz Park	Local	11.5	1545 South Stimson Ave Hacienda Heights, CA 91745
Sunshine Park	Local	7.1	515 South Deepmead Ave La Puente, CA 91744
Thomas S. Burton Park	Local	11.8	16490 East Santa Bianca Dr Hacienda Heights, CA 91745
Trailview Park	Local	50.6	2625 Saleroso Dr Rowland Heights, CA 91748
Valleydale Park	Local	9.1	5525 North Lark Ellen Ave Azusa, CA 91702
Walnut Creek Community Regional Park	Regional	55.2	1100 Valley Center Ave San Dimas, CA 91773
Diamond Bar Golf Course	Regional	172.4	22751 East Golden Springs Dr Diamond Bar, CA 91765
Marshall Canyon Golf Course	Regional	156.3	6100 North Stephens Ranch Rd La Verne, CA 91750
San Dimas Canyon Community Regional Park	Regional	9.8	512 Sycamore Canyon Rd San Dimas, CA 91773
Orange Grove Park	Local	5.8	14505 Orange Grove Ave Hacienda Heights, CA 91745
Puente Hills Regional Park (to be developed)	Regional	142.0	13130 Crossroads Pkwy S City of Industry, CA 91746

C.2 Trails and Staging Areas Operated by DPR in the East San Gabriel Valley

- Ahwingna Trail
- Antonovich Connector Trail
- Antonovich Oak Loop Trail
- Antonovich South Spur Trail
- Antonovich Trail
- Arbor Ridge Rd Connector
- Avocado Heights Trail
- Bonelli Trail
- Cobal Canyon Trail
- Kikos Trail
- Lower Bee Hive Trail
- Marshall-Miller Connector Trail
- Marshall Canyon Trail
- Marshall Staging Area Connector A
- Marshall Staging Area Connector B
- Miller Lateral Trail
- Native Oak Trail
- Park View Trail
- Ramona Blvd Connector
- Rowland Heights Connector Trail
- Rowland Heights Loop Trail
- Rowland Heights Loop Trail – Desire Ave Connector
- S Avenida Alipaz Connector
- S Azusa Ave Connector
- San Gabriel River – Schabarum Connector
- San Gabriel River Trail
- San Gabriel River Trail – Eastern Bank

- San Gabriel River Trail – Lario Connector
- San Jose Creek Trail
- Schabarum-Skyline Nike Missile Site Connector
- Schabarum-Skyline Trail
- Schabarum-Skyline Trail – Azusa/Colima Connector
- Schabarum-Skyline Trail – Colima Parking Connector
- Schabarum-Skyline Trail – Extension Connector
- Schabarum-Skyline Trail – San Gabriel Valley Overlook
- Schabarum Extension Trail
- Schabarum Grand Spur Trail
- Schabarum San Dimas Connector Trail
- Stephens Ranch Spur Trail
- Tree Line Trail
- Valley Blvd Connector
- Valley Blvd Connector N
- Van Tassel Trail
- Vargus Trail
- Lyman Staging Area
- Lario Staging Area
- San Dimas Avenue Staging Area
- Valley Center Avenue Staging Area
- Marshall Canyon Staging Area
- Schabarum Regional Park Trailhead
- Albatross Road Rest Area
- Bonelli Regional Park Staging Area
- East Picnic Valley Staging Area
- West Picnic Valley Staging Area
- Eucalyptus Staging Area
- Walnut Creek Rest Area
- Fred Palmer Equestrian Park
- East Shore Trailhead



APPENDIX D ESVG Unincorporated Communities Background

D.1 Avocado Heights

EXISTING CONDITIONS

Avocado Heights is relatively flat, with main streets designed in a car-oriented grid pattern. The community primarily consists of residential land uses, mostly single-family homes (58%) but with some multifamily residential development (5%). There are some industrial uses (14%), largely concentrated in the eastern portion of the community, as well as government and institutional uses (14%), including parks, public facilities, and infrastructure. There are relatively few existing commercial uses in Avocado Heights (6%), and little recreational space (1%).

Valley Boulevard is a major arterial located at the northern border of the community. It is a busy street with high levels of truck traffic, due to the number of industrial areas that are adjacent to and are in the vicinity of this corridor. Parcels adjacent to Valley Boulevard are a mix of commercial and industrial uses, with commercial uses concentrated west of Puente Avenue and at the intersection of Valley Boulevard and Puente Avenue, and industrial uses concentrated along the corridor east of Puente Avenue. Railroad rights-of-way under the jurisdiction of the Southern Pacific Railroad run parallel on the northern side of Valley Boulevard. Jurisdiction of lots situated along Valley Boulevard varies between the City of Industry and Los Angeles County. Residential parcels located south of Valley Boulevard create an industrial/residential interface along the corridor.

Workman Mill Road is the primary arterial that connects residential areas in Avocado Heights to Valley Boulevard and surrounding areas. The road bisects the community between Valley Boulevard to the north and San Jose Creek to the south. Most of the properties adjacent to Workman Mill Road are oriented away from it and accessible from smaller residential streets, except for some on a segment north of Don Julian Road located along frontage roads that run parallel to Workman Mill Road. Frontage roads that run parallel to Workman Mill Road provide an opportunity for additional activation for pedestrian uses and community gathering spaces. Enhancements along these frontage roads and Workman Mill Road could include additional street furniture, pocket parks, or bioswales. A Class II bike path is proposed for Workman Mill Road, which would improve connectivity between residential areas in the community and the San Jose Creek pathway.

Residential lots in Avocado Heights vary in size and configurations. North of Don Julian Road (and areas south of Don Julian Road but east of 3rd Avenue), residential lots are generally deeper, reflecting the community's agricultural and animal-keeping history. South of Don Julian Road (and east of 3rd Avenue), residential lots are smaller and closer together, with curvilinear streets culminating in cul-de-sacs.

Land Use Policy. More than 60% of the land in Avocado Heights has a residential land use policy category (H5, H9, H18). Meanwhile, approximately 20% of land has a use policy category of Light Industrial (IL), approximately 5% has an Open Space land use category (OS-C, OS-PR), and about 2% of community parcels have a land use category of General Commercial (CG).

Zoning. Residential areas in Avocado Heights are predominately zoned as A-1 (Light Agricultural) and R-1 (Single-Family Residential), with about 47% and 23% of the area assigned to these zones, respectively. R-3-U (Limited Density Multiple Residence), R-A (Residential Agricultural), and RPD (Residential Planned Development) zones are present in Avocado Heights as well, but make up about 3% of the land area in total. About 23% of the land area in Avocado Heights is zoned for industrial uses, including M-1 (Light Manufacturing), M-1.5 (Restricted Heavy Manufacturing), M-2 (Heavy Manufacturing), and MPD (Industrial Planned Manufacturing) zones. About 2.5% of the land in Avocado Heights is zoned for commercial purposes, including C-1 (Restricted Business), C-2 (Neighborhood Business), C-3 (General Commercial), CH (Commercial Highway), CM (Commercial Manufacturing), and CPD (Commercial Planned Development) zones.

Demographics. The community identifies predominately as Latinx (83%), with smaller shares identifying as Asian (9%), White (7%), and Other (1%) racial/ethnic categories. Most Avocado Heights residents (64%) speak Spanish at home, while 27% speak only English at home, and 8% speak Asian languages including Mandarin Chinese and Korean.

Residents of Avocado Heights work in the retail (13%), health care (12%), manufacturing (11%), education services (10%), and construction (8%) industries. The median household income in the community is $75,510, which is significantly higher than the countywide median household income of $59,613. In respect to education,15% of Avocado Heights residents have a 4-year degree or higher, and the unemployment rate is 6%

Housing. As of 2017, there were 3,550 housing units in Avocado Heights, with 72% of units being owner occupied, 25% renter occupied, and 3% vacant.

Commercial Areas in Avocado Heights are generally concentrated along the southern side of Valley Boulevard, with another small commercial cluster located at the intersection of Workman Mill Road and Don Julian Road. This cluster includes an existing commercial center located on the southeastern corner of the intersection. This center contains one of the few large markets in community. Commercial properties in the community are largely car-oriented, with limited enhancements that benefit pedestrians; most of these properties are pushed to the rear of the lot with parking spaces in the front, which makes it more difficult to access the services as a pedestrian. Commercially zoned lots on the southern portion of Valley Boulevard between Temple Avenue and Puente Avenue are relatively small, with shallow lots. A cluster of commercial lots in the vicinity of the intersection of Valley Boulevard and Puente Avenue are larger.

Industrial uses in Avocado Heights are largely focused along Valley Boulevard. Rights-of-way under the jurisdiction of the Southern Pacific and Union Pacific Railroads form the northern and southern boundaries of the community, respectively. The community is in an area of high industrial activity, correlated with a network of freight rail connections and access to nearby freeways. There is a cluster of industrial uses north of Valley Boulevard bounded by Temple Avenue to the east, Interstate (I-) 605 to the west, and Walnut Creek to the north. Industrial properties adjacent to the northern portion of Valley Boulevard consist of shallow lots, while industrial uses in the community along Valley Boulevard east of Puente Avenue are located on larger lots. There are existing residential uses adjacent to these industrial uses, and Avocado Heights Park is located in close proximity to these industrial uses.

This community has access to a variety of amenities and public services, including, parks, open space areas, and schools. Avocado Heights has four primary recreational spaces—San Angelo Park, Avenue Park, Avocado Heights Park, and San Jose Creek Overlook. San Angelo Park is in a residential area in the northwest portion of Avocado Heights. The park includes fields and play facilities, along with an indoor community meeting space. The park is in the vicinity of Valley Boulevard and I-605, both of which are busy freight corridors. Avenue Park is located in the eastern portion of the community. The park includes playgrounds, walking paths, and a skate park. It is

located nearby Avocado Heights Park. Avocado Heights Park is in the eastern portion of the community. The park includes an athletic field, a basketball court, exercise and fitness stations, and an equestrian arena. This park is in the vicinity of Avenue Park. San Jose Creek Overlook is a recreational space located along San Jose Creek. This overlook is approximately 3 acres, runs parallel to the creek, and connects to the San Jose Creek Trail.

There are two public schools located in Avocado Heights—Don Julian Elementary School and Wallen L. Andrews Elementary School. Wallen L. Andrews Elementary School is located west of Workman Mill Road, while Don Julian Elementary School is located east of Workman Mill Road. Both schools contain large open fields and spaces that could be beneficial for community members outside of school hours.

Transit. Avocado Heights is served by three bus lines operated by Foothill Transit and one line operated by Norwalk Transit. Norwalk Transit Route 1 connects the community to Norwalk via Workman Mill Road. Foothill Transit Route 274 travels along Workman Mill Road, connecting with Whittier in the South and Baldwin Park Metrolink Station in the north. Along Valley Boulevard, the Foothill Transit 282 line connects to the El Monte Transit Center to the west and the Puente Hill Mall Transit Center in the east. The Foothill Transit 194 line also runs along Valley Boulevard, connecting to the El Monte Transit Center to the west and to California State Polytechnic University, Pomona (Cal Poly Pomona) in the east.

Active Transportation. Avocado Heights consists of a car-oriented design pattern with minimal treatments to improve the experience of those who walk and bike in the community. A Class II bike path is proposed for Workman Mill Road, but besides a multi-use pathway along San Jose Creek and the existing Avocado Heights multi-use trail in the eastern half of the community, bike and pedestrian infrastructure is limited. Additional treatments are needed along streets and pathways in and near the community to improve the pedestrian experience. These treatments could include wider sidewalks, wayfinding signage, additional street trees, public art, and additional street furniture.

San Jose Creek. San Jose Creek comprises the southern boundary of Avocado Heights. The creek, part of a network of proposed greenways, connects to pathways along the San Gabriel River and a larger

network of active transportation connections across the region. Where feasible, connections to these paths should be enhanced.

Avocado Heights Trail. The Avocado Heights Trail is a multi-use pathway of decomposed granite that is designed in a gridded pattern. It runs along residential streets through the center of Avocado Heights, bounded between Fourth Avenue and Fifth Avenue from the west and east, and Proctor Avenue and the San Jose Creek Trail from the north and south. It connects to the San Jose Creek Trail at the southern end of the community. The trail is popular with equestrians.

Equestrian Presence. Avocado Heights has a strong culture of horsekeeping, with many properties in the area containing horse-related uses and structures. Two equestrian districts are present in Avocado Heights—the Avocado Heights Equestrian District and the Trailside Ranch Equestrian District. Equestrian districts permit a greater number of horses than normally allowed in the unincorporated county, and also celebrate local equestrian culture. These districts are in the southeastern portion of the community, with nearby access to the San Jose Creek Trail and the Avocado Heights Trail. Riders on horseback and existing equestrian uses should be considered when considering enhancements to the streetscape.

Community Standards District. The Avocado Heights Community Standards District, adopted in 2003, sets specific requirements for the development of properties in the community. The document's objective is to preserve the open character, support property maintenance, and improve the compatibility between residential and industrial uses in the community.

D.2 Charter Oak

EXISTING CONDITIONS

Charter Oak largely consists of residential properties (86.5%), with some commercial (5.4%) and government (5.4%) uses, including parks, public facilities, and infrastructure. Commercial zones are primarily located along Arrow Highway and Grand Avenue. Most residential streets in Charter Oak end in cul-de-sacs and dead-ends. These streets often connect to main roads via a frontage road that separates traffic in residential areas from major roads. The main roads in Charter Oak include Arrow Highway, Cienega Avenue, and Covina

Boulevard. The community is accessed by I-210 and State Route (SR-) 57. Arrow Highway is a historically important transportation corridor that connects western areas to the Inland Empire. The Metrolink San Bernardino line goes through the community, with the closest rail stop located at Covina Station in the city of Covina.

This community has access to amenities and public services, including parks and schools. Charter Oak Park, which is 12 acres and located in the center of the community, offers opportunities to play sports, relax, and have family picnics under the shade of large trees. There are also five schools located outside of the community that serve Charter Oak—Ben Lemond Elementary School, Cedargrove Elementary School, St. Louise De Marillac Elementary School, Glen Oak Elementary School, and Charter Oak High School. Ben Lomond Elementary School is located in the western vicinity of the community, while Cedargrove Elementary School, St. Louise De Marillac Elementary School (private/charter school), Glen Oak Elementary School, and Charter Oak High School are located adjacent to or in the vicinity of the southern area of the community.

Demographics. In Charter Oak, 57% of residents speak only English in the home, 29% speak Spanish in the home, and 10% speak an Asian language in the home, including Chinese and Korean. The community of Charter Oak identifies as Latinx (49%), White (31%), of Asian descent (13%), and of Other (7%) racial/ethnic categories.

Employment. Residents of Charter Oak predominately work in the health care (13%), retail trade (10%), education services (11%), professional/technical service (7%), and the accommodations/food service (7%) industries. **Table D-1, Employed Charter Oak Residents by Industry**, shows the percentage of Charter Oak residents employed by industry.

TABLE D-1 **Employed Charter Oak Residents by Industry**

Industry	Residents Employed	Percent of Total Residents Employed
Health Care	638	12.83%
Educational Services	530	10.66%
Retail Trade	519	10.44%
Manufacturing	408	8.21%
Professional/Tech Services	356	7.16%
Accommodation/Food Services	349	7.02%
Construction	318	6.40%
Finance/Insurance	311	6.26%
Transportation	266	5.35%
Wholesale Trade	257	5.17%
Public Administration	236	4.75%
Administrative/Waste Management	229	4.61%
Information	145	2.92%
Other Services	142	2.86%
Arts/Entertainment/Recreation	130	2.62%
Real Estate	96	1.93%
Utilities	34	0.68%
Agriculture	6	0.12%
Management	1	0.02%
Mining	0	0.00%
Total	**4,971**	**100.00%**

Homeownership Rates and Housing. There are a total of 3,329 housing units in Charter Oak, with 60% of units owner occupied, 37% renter occupied, and 3% vacant.

Table D-2, Charter Oak Housing Units by Year Built, shows housing units by year built in Charter Oak. The median year for housing unit construction is 1971.

TABLE D-2 **Charter Oak Housing Units by Year Built**

Year Built	Housing Units Constructed	Percent of Total Housing Units
2014 or Later	0	0.00%
2010–2013	0	0.00%
2000–2009	56	1.73%
1990–1999	347	10.71%
1980–1989	706	21.80%
1970–1979	559	17.26%
1960–1969	697	21.52%
1950–1959	753	23.25%
1940–1949	63	1.95%
1939 or Earlier	58	1.79%
Total Housing Units	**3,239**	**100.00%**

LAND USE RECOMMENDATIONS

The following outlines land use recommendations for the community of Charter Oak. The recommendations have been formulated based upon the methodology of the Area Plan. Elements that play a role in determining growth areas in the community include, but are not limited to, access to transit stops and high-quality transit areas, current and surrounding development, and existing state law. Specific updates to zoning and land use policies will be a part of the Area Plan and will be determined based upon this analysis.

For the sake of this analysis, the Charter Oak community is divided into four distinct subareas—West Charter Oak, Central Charter Oak, East Charter Oak, and Arrow Highway Corridor—as discussed below.

West Charter Oak

West Charter Oak is located in the western portion of the community, designated as west of Glendora Avenue and south of Arrow Highway (see **Figure D-1, West Charter Oak**).

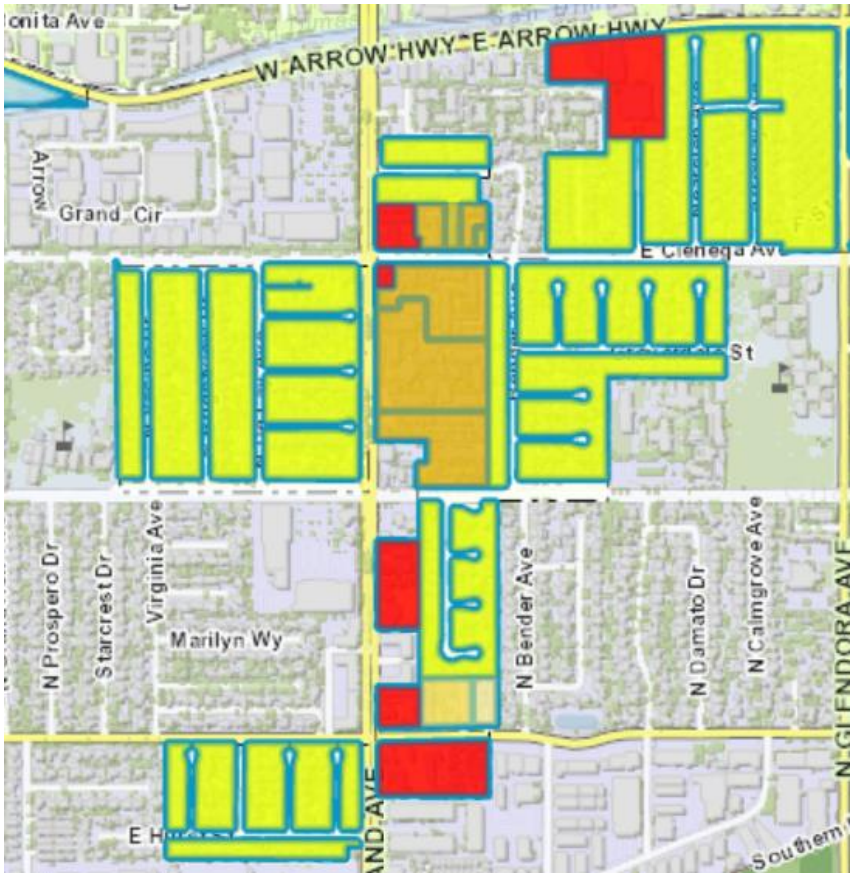


FIGURE D-1 **West Charter Oak**

West Charter Oak Commercial Areas. West Charter Oak, like the rest of the community, predominately consists of residential land uses. Though this subarea consists of some commercial property along the Arrow Highway frontage, much of the commercial activity is situated along the Grand Avenue Corridor. The Grand Avenue Corridor includes the following intersections:

- **Arrow Highway and Grand Avenue.** Though not located in unincorporated jurisdiction, a major transit stop is identified at the intersection of Arrow Highway and Grand Avenue (see **Figure D-2, Arrow Highway and Grand Avenue**). The entire subarea is located within a quarter mile of a high-quality transit area. The surrounding jurisdictions of Glendora and Covina contain large active commercial areas that partially draw their customer base from the Charter Oak community.
- **Cienega Avenue and Grand Avenue.** The commercial property located on the southeast corner of this intersection is currently used by small local business. The northeast corner of the intersection includes an auto-related use and multifamily housing.



FIGURE D-2 **Grand Avenue Corridor**

- **Covina Boulevard and Grand Avenue.** Commercial uses are located on three of the four corners of this intersection (except for the northwest corner) but are not located in unincorporated jurisdiction. A cluster of commercial uses is located in unincorporated area located southeast of the intersection along Grand Avenue; this cluster consists of a variety of uses, including restaurants, a Montessori school, and other small businesses.
- **Cypress Street and Grand Avenue.** Two clusters of commercial lots are located on the northeast and southeast corners of this intersection. The cluster of parcels on the southeast corner include multiple auto-related uses, including a car wash and auto storage and repair. This cluster also contains a mobile home park, a liquor store, and a bar. The cluster of parcels on the northeast corner of the intersection include a restaurant with a drive-through, a health clinic, and a church.

Recommendations. To provide housing growth near transit-rich areas, commercial property along Arrow Highway and at the northeast intersection of Grand Avenue and Cienega Avenue are recommended to be updated to a mixed-use land use designation, allowing for a mixture of residential and commercial uses. These areas are also recommended to be designated as village centers, complete with greenways along the major corridors to improve pedestrian and bicyclist pathways to these community gathering spaces.

Existing residential areas in the subarea are located along a transit-rich corridor and are proximate to active commercial areas and existing multifamily development. To provide diverse housing types in the area, it is recommended to update the land uses of these neighborhoods to R-2, to allow for multi-unit development with a maximum structure height limit of 35 feet.

Central Charter Oak

Central Charter Oak is located between Glendora Avenue and Sunflower Avenue, south of Arrow Highway (see **Figure D-3, Central Charter Oak**). The subarea contains a mix of single-family and multifamily neighborhoods, as well as commercial uses and public school sites. Properties located north of Cienega Avenue are located with a quarter mile of Arrow Highway, a designated high-quality transit area, while properties located south of Cienega Avenue are located a half mile away from Arrow Highway. The western half of the subarea is within 1 mile of a major transit stop (Arrow Highway and Grand Avenue).

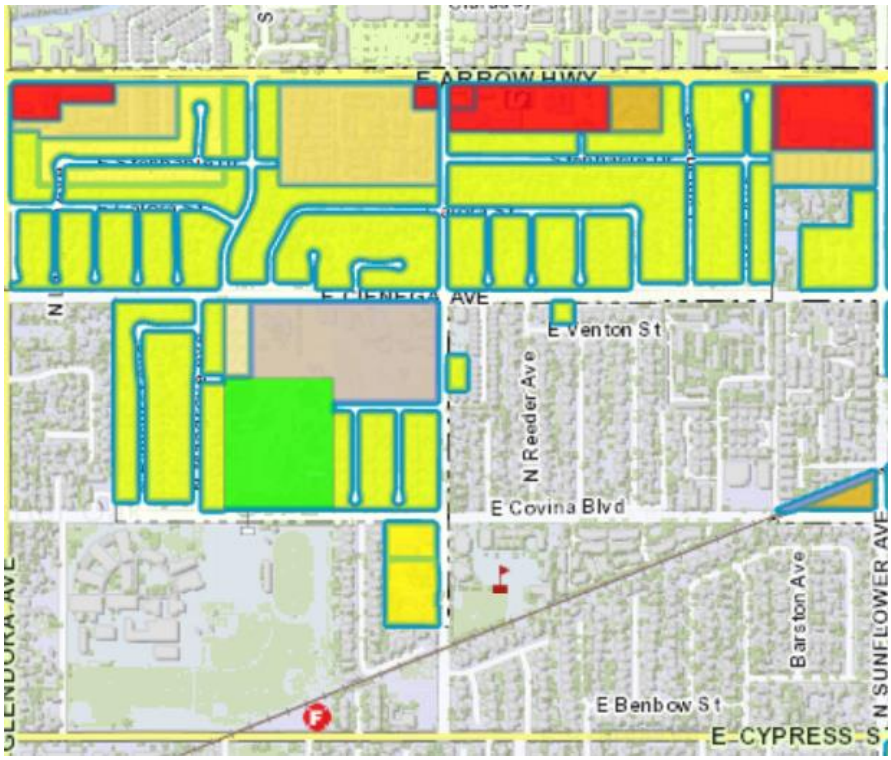


FIGURE D-3 **Central Charter Oak**

Central Sites. Charter Oak Unified School District operates an adult education center and district offices at the southwest intersection of Bonnie Cove Avenue and Cienega Avenue. Charter Oak Park, located south of the school district site along Covina Boulevard, is the only park located within the Charter Oak community. Just south of the park, outside of County jurisdiction, is Charter Oak High School.

Recommendations. Areas north of Covina Boulevard are within a half mile of a high-quality transit area, and are very proximate to nearby community resources, including Charter Oak Park, Charter Oak High

School, school district property, and commercial destinations along Arrow Highway. Existing single-family properties in the subarea, located north of Covina Boulevard, are recommended to update to R-2 zoning designation. This reflects their existing location's connectivity and proximity to community resources.

To focus growth along Arrow Highway, existing commercial areas in this subarea are recommended to change to mixed-use land use designation. Existing single-family properties north of Stephanie Drive and west of Lyman Avenue, located to the rear of the Arrow Highway commercial properties, are recommended to change to an R-3 zoning designation. This is intended to focus growth close to transit and neighborhood resources.

East Charter Oak

East Charter Oak is located east of Sunflower Avenue and east of Valley Center Avenue, including the southern islands under County jurisdiction.

Southern Pacific Railroad right-of-way cuts this subarea into a northern portion and a southern portion. The southern portion of East Charter Oak is predominately single-family residential uses, while the northern portion is a mix of existing single-family and multifamily residential, with some commercial uses. An existing mobile home park fronts Arrow Highway in this subarea.

Recommendations. Existing single-family neighborhoods located north of the Southern Pacific right-of-way are recommended to be updated to R-2 zoning designation. These areas are within a half mile of a high-quality transit area. Properties along the western frontage of Valley Center Avenue, south of Arrow Highway, are recommended to be changed to a new mixed-use land use designation. The location bookends the community of Charter Oak and incentivizes growth clustered toward major arterials and commercial destinations.



FIGURE D-4 **East Charter Oak**



FIGURE D-5 **TITLE**

Arrow Highway Corridor

The Arrow Highway Corridor includes properties with frontage along Arrow Highway in Charter Oak (see **Figure D-6, Arrow Highway Corridor**).



FIGURE D-6 **Arrow Highway Corridor**

Goals for the Arrow Highway Corridor include revitalizing the corridor; incentivizing growth in areas near transit and walkable commercial corridors; improving connections to community resources, including parks, schools and other public facilities, shops, and transit; and ensuring development fits community character and is harmonious with adjacent jurisdictions.

D.3 East San Dimas

EXISTING CONDITIONS

East San Dimas consists of two non-connecting unincorporated islands. The southern island is entirely residential, while the northern island contains some commercial uses. Single-family residential makes up most of existing land uses (86.2%), with a much smaller share of land used for government and institutional purposes (7.5%) and commercial property (3.4%).

Homes are generally located along smaller streets that end in cul-de-sacs. Many of the streets within the community are not well connected, requiring pedestrians or vehicles to exit and reenter the community from a different side. Primary roads in East San Dimas include Foothill Boulevard, Base Line Road, and San Dimas Canyon Road. Secondary roads include Damien Avenue and Gladstone Street. The community is adjacent to and in close proximity of I-210 freeway, which provides easy access to regional destinations. It also presents potential negative health impacts to this community, as some of the parcels are less than 1,000 feet from the freeway.

The Puddingstone Channel, overseen by the Los Angeles County Flood Control District, bisects the community from north to south. The channel begins in the San Gabriel foothills and leads toward Puddingstone Reservoir.

Southern Island

The zoning of the southern island is R-A-7500 with a land use of H-9 (see **Figure D-7, East San Dimas Southern Island**). A channelized waterway bisects the community. The waterway could provide alternative access and active transportation opportunities, if it is feasible to enhance it and make it accessible to the public.

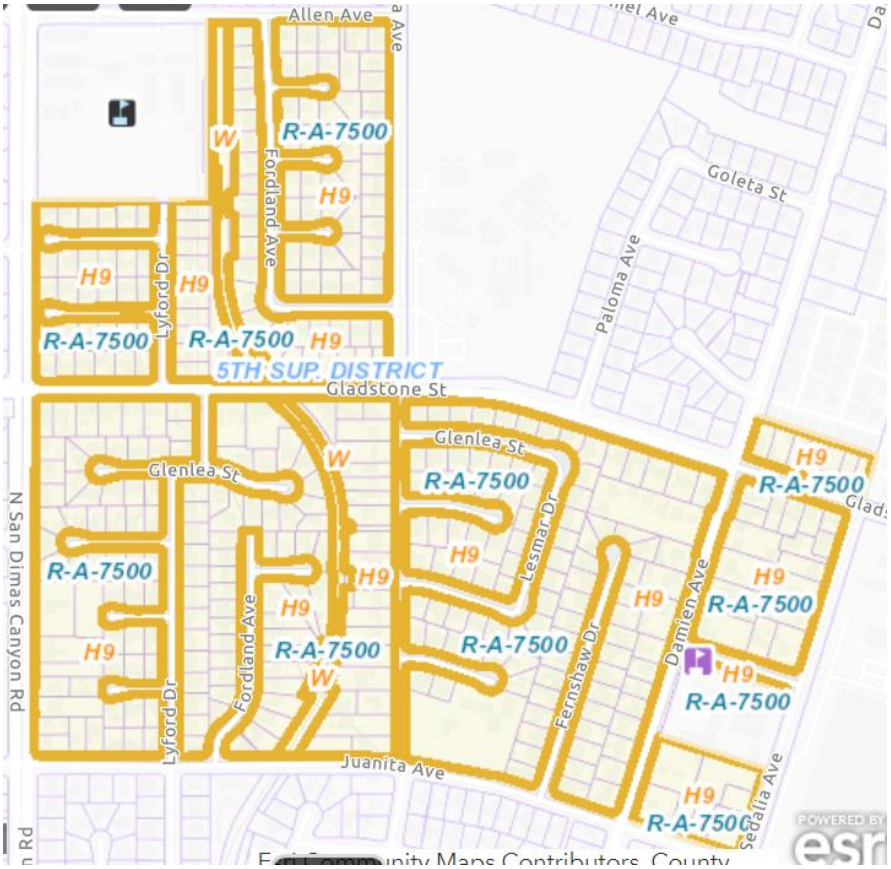


FIGURE D-7 **East San Dimas Southern Island**

Northern Island

The southern island is located in close proximity to the center of the city of San Dimas, along with many of its amenities, including the library, schools, parks, the San Dimas Civic Center, and city hall. Two schools, Allen Avenue Elementary School and Ramona Middle School, are located within the city of San Dimas but adjacent to East San Dimas. These schools could feasibly increase space available for community recreation through shared-use agreements. Marchant Park is also located in the city of San Dimas but in close proximity to the community. Connections to city of San Dimas amenities should be enhanced because community members likely consider themselves to be residents of the San Dimas area.

The northern island is bounded by I-210 freeway to the south and Foothill Boulevard to the north (see **Figure D-8, East San Dimas Northern Island**). The zoning on residential properties is R-A-7500 with a land use policy category of H9. The commercial parcels, located

along Foothill Boulevard on the north end of the island, are zoned C-3 with a land use policy category of CG.



FIGURE D-8 **East San Dimas Northern Island**

The northern island has a notable commercial use area. There is an existing, single-story, commercial strip mall located along Foothill Boulevard. Other commercial uses along the Foothill Boulevard frontage include a Montessori school, a plant nursery, and a mini-mart. The frontage of the strip mall and nursery contains a sidewalk, but much of the Foothill Boulevard frontage does not. Pedestrian enhancements are needed along Foothill Boulevard, especially because the area seems to be well utilized. This area may be appropriate for mixed-use development, though it would be important to preserve commercial activity in this area, because of the lack of alternative commercial land nearby.

D.4 Hacienda Heights

EXISTING CONDITIONS

Hacienda Heights has a limited range of land uses. The predominant existing uses in the community are single-family residential (67%), followed by designated park land and open space (23%). Multifamily residential land uses makes up a small portion of existing uses in the

community (2%). Commercial uses (2%) are located along the community's major corridor, Hacienda Boulevard, and its intersections with primary roads, including Gale Avenue, Halliburton Road, and Colima Road. The commercial areas are largely developed with one-story shopping centers and surface parking. Industrial uses (3%) are located near SR-60, Gale Avenue, and the railroad lines in the northern portion of the community.

SR-60 runs through the northern portion of the community, with industrial and commercial zoning adjacent to the highway. Few major transportation corridors run through the community, resulting in heavy use and congestion along major roads and SR-60. In addition, there are limited transit options in the area, which was developed to be reliant on the automobile for transportation. A Union Pacific rail line runs through portions along the northern edge of the community, serving both freight and passenger rail. Metrolink service runs the Riverside line on the Union Pacific track.

The community of Hacienda Heights has varied topography. The terrain slopes up from the valley floor at the northern edge of Hacienda Heights to form the Puente Hills at its southern edge, with elevations ranging from 350 to 1,200 feet above sea level. The hilly areas located southeast of the Puente Hills landfill and at the southwest edge of the community near Schabarum Park remain the few pieces of undeveloped land in the region. These areas are contiguous with larger designated open space and important native habitat areas that extend well beyond Hacienda Heights. Surrounding the Puente Hills are 25 miles of wildland/urban interface. Here, development has extended into the hillside areas, contributing to habitat fragmentation. The Puente Hills are largely designated as the Puente Hills SEA, which are part of a larger system of designated land with high levels of biodiversity that require protection. The Puente Hills and access to its natural areas contribute to the distinct visual and experiential identity of this community. The hills are highly valued local assets that provide connections to nature for residents and visitors, habitat for wildlife, and the scenic landscape of the region.

D.5 North Pomona

EXISTING CONDITIONS

North Pomona consists of two separate islands, made up primarily of single-family residential land use (56%) and multifamily housing (44%) in the form of a mobile home park. The northern island, fronting Garey Avenue, consists of a portion of a mobile home park and five parcels with existing single-family residences. This island is bounded by the city of Claremont to the east and north, and the city of Pomona to the west and south. The southern island, fronting Towne Avenue, consists of a small collection of single-family homes laid out in a larger street grid. This island is bounded on the east by the city of Claremont, and the city of Pomona to the north, west, and south.

The areas surrounding North Pomona mostly consist of single-family neighborhoods with a similar street design. These neighborhoods are designed with interior curving residential streets with select connections to major arterials. Foothill Boulevard is a major east–west commercial corridor located between the north and south islands of North Pomona. Both of these islands are in close proximity to this corridor, though the commercial uses are located in the cities of Pomona and Claremont. The community is served by the primary highways of Towne Avenue to the east and Garey Avenue to the west, both of which connect to Foothill Boulevard.

D.6 Pellissier Village

EXISTING CONDITIONS

Pellissier Village is somewhat hidden and hemmed in by freeways, the San Gabriel River, and industrial areas in the city of Industry. The community consists primarily single-family residential, with most of the homes constructed in the late 1940s through the 1960s. The community includes industrial parks at the western edge, a nursery in operation along the river under power lines, and a couple of small commercial businesses along Pellissier Road.

There is one main road—Keila Avenue—that functions as the primary entrance and exit to the community. However, this road is not a primary road, but rather a small-scale residential street, as are most of

the roads that run through the largely residential community. Peck Road, which runs south of the community through the city of Industry, is the major road that connects to Pellissier Village.

Pellissier Village celebrates its equestrian culture through the elements and decorations present throughout the community. Horseback riders of all ages can be seen riding in the neighborhood and heading toward equestrian trails in the area. In 1954, the Pellissier Hills Trail Ride began, lasting until 1968 with a yearly tradition of a 3-hour horse-riding excursion through the rolling hills of the Puente Valley. The Pellissier Village Equestrian District was designated in 1976 to acknowledge this strong equestrian history. The designation allows for more flexibility than would otherwise be allowed in residential zones regarding keeping of animals such as horses, sheep, cattle, and goats as pets for the residents of the properties.

D.7 Rowland Heights

EXISTING CONDITIONS

The community consists of mostly single-family residences with many cul-de-sacs and few through-streets. Single-family residential makes up most of existing land use (61%), though there is some multifamily residential development (2.7%). There are few existing commercial uses (2.6%), located at major intersections along Colima Road and in the northern portion of the community, along Gale Avenue. These uses mostly serve local residents. Industrial land uses (2%) are located near SR-60 and the Union Pacific Railroad, in the northern portion of the community. Designated parks and open space make up a large portion of existing the land uses (21%), as do rural lands and undeveloped hillside uses (10.7%).

One of the primary assets of the community is proximity to natural areas, designated open space, and the scenic views of the Puente Hills and San Gabriel Mountains. The open space areas and natural resources are linked by undeveloped ridgelines. The 1981 Rowland Heights Community Plan sought to preserve the natural resources and the natural landforms of the hills and ridgelines. The Puente Hills provide critical wildlife habitat in a largely urbanized area with increasingly limited natural habitats. Land in the Puente Hills contains sensitive biological resources and much of the area is designated as

the Puente Hills SEA. Hazard areas also exist in the hillsides with potential for landslides and very high fire hazard zones.

The Puente Hills SEA represents the County portion of a continuous series of natural open spaces that link habitat eastward to the Chino Hills, beyond Rowland Heights. The habitat areas include several undeveloped canyons, such as Powder, Brea, and Tonner Canyons, and significant ridgelines. The Puente/Chino Hills function as an important wildlife linkage and resident habitat area for regional wildlife populations, and provide a regional link to the San Gabriel and Santa Ana Mountains. Nearly the entire Puente Hills SEA is designated as the Puente-Chino Hills State Important Bird Area by Audubon California. The SEA includes a variety of natural habitats including riparian, walnut, oak woodlands, California walnut woodland, rocky hillsides, chaparral, and some grassland. The SEA also includes a wildlife underpass at Harbor Boulevard, which was constructed by the Puente Hills Habitat Preservation Authority and has documented frequent use by animals.

The community is accessed by SR-60 to the north and SR-57 to the east. SR-60 serves as a goods movement corridor connecting the Ports of Los Angeles and Long Beach, as well as a connection for people who commute between Los Angeles county and the Inland Empire. Access to SR-60 is made available at the primary north–south arterials of Rowland Heights, including Fullerton Road, Nogales Street, and Fairway Drive.

Colima Road is Rowland Heights' major commercial corridor. The community is mostly car-oriented, with limited pedestrian access and active transportation infrastructure. Most residential streets in Rowland Heights are oriented inward, which provide for family-friendly neighborhoods, but limit walkability and provide few direct connections to nearby amenities and the community's commercial corridors. Colima Road is also a major transit corridor in Rowland Heights, with several Foothill Transit lines running along this arterial. All transit lines that run along Colima Road pass through or terminate at Puente Hills Mall, a major commercial center and transit hub for Foothill Transit in the City of Industry along the northwestern border of the community. This transit hub provides additional connections to other areas within and beyond the region.

D.8 South Diamond Bar

EXISTING CONDITIONS

All of South Diamond Bar is designated as part of the Puente Hills SEA, providing important wildlife habitat and linkages to the region. Tonner Canyon contains natural flowing creeks and wetlands, and is a major drainage area for streams and waterways. Nearly the entire SEA is designated as the Puente-Chino Hills State Important Bird Area by Audubon California; it represents one of the only large areas of relatively undisturbed habitat remaining in the southeastern county. Walnut woodlands, southern oak woodlands, chaparral, coastal sage scrub, and riparian woodlands are critical habitat found in this area. Tonner Canyon also supports a diversity and abundance of wildlife. Large mammals, overwintering birds of prey, and songbirds are found here. The California gnatcatcher and coastal cactus wren have critical habitat in this area.

D.9 South Walnut

EXISTING CONDITIONS

The north and south islands of South Walnut are surrounded by existing industrial uses, though they are near residential neighborhoods in the cities of Walnut and Diamond Bar.

The north island of South Walnut is an unincorporated area of approximately 58.03 acres (0.09 square miles) that generally follows the southern contour of Valley Boulevard. The north island of South Walnut is surrounded to the north by Valley Boulevard and the City of Walnut, and to the west, east, and south by the City of Industry. The area is generally bounded between Valley Boulevard and right-of-way/railroad tracks owned by the Southern Pacific Railroad to the north, and the San Jose Creek Channel to the south.

The south island of South Walnut consists of a rectangular unincorporated area of approximately 12.23 acres (approximately 0.02 square miles). It is located at the northwest corner of the intersection of Currier Road and Brea Canyon Road, is entirely located within the City of Industry. The south island is located across the street from the Industry Metrolink Station, the only Riverside Line station in the Planning Area.



FIGURE D-9 **South Walnut Islands**

D.10 Unincorporated North Whittier

EXISTING CONDITIONS

Unincorporated North Whittier is divided into four separate areas by I-605 and SR-60, which run through the center of the community. The freeways have a significant presence and abut large areas of the community. The Union Pacific Railroad runs along the southern edge of the two residential parts of the community. Workman Mill Road is the primary road used to access the residential areas. It is designated as a major highway, and runs northeast–southwest, crossing San Jose Creek to the north into the unincorporated community of Avocado Heights.

Land use is quite mixed in the community. Single-family residential developments are located in the southern half, with industrial parks in the center areas, and the San Jose Creek Water Reclamation Plant operated

by the Los Angeles County Sanitation District located in the northern part near the San Gabriel River and San Jose Creek. A plant nursery runs along the San Gabriel River Trail on the east bank of the river.

There are two residential clusters in unincorporated North Whittier, Whittier Woods and a cluster of homes off of Cambray Drive. There is also a freestanding single-family home at 1809 Workman Mill Road, adjacent to the Swiss Park Banquet Center. Commercial and industrial uses include a consumer storage facility, a restaurant (Hamburger Express), a Los Angeles County Sanitation District Facility (San Jose Creek Water Reclamation Plant Flow Equalization Facilities), a California Department of Transportation Facility, and the Swiss Park Banquet Center.

The San Jose Creek runs along the north part of the residential areas and provides access to equestrian trails. The San Gabriel River runs along the west edge of the community, adjacent to the plant nurseries. There is access to recreation areas and the San Gabriel River Trail along the east bank of the river. The San Jose Creek and San Gabriel River waterways join near unincorporated North Whittier.

Population, Demographics, and Employment. The population of unincorporated North Whittier is 748 people, largely derived from two separate residential areas in the southern portion of the community. Languages spoken in the home include Spanish (54%), English (39%), and those of Asian origin (6%), such as Chinese and Korean. Residents of unincorporated North Whittier work in the health care sector (15%), educational services sector (11%), manufacturing (10%), retail (9%), and administrative/waste management sector (9%).

Housing. There are 220 housing units in unincorporated North Whittier, with 83% of units owner occupied,13% renter occupied, and 4% vacant.

D.11 Unincorporated South El Monte

EXISTING CONDITIONS

Unincorporated South El Monte consists of predominantly residential uses. It is laid out in a gridded street network, with larger properties toward the south where equestrian uses are more common. The proximity of the San Gabriel River allows access to recreation and trails.

As noted, the community primarily consists of single-family residential housing, with single-family neighborhoods located to the east and west of the community along the San Gabriel River. Some of the larger residential properties have an accessory dwelling unit or “granny flat” in the rear of the property. Multifamily properties are located closer Durfee Avenue, with several blocks of the community near Durfee Avenue zoned for multifamily development (R-3). There is one commercial property (C-3) in the north of the community. Outside of the community boundaries, the Durfee Avenue corridor contains existing commercial uses. Industrially utilized properties are located north of Durfee Avenue. The community shares a border with an existing school site (Charles T. Kranz Intermediate School) to the east.

An equestrian facility is located adjacent to the San Gabriel River, along the west side of the San Gabriel River Trail. Equestrian uses are common along the river and creekside communities of the ESGV. Adjacency to the San Gabriel River and Whittier Narrows trails allows unincorporated South El Monte residents easy access to recreation and equestrian trails. The community’s Rancho Potrero De Felipe Lugo Equestrian District was the first equestrian district adopted by the County in 1976. The district consists of two residential blocks in the southern part of unincorporated South El Monte, close to the San Gabriel River. The equestrian district designation allows for more flexibility than would otherwise be allowed in residential zones regarding keeping of animals such as horses, sheep, cattle, and goats as pets for the residents.

Major roads, such as Durfee Avenue, are found outside the community boundaries, but are heavily used to access the secondary and residential streets within the community. Parkway Drive and Rush Street are the largest secondary roads running through the community.

Many residents of unincorporated South El Monte work in the accommodation/food services industry (15%), followed by construction (11%), manufacturing (11%), health care (10%), and wholesale trade (10%) sectors.

D.12 San Jose Hills Communities

EXISTING CONDITIONS

Walnut Islands

Walnut Islands is a 3.8-square-mile unincorporated, noncontiguous community located in the central part of the Planning Area. The community shares boundaries with the cities of San Dimas and Covina to the north, Pomona to the east, Walnut to the south, and West Covina to the west. In the early 20th century, land surrounding Walnut Islands was primarily used for agriculture, including raising cattle and growing fruit trees. The area retains some rural elements, including a prevalence of horsekeeping.

Walnut Islands consists of mostly hilly land with primarily residential uses, with some government and institutional uses. Walnut Islands contains no commercially zoned land. The residential development is largely made up of single-family residences in a suburban development pattern, with cul-de-sacs. Cal Poly Pomona is partially located in Walnut Islands. The Forest Lawn Cemetery is also located in the northeastern section of the community.

The ESGV SEA is designated on parts of Walnut Islands, primarily the natural slopes, canyons, and areas around Buzzard Peak—the highest peak in the San Jose Hills, located in the Walnut City Open Space Lands to the south of Walnut Islands. The ESGV SEA contains sensitive and rare habitats and species that necessitate protections.

Buzzard Peak and the areas around it, including residential neighborhoods in the foothills, are critical habitat for the federally threatened coastal California gnatcatcher (*Polioptila californica*), which makes its home in coastal sage scrub. The largest remaining stands of native black walnut woodlands in Southern California are located in the San Jose Hills and Puente Hills to the south. The San Jose Hills are midpoint between the San Gabriel Mountains and Puente Hills, and provide excellent bird habitat and diversity of bird species. Waterways run south through the different parts of Walnut Islands, and because of the hilly topography, several drainage channels exist in this area. Many of the waterways contain rare habitat and are located in the SEA.

West San Dimas

West San Dimas is a community of 229.2 acres located in the northern portion of the Planning Area. The City of San Dimas surrounds the entire community. The population of West San Dimas is approximately 330 people. Most of the homes in the community were built in the 1950s and 1960s.The westernmost part of West San Dimas consists of 122 single-family homes clustered around a few curving streets that terminate in cul-de-sacs that can only be accessed by Mesarica Road off Puente Street.

The majority of the land within West San Dimas contains conserved designated open space, known as the Walnut Creek Park, which is owned and managed by Los Angeles County Parks and Recreation and the Watershed Conservation Authority. Walnut Creek Park consists of almost 70 acres of woodlands and coastal sage scrub; it also contains one of the only remaining natural waterways in the ESGV, Walnut Creek. The Watershed Conservation Authority developed a conceptual master plan to enhance the site as a riparian and upland habitat with a developed trail system that connects to other nearby trails. The remainder of the land in the community remains privately owned and undeveloped or used by an institution.

Large portions of West San Dimas are in the ESGV SEA. The SEA is part of a larger system of designated land with high levels of biodiversity requiring additional protections. Walnut Creek is located in the SEA, and is a primary natural resource and valued asset in the community.

D.13 Northwestern Communities

EXISTING CONDITIONS

Covina Islands

Covina Islands is a 1.3-square-mile unincorporated community in the northwest portion of the Planning Area. It has a population of 16,104, with a population density of 12,332 people per square mile. The community consists of five separate unincorporated areas surrounded by the city of Covina to the south, the cities of Covina and Azusa to the west and north, and the cities of Covina and Glendora to the east. Covina Islands is located to the east of the unincorporated community of East Irwindale and west of the unincorporated community of Charter

Oak. A railroad right-of-way owned by the Southern Pacific Railroad and used by the Metrolink San Bernardino line, acts as the southern boundary of the community. Big Dalton Wash bisects the northern part of the community, while San Dimas Wash forms the northern boundary of the southern section of Covina Islands; the washes converge and flow into the San Gabriel River.

The community consists of five separate areas with a largely flat terrain and curving streets with many cul-de-sacs. Many of the major streets are paralleled by frontage streets that buffer neighborhoods from traffic on the main roads. The main north–south roads include Cerritos Avenue, Citrus Avenue, and Barranca Avenue. The main east–west roads include Baseline Road, Gladstone Street, Arrow Highway, Covina Boulevard, and Cypress Street. I-210 bisects Covina Islands and provides access to other communities and major freeways.

Foothill Transit provides local bus service to the community along major roads, including Arrow Highway, S. Azusa Avenue, S. Citrus Avenue, and S. Barranca Avenue. The closest rail stop is located at Foothill Boulevard and Citrus Avenue, at APU/Citrus College Station, to the northwest of the community. Additional alternative modes of transportation are provided by LA Metro and includes the Covina Metrolink station located in Covina.

Dalton Park is the only park located within the boundaries of Covina Islands, though several parks are found in nearby cities. Amenities at the park include basketball courts, a baseball field, a splash pad, and playground equipment.

There are a total of 3,955 housing units in the community, with 61% of units owner occupied, 36% renter occupied, and 3% vacant. The majority of land in the Covina Islands is used as single-family residences (86.8%), with some multifamily residences (1.3%). Government and institutional purposes, including parks, schools, public facilities, and infrastructure, make up a small portion of existing land use (8%).

Covina Islands is almost entirely residential uses, and the community is made up of a number of residential clusters. The Orangepath Street residential cluster (see **Figure D-10, Orangepath Residential Cluster**), is a cluster of residential uses located along Orangepath Street between S. Barranca Avenue and S. Vecino Avenue. This cluster is located entirely within the City of Glendora's jurisdiction, located one block north of W. Route 66. This is to the northwest of

Charter Oak, where Route 66 and Arrow Highway diverge. Further analysis is needed to check the feasibility of annexation of this residential cluster into the City of Glendora.

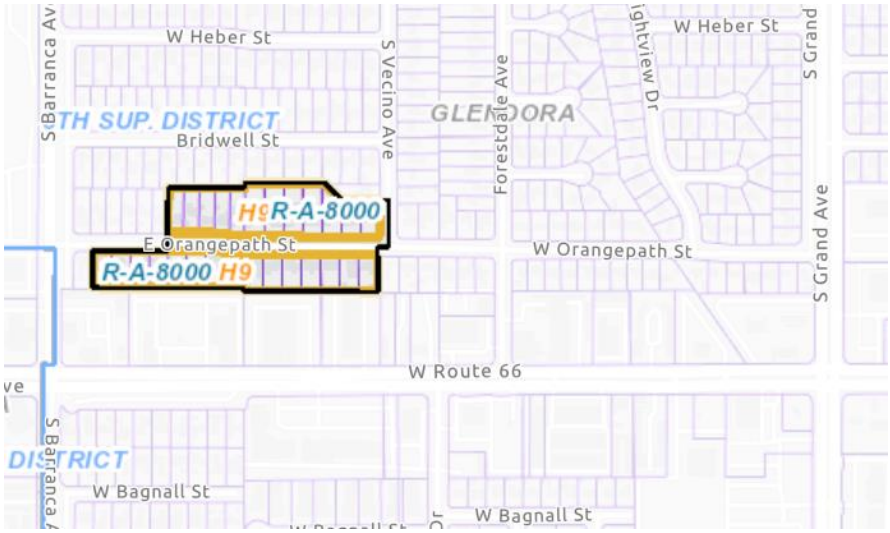


FIGURE D-10 **Orangepath Residential Cluster**

The southern island residential cluster (see **Figure D-11, Southern Island Residential Cluster**) is oriented around Covina Boulevard, Hollenbeck Avenue, and Cypress Street. This residential cluster consists of two unincorporated islands bisected by Cypress Ball Park and Cypress Elementary School. Community frontage roads are prominent along the area's arterials, which can provide opportunities for additional parklets, bioswales, urban greening, and active transportation infrastructure. San Dimas Wash forms one of the northern borders of this cluster. Where feasible, connections to the wash should be emphasized, and active transportation paths should be improved and made available along the waterway.

The western island residential cluster (see **Figure D-12, Western Island Residential Cluster**) is separated from the central island via Cerritos Avenue, which is not considered to be a part of Covina Islands. There is a relatively significant amount of multifamily development surrounding the cluster, but there is not any multifamily development within this unincorporated cluster. Clifford D. Murray Elementary School is located in the center of the western island residential cluster, but is not located in unincorporated jurisdiction. Big Dalton Wash serves as the southern boundary of this cluster. Where feasible, active transportation infrastructure should emphasize connections to the wash, and active transportation pathways along the waterway should be improved.



FIGURE D-11 **Southern Island Residential Cluster**

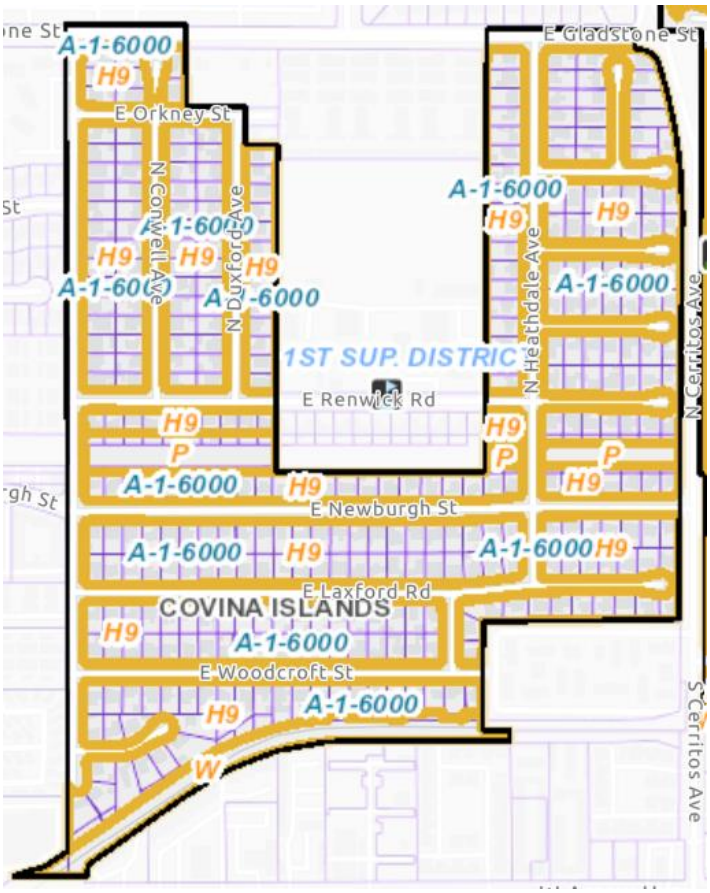


FIGURE D-12 **Western Island Residential Cluster**

The central island residential cluster (see **Figure D-13, Central Island Residential Cluster**) is bisected by Gladstone Street. Other primary arterials include Cerritos Avenue and Citrus Avenue. Big Dalton Wash serves as the southern boundary of this cluster. Where feasible, active transportation infrastructure should emphasize connections to the wash, and active transportation pathways along the waterway should be improved. Center Middle School is located in the center of this cluster and is considered to be in unincorporated jurisdiction. Magnolia Elementary school is also located in the community's vicinity, but is not in unincorporated jurisdiction.

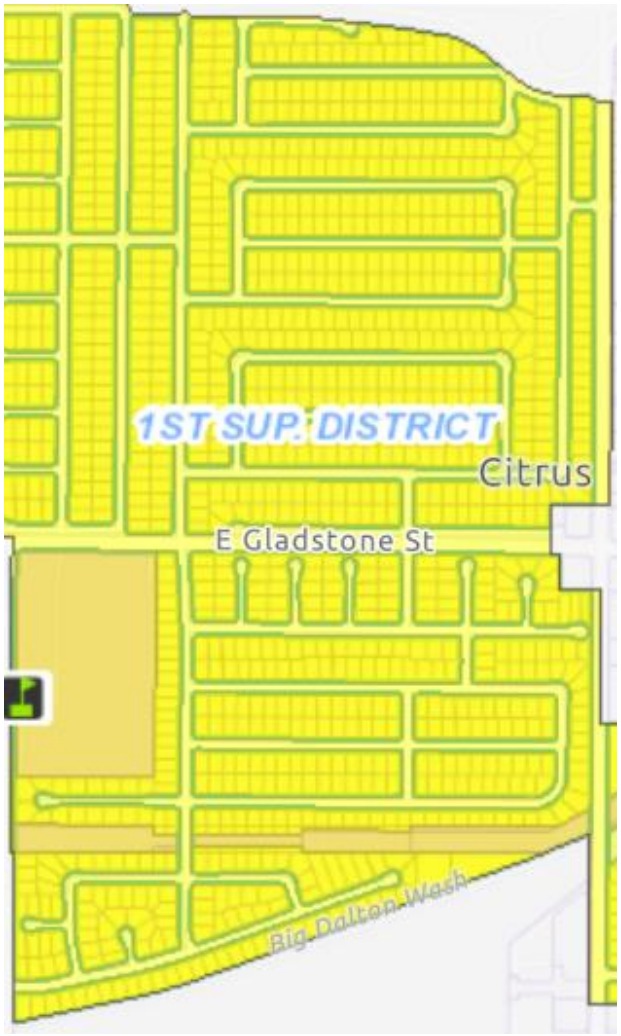


FIGURE D-13 **Central Island Residential Cluster**

The Covina Islands/Charter Oak industrial cluster (see **Figure D-14, Covina Islands/Charter Oak Industrial Cluster**) is a mix of commercial and industrial uses located on multiple parcels, surrounded by Barranca Avenue to the west, Arrow Highway to the north, and San

Dimas Wash to the south. This cluster can act as an opportunity area for mixed use development. The cluster is located at a major intersection at Barranca Avenue and Arrow Highway.

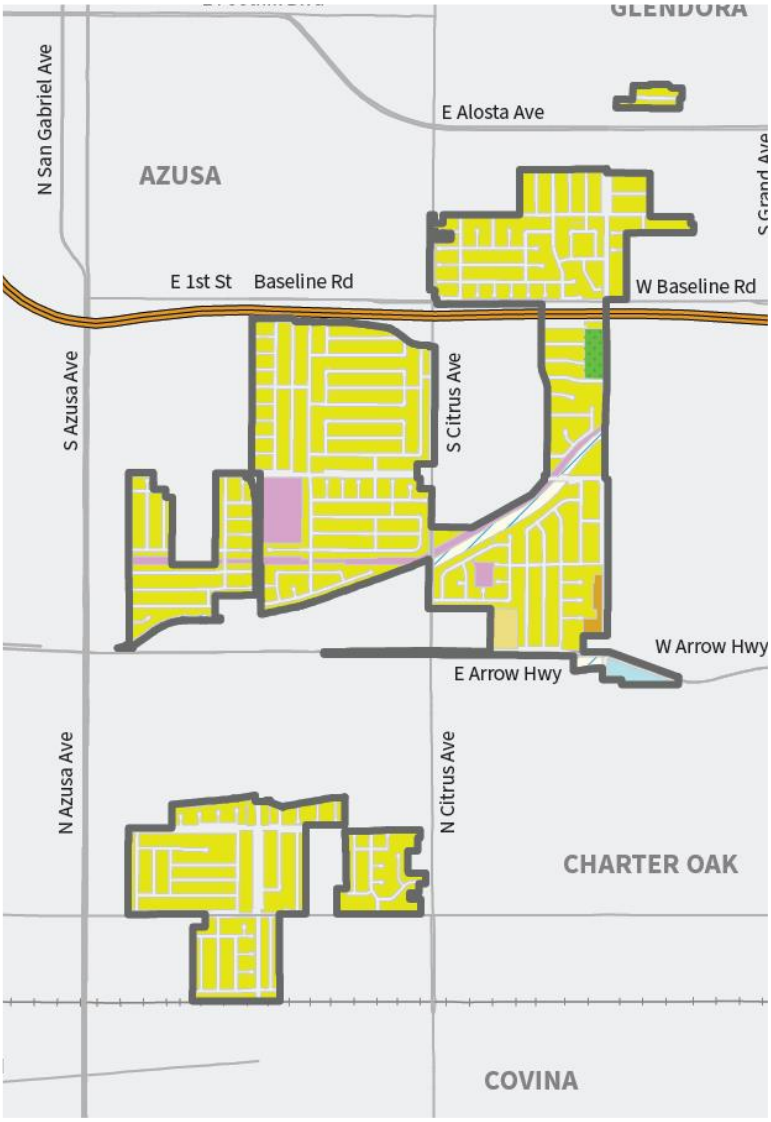


FIGURE D-14 **Covina Islands/Charter Oak Industrial Cluster**

East Irwindale

East Irwindale is an approximately 1.5-square-mile unincorporated community, with a population of 16,504. Located in the northwest portion of the Planning Area, the community is served by both the 1st and 5th Supervisorial Districts. The community shares boundaries with the city of Covina to the east, the city of West Covina to the south, the cities of Irwindale and Baldwin Park to the west, and the city of Azusa to the north. The unincorporated community of the Covina Islands is

located to the east of East Irwindale. San Dimas Wash and Big Dalton Wash intersect in the central portion of the community. This combined wash joins Little Dalton Wash to the immediate west of the community, and eventually joins the San Gabriel River to the west.

East Irwindale is largely flat with a curvilinear street layout mostly ending in cul-de-sacs. Many of the major streets in the community are paralleled by frontage streets that serve local residents. A railroad right-of-way, owned by the Southern Pacific Railroad, also bisects the community. Major highways include Irwindale Avenue, Azusa Avenue, Arrow Highway, and Badillo Street. Secondary highways include Vincent Avenue, Vernon Avenue, Gladstone Street, and Cypress Street. North-south streets provide connections to I-210, located directly north of the community.

Foothill Transit provides local bus service to the community along major roads, including at Arrow Highway and S. Azusa Avenue. Additional alternative modes of transportation are provided by LA Metro and include the Baldwin Park Station in West Covina. The closest Metrolink rail stop for the East Irwindale community is located at Downing Avenue and Central Avenue, at the Baldwin Park Station, to the southwest of the community.

The community is largely made up of single-family and multifamily residential land uses make (86.4%), with some government or institutional land uses (11.2%), including schools and parks, and little commercial (1.4%) land use.

Valleydale Park is in the northern portion of East Irwindale and is the only park located within the unincorporated community. The park space also includes the Valleydale Park Senior Neighborhood Center.

D.14 Southwestern Communities

EXISTING CONDITIONS

South San Jose Hills

South San Jose Hills is approximately 1.5 square miles in size and located in the southern portion of the Planning Area. It has a population of approximately 21,300 people, with a population density of 14,123 people per square mile. A part of the 1st Supervisorial District, the

community is bordered by the city of West Covina on the north and east, the cities of Industry and La Puente to the west, the city of Industry to the south, and the unincorporated community of Valinda to the west.

South San Jose Hills predominately consists of single-family residential uses, with some multifamily residential uses. Government and institutional purposes, including school sites, make up a smaller portion of the community, as does commercial and industrial uses—primarily along Valley Boulevard. The community is largely made up of small, curving, residential streets with access points to the major roads along its boundary. Valley Boulevard, which runs partly along the southern boundary of the community, has a mix of commercial and industrial uses, including the Southern Pacific railroad right-of-way. Valley Boulevard is designated as an opportunity corridor by the General Plan.

Major corridors in the community include Valley Boulevard to the south, Nogales Street to the east, and Azusa Avenue to the west. These major roads connect to other cities, freeway access, and major destinations. Areas located to the west, north, and east of South San Jose Hills are primarily residential in use. The Industry Hills Golf Club is located across Azusa Avenue, west of the community, and forms most of the community's western boundary. Intensive industrial uses are located south of the community in the city of Industry, with some industrial and commercial uses located within the community boundary along Valley Boulevard.

South San Jose Hills slopes down to the southwest, dropping in elevation from 500 to 400 feet above sea level near Valley Boulevard. The community is located within the San Gabriel River Watershed; as such, four drainage channels flow from northeast to southwest through the residential neighborhoods to join the San Jose Creek Diversion Channel south of Valley Boulevard.

In the community, 75% of residents speak Spanish in the home, 16% speak only English in the home, and 8% speak an Asian language in the home, including Chinese and Korean. As of 2017, the number of housing units in South San Jose Hills was 4,336, with 69% of the units owner occupied, 23% renter occupied, and 3% vacant.

This community has access to a variety of amenities and public services, including, parks, open space areas, schools, and safety services. Sunshine Park is in the southern part of South San Jose Hills, and offers opportunities to play sports, cool off in the splash pad in the

summer, and gather around barbeques and picnic tables, among other activities. In addition to the park, South San Jose Hills residents are in the vicinity of open space at San Jose Creek; however, this portion is a part of the Schabarum-Skyline Trail and may not provide connections to other trails. Several schools are located within or near the boundaries of South San Jose Hills. Schools in the community include Villacorta Elementary School, Northam Elementary School, Yorbita Elementary School, Santana High School (continuation), Rorimer Elementary School, and Nogales High School. Giano Intermediate Middle School in West Covina is also in the vicinity. The Los Angeles County Fire Department serves the community, with Station 118 serving the western portion of the community, and Station 145, serving the eastern portion. The Los Angeles County Sheriff serves the community out of Industry Station, located nearby.

Several Foothill transit routes serve South San Jose Hills. Line 194 runs along Valley Boulevard and connects to El Monte Station to the west and Mt. San Antonio College and Cal Poly Pomona to the East. Line 280 runs along Azusa Avenue and connects to Puente Hills Mall Transit Center to the south and Azusa Intermodal Transit Center to the north. Line 289 runs along Nogales Street and connects to Puente Hills Mall Transit Center to the South and Mt. San Antonio College and Cal Poly Pomona to the East. Line 178 runs along Nogales Street, Shadow Oak, and Amar Road, connecting to Puente Hills Mall Transit Center to the south and the West Covina, Baldwin Park, and El Monte Stations to the north and west. Line 486 runs along Amar Road and connects to the El Monte Station to the west and Mt. San Antonio College and Cal Poly Pomona to the east. The West Covina Green Route runs along Nogales Street, Shadow Oak, and Amar Road, connecting to West Covina to the north. In addition, ESGV Active Transportation Plan corridors in South San Jose Hills include Route No. 20. Walnut Avenue/Echelon Avenue/Ranlett Avenue-Francisquito Avenue to Temple Avenue; Gemini Street-Azusa Avenue to Shipman Avenue; and Route No. 15. Nogales Street-Arenth Avenue to Pathfinder Road and La Puente Road to Hollingworth Street.

- Department of Parks and Recreation
  - Trails Plan (https://trails.lacounty.gov/)
    - No trails are in this community
    - Prioritize connections to San Jose Creek Trail and the SGV River Trail via Puente Creek improvements

The Los Angeles County Vision Zero Action Plan identifies Collision Concentration Corridors, or street segments in which a disproportionate number of vehicular collisions take place. In South San Jose Hills, Valley Boulevard and Azusa Avenue are identified as Collision Concentration Corridors.

Valinda

Valinda is 2 square miles in size, with a population of 23,603 and a density of 11,634 people per square mile. It is located in the southwest portion of the Planning Area, and shares boundaries with the cities of Industry and La Puente to the west and south, the city of West Covina to the north and east, the unincorporated community of South San Jose Hills to the east and the unincorporated community of West Puente Valley to the west. Valinda shares portions of several busy commercial corridors, including Hacienda Boulevard and Amar Road, with the cities of La Puente and Industry. Additionally, the community is adjacent to the Industry Hills Expo center and Industry Hills Golf Club. The community is mostly single-family residential, followed by a smaller share of multifamily residential. Some commercial uses are found on the main roads, including Amar Road and Azusa Avenue.

The topography of the community is relatively flat, located at the bottom of the San Gabriel Valley. The community's residential streets end in cul-de-sacs and do not connect to major roads, which helps to deter through traffic. However, all vehicles are limited to the same connecting roads, which can make traffic worse during peak times. The primary east–west roads in the community are Temple Avenue and Amar Road, which bisects the community. Hacienda Boulevard and Azusa Avenue provide north–south access. Secondary north–south corridors include Valinda Avenue and Lark Ellen Avenue. Valinda is accessible to SR-60 and I-10 through local streets.

The community identifies predominantly as Latinx (77%), with smaller shares identifying as Asian (14%), White (6%), and Other (3%) racial/ethnic categories. There are 5,176 housing units, 74% of units owner occupied, 23% renter occupied, and 3% vacant.

This community has access to a variety of amenities and public services, including, parks, open space areas, schools, and safety services. Rimgrove Park is in the southeast part of Valinda, near Amar Road and Azusa Avenue, and offers opportunities to play sports, cool off in the splash pad, and have picnic and barbeque gatherings. Several other nearby parks and open spaces are located in neighboring jurisdictions

but serve the community, including Walmerado Park (in the city of West Covina) and the Industry Hills Recreation Center (in the city of Industry), which has limited greenspace and is mostly devoted to private uses, including a small stadium and expo center. Public schools in Valinda are administered by the Hacienda-La Puente Unified School District, with a smaller portion of the community in the north and east administered by the West Covina Unified School District. Schools located in Valinda include Baldwin Academy, St. Stephen Academy (a private religious school), Valinda School of Academies (public elementary school), Wing Lane Elementary School, and Grandview College Prep Academy (public elementary school). Schools located in neighboring jurisdictions but serving the community include Fairgrove Academy (in La Puente) and Coronado High School (a continuation school in West Covina). The Los Angeles County Fire Department, Station 26, provides firefighting services to the community, and the Los Angeles County Sheriff's Department, Industry Sheriff's Station, provides law enforcement services.

The Puente Creek Storm Channel bisects the southern portion of Valinda. This channel and adjacent pathways are currently closed off to the public. The channel connects to the San Jose Creek, but the pathways are not connective, which means that a pedestrian would need to use on-street pathways to connect to San Jose Creek. The Valinda Avenue Walking Path is an improved walking path located on the east side of Valinda Avenue that runs parallel to the street. The walking path connects Puente Creek to the south and Amar road to the north.

Valinda has several proposed bikeways along Amar Road, Maplegrove Street, the Puente Creek Channel, and Echelon Avenue. There are existing bikeways along the main roads at Temple Avenue and Valinda Avenue. The County Bicycle Master Plan identifies infrastructure improvements for the community at Maplegrove Street (proposed bicycle boulevard), Valinda Avenue (existing Class III and Class II bike facilities), Walnut Avenue/Echelon Avenue/ Greenhope Drive/Ranlett Avenue (proposed Class III bike path), Amar Road (proposed Class II bike path), Lark Ellen Avenue (existing Class II bike path), Temple Avenue (existing Class II bike path), and the Puente Creek Storm Channel (proposed Class I bike path).

The ESGV Active Transportation Plan identifies corridors in need of infrastructure enhancement to increase safety and usability of the public realm for walking and biking. The plan identifies Amar Road (west–east orientation), Maplegrove Street (west–east orientation), and Walnut Avenue/Echelon Avenue/Greenhope Drive/Ranlett Avenue

(north–south orientation) for improvements. In addition, the Los Angeles County Vision Zero Action Plan identifies Collision Concentration Corridors, or street segments in which a disproportionate number of vehicular collisions take place. In Valinda, Hacienda Boulevard, Amar Road, Valinda Avenue, and Azusa Avenue are identified as Collision Concentration Corridors.

Los Angeles County Greenway Network.

- The greenway network likely includes the San Gabriel River/Puente Creek/San Jose Creek. We should confirm,
- This community is proposed to connect to the San Jose Creek via the Puente Creek
- Puente Creek (proposed Class I bike path)
  - This would connect to the San Jose Creek pathway and the San Gabriel River Pathway
  - There seems to be a break in this path in the City of La Puente (at Hacienda Boulevard)

West Puente Valley

West Puente Valley is located in the southwest portion of the Planning Area. Its name comes from the La Puente land grant, or Rancho La Puente, which included much of the ESGV area. The community shares boundaries with the city of Baldwin Park to the north and west, city of West Covina to the north, the cities of La Puente and Industry to the east and south, the unincorporated community of Valinda to the east, and the unincorporated community of Avocado Heights to the south. The Walnut Creek Channel forms part of the northwestern boundary, and the Southern Pacific Railroad right-of-way runs along parts of the western boundary.

The topography of the community is relatively flat and sits at the bottom of the San Gabriel Valley. The streets are oriented in a northeast–southwest direction. Many of the smaller residential streets terminate in cul-de-sacs, without a direct connection to major roads. North Puente Avenue and South Sunset Avenue are the primary north–south corridors. Amar Road and West Francisquito Avenue are the primary east–west corridors. Secondary corridors include Francisquito Avenue (east–west), Temple Avenue (east–west), and Unruh Avenue (north–south).

West Puente Valley consists of mostly single-family residential uses, followed by a smaller share of government uses, including parks, public facilities, and infrastructure. The community is surrounded by a mix of residential and industrial uses. Industrial activity is especially prevalent to the west and south of the community, in the cities of Baldwin Park, La Puente, and Industry

This community has access to a variety of amenities and public services, including, parks, open space areas, schools, and library services. Bassett Park is located in the western part of West Puente Valley, and contains a variety of amenities including the first artificial turf soccer field in Los Angeles County, a playground and splash pad, a skate park, and picnic shelters and barbecue pits. Allen J. Martin Park is in the eastern part of the community, and contains amenities including athletic fields, a playground, and a small community center. In addition to parks within the community, several nearby parks and open spaces serve West Puente Valley. Walnut Creek Nature Park is across the Walnut Creek channel. The park is located along Walnut Creek, which feeds into the San Gabriel River. Connections to this park could be enhanced across the channel. Syhre Park is located in the city of Baldwin Park, and offers an athletic field and restrooms.

Two public school districts serve West Puente Valley, Bassett Unified School District and Hacienda-La Puente Unified School District. Schools located in the community include Edgewood Academy (public elementary school), Bishop Amat Memorial High School (private religious high school), Nueva Vista Continuing Education/Basset Adult School, California Elementary School, J.E. Van Wig Elementary School, Sparks Elementary/Middle School, and Temple Academy (public elementary school). Schools in the vicinity include Torch Middle School (in the city of Industry), Basset Senior High School (in the city of La Puente), and Sunkist Elementary School (in the city of La Puente). Sunkist Library (in the city of La Puente) is a Los Angeles County Library branch located in the vicinity of West Puente Valley. Though the branch offers a small indoor library, the space is well utilized by community members.

The County Bicycle Master Plan identifies infrastructure improvements for the community at Fairgrove (proposed bicycle boulevard), Puente Avenue (proposed Class II bike path), Amar Road (proposed Class II bike path), Temple Avenue (existing Class III bike path), Vineland Avenue (proposed Class III bike path), Willow Avenue (proposed

Class III bike path), Sunset Avenue (existing Class III bike path), and Puente Creek (proposed Class I bike path).

The ESGV Active Transportation Plan identifies corridors in need of infrastructure enhancement needed to increase safety and usability of the public realm for walking and biking. The plan identifies Puente Avenue, Vineland Avenue/Rath Street/Barrydale Street/ Maryland Avenue/Nolandale Street/Siesta Avenue/Fairgrove Avenue/Sandy Hook Avenue, Willow Avenue, Amar Road, and Sunset Avenue for improvements. In addition, the Los Angeles County Vision Zero Action Plan identifies Collision Concentration Corridors, or street segments in which a disproportionate number of vehicular collisions take place. In West Puente Valley, Amar Road, Puente Avenue, and Sunset Avenue are identified as Collision Concentration Corridors.

Los Angeles County Greenway Network

- The greenway network likely includes the San Gabriel River/Puente Creek/San Jose Creek. We should confirm.
- This community is proposed to connect to the San Jose Creek via the Puente Creek

D.15 San Gabriel Mountains Foothill Communities

EXISTING CONDITIONS

East Azusa

East Azusa is located in the northeastern portion of the Planning Area, consisting of three separate geographic areas totaling approximately 275 acres. The character of the three areas varies. The northernmost sections are primarily made up of designated open space, undeveloped land designated as an SEA, and some agricultural uses. The southernmost section, consisting of flatter topography, contains single-family residential uses in a developed subdivision. The unincorporated areas share boundaries in part with the cities of Azusa and Glendora, and the Angeles National Forest.

The San Gabriel River runs through the north part of East Azusa, with drainage channels flowing toward the river throughout the north and west sections. The northern section mostly falls within the San Gabriel

Canyon SEA. The designation continues into the cities of Azusa and Glendora, due to the presence of rare habitats, plant, and animal species.

Glendora Islands

Glendora Islands total 229.5 acres and is located in the north part of Planning Area. The unincorporated area largely consists of hilly designated open space and recreational uses, known as the Glendora Wilderness Park and Brodiaea Reserve, owned by the City of Glendora and the Glendora Community Conservancy. One noncontiguous, privately owned property is developed with a residence. Glendora Islands shares boundaries with the city of Glendora and the Angeles National Forest.

Creeks and waterways make their way down the slopes flowing into small canyons to join Big Dalton Wash as it flows southwest to the San Gabriel River. A rare and endangered plant, threadleaf brodiaea (*Brodiaea filifolia*), found in this area is endemic to Southern California, meaning it is not found anywhere else in the world.

North Claremont

North Claremont totals 541 acres and is located in the northeast part of the Planning Area. It contains a residential community, in a noncontiguous area to the south, and open space to the north, which is part of the Claremont Wilderness Park. The area shares boundaries with the city of Claremont to the south, east, and west, and the Angeles National Forest to the north.

The residential area is part of a historic arts colony named Padua Hills, built at the base of the Claremont Wilderness Park. The colony operated one of the original theaters performing Mexican musicals and worked to promote intercultural understanding between European and Mexican Americans. It dates back to 1931 and operated until 1974. The theater, located in the city of Claremont, is listed on the National Register of Historic Places.

Waterways flow downhill, southward through the canyons in the unincorporated part of the Claremont Wilderness Park. A waterway also runs through the residential neighborhood, Padua Hills, flowing roughly parallel to Mount Baldy Road. The land has steep slopes and canyons with varied vegetation. The San Dimas Canyon/San Antonio

Wash SEA is designated on the northern parcel and continues into the city of Claremont.

Northeast La Verne

Northeast La Verne is a community of approximately 1.9 square miles, located in the northeast part of the Planning Area. The community shares boundaries with the city of La Verne to the west, Angeles National Forest to the north, the city of Claremont to the east, and the unincorporated community of West Claremont to the south.

Northeast La Verne consists of hilly land with access roads and properties oriented to fit the slope of the San Gabriel foothills. Much of the land consists of undisturbed natural areas where designated open space and water resources are located. Marshall Canyon Regional Park is owned and managed by the Los Angeles County Department of Parks and Recreation and features sports facilities, hiking trails, camping, and equestrian facilities.

Northeast La Verne has hills and canyons with flowing creeks and drainages. Marshall Creek and several smaller creeks run south and eventually enter Puddingstone Reservoir. Most of Northeast La Verne is within the San Dimas Canyon/San Antonio Wash SEA. The SEA boundary continues into the Angeles National Forest and the cities of San Dimas, La Verne, and Claremont.

Northeast San Dimas

Northeast San Dimas is a natural, unpopulated unincorporated area consisting of two properties owned by the Los Angeles County Flood Control District and designated as a water resource area. It encompasses approximately 53 acres. The Angeles National Forest shares its north and west boundaries, and the city of La Verne shares its eastern boundary. Northeast San Dimas is found downslope of the San Dimas Reservoir. The San Dimas Wash Channel flows through its eastern part, continuing to flow through a large portion of the ESGV, until draining into the San Gabriel River. San Dimas Canyon is located in the Angeles National Forest, just north of Northeast San Dimas.

The San Dimas Canyon/San Antonio Wash SEA is designated on the eastern parcel of Northeast San Dimas. Riparian habitat along San Dimas Wash is found in this portion of the SEA, providing a rare example of a lowland riparian community. This area contains some of the best examples of riparian habitat for birds.

West Claremont

West Claremont is an approximately 1.2-square-mile community with a population of 1,166, located in the northeast portion of the Planning Area. The unincorporated area consists of two noncontiguous areas that partly share boundaries with the city of Claremont on all sides, city of La Verne to the west and south, and the unincorporated community of Northeast La Verne to the north.

West Claremont consists of hilly terrain with curving streets. The eastern part is designed with streets ending in cul-de-sacs, commonly found in many subdivisions, while the western part consists of streets that conform to the hilly topography. The majority of land in West Claremont is used for residences with some government and institutional uses, and a small area of agriculture. The residential area also features equestrian uses located near the Marshall Canyon Equestrian Center. Much of West Claremont lies in the San Dimas Canyon/San Antonio Wash SEA. The Live Oak Reservoir is located in West Claremont and is operated by the Metropolitan Water District of Southern California.



APPENDIX E Land Use Maps

To view the current zone changes and land use amendments proposed as part of the ESGVAP, please access an interactive digital map of the Planning Area from the following link: ESGVAP Zoning and Land Use App.[1]. Enter either a property address, Assessor parcel number, or navigate within the map display to a property of interest to view its current designation and any proposed changes.

In addition, please click the following link to access static digital maps of the current zone changes and proposed land use amendments: https://planning.lacounty.gov/long-range-planning/east-san-gabriel-valley-area-plan/documents/.

[1] The URL of the link is https://lacounty.maps.arcgis.com/apps/instant/sidebar/index.html?appid=48eb4076c4e74f2caa8f2a21a78dcfd6.

TABLE E-1 Land Use Designations

Land Use Designations	Code	Permitted Density or FAR	Purpose
Residential 2	H2	Residential: 2 du/net ac	Single-family residences
Residential 5	H5	Residential: 5 du/net ac	Single-family residences
Residential 9	H9	Residential: 9 du/net ac	Single-family residences
Residential 18	H18	Residential: 18 du/net ac	Single-family residences, two-family residences
Residential 30	H30	Residential: 20–30 du/net ac	Single-family residences, two-family residences, multifamily residences
Residential 50	H50	Residential: 20–50 du/net ac	Single-family residences, two-family residences, multifamily residences
General Commercial	CG	Residential: 50 du/net ac Non-Residential: Maximum FAR 1.0 Mixed-Use: 0.50 du/net ac and FAR 1.0	Local-serving commercial uses, including retail, restaurants, and personal and professional services; single-family and multifamily residences; and residential and commercial mixed-uses
Light Industrial	IL	Non-Residential: Maximum FAR 1.0	Light industrial uses, including light manufacturing, assembly, warehousing, and distribution
Conservation	OS-C	N/A	The preservation of open space areas and scenic resource preservation in perpetuity; applies to land that is legally dedicated for open space and conservation efforts
Parks and Recreation	OS-PR	N/A	Open space parks, trails, athletic fields, community gardens, and golf courses
Public and Semi-Public	P	Non-Residential: Maximum FAR 3.0	Public and semi-public facilities and community-serving uses, including public buildings and campuses, schools, hospitals, cemeteries, and fairgrounds; airports and other major transportation facilities
Rural Land 1	RL1	Residential: Maximum 1 du/1 gross ac Non-Residential: Maximum FAR 0.5	Single-family residences; equestrian and limited animal uses; and limited agricultural and related activities
Rural Land 2	RL2	Residential: Maximum 1 du/2 gross ac Non-Residential: Maximum FAR 0.5	Single-family residences; equestrian and limited animal uses; and limited agricultural and related activities
Rural Land 10	RL10	Residential: Maximum 1 du/10 gross ac Non-Residential: Maximum FAR 0.5	Single-family residences; equestrian and animal uses; and agricultural and related activities
Rural Land 20	RL20	Residential: Maximum 1 du/20 gross ac Non-Residential: Maximum FAR 0.5	Single-family residences; equestrian and animal uses; and agricultural and related activities

TABLE E-1 **Land Use Designations**

Land Use Designations	Code	Permitted Density or FAR	Purpose
Rural Land 40	RL40	Residential: Maximum 1 du/40 gross ac	Single-family residences; equestrian and animal uses; and agricultural and related activities
Water	W	N/A	Bodies of water, such as lakes, reservoirs, natural waterways, and human-made infrastructure, such as drainage channels, floodways, and spillways; includes active trail networks within or along drainage channels

NOTES: FAR = floor area ratio; du = dwelling unit(s); ac = acre(s)

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APPENDIX F ESGVAP Task 2.1, Key Industries, Market Analysis, and Regulatory Analysis Memos

bae urban economics

Memorandum

To: Los Angeles County Department of Regional Planning

From: BAE Urban Economics

Date: July 28, 2021

Re: **FINAL Key Industries Memorandum (ESGVAP Task 2. Economic Development Element, Subtask 2.1a)**

The Key Industries Memorandum is intended to help the Los Angeles County Department of Regional Planning and other stakeholders better understand the primary employment and economic growth generators in the East San Gabriel Valley, as well as their anticipated growth and/or decline based on industry growth forecasts.

The Memo begins with a summary of jobs and employment data, both in the East San Gabriel Valley's Unincorporated Communities as well as benchmarked against all cities and communities within the Plan Area Boundary. This summary includes the distribution of local jobs by industry sector, their relative growth over the past decade, and other factors.

In addition to an analysis of local employment data, this Memo also describes the characteristics of employed Plan Area residents, the majority of whom commute outside of their communities to work. For these residents, the Memo describes the industry sectors in which they are employed, as well as their education levels, occupational categories, age, and range of wages. This will explore the extent to which the skillsets of existing employed residents are an appropriate "match" for existing and/or potential employment opportunities within the Plan Area's Unincorporated Communities.

Ultimately, the intent of this Memo is to provide background information that will help support the forthcoming Economic Development Element of the East San Gabriel Valley Area Plan (ESGVAP), with a specific focus on how economic development can support the labor market across the socioeconomic spectrum, keeping equity in mind.

Methodology and Assumptions

Key industries are described using the North American Industry Classification System (NAICS). The NAICS uses a production-oriented approach to categorize industries by focusing on how products and services are created. For the purposes of this analysis, broad industry categories are classified

by their two-digit NAICS code. Point-in-time employment data is provided by ESRI, a third-party vendor that uses proprietary algorithms and spatial information to aggregate and update demographic and economic data. At the time of data collection, the most recent year for which Esri data is available was 2020. GIS shapefiles received from the County were imported into the Esri application, which produce "custom" geographies for any bisected Block Groups.

Trend data (e.g., growth in employment over time), as well as an analysis of employed resident characteristics, is sourced from the Longitudinal Employer-Household Dynamics (LEHD) mapping tool. At the time of data collection, the most recent year for which LEHD data was available is 2018. Similar to the Esri data pull, GIS shapefiles were imported into the LEHD mapping tool.

Job growth forecasts for Los Angeles County, broken down by industry sector through 2026, were gathered from the California Employment Development Department (EDD) to help identify potential growing (and declining) local industries.

Analysis Geographies

For the purposes of this Memo, the "ESGV Plan Area Communities" geography refers specifically to the 24 unincorporated communities located within the Plan Area.

The "East San Gabriel Valley (ESGV) Plan Area", meanwhile, refers to the entire area encompassed by the Plan Area boundary. This includes all the ESGV Plan Area Communities as described above, as well as the 13 incorporated cities located in the East San Gabriel Valley. This geography is intended to serve as the "Benchmark Area" for analyzing the more targeted Plan Area Communities.

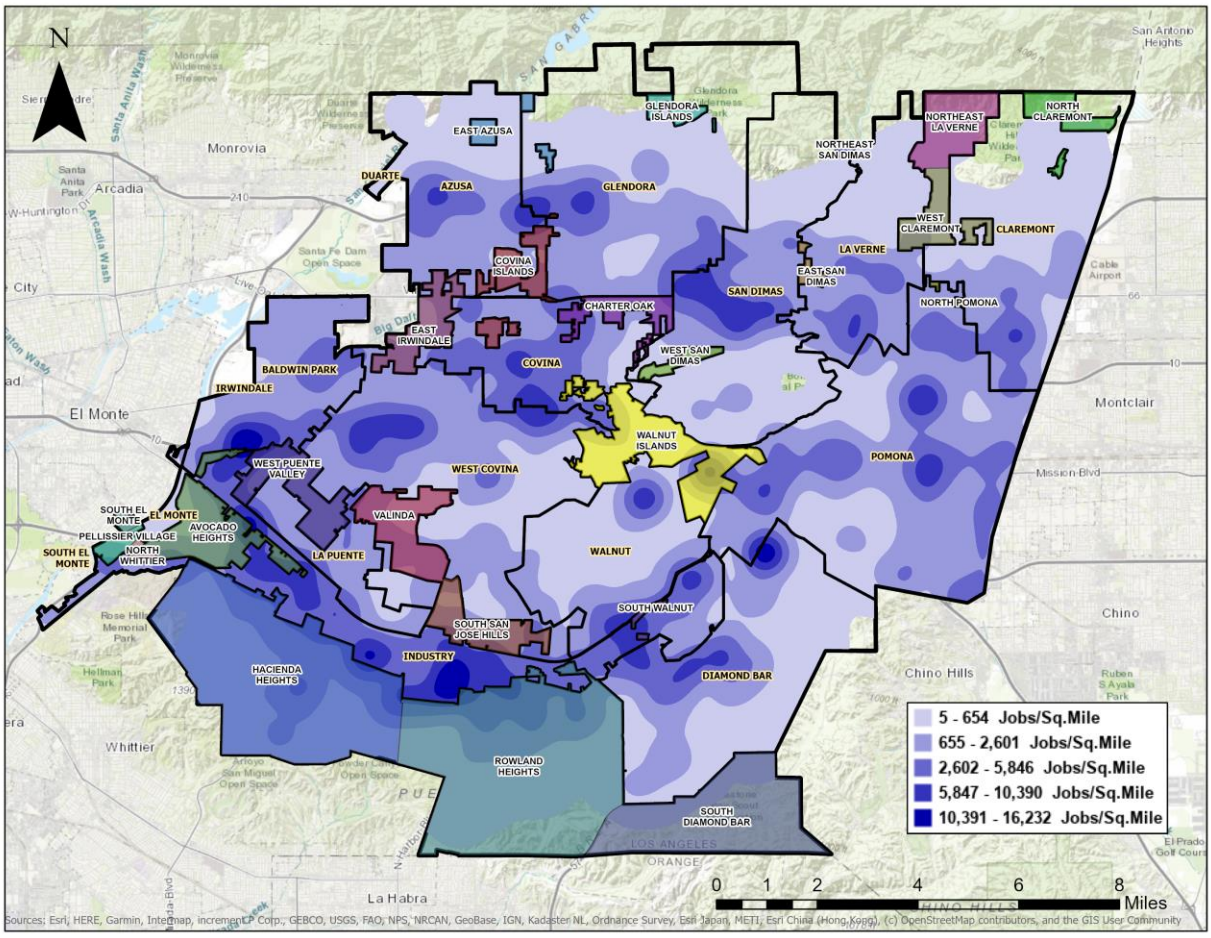
Heat Map of Job Density in the East San Gabriel Valley

Figure 1 displays a heat map produced by LEHD, which shows the location of "All Jobs" within the East San Gabriel Valley Area Plan Boundary.

As shown in this Figure, a majority of ESGV Plan Area jobs are concentrated in the southwest portion of the Planning Area, clustered along the Southern Pacific Railroad (SPRR) right-of-way, as well as outside the City of Industry, a jurisdiction that incentivizes employment-generating users with benefits such as no utility taxes, business license fees, or hours of operation restrictions.

Hacienda Heights and Rowland Heights, in the sections north of State Route (SR) 60, also have high employment concentrations in the industrial areas that cluster along railroad lines. Industrial uses are also adjacent to residential uses in the South San Jose Hills community.

Figure 1: ESGVAP Employment Area



Sources: Los Angeles County, 2021; BAE, 2021.

Employment by Industry Sector

ESGV Plan Area Communities employed approximately 35,951 workers in 2020 (Table 1). Workers in these Plan Area Communities are most represented in the following industry sectors: Retail (14.5 percent), Wholesale Trade (12.6 percent), Educational Services (11.6 percent), Manufacturing (9.5 percent), and Accommodation and Food Services (8.9 percent). Taken together, these sectors accounted for over half, or 57 percent, of total employment.

A more detailed description of major employers associated with each of these industry sectors can be found in the Key Employers by Industry section of this Memo. A Commute Shed Analysis that identifies commuter origin locations will be provided in the forthcoming Surrounding Jurisdictions Memo.

The larger East San Gabriel Valley, meanwhile, had an identical share of employment in the Retail sector (14.5 percent of total employment). However, the benchmark area had significantly higher employment concentrations in the fields of Health Care (12.4 percent versus 6.7 percent), and a slightly higher share of employment in Manufacturing (10.2 percent versus 9.5 percent).

ESGV Plan Area Communities, meanwhile, had slightly higher employment concentrations in the fields of Wholesale Trade (12.6 percent versus 7.9 percent), as well as Educational Services (11.7 percent versus 9.3 percent). While educational facilities are generally distributed across multiple land use designations, Wholesale Trade industries tend to locate exclusively in Manufacturing and Commercial-Manufacturing zones.

Table 1: Employment by Industry, 2020

	ESGV Plan Area Communities		East San Gabriel Valley	
Industry	**Number**	**Percent**	**Number**	**Percent**
Retail Trade	5,203	14.5%	45,612	14.5%
Wholesale Trade	4,512	12.6%	24,902	7.9%
Educational Services	4,189	11.7%	29,249	9.3%
Manufacturing	3,421	9.5%	32,085	10.2%
Accommodation/Food Services	3,182	8.9%	27,707	8.8%
Health Care/Social Assistance	2,416	6.7%	39,034	12.4%
Other Services (excl Public Administration)	2,363	6.6%	18,245	5.8%
Professional/Scientific/Tech Services	1,701	4.7%	15,985	5.1%
Finance & Insurance	1,527	4.2%	11,119	3.5%
Public Administration	1,279	3.6%	14,999	4.8%
Admin/Support/Waste Mgmt&Remediation	1,208	3.4%	9,063	2.9%
Real Estate/Rental/Leasing	1,185	3.3%	8,566	2.7%
Construction	1,165	3.2%	12,524	4.0%
Transportation/Warehouse	1,076	3.0%	7,847	2.5%
Arts/Entertainment/Recreation	844	2.3%	8,320	2.6%
Information	447	1.2%	6,332	2.0%
Management of Companies/Enterprises	95	0.3%	724	0.2%
Unclassified Establishments	88	0.2%	1,241	0.4%
Utilities	25	0.1%	1,010	0.3%
Agriculture/Forestry/Fishing/Hunting	22	0.1%	279	0.1%
Mining	3	0.0%	85	0.0%
Total Workers	**35,951**	**100.0%**	**314,928**	**100.0%**

Sources: ESRI Business Analyst, 2020; BAE 2021

Employment by Plan Area Community

Taken together, the communities of Rowland Heights, Avocado Heights, and Hacienda Heights employed approximately 26,381 workers, representing nearly three-quarters of total employment across the ESGV Plan Area Communities (Table 2). Not coincidentally, these Plan Area Communities are generally characterized by a higher share of non-residential land use designations, including CG (General Commercial) and IL (Light Industrial). A more detailed description of the specific industry sectors associated with each Plan Area Community can be found in the Appendix.

Table 2: Jobs by Plan Area Community, 2020

ESGV Plan Area Communities	Total Workers	
	Number	Percent
Rowland Heights	10,222	28.4%
Avocado Heights	8,681	24.1%
Hacienda Heights	7,478	20.8%
South San Jose Hills	1,563	4.3%
West Puente Valley	1,408	3.9%
South Walnut	1,135	3.2%
Valinda	1,020	2.8%
Charter Oak	984	2.7%
Walnut Islands	688	1.9%
East Irwindale	640	1.8%
Covina Islands	585	1.6%
Pellissier Village	522	1.5%
North Whittier	355	1.0%
All Other Communities (a)	670	1.9%
Total Workers	**35,951**	**100.0%**
East San Gabriel Valley	**314,928**	
LA County	**4,141,065**	

Note:
(a) Includes communities of East Azusa, East San Dimas, Glendora Islands, North Claremont, North Pomona, Northeast La Verne, Northeast San Dimas, South Diamond Bar, South El Monte, West Claremont, and West San Dimas.
Sources: ESRI Business Analyst, 2020; BAE, 2021.

Prevailing industry sectors (and their associated land uses) differ significantly by Plan Area Community. In Rowland Heights, for example, 17.6 percent of total employment occurs in industries typically associated with office space (Table 3). Maps associated with each of these Building Types can be found in the Market Analysis Memo.

Table 3: Employment by Land Use and Building Type, 2020

ESGV Plan Area Communities	Total Workers	By Land Use Type		
		Retail	Industrial (a)	Office (b)
Rowland Heights	10,222	17.7%	22.1%	17.6%
Avocado Heights	8,681	15.3%	51.4%	7.2%
Hacienda Heights	7,478	11.5%	10.7%	20.0%
South San Jose Hills	1,563	23.4%	12.0%	10.6%
West Puente Valley	1,408	10.0%	19.2%	5.9%
South Walnut	1,135	7.9%	55.0%	15.8%
Valinda	1,020	12.6%	4.7%	10.7%
Charter Oak	984	18.9%	11.3%	15.2%
Walnut Islands	688	2.8%	2.0%	12.8%
East Irwindale	640	13.3%	17.2%	13.6%
Covina Islands	585	9.2%	6.0%	15.7%
Pellissier Village	522	6.9%	8.4%	2.1%
North Whittier	355	7.9%	7.0%	2.3%
All Other Communities (c)	670	9.9%	4.0%	8.5%
All Communities	**35,951**	**14.5%**	**25.1%**	**13.8%**

Notes:
(a) Industrial Land Uses defined by Manufacturing, Wholesale Trade, and Transportation and Warehousing industry sectors.
(b) Office Land Uses defined by Information, Finance and Insurance, Real Estate, Professional/Tech, and Management sectors.
(c) Includes communities of East Azusa, East San Dimas, Glendora Islands, North Claremont, North Pomona, Northeast La Verne, Northeast San Dimas, South Diamond Bar, South El Monte, West Claremont, and West San Dimas.

Sources: ESRI Business Analyst, 2020; BAE, 2021.

In Hacienda Heights, the share of office space rises to 20.0 percent of total employment—the highest share of all Plan Area Communities.

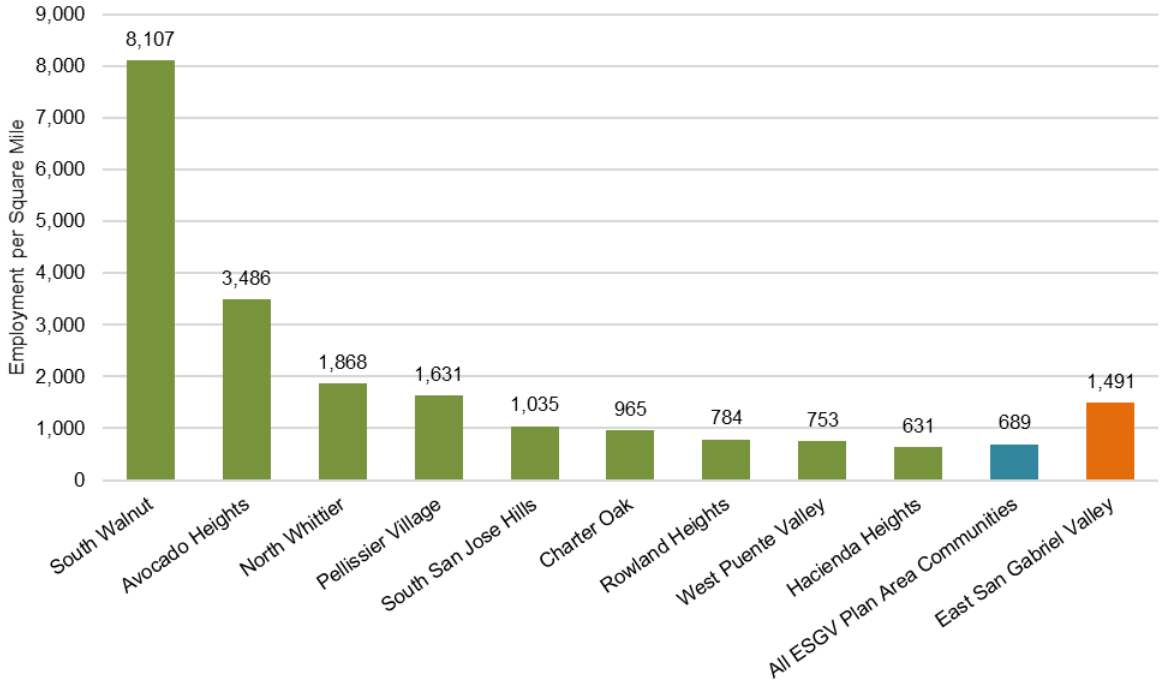
Avocado Heights, in contrast, features a much higher share of employment in industries associated with industrial space. 51.4 percent of all employment in this community is associated with Manufacturing, Wholesale Trade, Transportation and Warehousing. Only 7.2 percent of total employment in Avocado Heights, meanwhile, is concentrated industries associated with office space. South Walnut, an industrial island zoned exclusively for industrial uses, features a similarly high share of industry employment associated with the need for industrial space.

A more detailed description of the Industrial, Office, and Retail real estate markets can be found in the companion Market Analysis Memorandum.

Job Density

In addition to the number of workers within each Plan Area Community, employment densities also vary significantly. Communities with a comparatively high ratio of manufacturing and/or commercial land use designations tend to feature more employees per square mile than the East San Gabriel Valley average. These include South Walnut, with approximately 8,107 employees per square mile, and Avocado Heights, with some 3,486 employees per square mile (Figure 2).

Figure 2: Employment Density per Square Mile by Unincorporated Community, 2020



Sources: Data Axel via ESRI Business Analyst, 2020; BAE, 2021.

Employment Growth Over Time

As described in the Methodology section, employment trend data is sourced from the Longitudinal Employer-Household Dynamics (LEHD) mapping tool from the U.S. Census, whose methodology differs slightly from that of Esri.[1] Regardless, it does provide some important context with respect to the comparative growth and/or decline of various industry sectors in the ESGV Plan Area Communities.

Overall, employment growth within the ESGV Plan Area Communities has been slightly lower than in Los Angeles County as a whole. Employment in ESGV Plan Area Communities grew by approximately 9.6 percent between 2010 and 2018, while employment in Los Angeles County grew 13.4 percent over the same time period (Table 4).

In terms of total jobs, ESGV industry sectors that grew faster than the Los Angeles County average included the fields of Construction, Educational Services, Transportation and Warehousing, and Health Care and Social Assistance. Industry sectors with growth that was lower than the County average, meanwhile, included Manufacturing, Wholesale Trade, and Retail Trade.

Table 4: Employment Growth by Industry Sector, 2010 to 2018

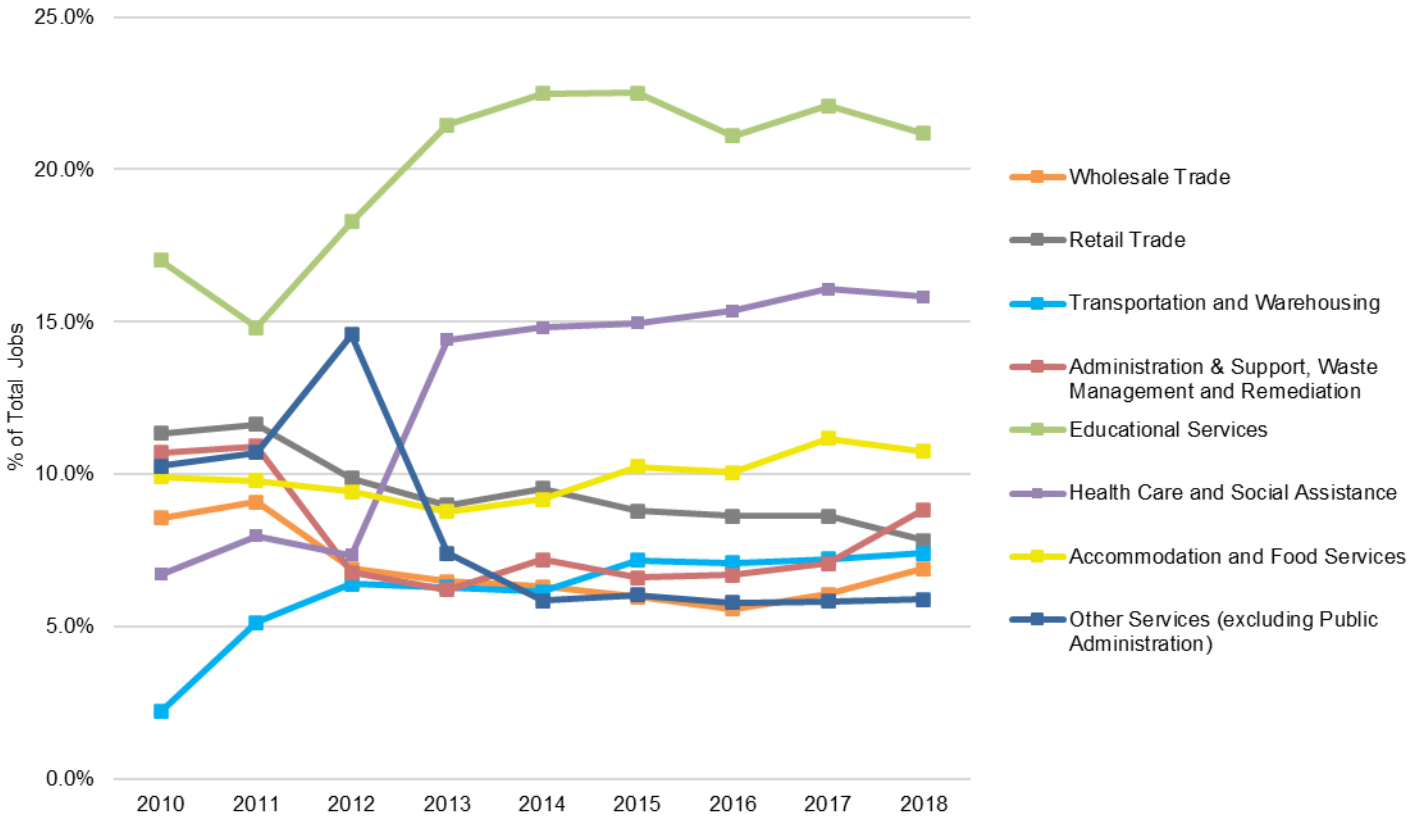
	ESGV Plan Area Communities					LA County
	2010		2018		% Change,	% Change,
Industry	Number	Percent	Number	Percent	2010-2018	2010-2018
Construction	1,057	3.0%	1,932	5.0%	82.8%	43.2%
Manufacturing	1,868	5.3%	1,106	2.9%	-40.8%	-11.2%
Wholesale Trade	3,009	8.6%	2,658	6.9%	-11.7%	7.3%
Retail Trade	3,982	11.3%	3,015	7.8%	-24.3%	7.7%
Transportation and Warehousing	781	2.2%	2,855	7.4%	265.6%	30.4%
Information	214	0.6%	98	0.3%	-54.2%	17.8%
Finance and Insurance	735	2.1%	822	2.1%	11.8%	-2.5%
Real Estate and Rental and Leasing	390	1.1%	729	1.9%	86.9%	21.1%
Professional Services	1,010	2.9%	894	2.3%	-11.5%	17.1%
Management of Companies and Enterprises	260	0.7%	130	0.3%	-50.0%	8.8%
Admin & Support, Waste Mgmt	3,763	10.7%	3,402	8.8%	-9.6%	23.1%
Educational Services	5,982	17.0%	8,154	21.2%	36.3%	-1.5%
Health Care and Social Assistance (a)	2,359	6.7%	6,095	15.8%	158.4%	63.3%
Arts, Entertainment, and Recreation	314	0.9%	139	0.4%	-55.7%	33.1%
Accommodation and Food Services	3,483	9.9%	4,143	10.8%	18.9%	36.0%
Total Jobs	**35,126**	**100.0%**	**38,502**	**100.0%**	**9.6%**	**13.4%**

Note: Significant jump in Health Care and Social Assistance employment likely result of 2013 reclassification of home care for the elderly from “Other Services” Industry sector.

Sources: Longitudinal Employer-Household Dynamics On The Map via U.S. Census Bureau, 2018; BAE, 2021.

[1] Total Jobs (OTM) likely higher than Esri total because it includes total jobs, not just primary jobs. For example, a part-time fast food worker. It does not, however, include self-employed jobs.

Figure 3: Number of Jobs by Industry, ESGV Plan Area Communities, 2010-2018



Note: In 2013, many establishments that provide home care for the elderly were reclassified from NAICS 814110 (including "Other Service") to 624120 (including "Heath Care"). This contributed to the large jump in Heath Care employment over the year.

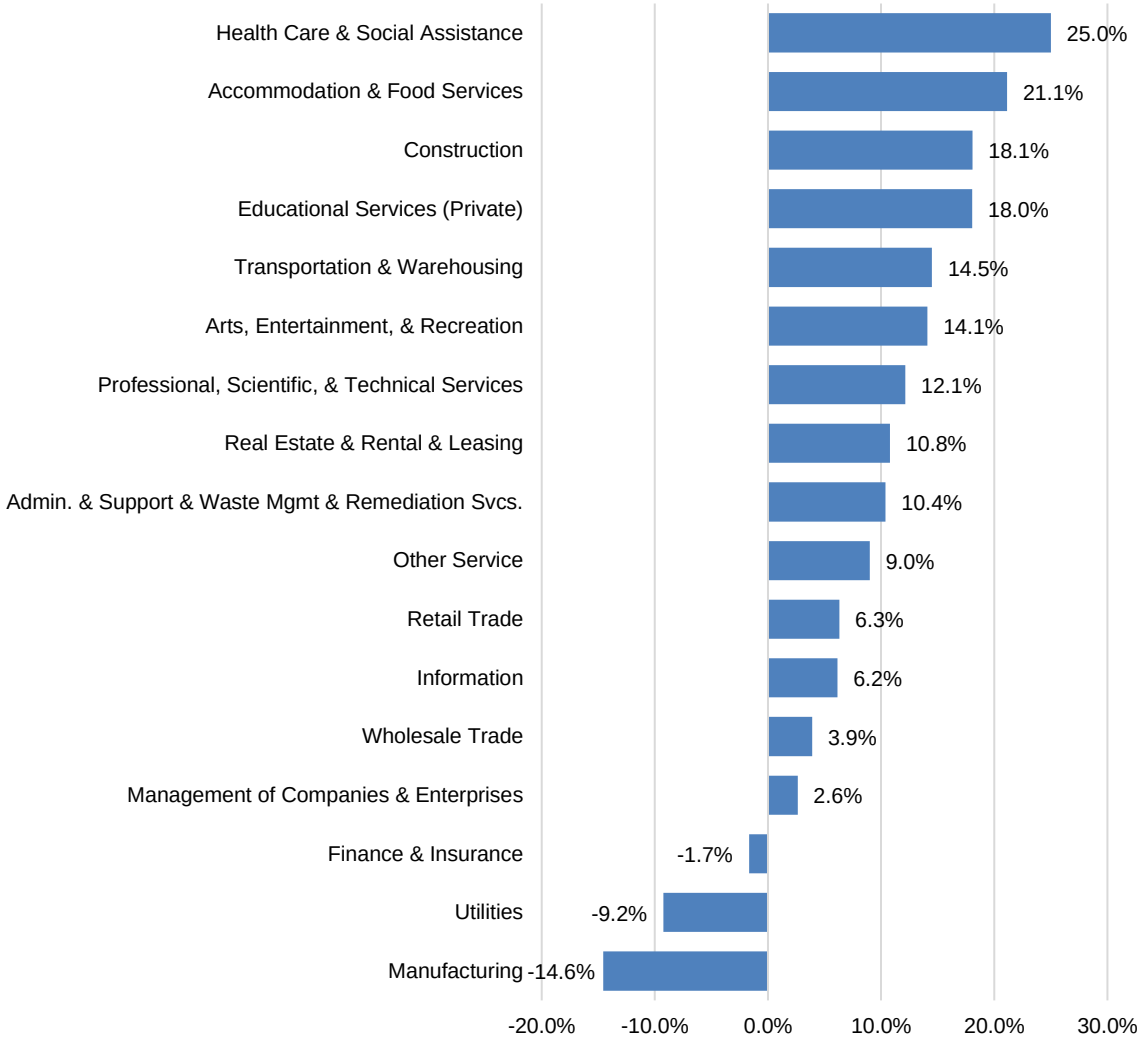
Sources: Longitudinal Employer-Household Dynamics On The Map via U.S. Census Bureau, 2018; BAE, 2021.

Employment Growth Forecasts in LA County

Los Angeles County job growth estimates by industry sector through 2026 are shown below. Overall, Healthcare and Social Assistance, Accommodation and Food Services, and Construction are forecast to see the highest rates of job growth across Los Angeles County, according to projections from the California EDD.

The Manufacturing sector, meanwhile, is forecast to see the steepest decline in local employment, shedding up to 14.6 percent of private-sector jobs in the coming years. The companion Market Analysis Memo describes how industrial/flex spaces in the ESGV Plan Area Communities may be able to pivot to accommodate employment sectors with higher growth potential.

Figure 4: Projected Private Employment Growth by Industry Sector, Los Angeles County, 2016-2026



Sources: California Employment Development Department, 2019; BAE, 2021.

Resident Employment by Industry

The following section describes the characteristics of **employed Plan Area residents,** including their occupational breakdown, age, income, education level, and other factors. This is intended to help determine the extent to which the skillsets of existing employed residents are an appropriate "match" for employment opportunities within the ESGV Plan Area Communities.

The ESGV Plan Area Communities employ approximately 35,591 workers, but contain 99,931 employed residents (Table 5). This indicates that the ESGV Plan Area Communities are a net exporter of workers, and that many Community residents must travel elsewhere to reach their primary place of employment.

Table 5: Jobs to Employed Residents, ESGV Plan Area Communities, 2020

	Employed Residents		Jobs	
Industry	**Number**	**Percent**	**Number**	**Percent**
Agriculture/Forestry/Fishing/Hunting	493	0.5%	22	0.1%
Mining/Quarrying/Oil & Gas Extraction	51	0.1%	3	0.0%
Construction	6,880	6.9%	1,165	3.2%
Manufacturing	12,458	12.5%	3,421	9.5%
Wholesale Trade	5,429	5.4%	4,512	12.6%
Retail Trade	10,525	10.5%	5,203	14.5%
Transportation/Warehousing	7,080	7.1%	1,076	3.0%
Utilities	980	1.0%	25	0.1%
Information	1,606	1.6%	447	1.2%
Finance/Insurance	4,123	4.1%	1,527	4.2%
Real Estate/Rental/Leasing	2,198	2.2%	1,185	3.3%
Professional/Scientific/Tech Services	5,523	5.5%	1,701	4.7%
Management of Companies/Enterprises	132	0.1%	95	0.3%
Admin/Support/Waste Management Services	4,918	4.9%	1,208	3.4%
Educational Services	7,660	7.7%	4,189	11.7%
Health Care/Social Assistance	14,189	14.2%	2,416	6.7%
Arts/Entertainment/Recreation	1,427	1.4%	844	2.3%
Accommodation/Food Services	6,065	6.1%	3,182	8.9%
Other Services (excl Public Administration)	4,106	4.1%	2,363	6.6%
Public Administration	4,088	4.1%	1,279	3.6%
Unclassified	0	0.0%	88	0.2%
Total	**99,931**	**100.0%**	**35,951**	**100.0%**

Sources: Data Axel via ESRI Business Analyst, 2020; BAE, 2021.

This imbalance is due in large part to the overwhelming share of land in the ESGV Plan Area that is dedicated towards residential land uses (e.g. H9, H2, and H5), as opposed to commercial and industrial land uses.

As shown in Table 6, compared to the larger benchmark area, employed residents in the ESGV Plan Area Communities retain a relatively strong presence in the fields of Manufacturing (12.5 percent versus 11.2 percent), Wholesale Trade (5.4 percent versus 4.8 percent), and Transportation and Warehousing (7.1 percent versus 5.9 percent).

In other industry sectors, however, ESGV Plan Area Community employed residents are less well represented. These include Educational Services (7.7 percent versus 9.7 percent) and Professional and Technical Services (5.5 percent versus 6.3 percent).

Table 6: Resident Employment by Industry

	ESGV Plan Area Communities		East San Gabriel Valley	
Industry	**Number**	**Percent**	**Number**	**Percent**
Agriculture/Forestry/Fishing/Hunting	493	0.5%	2,431	0.6%
Mining/Quarrying/Oil & Gas Extraction	51	0.1%	330	0.1%
Construction	6,880	6.9%	29,293	7.1%
Manufacturing	12,458	12.5%	46,048	11.2%
Wholesale Trade	5,429	5.4%	19,506	4.8%
Retail Trade	10,525	10.5%	40,633	9.9%
Transportation/Warehousing	7,080	7.1%	24,295	5.9%
Utilities	980	1.0%	4,320	1.1%
Information	1,606	1.6%	7,503	1.8%
Finance/Insurance	4,123	4.1%	16,738	4.1%
Real Estate/Rental/Leasing	2,198	2.2%	8,803	2.1%
Professional/Scientific/Tech Services	5,523	5.5%	25,966	6.3%
Management of Companies/Enterprises	132	0.1%	503	0.1%
Admin/Support/Waste Management Services	4,918	4.9%	19,705	4.8%
Educational Services	7,660	7.7%	39,637	9.7%
Health Care/Social Assistance	14,189	14.2%	61,113	14.9%
Arts/Entertainment/Recreation	1,427	1.4%	6,224	1.5%
Accommodation/Food Services	6,065	6.1%	21,987	5.4%
Other Services (excl Public Administration)	4,106	4.1%	18,106	4.4%
Public Administration	4,088	4.1%	17,482	4.3%
Total Employed Residents	**99,931**	**100.0%**	**410,623**	**100.0%**
Unemployment Rate	**16.6%**		**16.2%**	

Sources: ESRI Business Analyst, 2020; BAE, 2021.

Educational Attainment

Employed residents in the ESGV Plan Area Communities areas have slightly lower levels of formal educational attainment compared to the larger benchmark area and Los Angeles County. As shown in Table 7, approximately 27.1 percent of employed residents had received a bachelor's degree or higher, compared to 27.5 percent in the benchmark area and 29.6 percent in Los Angeles County.

Table 7: Educational Attainment by Employed Residents, 2018

	ESGV Plan Area Communities		East San Gabriel Valley		LA County	
Educational Attainment	**Number**	**Percent**	**Number**	**Percent**	**Number**	**Percent**
Less than high school	17,980	24.1%	66,583	22.9%	636,196	21.0%
High school or equivalent, no college	15,272	20.5%	60,190	20.7%	621,376	20.5%
Some college or Associate degree	21,133	28.3%	84,226	28.9%	880,078	29.0%
Bachelor's degree or advanced degree	20,179	27.1%	79,997	27.5%	897,105	29.6%
Total Employed Resident Population Age 30+	**74,564**	**100.0%**	**290,996**	**100.0%**	**3,034,755**	**100.0%**
Population 30+ High School Graduate (incl. Equivalency) or Higher (%)	**56,584**	**75.9%**	**224,413**	**77.1%**	**2,398,559**	**79.0%**
Population 30+ with Some College or Associate Degree or Higher (%)	**41,312**	**55.4%**	**164,223**	**56.4%**	**1,777,183**	**58.6%**

Sources: Longitudinal Employer-Household Dynamics On The Map via U.S. Census Bureau, 2018; BAE, 2021.

Employed residents in the ESGV Plan Area Communities without a high school diploma account for 24.1 percent of the population aged 30 or older—a higher share than both the benchmark area as well as the County.

Age Distribution

The age distribution of employed residents in the ESGV Plan Area Communities tracks more closely with the benchmark area and Los Angeles County than educational attainment. Table 8 illustrates that approximately 22.9 percent of employed ESGV Plan Area residents are aged 29 or younger, a share that is similar to the benchmark area and Los Angeles County (both 22.7 percent). Age distributions for employed residents are also similar in the 30 to 54 range, as well as those 55 or older.

Table 8: Age Distribution by Employed Residents, 2018

	ESGV Plan Area Communities		East San Gabriel Valley		LA County	
Age	**Number**	**Percent**	**Number**	**Percent**	**Number**	**Percent**
Age 29 or younger	22,144	22.9%	85,618	22.7%	891,487	22.7%
Age 30 to 54	51,712	53.5%	201,583	53.5%	2,142,921	54.6%
Age 55 or older	22,852	23.6%	89,413	23.7%	891,834	22.7%
Total Employed Resident Population	**96,708**	**100.0%**	**376,614**	**100.0%**	**3,926,242**	**100.0%**

Sources: Longitudinal Employer-Household Dynamics On The Map via U.S. Census Bureau, 2018; BAE, 2021.

Income Distribution

A slightly smaller share of employed residents in the ESGV Plan Area Communities earn more than $3,333 per month when compared to the benchmark area and Los Angeles County (Table 9). This could in part be related to the lower levels of formal education as detailed above, as well as the comparatively high concentration of employment in lower-paying industries such as Retail and Accommodation and Food Services.

Table 9: Monthly Income Distribution by Employed Residents, 2018

	ESGV Plan Area Communities		East San Gabriel Valley		LA County	
Monthly Income Distribution	**Number**	**Percent**	**Number**	**Percent**	**Number**	**Percent**
$1,250 per month or less	15,937	16.5%	61,433	16.3%	642,404	16.4%
$1,251 to $3,333 per month	35,767	37.0%	135,725	36.0%	1,364,091	34.7%
More than $3,333 per month	45,004	46.5%	179,456	47.6%	1,919,747	48.9%
Total Employed Resident Population	**96,708**	**100.0%**	**376,614**	**100.0%**	**3,926,242**	**100.0%**

Sources: Longitudinal Employer-Household Dynamics On The Map via U.S. Census Bureau, 2018; BAE, 2021.

As noted above, key industry sectors in the ESGV Plan Area Communities include Retail (14.5 percent of total employment); Wholesale Trade (12.6 percent); and Manufacturing (9.5 percent). Jobs in these sectors generally do not require high levels of formal education, but do demand extensive training, either on the job or through vocational education programs.

Key ESGV Plan Area Community Employers by Industry Sector

The following section intends to shed additional light on the specific employers and range of business types associated with the most common industry sectors in the ESGV Plan Area Communities.

- Employment in the Retail sector (14.5 percent of total employment) is not related to the presence of a single destination shopping or power center; rather, it comprises a wide range of discount stores and markets that are often focused on serving the needs of Latino, Asian, and other immigrant communities. Significant employers include a Von's in Hacienda Heights, as well as Greenland Market, a Korean grocery in Rowland Heights. Retail employment also includes business-to-business (B2B) operators in traditional manufacturing areas, as well as food importers such as America Tohkin in South San Jose Hills.

- Jobs in the Wholesale Trade category (12.6 percent of total employment) are spread across the East San Gabriel Valley and include a diverse array of firms. These include PacWest Scale, a digital scale supplier in Charter Oak; as well as Pac Dent, a dental product wholesaler in South Walnut. Wholesale Trade firms are also associated with pallet suppliers and storage locations, which are particularly prevalent in Avocado Heights.

- Employment in the Educational Services sector (11.7 percent of total employment) is driven by elementary, middle, and high schools located within districts such as the Hacienda La Puente Unified School District (one of the largest school districts by enrollment in the East San Gabriel Valley), as well as the Rowland Unified School District and others. Private institutions include facilities such as the Haynes Education Center in West Claremont; Bishop Amat Memorial High School in West Puente Valley; Southlands Christian School in Rowland Heights; and others.

- Jobs in the Manufacturing sector (9.5 percent of total employment) are most concentrated in Avocado Heights, South Walnut, and the north edge of Rowland Heights. Firms include Esco Aerospace Manufacturing, a small firm in Avocado Heights which specializes in aerospace components, and Kingbright, a Taiwanese LED manufacturer in South Walnut. Also prevalent in this sector are tile and cabinet manufacturers, as well as welding, chrome plating, and ironworks shops.

Preliminary Observations and Next Steps

- The companion Market Analysis Memorandum will analyze the extent to which local declines in ESGV Plan Area Community employment (or comparative lack of growth) may be related to constraints in the existing building stock, such as building age, average floorplate size, lot depth, use restrictions and/or other factors.

- The Memo will also describe how these employment-generating areas may better position themselves to capture some of the industry sectors forecast to grow in Los Angeles County, such as Health Care and Social Assistance, Transportation, and other "niche" sectors such as industrial kitchens/food prep; sound stages and media production; green technology firms; and urban farming/agriculture.

- Approximately 12,458 ESGV Plan Area residents are employed in the Manufacturing sector. As described in the previous section, this industry sector is forecast to shed thousands of local jobs in the coming years, according to employment forecasts from the California EDD. As such, ESGV residents without adequate job training in other sectors may be more susceptible to unemployment.

- ESGV Plan Area Communities report that nearly one-quarter of employed residents aged 30 or older do not have a high school diploma. Some of these residents may struggle with basic language skills or lack qualification to enter specialized technical and vocational programs that could connect them to stable and well-paying employment in the area.

- Meanwhile, some 28.3 percent of ESGV Plan Area Community employed residents aged 30 or older have attended some college, but do not necessarily have an associate degree. Some of these residents may have received technical or vocational education to earn certifications or professional licensure. These residents with a high school diploma but no college experience may be appropriate to target for vocational training opportunities that would prepare them to access job opportunities in the area.

Appendix

Table 10: Industry Sector Employment by Plan Area Community, 2020

	Rowland Heights		Avocado Heights		Hacienda Heights	
Industry	**Number**	**Percent**	**Number**	**Percent**	**Number**	**Percent**
Agriculture/Forestry/Fishing/Hunting	6	0.1%	5	0.1%	6	0.1%
Mining	0	0.0%	1	0.0%	0	0.0%
Utilities	5	0.0%	2	0.0%	2	0.0%
Construction	274	2.7%	218	2.5%	251	3.4%
Manufacturing	839	8.2%	1,730	19.9%	252	3.4%
Wholesale Trade	1,063	10.4%	2,513	28.9%	304	4.1%
Retail Trade	1,812	17.7%	1,331	15.3%	860	11.5%
Transportation/Warehouse	352	3.4%	218	2.5%	242	3.2%
Information	197	1.9%	37	0.4%	111	1.5%
Finance & Insurance	643	6.3%	84	1.0%	500	6.7%
Real Estate/Rental/Leasing	428	4.2%	65	0.7%	451	6.0%
Professional/Scientific/Tech Services	459	4.5%	439	5.1%	424	5.7%
Management of Companies/Enterprises	68	0.7%	2	0.0%	13	0.2%
Admin/Support/Waste Mgmt&Remediation	262	2.6%	330	3.8%	182	2.4%
Educational Services	999	9.8%	113	1.3%	1,169	15.6%
Health Care/Social Assistance	429	4.2%	157	1.8%	855	11.4%
Arts/Entertainment/Recreation	305	3.0%	126	1.5%	132	1.8%
Accommodation/Food Services	1,315	12.9%	301	3.5%	968	12.9%
Other Services (excl Public	653	6.4%	414	4.8%	612	8.2%
Public Administration	105	1.0%	562	6.5%	127	1.7%
Unclassified Establishments	8	0.1%	33	0.4%	17	0.2%
Total Workers	**10,222**	**100.0%**	**8,681**	**100.0%**	**7,478**	**100.0%**

	South San Jose Hills		West Puente Valley		South Walnut	
Industry	**Number**	**Percent**	**Number**	**Percent**	**Number**	**Percent**
Agriculture/Forestry/Fishing/Hunting	2	0.1%	0	0.0%	1	0.1%
Mining	0	0.0%	1	0.1%	0	0.0%
Utilities	0	0.0%	0	0.0%	8	0.7%
Construction	59	3.8%	29	2.1%	71	6.3%
Manufacturing	47	3.0%	129	9.2%	240	21.1%
Wholesale Trade	111	7.1%	77	5.5%	267	23.5%
Retail Trade	366	23.4%	141	10.0%	90	7.9%
Transportation/Warehouse	29	1.9%	65	4.6%	117	10.3%
Information	14	0.9%	7	0.5%	33	2.9%
Finance & Insurance	41	2.6%	31	2.2%	25	2.2%
Real Estate/Rental/Leasing	61	3.9%	11	0.8%	18	1.6%
Professional/Scientific/Tech Services	49	3.1%	32	2.3%	100	8.8%
Management of Companies/Enterprises	0	0.0%	2	0.1%	3	0.3%
Admin/Support/Waste Mgmt&Remediation	12	0.8%	7	0.5%	23	2.0%
Educational Services	510	32.6%	356	25.3%	27	2.4%
Health Care/Social Assistance	64	4.1%	213	15.1%	23	2.0%
Arts/Entertainment/Recreation	14	0.9%	138	9.8%	20	1.8%
Accommodation/Food Services	77	4.9%	41	2.9%	25	2.2%
Other Services (excl Public	94	6.0%	75	5.3%	38	3.3%
Public Administration	8	0.5%	52	3.7%	4	0.4%
Unclassified Establishments	5	0.3%	1	0.1%	2	0.2%
Total Workers	**1,563**	**100.0%**	**1,408**	**100.0%**	**1,135**	**100.0%**

Table 11: Industry Sector Employment by Plan Area Community, Continued

Industry	Valinda		Charter Oak		Walnut Islands	
	Number	Percent	Number	Percent	Number	Percent
Agriculture/Forestry/Fishing/Hunting	0	0.0%	0	0.0%	0	0.0%
Mining	0	0.0%	0	0.0%	0	0.0%
Utilities	0	0.0%	2	0.2%	2	0.3%
Construction	66	6.5%	68	6.9%	14	2.0%
Manufacturing	8	0.8%	64	6.5%	8	1.2%
Wholesale Trade	29	2.8%	41	4.2%	4	0.6%
Retail Trade	129	12.6%	186	18.9%	19	2.8%
Transportation/Warehouse	11	1.1%	6	0.6%	2	0.3%
Information	7	0.7%	23	2.3%	3	0.4%
Finance & Insurance	43	4.2%	50	5.1%	20	2.9%
Real Estate/Rental/Leasing	29	2.8%	50	5.1%	27	3.9%
Professional/Scientific/Tech Services	30	2.9%	23	2.3%	36	5.2%
Management of Companies/Enterprises	0	0.0%	4	0.4%	2	0.3%
Admin/Support/Waste Mgmt&Remediation	31	3.0%	13	1.3%	10	1.5%
Educational Services	281	27.5%	103	10.5%	253	36.8%
Health Care/Social Assistance	79	7.7%	121	12.3%	147	21.4%
Arts/Entertainment/Recreation	20	2.0%	13	1.3%	11	1.6%
Accommodation/Food Services	191	18.7%	61	6.2%	21	3.1%
Other Services (excl Public	56	5.5%	131	13.3%	106	15.4%
Public Administration	5	0.5%	17	1.7%	0	0.0%
Unclassified Establishments	5	0.5%	8	0.8%	3	0.4%
Total Workers	**1,020**	**100.0%**	**984**	**100.0%**	**688**	**100.0%**

Industry	East Irwindale		Covina Islands		Pellissier Village	
Agriculture/Forestry/Fishing/Hunting	Number	Percent	Number	Percent	Number	Percent
Mining	0	0.0%	0	0.0%	0	0.0%
Utilities	0	0.0%	1	0.2%	0	0.0%
Construction	0	0.0%	4	0.7%	0	0.0%
Manufacturing	32	5.0%	27	4.6%	2	0.4%
Wholesale Trade	48	7.5%	24	4.1%	14	2.7%
Retail Trade	43	6.7%	10	1.7%	30	5.7%
Transportation/Warehouse	85	13.3%	54	9.2%	36	6.9%
Information	19	3.0%	1	0.2%	0	0.0%
Finance & Insurance	5	0.8%	2	0.3%	0	0.0%
Real Estate/Rental/Leasing	15	2.3%	61	10.4%	1	0.2%
Professional/Scientific/Tech Services	19	3.0%	11	1.9%	1	0.2%
Management of Companies/Enterprises	48	7.5%	18	3.1%	8	1.5%
Admin/Support/Waste Mgmt&Remediation	0	0.0%	0	0.0%	1	0.2%
Educational Services	9	1.4%	10	1.7%	202	38.7%
Health Care/Social Assistance	120	18.8%	143	24.4%	10	1.9%
Arts/Entertainment/Recreation	68	10.6%	98	16.8%	1	0.2%
Accommodation/Food Services	9	1.4%	8	1.4%	1	0.2%
Other Services (excl Public	62	9.7%	64	10.9%	2	0.4%
Public Administration	57	8.9%	40	6.8%	2	0.4%
Unclassified Establishments	0	0.0%	5	0.9%	211	40.4%
Total Workers	1	0.2%	4	0.7%	0	0.0%
	640	**100.0%**	**585**	**100.0%**	**522**	**100.0%**

bae urban economics

Memorandum

To: Los Angeles County Department of Regional Planning

From: BAE Urban Economics

Date: July 28, 2021

Re: **FINAL Market Analysis Memorandum (ESGVAP Task 2. Economic Development Element, Subtask 2.1b)**

The Market Analysis Memorandum is intended to describe the characteristics of the industrial and commercial building inventory within the ESGV Plan Area Communities. The Memo includes an analysis of real estate market conditions for the Plan Area's industrial/flex, office, and retail sectors, and describes key metrics such as vacancy rates, asking rents, construction activity and other indicators using data from CoStar, a third-party data vendor.

Based on categories such as building size, age, lot size, and other factors, the Memo also explores opportunities for the ESGV Plan Area Communities to nurture both existing and emerging industry sectors described in the Key Industries Memo, as well sectors identified via ongoing discussions with local brokers and the business community.

The Memo will also briefly highlight the location preferences and real estate requirements of such industry sectors. This will help inform the need for different types of land use options to support the County's economic development efforts. Regulatory strategies needed to support sustainable economic growth in the ESGV will be discussed in the companion Regulatory Analysis Memo.

Methodology and Assumptions

Real estate market data for industrial/flex, retail, and office space was compiled in 2021 using CoStar, a third-party commercial research firm with a comprehensive database of real estate information. Data was collected through Q1 2021, the most recent full quarter that was available at the time of the data pull.

Analysis Geographies

For the purposes of this Memo, the "ESGV Plan Area Communities" geography refers specifically to the 24 unincorporated communities located within the Plan Area.

The "East San Gabriel Valley (ESGV)", meanwhile, refers to the entire area encompassed by the Plan Area boundary. This includes all the ESGV Plan Area Communities as described above, as well

as the 13 incorporated cities located in the East San Gabriel Valley. This geography is intended to serve as the "Benchmark Area" for analyzing the more targeted Plan Area Communities.

Industrial/Flex Sector Overview

This Memo utilizes CoStar's definition of an "industrial" building, which is characterized as one that has been "adapted for uses such as assembly, processing, and/or manufacturing." Additional uses can include warehousing and distribution facilities. A "flex" building, meanwhile, is designed for a more diverse array of uses, and may be utilized in combination with office, research and development, and industrial, warehouse, and distribution uses. At least half of the rentable area of the building must be used as office space.

The ESGV Plan Area Communities occupy nearly 5.8 million square feet of industrial/flex space, or approximately 4.6 percent of total East San Gabriel Valley inventory (Table 1). The adjacent City of Industry, by comparison, occupies 71.5 million square feet of industrial/flex space, or 56.7 percent of the East San Gabriel Valley total.

Table 1: Industrial/Flex Building Stock by Community, Q1 2021

	Industrial/Flex			
ESGV Plan Area Communities	**Buildings**	**Sq. Ft.**	**Vacancy** (a)	**All Service Type Rent** (a) (b)
Avocado Heights	129	2,937,872	4.3%	$1.08
Rowland Heights	35	949,678	-	$1.18
South San Jose Hills	54	848,746	-	$1.00
South Walnut	37	575,561	-	$1.21
Hacienda Heights	10	185,445	2.0%	$1.30
Pellissier Village	2	165,851	9.2%	$1.20
West Puente Valley	6	73,771	-	-
Valinda	2	9,089	-	-
Charter Oak	1	6,401	-	-
South El Monte	1	2,950	-	-
Covina Islands	1	2,508	-	-
Total (b)	**278**	**5,757,872**	**2.6%**	**n.a.**
City of Industry	**987**	**71,455,258**	**1.3%**	**$0.97**
City of Covina	**235**	**3,366,149**	**0.5%**	**$1.01**
East San Gabriel Valley	**3,593**	**126,106,202**	**1.7%**	**$1.01**
LA County	**35,211**	**939,570,772**	**2.5%**	**$1.19**

Notes:
(a) "-" indicates no recorded vacancy rate or gross rent.
(b) CoStar's "All Service Type" rent is an average of all asking rent observations, weighted by available square feet, regardless of service type.
(c) As of Q1 2021, CoStar recorded no existing industrial inventory for communities of East Irwindale, East San Dimas, East Azusa, Glendora Islands, North Claremont, North Pomona, Northeast La Verne, Northeast San Dimas, North Whittier, South Diamond Bar, Walnut Islands, West Claremont, and West San Dimas.

The vacancy rate for industrial/flex space in the ESGV Plan Area Communities was 2.6 percent in Q1 2021, which was slightly higher than the benchmark area's vacancy rate of 1.7 percent. Asking

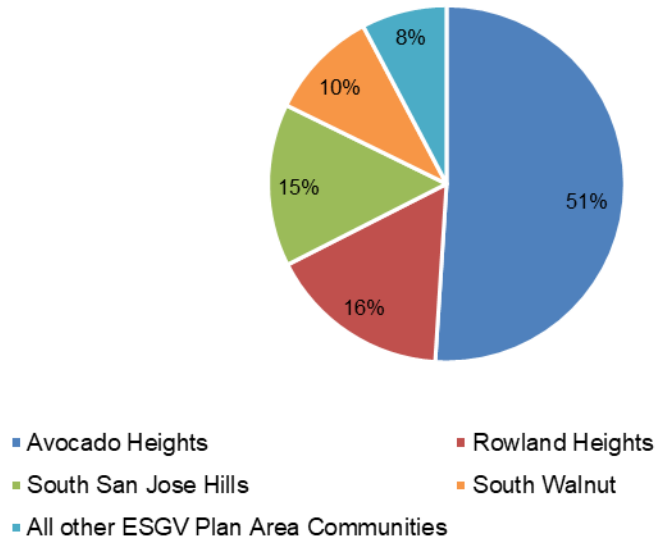
rents in most Communities, however exceeded those in the East San Gabriel Valley, which was $1.01/sq. ft. in Q1 2021 (Table 1).

Location of Industrial/Flex Properties

Avocado Heights has by far the largest inventory of industrial/flex space among the ESGV Plan Area Communities, with over 3.1 million square feet, or 52 percent of the total (Figure 1).

Rowland Heights, South San Jose Hills, and South Walnut, meanwhile, have approximately 950,000 square feet, 849,000 square feet, and 576,000 square feet, respectively. Taken together, these four Plan Area Communities comprise the vast majority, or 92 percent, of all ESGV Plan Area Community industrial/flex inventory.

Figure 1: Industrial/Flex Square Footage Stock by Community, Q1 2021



Sources: CoStar Group, 2021; BAE, 2021.

Recent Construction Activity – Industrial/Flex:

Over the past decade, only two new industrial/flex buildings have been constructed in any of the ESGV Plan Area Communities. Both were located in Avocado Heights, which saw 93,118 square feet of new industrial/flex construction (Table 2). Zero industrial/flex buildings, meanwhile, are currently under construction or proposed in any of the Plan Area Unincorporated Communities.

This lack of new construction activity stands in stark contrast to the nearby City of Industry, where over 907,000 square feet of industrial/flex space is currently under construction (Table 2). Over the past decade, meanwhile, nearly 3.3 million square feet of new industrial space has been delivered here.

All ESGV Plan Area Communities with significant industrial/flex inventory have seen positive net absorption over the past decade (Table 2). This indicates that more space has been occupied by industrial/flex tenants than has been vacated over the same time period, indicating strong demand in this sector.

Table 2: Industrial Flex Net Absorption and New Construction Activity by ESGV Plan Area Community, Q1 2021

Industrial/Flex Summary	Avocado Heights	Rowland Heights	South San Jose Hills
Net Absorption			
Net Absorption (Q1 2020 - Q1 2021)	(26,947)	149,396	49,434
Net Absorption (Q1 2011 - Q1 2021)	191,457	8,190	28,750
Deliveries (bldgs), Q1 2011 - Q1 2021	2	0	0
Deliveries (sq. ft.), Q1 2011 - Q1 2021	93,118	0	0
Under Construction (bldgs), Q1 2021	0	0	0
Under Construction (sq. ft.), Q1 2021	0	0	0

Industrial/Flex Summary	South Walnut	City of Industry	East San Gabriel Valley
Net Absorption			
Net Absorption (Q1 2020 - Q1 2021)	4,212	1,120,701	1,911,382
Net Absorption (Q1 2011 - Q1 2021)	20,309	3,737,216	8,347,352
Deliveries (bldgs), Q1 2011 - Q1 2021	0	34	90
Deliveries (sq. ft.), Q1 2011 - Q1 2021	0	3,267,704	7,490,893
Under Construction (bldgs), Q1 2021	0	3	8
Under Construction (sq. ft.), Q1 2021	0	907,730	1,051,729

Sources: CoStar Group, 2021; BAE, 2021.

Since 2008, Los Angeles County has lost more than 10.7 million square feet of industrial space, or 1.2 percent of total inventory. Conversion of industrial space to creative office is a major component of shrinking inventory. Many aging industrial buildings have physical characteristics, such as open floor plans, high ceiling heights, and exposed brick and roof supports, that present appealing opportunities for conversion to creative office spaces that will generate higher rents.

It should be noted, however, that ESGV Plan Area Communities have faced less industrial/flex demolition and conversion pressure than other parts of Los Angeles County, such as the Arts District in Downtown Los Angeles, El Segundo on the Westside, or the Central San Fernando Valley. This may be due in part to the fact that the high cost of industrial conversions may not yet be supported by local rents in the office sector.

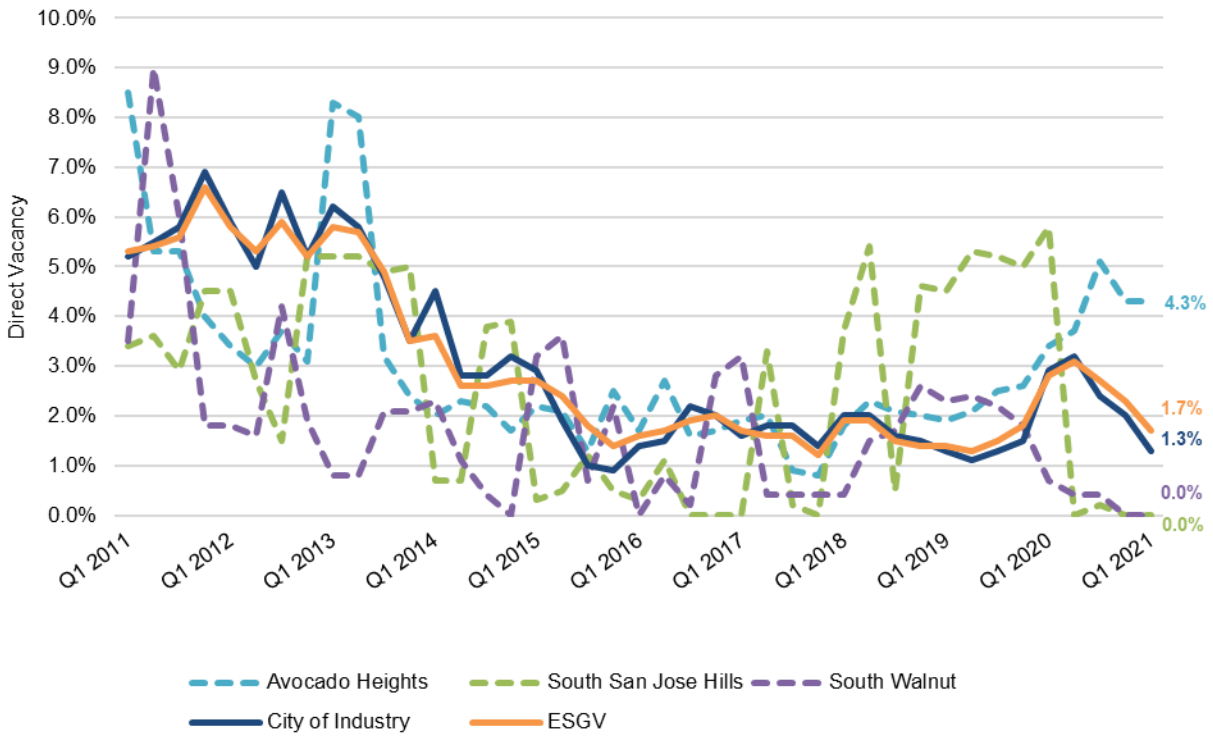
While the County does have an employment preservation strategy in place that is designed to discourage the conversion of industrial uses to non-industrial uses (Policy ED 2.1), it may be that a more nuanced definition for the term “industrial” is needed, including clarification on the extent to

which non-industrial uses can encompass emerging employment sectors that may require industrial/flex space. This will be explored further in the Opportunities and Barriers section.

Vacancy Trends – Industrial/Flex Space

The industrial/flex vacancy rate in several ESGV Plan Area Communities was effectively zero at the time of data collection, indicating an extremely tight market for available industrial/flex space. The direct vacancy rate across the benchmark area as a whole has fallen significantly over the past decade, from 5.3 percent in Q1 2011 to 1.7 percent in Q1 2021. This indicates that available industrial supply is very low, and could mean there are fewer opportunities for new businesses to establish themselves, or for existing businesses to expand. Generally, a healthy industrial market at equilibrium has a vacancy rate of around 5.0 percent.

Figure 2: Industrial/Flex Vacancy Trends, Q1 2011 to Q1 2021



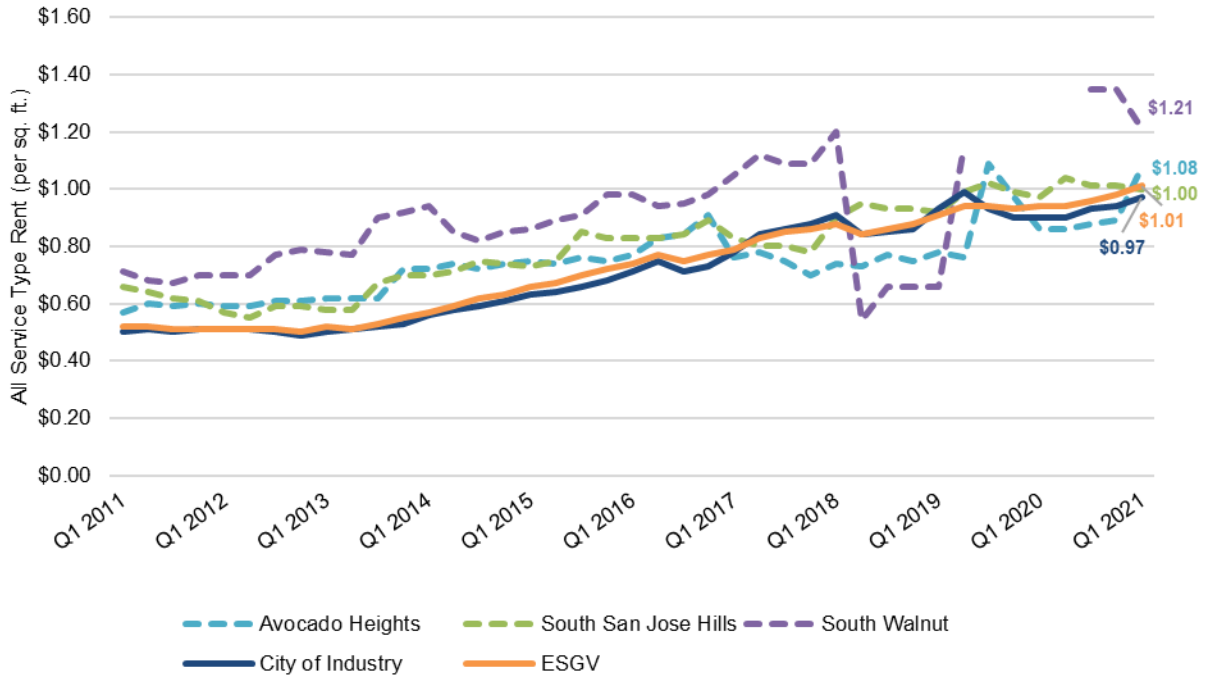
Sources: CoStar Group, 2021; BAE, 2021.

Asking Rent Trends – Industrial/Flex Space

As the industrial/flex vacancy rate has declined, asking rents have reached new highs. Between Q1 2011 and Q1 2021, industrial/flex rents in the benchmark area rose from $0.52/sf to $1.01/sf, for a total increase of 94.2 percent (Figure 3).

This was slightly faster than the industrial/flex rent growth in Avocado Heights over the same time period (89.5 percent), but not as high as the overall growth in Rowland Heights (110.7 percent).

Figure 3: Industrial/Flex Asking All Service Type Rent Trends, Q1 2011 to Q1 2021



Sources: CoStar Group, 2021; BAE, 2021.

Map of Industrial/Flex Building Locations in Plan Area Communities

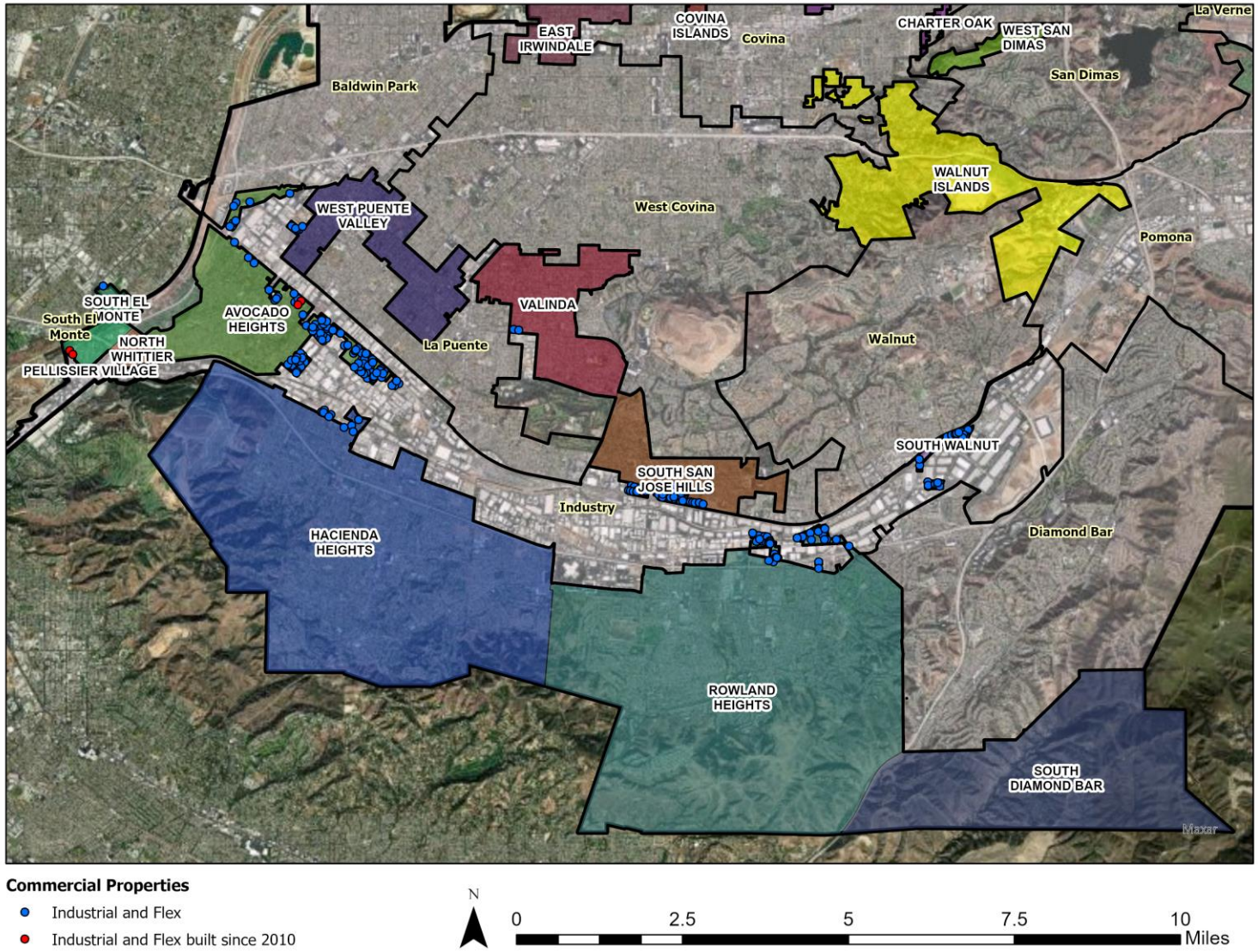
As shown below, most industrial/flex spaces (rendered in blue dots) in the ESGV Plan Area Communities are concentrated in the southwest portion of the Plan Area, clustered along the Southern Pacific Railroad (SPRR) right-of-way, as well as outside the City of Industry, a jurisdiction that incentivizes employment-generating users with benefits such as no utility taxes, business license fees, or hours of operation restrictions.

In Hacienda Heights and Rowland Heights, nearly all industrial/flex buildings are located north of State Route (SR) 60.

In Avocado Heights, industrial/flex buildings cluster in M-zoned locations south and west of Valley Boulevard, as well as in an area wedged between Don Julian Road and E. Lomitas Avenue abutting a "Light Agricultural" zone.

In South San Jose Hills, a significant portion of the Community's industrial/flex building stock is located along the north side of East Valley Boulevard, but in "Commercial-Manufacturing" zoned areas instead of Manufacturing-zoned areas. This area houses a diverse array of businesses, including wholesalers of food products , auto parts, computer supplies, and other goods.

Figure 4: Distribution of Industrial/Flex Properties by Location, Southern East San Gabriel Valley Q1 2021



Sources: Los Angeles County, 2021; CoStar Group, 2021; BAE, 2021.

Building Size - Industrial/Flex Space

Industrial/flex buildings in the ESGV Plan Area Communities are characterized by relatively modest floorplates, with median building sizes ranging from 10,050 square feet in South Walnut to 14,464 square feet in Rowland Heights (Table 3).

These floorplates are significantly smaller than in the adjacent City of Industry, where the median industrial/flex building size is over 38,000 square feet. A sample of emerging employment sectors associated with such floorplate sizes can be found in the Opportunities and Barriers section of this Memo.

Table 3: Distribution of Industrial/Flex Space by Building Size, Q1 2021

	Avocado Heights		Rowland Heights		S. San Jose Hills		South Walnut		City of Industry	
Building Size	**Number**	**Percent**	**Number**	**Percent**	**Number**	**Percent**	**Number**	**Percent**	**Number**	**Percent**
Smaller than 5,000 sq. ft.	14	10.9%	4	12.1%	7	13.0%	0	0.0%	16	1.6%
5,000 - 9,999 sq. ft.	25	19.4%	6	18.2%	15	27.8%	17	45.9%	74	7.5%
10,000 - 19,999 sq. ft.	52	40.3%	12	36.4%	19	35.2%	13	35.1%	194	19.7%
20,000 - 39,999 sq. ft.	27	20.9%	6	18.2%	11	20.4%	6	16.2%	239	24.2%
40,000 - 59,999 sq. ft.	5	3.9%	2	6.1%	0	0.0%	0	0.0%	122	12.4%
60,000 - 79,999 sq. ft.	0	0.0%	1	3.0%	2	3.7%	0	0.0%	75	7.6%
80,000 - 99,999 sq. ft.	1	0.8%	0	0.0%	0	0.0%	0	0.0%	50	5.1%
100,000 sq. f.t or larger	5	3.9%	2	6.1%	0	0.0%	1	2.7%	217	22.0%
Total Buildings	**129**	**100.0%**	**33**	**100.0%**	**54**	**100.0%**	**37**	**100.0%**	**987**	**100.0%**
Median Size (RBA, sq. ft.)	**12,777**		**14,454**		**11,380**		**10,050**		**38,008**	

Sources: CoStar Group, 2021; BAE, 2021.

Industrial/flex buildings in the 10,000-to-19,999-square-foot range represent the most common building size across the ESGV Plan Area Communities, with the exception of South Walnut, where buildings in the 5,000-to-9,999 square foot range comprise the largest share (Table 3). This distribution also stands in sharp contrast to the adjacent City of Industry, where nearly one-quarter of industrial/flex inventory is comprised of buildings exceeding 100,000 square feet (or two football fields, for context).

Building Age - Industrial/Flex Space

Industrial/flex buildings in the ESGV Plan Area Communities are relatively young when compared to those in the City of Industry, with the exception of Rowland Heights. This is perhaps surprising in light of Industry's higher level of construction activity.

The median year-built of industrial/flex buildings ranges from 1978 in Rowland Heights to 1991 in South Walnut (Table 4).

In Avocado Heights, the largest share of industrial/flex buildings were constructed in the 1980s (36.2 percent). In South San Jose Hills and South Walnut, the largest share of such buildings was constructed in the 1990s.

Table 4: Distribution of Industrial/Flex Space by Year Built, Q1 2021

	Avocado Heights		Rowland Heights		S. San Jose Hills		South Walnut		City of Industry	
Year Built	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Earlier than 1920	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
1920 - 1939	1	0.8%	0	0.0%	0	0.0%	0	0.0%	3	0.3%
1940 - 1959	10	7.8%	4	12.1%	1	1.9%	0	0.0%	41	4.2%
1960 - 1979	46	35.7%	15	45.5%	21	38.9%	1	2.7%	459	46.5%
1980 - 1989	47	36.4%	8	24.2%	8	14.8%	7	18.9%	210	21.3%
1990 - 1999	11	8.5%	1	3.0%	22	40.7%	27	73.0%	125	12.7%
2000 - 2009	10	7.8%	4	12.1%	2	3.7%	2	5.4%	108	10.9%
2010 - Present	2	1.6%	0	0.0%	0	0.0%	0	0.0%	36	3.6%
Unknown	2	1.6%	1	3.0%	0	0.0%	0	0.0%	5	0.5%
Total Buildings	**129**	**100.0%**	**33**	**100.0%**	**54**	**100.0%**	**37**	**100.0%**	**987**	**100.0%**
Median Year Built	**1980**		**1978**		**1987**		**1991**		**1979**	

Sources: CoStar Group, 2021; BAE, 2021.

Industrial Subtypes

The most common subtypes of industrial-classified space within the ESGV Plan Area Communities include "warehouse" buildings (Table 5). In general, warehouse buildings are likely to serve a wide array of end users, from pallet storage and auto scrap yards to wholesalers in the food, apparel, and construction industries. In some cases, warehouses even serve non-industrial uses such as dance studios. Such warehouse buildings account for anywhere from 57.2 percent of total industrial inventory in Rowland Heights up to 92.3 percent of total inventory in South San Jose Hills.

Manufacturing-classified buildings, meanwhile, are significantly less common within the ESGV Plan Area Communities, and are more likely to be specified to their end-user, with dedicated standards for power and other custom buildouts.

As a share of its own industrial/flex inventory Rowland Heights has the largest share of manufacturing-classified buildings, which occupy 17.8 percent of total inventory. Avocado Heights, meanwhile, has the largest share of manufacturing-classified buildings on a square foot basis, with over 286,000 square feet (Table 5).

One interesting item to note is the comparative lack of "distribution" classified space within the ESGV Plan Area Communities. This is especially when compared to jurisdictions such as the adjacent City of Industry, where over 20 percent of total industrial/flex space is dedicated to the distribution of goods—often associated with the logistics industry (and the Transportation and Warehousing industrial sector).

This is likely due to the fact that distribution facilities tend to locate in buildings with significantly larger floorplates, as described in more detail in the Opportunities and Barriers section.

Table 5: Distribution of Industrial/Flex Secondary Types by Geography, Q1 2021

	Avocado Heights		Rowland Heights		San Jose Hills	
Secondary Types	**Number**	**Percent**	**Number**	**Percent**	**Number**	**Percent**
Warehouse	2,342,363	79.7%	465,933	56.8%	790,860	93.2%
Manufacturing	286,754	9.8%	146,375	17.8%	11,360	1.3%
Distribution	48,760	1.7%	132,350	16.1%	0	0.0%
Food Processing	10,002	0.3%	0	0.0%	0	0.0%
Light Distribution	104,153	3.5%	20,000	2.4%	0	0.0%
Light Manufacturing	25,168	0.9%	14,000	1.7%	0	0.0%
Refrigeration/Cold Storage	0	0.0%	0	0.0%	4,256	0.5%
Service	52,721	1.8%	38,349	4.7%	9,056	1.1%
Show room	41,780	1.4%	0	0.0%	33,214	3.9%
Truck Terminal	26,371	0.9%	0	0.0%	0	0.0%
Other/Not Specified (a)	0	0.0%	3,100	0.4%	0	0.0%
Total RBA (sq. ft.)	**2,938,072**	**100%**	**820,107**	**100%**	**848,746**	**100%**

	South Walnut		City of Industry		East San Gabriel Valley	
Secondary Types	**Number**	**Percent**	**Number**	**Percent**	**Number**	**Percent**
Warehouse	515,777	89.6%	42,885,781	60.0%	78,661,452	62.4%
Manufacturing	46,852	8.1%	10,263,338	14.4%	19,179,043	15.2%
Distribution	0	0.0%	15,170,225	21.2%	19,167,900	15.2%
Food Processing	0	0.0%	1,433,651	2.0%	1,767,627	1.4%
Light Distribution	0	0.0%	122,200	0.2%	600,292	0.5%
Light Manufacturing	0	0.0%	388,870	0.5%	791,837	0.6%
Refrigeration/Cold Storage	0	0.0%	478,947	0.7%	758,139	0.6%
Service	0	0.0%	210,039	0.3%	1,225,612	1.0%
Show room	0	0.0%	9,280	0.0%	316,467	0.3%
Truck Terminal	12,932	2.2%	74,650	0.1%	306,026	0.2%
Other/Not Specified (a)	0	0.0%	418,277	0.6%	3,328,024	2.6%
Total RBA (sq. ft.)	**575,561**	**100%**	**71,455,258**	**100%**	**126,102,419**	**100%**

Note:
(a) Includes R & D, telecom hotel/data hosting, and other unspecified industrial and flex spaces.

Sources: CoStar Group, 2021; BAE, 2021.

Retail Sector Overview

The ESGV Plan Area Communities occupy nearly 4.4 million square feet of retail space, or approximately 10.4 percent of the East San Gabriel Valley total retail inventory (Table 6).

The ESGV Plan Area Communities had a retail vacancy rate of 5.5 percent in Q1 2021, which is slightly higher than the benchmark area's vacancy rate of 5.3 percent.

Asking rents for retail space in most Plan Area Communities exceeded those in the East San Gabriel Valley, which was $1.83/sf in Q1 2021 (Table 6). This may be due to the fact that retail spaces in traditional cities in the ESGV are characterized by larger footprints, which command less rent on a per square foot basis when compared to smaller retail establishments. And while cities such as Covina do have destination retail locations such as IKEA, they also have their own set of aging retail strips that date from the 1950s and 1960s.

Table 6: Retail Stock by Community, Q1 2021

ESGV Plan Area Communities	Retail Buildings	Retail Sq. Ft.	Retail Vacancy (a)	Retail NNN Rent (a)
Rowland Heights	119	2,344,518	6.1%	$2.77
Hacienda Heights	93	1,051,673	4.7%	$2.47
Avocado Heights	61	380,184	4.1%	$1.23
Charter Oak	36	255,055	3.2%	$1.39
Valinda	22	95,134	1.5%	$2.00
South San Jose Hills	14	93,426	18.4%	-
East Irwindale	17	78,001	15.0%	$1.92
West Puente Valley	7	31,225	-	-
East San Dimas	3	25,756	-	-
Covina Islands	4	12,176	-	-
South El Monte	1	3,950	-	-
North Whittier	1	2,537	-	-
Pellissier Village	1	2,100	-	-
Total (b)	**379**	**4,375,735**	**5.5%**	**n.a.**
City of Industry	**169**	**4,604,386**	**10.3%**	**$2.44**
City of Covina	**392**	**3,941,990**	**4.7%**	**$1.63**
East San Gabriel Valley	**3,512**	**42,084,252**	**5.3%**	**$1.83**
LA County	**47,181**	**446,846,891**	**5.2%**	**$2.74**

Notes:
(a) "-" indicates no new recorded vacancy rate or NNN rents as of Q1 2021.
(b) As of Q1 2021, CoStar recorded no existing retail inventory for communities of East Azusa, Glendora Islands, North Claremont, North Pomona, Northeast La Verne, Northeast San Dimas, South Diamond Bar, South Walnut, Walnut Islands, West Claremont, and West San Dimas.

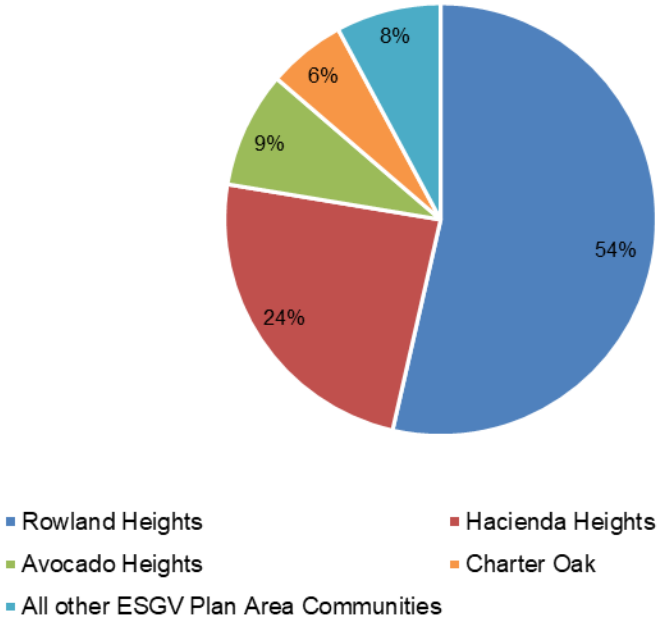
Sources: CoStar Group, 2021; BAE, 2021.

Location of Retail Properties

Rowland Heights has by far the largest inventory of retail space among the ESGV Plan Area Communities, with over 2.3 million square feet, or 55 percent of the total (Figure 5).

Hacienda Heights, Avocado Heights, and Charter Oak, meanwhile, have approximately 1.1 million square feet, 380,000 square feet, and 255,000 square feet, respectively. Taken together, these four Plan Area Communities comprise the vast majority, or 92 percent, of all Plan Area Community inventory.

Figure 5: Retail Square Footage Stock by Community, Q1 2021



Sources: CoStar Group, 2021; BAE, 2021.

Market Trends – Retail Vacancies

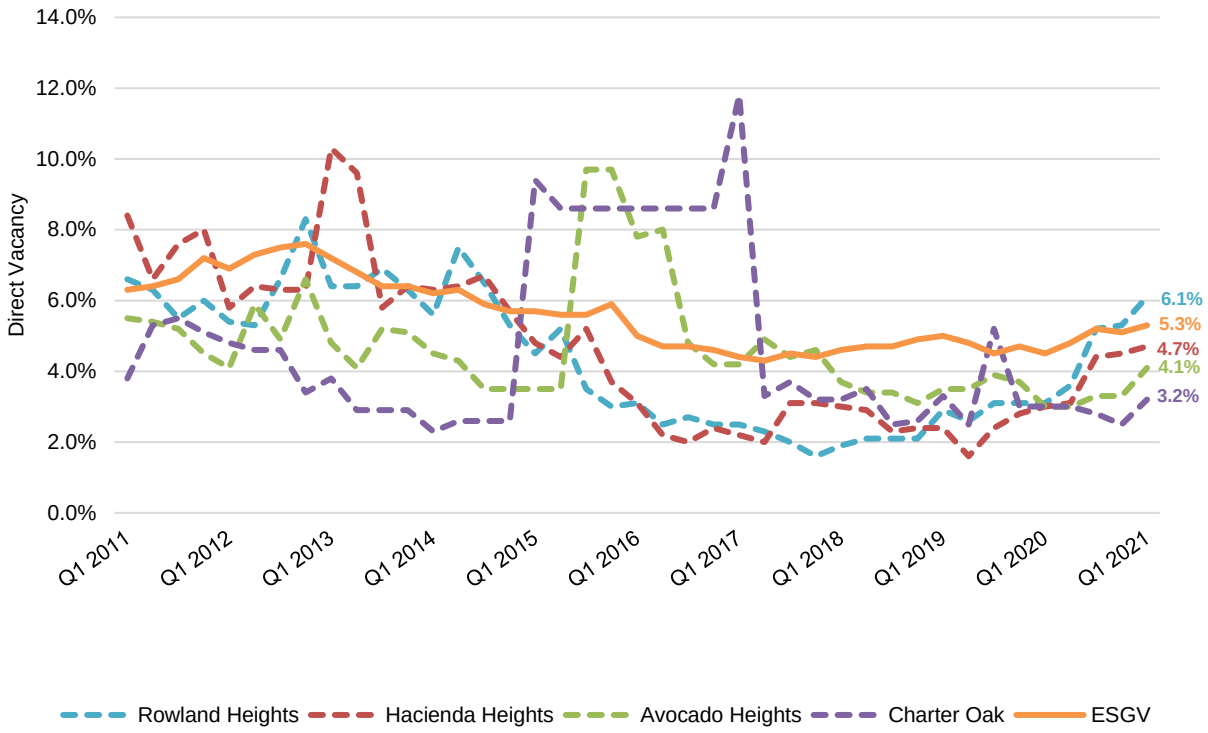
Rowland Heights has the highest retail vacancy rate of the four Plan Area Communities, with a rate of 6.1 percent in Q1 2021. This is significantly higher than the retail vacancy rate in Hacienda Heights (4.7 percent) Avocado Heights (4.1 percent) and Charter Oak (3.2 percent).

Over the past decade, retail vacancies in Rowland Heights had generally trended lower than those in the larger benchmark area. This changed beginning in Q3 2020, when the vacancy rate climbed above 5 percent for the first time in nearly 21 quarters. In neighboring Hacienda Heights, retail vacancies have trended lower than those in the benchmark area since at least 2014 (Figure 6).

It should be noted that a retail vacancy rate of five percent vacancy rate is still within the range of what many real estate economists refer to as a "natural" vacancy rate, indicating that the market is in equilibrium.

Real estate data pulled for this Memo aligned with a unique period during the COVID-19 pandemic (Q1 2021). Retail operations at that time were technically open, but with limited capacity. Restaurants were still able to serve patrons, but only outdoors (until March 15, 2021). While most business operations had begun returning to normal as this Memo was being finalized, there are nonetheless likely to be lasting implications for retail uses due to the impacts of COVID-19 that should be contemplated when formulating any land use strategies as part of the Plan Elements.

Figure 6: Retail Vacancy Trends, Q1 2011 to Q1 2021

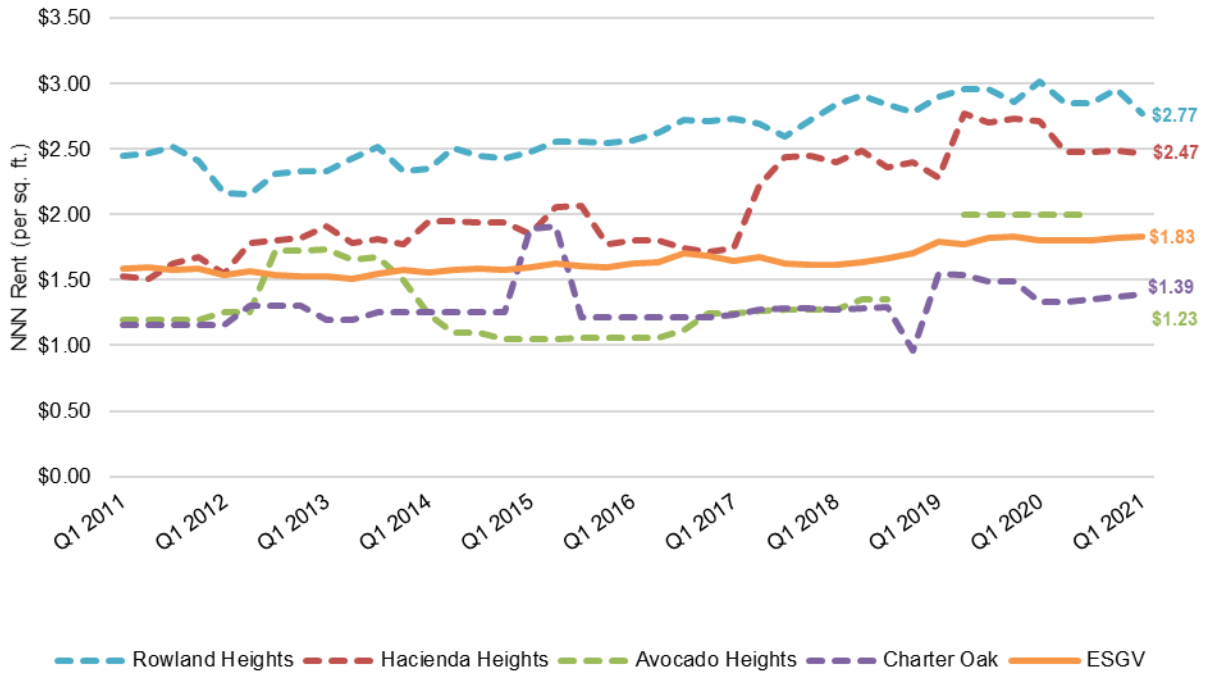


Sources: CoStar Group, 2021; BAE, 2021.

Market Trends – Retail Asking Rents

Asking rents for retail space in both Rowland Heights and Hacienda Heights have generally exceeded those of the benchmark area over the past decade (Figure 7). Between Q1 2011 and Q1 2021, retail rents rose from $2.45/sf to $2.77/sf in Rowland Heights, for a total increase of 13.1 percent. This indicates that retail rent growth in Rowland Heights did not exceed that of the benchmark area, which was 15.1 percent over the same time period. Hacienda Heights, by contrast, has seen much more robust rental growth over the past decade. Between Q1 2011 and Q1 2021, retail rents rose from $1.53/sf to $2.47/sf, for a total increase of 61.4 percent.

Figure 7: Retail NNN Trends, Q1 2011 to Q1 2021



Sources: CoStar Group, 2021; BAE, 2021.

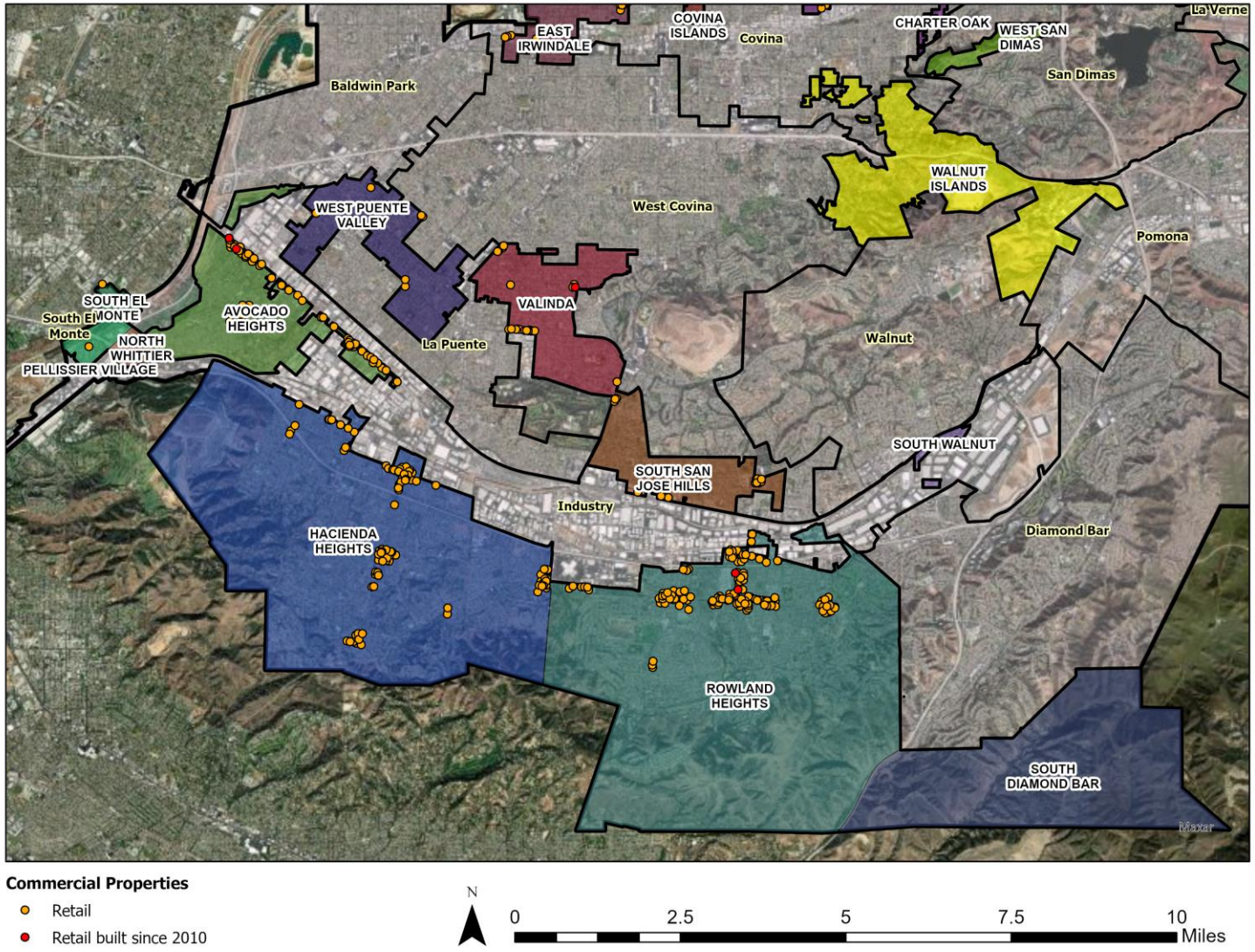
Map of Retail Building Locations in Plan Area Communities

As shown in Figure 8 (below), the majority of retail spaces (rendered in orange dots) in Rowland Heights are concentrated in three distinct clusters along Colima Road, as well as along the east side of Nogales Street heading north towards the Pomona Freeway. These commercial nodes are generally characterized by ample surface parking lots, with C-1 (Restricted Business), C-2 (Neighborhood Business), and C-3 (General Commercial) zoning designations.

In neighboring Hacienda Heights, retail spaces are primarily centered along South Hacienda Boulevard running north to south, with a significant node at the intersection of Halliburton Road. Retail districts also extend north of the Pomona Freeway, with an additional cluster at the intersection of East Gale Avenue.

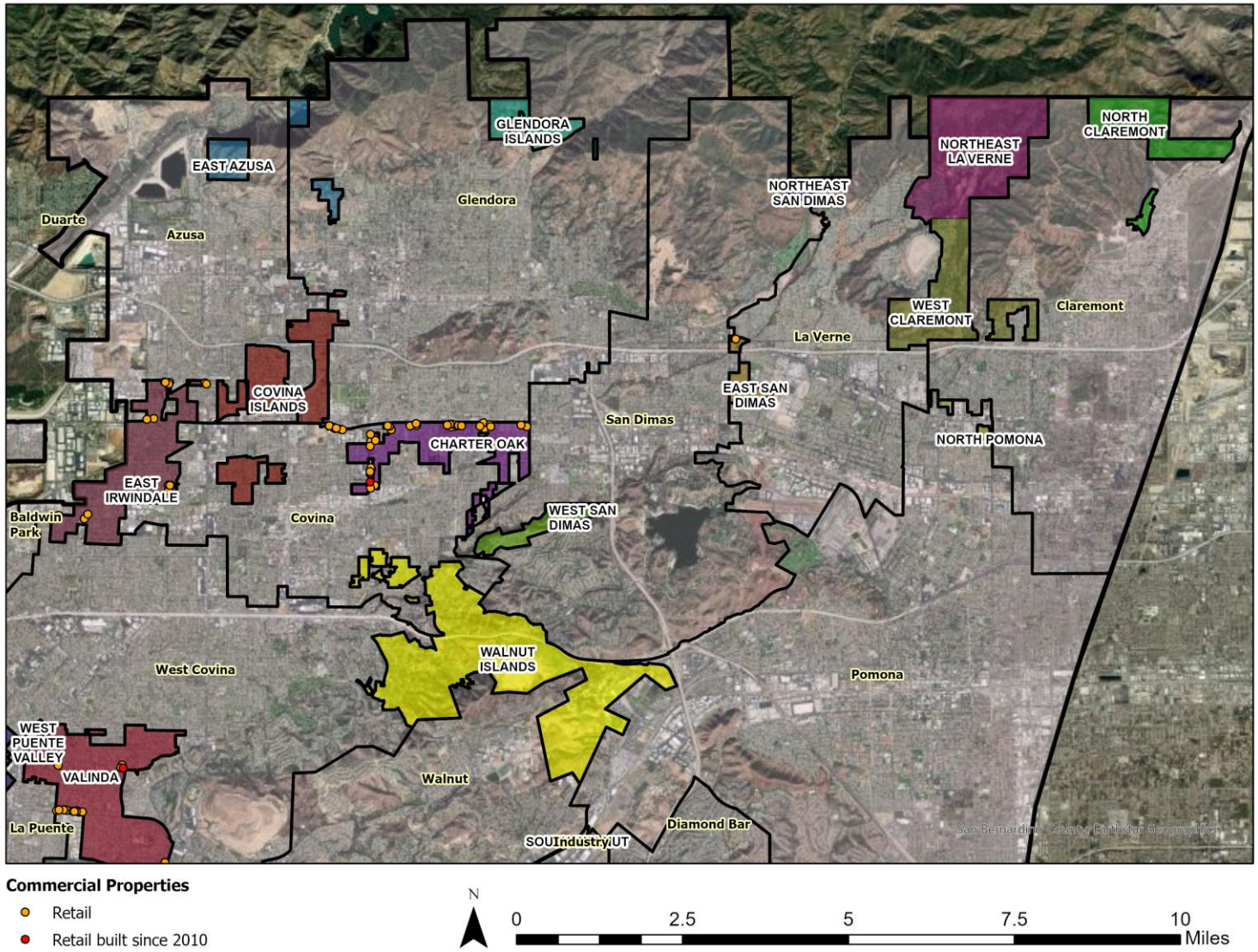
In Avocado Heights, retail spaces are concentrated almost exclusively along the south side of Valley Boulevard, in a series of C-1 zones characterized by shallow lot depths and aging strip centers. In Charter Oak, retail is concentrated primarily along the south side of East Arrow Highway, as well as along the east side of North Grand Avenue (Figure 9).

Figure 8: Distribution of Retail Space by Location, Southern East San Gabriel Valley, Q1 2021



Sources: Los Angeles County, 2021; CoStar Group, 2021; BAE, 2021.

Figure 9: Distribution of Retail Space by Location, Northern East San Gabriel Valley, Q1 2021



Sources: Los Angeles County, 2021; CoStar Group, 2021; BAE, 2021.

Recent Construction Activity – Retail Space

Over the past decade, three new standalone retail buildings have been constructed in the ESGV Plan Area Communities, according to CoStar. The largest of these was in Rowland Heights, with a 264,878 square feet multilevel shopping center coming online in 2012. The development, Pearl Plaza, features several restaurants, entertainment venues, as well as an English language school.

Zero retail spaces, meanwhile, are currently under construction in any of the Plan Area Unincorporated Communities (Table 7). There are, however, several projects currently seeking entitlements, including a strip center in Rowland Heights that would feature up to seven new "pads" on the north side of the Pomona Freeway, just west of S Nogales Street. It should be noted that the zoning designation for this parcel is currently M-1.5 ("Restricted Heavy Manufacturing").

Table 7: Retail Inventory by ESGV Plan Area Community, Q1 2021

Retail Summary	Rowland Heights	Hacienda Heights	Avocado Heights	Charter Oak	East San Gabriel Valley
Inventory (bldgs), Q1 2021	**119**	**93**	**61**	**36**	**3,512**
Inventory (sq. ft.), Q1 2021	**2,344,518**	**1,051,673**	**380,184**	**255,055**	**42,084,252**
Occupied Stock (sq. ft.)	2,197,042	1,001,923	364,444	246,985	39,757,829
Vacant Stock (sq. ft.)	143,301	49,750	15,740	8,070	2,234,174
Vacancy Rate	6.1%	4.7%	4.1%	3.2%	5.3%
Median Year Built	1978	1972	1967	1965	1970
Net Absorption					
Net Absorption (Q1 2020 - Q1 2021)	(69,668)	(18,041)	(4,268)	(515)	(350,825)
Net Absorption (Q1 2011 - Q1 2021)	264,878	38,940	7,954	3,372	591,068
Deliveries (bldgs), Q1 2011 - Q1 2021	1	0	1	1	81
Deliveries (sq. ft.), Q1 2011 - Q1 2021	288,904	0	4,000	1,825	1,374,507
Under Construction (bldgs), Q1 2021	0	0	0	0	2
Under Construction (sq. ft.), Q1 2021	0	0	0	0	18,320

Sources: CoStar Group, 2021; BAE, 2021.

Building Age – Retail Space

The median year-built of retail buildings ranges from 1965 in Charter Oak to 1978 in Rowland Heights (Table 7).

In Rowland Heights, the largest share of retail buildings was constructed in the 1980s (33.6 percent), followed by the 1960s (26.1 percent). In neighboring Hacienda Heights, the largest share of retail buildings was constructed in the 1970s (35.5 percent), followed by the 1960s (24.7 percent). As such, many of these commercial centers are aging and in need of revitalization.

Retail Subtypes

Retail spaces in ESGV Plan Area Communities tend to be "local serving", and are intended to meet the day-to-day needs of the immediate surrounding neighborhoods. This includes a comparatively large share of "Neighborhood Centers", which CoStar defines as providing sales of convenience goods and personal services for the immediate neighborhood (with a supermarket usually being the principal tenant).

In the context of ESGV Plan Area Communities, these Neighborhood Centers are nearly always configured in a "strip mall" format, with an attached row of stores under the same management structure, and surface parking spaces located in front of the stores.

"Community Centers", meanwhile, draw from a larger trade area than Neighborhood Centers, and offer a wider range of apparel and soft goods with supermarkets, drugstores, and discount department stores as common anchors. Rowland Heights is the only ESGV Plan Area Community to feature this class of retail, which includes the 250,000 square foot Puente Hills Town Center, located just south of the Puente Hills Mall (located in the City of Industry).

"Freestanding" classified buildings, meanwhile, are also common within the ESGV Plan Area Communities. Such buildings are more likely to be specified to their end-user, and include grocery stores, fast food structures, and feature similar parking configurations as Neighborhood and Strip Centers.

Another retail subtype includes the "Storefront Retail/Office" classification. These generally include up to two stories of commercial space, with retail establishments located on the first floor, and office-serving uses occupying the second floor. Notable examples include Pearl Plaza in Rowland Heights, which includes law offices, insurance brokers, and other professional service firms in addition to dining on the ground-floor. Such spaces can also accommodate many functions traditionally associated with "medical" office space, such as dialysis clinics, chiropractors, and dental labs.

"Storefront" retail is defined by CoStar as a multitenant commercial building that usually abuts adjacent buildings. Such buildings tend to be located in "older" commercial areas, and front right on the street with little parking in the front and in some cases parking in the rear.

A more detailed description the consumption patterns of ESGV Plan Area Community residents, including the extent to which Plan Area Communities may be "leaking" expenditures that could otherwise be spent within the Communities themselves, will be included as part of the Leakage Analysis in the forthcoming Surrounding Jurisdictions Memo.

Table 8: Distribution of Retail Secondary Types by Geography, Q1 2021

	Rowland Heights		Hacienda Heights		Avocado Heights	
Secondary Types	**Number**	**Percent**	**Number**	**Percent**	**Number**	**Percent**
Auto Dealership	0	0.0%	1,429	0.1%	2,344	0.6%
Auto Repair	89,353	3.8%	0	0.0%	111,765	29.4%
Bank	32,170	1.4%	41,625	4.0%	0	0.0%
Community Center (a)	501,826	21.4%	12,519	1.2%	0	0.0%
Convenience Store	7,878	0.3%	2,640	0.3%	1,100	0.3%
Day Care Center	0	0.0%	0	0.0%	2,528	0.7%
Drug Store	0	0.0%	23,450	2.2%	0	0.0%
Fast Food	23,274	1.0%	27,206	2.6%	22,741	6.0%
Freestanding (b)	351,247	15.0%	165,065	15.7%	44,575	11.7%
Neighborhood Center (c)	311,718	13.3%	177,814	16.9%	10,372	2.7%
Regional Mall	0	0.0%	0	0.0%	0	0.0%
Restaurant	86,677	3.7%	22,274	2.1%	6,517	1.7%
Service Station	25,614	1.1%	17,327	1.6%	12,502	3.3%
Storefront	258,222	11.0%	208,629	19.8%	72,009	18.9%
Storefront Retail/Office	527,401	22.5%	186,212	17.7%	3,693	1.0%
Storefront Retail/Residential	5,904	0.3%	0	0.0%	3,235	0.9%
Strip Center	43,161	1.8%	79,315	7.5%	45,190	11.9%
Supermarket	72,844	3.1%	36,000	3.4%	41,613	10.9%
Other/Not Specified (d)	7,229	0.3%	50,168	4.8%	0	0.0%
Total RBA (sq. ft.)	**2,344,518**	**100.0%**	**1,051,673**	**100.0%**	**380,184**	**100.0%**

	Charter Oak		East San Gabriel Valley	
Secondary Types	**Number**	**Percent**	**Number**	**Percent**
Auto Dealership	0	0.0%	1,415,823	3.4%
Auto Repair	7,351	2.9%	1,753,271	4.2%
Bank	0	0.0%	485,521	1.2%
Community Center	0	0.0%	1,461,158	3.5%
Convenience Store	4,400	1.7%	209,369	0.5%
Day Care Center	10,484	4.1%	269,355	0.6%
Drug Store	0	0.0%	623,524	1.5%
Fast Food	2,875	1.1%	688,993	1.6%
Freestanding	115,765	45.4%	12,714,315	30.2%
Neighborhood Center	56,082	22.0%	2,401,243	5.7%
Regional Mall	0	0.0%	1,802,618	4.3%
Restaurant	4,863	1.9%	1,827,348	4.3%
Service Station	3,789	1.5%	401,789	1.0%
Storefront	7,422	2.9%	4,598,429	10.9%
Storefront Retail/Office	4,125	1.6%	2,355,823	5.6%
Storefront Retail/Residential	1,747	0.7%	377,611	0.9%
Strip Center	16,283	6.4%	183,135	0.4%
Supermarket	0	0.0%	1,565,172	3.7%
Other/Not Specified (a)	19,869	7.8%	6,944,614	16.5%
Total RBA (sq. ft.)	**255,055**	**100.0%**	**42,079,111**	**100.0%**

Notes:
(a) Includes bar/nightclub, bowling alley, department store, health club, movie theater, veterinarian/kennel, garden center, retail building, and other unspecified retail spaces.

Sources: CoStar Group, 2021; BAE, 2021.

Office Space

Office space is far less common than industrial/flex and retail space in the ESGV Plan Area Communities. The ESGV Plan Area Communities occupy approximately 842,713 square feet of office space, or 4.7 percent of the East San Gabriel Valley total office inventory (Table 9). Table 6 Office vacancy rates ranged from 2.7 percent in Hacienda Heights to 7.8 percent in Rowland Heights in Q2 2021. This compares to a vacancy rate of 7.0 percent in the benchmark area.

In most cases, asking rents and vacancy rates by individual Plan Area Community were not available due to the small sample size.

Table 9: Office Inventory by Community, Q1 2021

	Office			
ESGV Plan Area Communities	**Buildings**	**Sq. Ft.**	**Vacancy** (a)	**Gross Rent** (a)
Hacienda Heights	33	415,449	2.7%	$2.09
Rowland Heights	15	266,313	7.8%	$1.96
Avocado Heights	9	53,479	-	-
Valinda	4	49,241	5.0%	-
Charter Oak	5	25,803	-	-
South San Jose Hills	3	24,417	-	-
East Irwindale	1	5,200	-	-
West Puente Valley	1	1,555	-	-
Covina Islands	1	1,256	-	-
Total (b)	**72**	**842,713**	**n.a.**	**n.a.**
City of Industry	**41**	**1,941,754**	**3.7%**	**$2.52**
City of Covina	**232**	**2,030,439**	**4.0%**	**$2.02**
East San Gabriel Valley	**1,274**	**17,980,637**	**7.0%**	**$2.31**
LA County	**17,512**	**427,976,567**	**11.8%**	**$3.48**

Notes:
(a) "-" indicates no new recorded vacancy rate or gross rents as of Q1 2021.
(b) As of Q1 2021, CoStar recorded no existing office inventory for communities of Avocado Heights, East Azusa, Glendora Islands, North Claremont, North Pomona, Northeast La Verne, Northeast San Dimas, North Whittier, South El Monte South Diamond Bar, South Walnut, Walnut Islands, West Claremont, and West San Dimas.

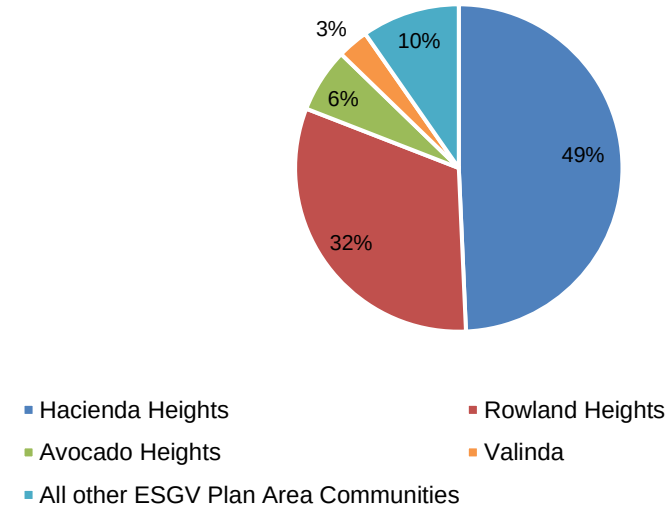
Sources: CoStar Group, 2021; BAE, 2021.

Location of Office Properties

Hacienda Heights has the largest inventory of office space among the ESGV Plan Area Communities, with over 415,000 square feet, or 49 percent of the total (Figure 10). Rowland Heights, meanwhile, has approximately 266,000 square feet of office space. Taken together, these two Plan Area Communities comprise over 80 percent of all Plan Area Community office space inventory on a square foot basis.

There is one new office building currently classified by CoStar under construction in the ESGV Plan Area Communities. This includes a two-story medical office building at the north edge of Rowland Heights, which will provide approximately 20,627 square feet of leasable floor area.

Figure 10: Office Square Footage Stock by Community, Q1 2021



Sources: CoStar Group, 2021; BAE, 2021.

Office Subtypes

ESGV Plan Area Communities feature a significant share of medical office as a percentage of total office space. Medical office accounts for 38.8 percent of total office space in Rowland Heights, and 45.0 percent in Hacienda Heights (Table 10).

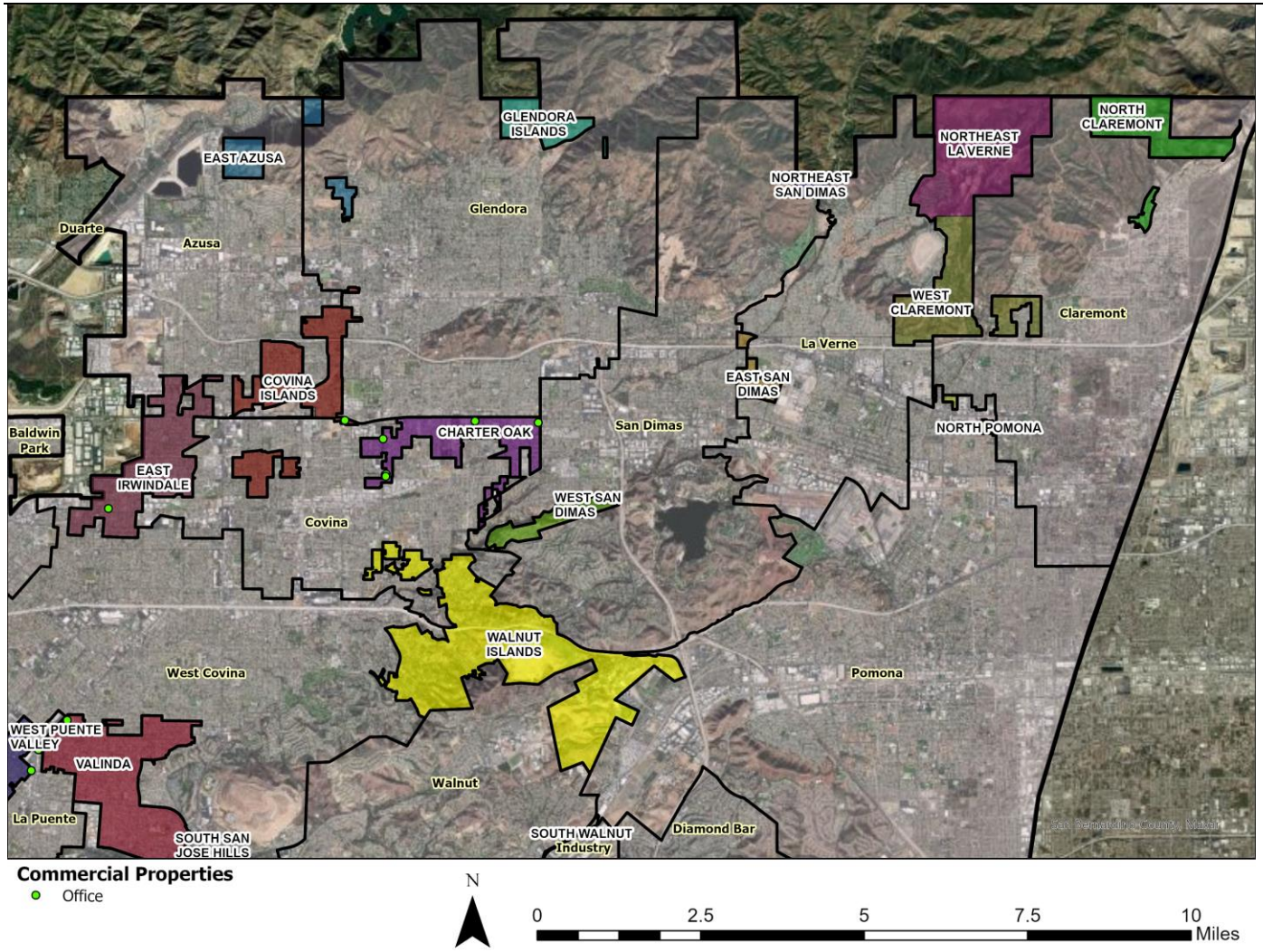
Table 10: Distribution of Office Secondary Types by Geography, Q1 2021

	Hacienda Heights		Rowland Heights		Avocado Heights	
Secondary Types	**Number**	**Percent**	**Number**	**Percent**	**Number**	**Percent**
Loft/Creative Space	910	0.2%	0	0.0%	0	0.0%
Medical	186,887	45.0%	103,443	38.8%	28,004	52.4%
Office Building	169,976	40.9%	31,554	11.8%	24,156	45.2%
Office Live/Work Unit	4,189	1.0%	0	0.0%	0	0.0%
Office/Residential	5,873	1.4%	0	0.0%	1,319	2.5%
Office/Retail	19,730	4.7%	127,221	47.8%	0	0.0%
Religious Institution	27,884	6.7%	4,095	1.5%	0	0.0%
Other	0	0.0%	0	0.0%	0	0.0%
Total RBA (sq. ft.)	**415,449**	**100.0%**	**266,313**	**100.0%**	**53,479**	**100.0%**

	Valinda		East San Gabriel Valley	
Secondary Types	**Number**	**Percent**	**Number**	**Percent**
Loft/Creative Space	0	0.0%	70,980	0.4%
Medical	25,664	52.1%	3,558,477	19.8%
Office Building	0	0.0%	406,984	2.3%
Office Live/Work Unit	0	0.0%	408,080	2.3%
Office/Residential	21,785	44.2%	319,814	1.8%
Office/Retail	0	0.0%	163,453	0.9%
Religious Institution	1,792	3.6%	33,771	0.2%
Unclassified	0	0.0%	12,988,228	72.4%
Total RBA (sq. ft.)	**49,241**	**100.0%**	**17,949,787**	**100.0%**

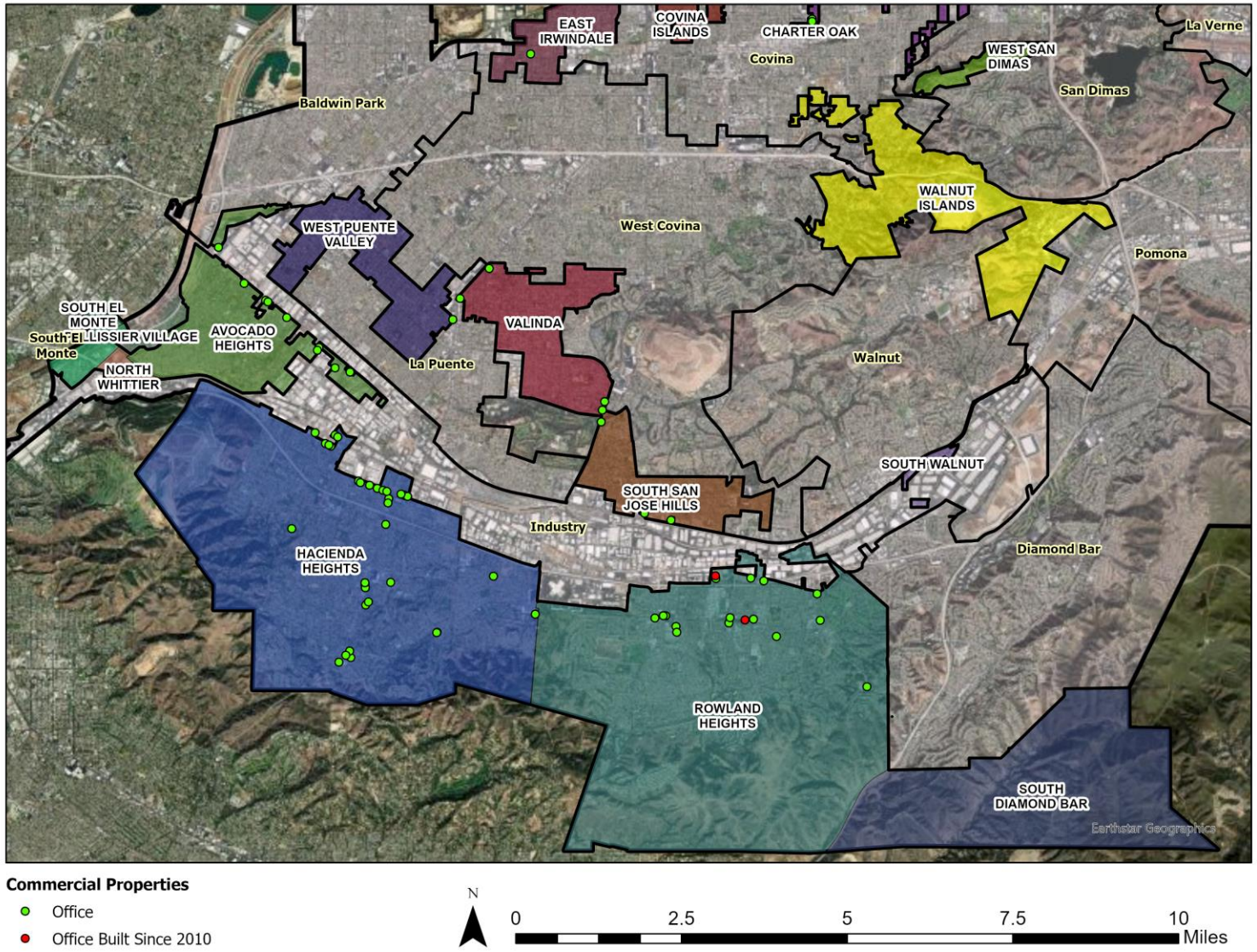
Sources: CoStar Group, 2021; BAE, 2021.

Figure 11: Distribution of Office Space by Location, Northern East San Gabriel Valley, Q1 2021



Sources: Los Angeles County, 2021; CoStar Group, 2021; BAE, 2021.

Figure 12: Distribution of Office Space by Location, Southern East San Gabriel Valley, Q1 2021



Sources: Los Angeles County, 2021; CoStar Group, 2021; BAE, 2021.

Opportunities and Barriers

The following section evaluates the extent to which the ESGV Plan Area Communities' existing office, retail, and industrial capacity is likely to accommodate job growth and economic sustainability within the unique context of the greater Los Angeles region.

Industrial/Flex Capacity

The Transportation and Warehousing industry sector in Los Angeles County is likely to be a key driver for employment growth industry in the region, with significant international trade flowing through the ports of Los Angeles and Long Beach, as well as continued demand for last-mile distribution centers that support online retail.

However, the location preferences and space requirements of such logistics firms are unlikely to be met by the majority of the ESGV Plan Area Communities' industrial/flex building stock, which is characterized by smaller floorplates, lack of immediate freeway access in the most industrial-rich areas (e.g., Avocado Heights), and older buildings without requisite clear heights and loading dock capacity.

Last-mile distribution centers tend to be closer to higher population areas compared to larger distribution centers in the Inland Empire. But they also tend to require building footprints of 20,000 to 100,000 square feet, which are significantly larger than those typically found in the ESGV Plan Area Communities.[1] The primary purpose of a last-mile facility is to receive goods from regional facilities and quickly prepare them for local delivery with minimal handling time. Thus, cross-dock capabilities are especially important. In the absence of major lot consolidation, it is likely that other submarkets will play a more widespread role in this sector.

Comparative Lack of New Investment

ESGV Plan Area Communities have seen less development activity than comparison jurisdictions across nearly all building classes, including industrial/flex, retail, and office.

As such, in the absence of new deliveries on the horizon, the adaptive reuse of existing employment-generating space is more likely in the near to mid-term.

The following section describes some emerging industry sectors that may be able to leverage the existing characteristics of the Plan Area Communities' building stock.

<u>Industrial Kitchens and Food Prep/Manufacturing</u>

Commercial kitchen spaces in former industrial warehouses are filling a growing niche for restaurants that specialize in home delivery. As food delivery expands, startup firms are opening

[1] Patrick Kiger, "Driving Hard to Secure Last-Mile Logistics," February 05, 2018, Urban Land Institute, available from https://urbanland.uli.org/industry-sectors/industrial/driving%E2%80%85hard-secure-last-mile-logistics/.

shared kitchens (also known as "ghost kitchens") in industrial buildings, catering to restaurants who are supplementing their storefront operations or supplanting them entirely.
Another similar business model caters to small food manufacturers. These "multi-tenant" food production facilities lease out individual kitchen spaces to local entrepreneurs, helping them grow their businesses without the high start-up costs associated with permitting.

Space Needs: Industrial kitchens catering to restaurant delivery benefit from close proximity to high-demand areas. Significant retrofits are typically required for existing industrial buildings, for health compliance, ventilation, and fire safety. While some food incubators can occupy up to 50,000 square feet; similar kitchen facilities have ranged in size from 5,000 square feet to 12,000 square feet.[2] As described in the previous section, these are among the most common industrial/flex building sizes across all Plan Area Communities.

Sound Stages, Studios, and Media Production
Media production-related businesses—including sound stages, recording studios and commercial sets—have proliferated in recent years, in part due to demand from streaming companies who are providing their own original content. Industrial brokers report emerging interest from traditional movie studios looking to expand their production facilities, particularly in light of record high occupancy rates in submarkets such as Hollywood, the Valley, and parts of the Westside.

Space Needs: Existing warehouses, particularly those with unique architectural features and high ceilings, could be ideal for repositioning.

Urban Farming and Agriculture
Cannabis cultivation is also having an impact on industrial markets. According to local brokers, growers seeking climate-controlled spaces for cultivation of cannabis are most interested in spaces between 8,000 and 20,000 square feet, which is generally in line with the existing floorplates.

Space Needs: Growing warehouses often require significant retrofits to accommodate the power necessary to handle lighting, dehumidification and cooling requirements. Generally speaking, facilities with more than 15,000 square feet will allow for a more cost-effective installation.

Underlying Land Use
In the case of many Plan Area Communities, distinctions are often blurred between the building classification, building use, and the underlying zoning of a parcel.

In South San Jose Hills, for example, a significant portion of the Community's industrial/flex building stock is located along the north side of East Valley Boulevard, but in Commercial-zoned areas instead of Manufacturing-zoned areas. In other cases, non-industrial uses such as event

[2] https://la.eater.com/2018/5/23/17377966/pasadena-kitchen-food-delivery-demand

spaces and dance studios are occupying otherwise functioning industrial buildings, likely due to the significantly high cost of retrofitting these buildings for employment-generating uses.

And in some retail-classified space, office uses are actually those uses that are predominant. As the County explores ways to encourage job-generating uses, it should be mindful of these evolving distinctions.

bae urban economics

Memorandum

To: Los Angeles County Department of Regional Planning

From: BAE Urban Economics

Date: July 28, 2021

Re: **FINAL Regulatory Analysis Memorandum (ESGVAP Task 2. Economic Development Element, Subtask 2.1c)**

This Draft Regulatory Analysis Memorandum provides a high-level analysis of the local regulatory and business environment within the East San Gabriel Valley Plan Area Communities.

To inform this Memo, BAE is surveying local brokers, employers, and other business groups to identify any regulatory barriers or impediments that may limit the establishment and expansion of businesses in the ESGV Plan Area Communities. As such, it should be noted that the findings in this Regulatory Analysis Memo are preliminary, and will be further augmented as BAE continues to solicit responses from local stakeholders.

Where appropriate, the Memo also references the unique market conditions described in the Market Analysis Memo (Subtask 2.1b) to better understand the extent to which the County's current regulatory environment is aligned with local demand drivers.

As a next step, BAE will work with the ESGV Plan Area Team to explore strategies that could further enhance the County's economic development potential.

Business Operations Context

The following section describes some of the key considerations that local businesses face when choosing to expand or relocate their operations in the East San Gabriel Valley. This section is primarily intended to provide regional economic context, rather than recommend any changes as part of the County's Area Plan update.

Lower Property Taxes in ESGV Plan Area Communities Compared to Neighboring Jurisdictions

Brokers familiar with the East San Gabriel Valley have indicated that one advantage to locating in the Unincorporated County includes a significantly lower property tax rate, particularly when compared to jurisdictions such as the nearby City of Industry.

On average, property taxes in the nearby City of Industry (one of the ESGV Plan Area Communities' largest competitors for industrial/flex space) are about 50 to 75 basis points higher than they are in Unincorporated Los Angeles County.

Since many industrial/flex users operate under a "NNN" lease, whereby lessees are responsible for paying the landlord's operating expenses (including utilities and property taxes), such a spread can have significant implications with respect to operating expenses—particularly for properties that have recently traded and been reassessed at market value.

Utility and Energy Consumption

Industries that consume large amounts of water and power (e.g., cold storage and manufacturing) often seek out locations in jurisdictions with their own utility companies, according to local brokers.

Such jurisdictions include the City of Vernon, whose Vernon Public Utility (VPU) is municipally owned. This also includes the nearby City of Industry, where the Industry Public Utilities (IPU) operates a municipal electric system that serves portions of business and residential properties within the city.

Commercial tenants in the ESGV Plan Area Communities such as Avocado Heights, meanwhile, rely on Southern California Edison for their utility needs. With a much larger client base (up to 15 million customers) Southern California Edison is sometimes perceived as being less responsive to local businesses.

Tax and Fee Structure of Neighboring Jurisdictions

It should also be noted that some nearby jurisdictions (including the City of Industry) do not levy a Utility User Tax on local business operations, while in nearby unincorporated areas of Los Angeles County, the Utility User Tax (UUT) is currently set at 4.5 percent, and levied on communication, electric, and gas charges billed to a billing or service address in Unincorporated Los Angeles County.[1]

For business operators with significant power needs, this could have the tendency to dissuade them from locating or expanding in Unincorporated Los Angeles County, according to local brokers.

[1] https://ttc.lacounty.gov/uut/

The UUT is set even higher in Covina (6 percent); however, there is no UUT at present in the Cities of West Covina, La Puente, Walnut, or Diamond Bar.

The County's existing UUT was approved by voters on November 4, 2008 as part of Measure U. Measure U reduced the existing tax on telecommunications in the unincorporated areas of the county from 5 percent to 4.5 percent, while simultaneously extending the tax to additional types of utilities.

Site Constraints

Overall, the Los Angeles County industrial/flex market is garnering a significantly smaller share of new Southern California industrial development than in past decades. A recent overview of the industrial market by NAI Capital, a real estate service for commercial development, identifies the Inland Empire (Riverside and San Bernardino Counties) as "the premier market for industrial development in Southern California" because of the availability of sites for large industrial properties. By some estimates, more than half of the new industrial/flex development in the Inland Empire is located in extremely large projects, including eight projects greater than 500,000 square feet and another 10 projects with footprints larger than 1 million square feet.

Regardless, due to the continued demand for industrial/flex space in Los Angeles County, even smaller constrained sites are unlikely to sit vacant. At present, the Los Angeles region has some of the lowest industrial vacancy rates in the nation, driven by factors including international trade, e-commerce and logistics. This underscores the fact that because new, ground up industrial/flex construction is unlikely in the ESGV Plan Area Communities, buildouts of existing structures will be required in order to compete for new tenants.

In contrast to industrial site constraints, interviewees did not mention any similar constraints associated with the development of new retail or office space in the ESGV Plan Area Communities.

Regulatory Context

The following section describes issues that Los Angeles County may be able to address in an effort to enhance its economic development efforts, such as streamlining its permitting process, clarifying the allowable uses in its commercial zones, and others.

Streamlining the Permitting Process

Due in part to the comparative lack of new industrial/flex supply noted in the Market Analysis Memo, older industrial buildings in the ESGV Plan Area Communities will invariably need substantial rehabilitation to compete for new, employment-generating uses. Interviews with brokers and contractors active in the area indicate that some of the most common upgrades would include heavy upgrades to building systems due to enhanced power requirements and electric use,

as well as bringing a facility into compliance with current fire, safety, and ADA codes. This could also include compliance with forthcoming "Green Zone District" provisions that will require existing businesses to comply with development standards for covered uses, storage of materials, vehicles and equipment, recycling and waste storage, vehicular access, on-site circulation, and others.

The Los Angeles County Building and Safety, managed by LA County Public Works, is the primary entity that processes permit applications to ensure safe building design, provide code enforcement, and other important functions. Field offices are located throughout the County, including the nearby cities of Industry and La Puente.

According to some local brokers, gathering the necessary permits to carry out substantial improvement work in Unincorporated Los Angeles County has proven to be a time-consuming endeavor, especially when compared to other jurisdictions where the permit process is all "under one roof".

Permitting Fees

While the carrying costs associated with permit delays was mentioned as one perceived drawback towards working in Los Angeles County, the Permitting Fees themselves (e.g., School; Fire; etc.) were not cited as being any higher or more substantial than neighboring cities.

Zoning Ordinance and Allowable Uses

When asked about their familiarity with allowable uses in the County's Industrial and Commercial Zones, some local brokers and businesses indicated that it was sometimes difficult to interpret the code. In one instance, a commercial broker expressed confusion about the extent to which pallet storage in the County's "M-1" zone was still an allowable use, given their proliferation in Avocado Heights.

With respect to allowable uses, however, there is no indication that Los Angeles County's regulatory approach is overly burdensome per se, or that disallowed uses or uses that require a Conditional Use Permit (CUP) are prohibiting employment growth.

Preliminary Observations and Next Steps

- As a next step, the Final Regulatory Analysis memo will also include recommendations for streamlining and incentivizing land use goals and priorities identified under Task 1 (Land Use Element).

- The final Regulatory Analysis Memo will identify a series of strategies, incentives, and possible regulatory enhancements that could support equitable economic growth in the East San Gabriel Valley.



APPENDIX G Mobility Action Plan



EAST SAN GABRIEL VALLEY
Mobility Action Plan

EAST SAN GABRIEL VALLEY
MOBILITY ACTION PLAN

DRAFT PLAN

Prepared for **County of Los Angeles Department of Regional Planning**
by **IBI Group**, with **Evan Brooks Associates** and **HereLA**
May 26, 2022

SCAG
INNOVATING FOR A BETTER TOMORROW

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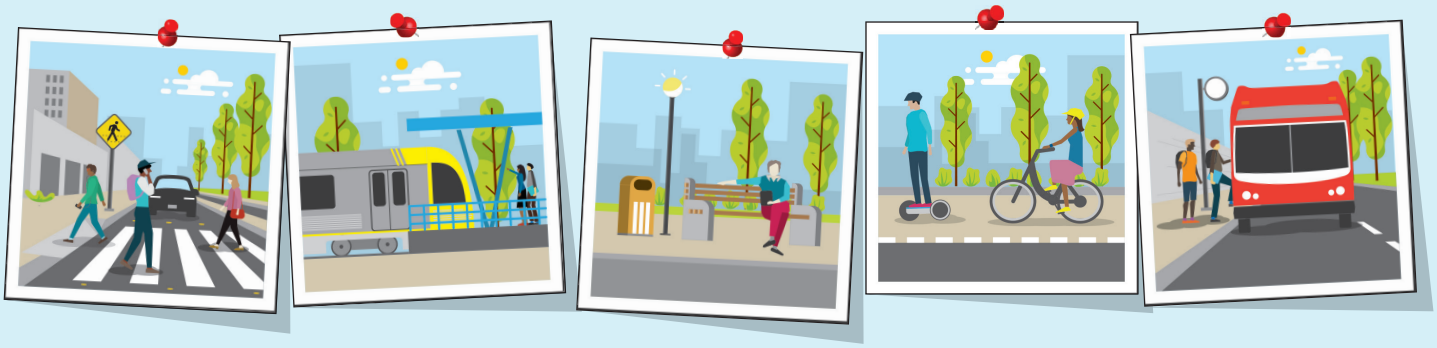
1

EXECUTIVE SUMMARY



1. EXECUTIVE SUMMARY



Plan Overview

The purpose of the East San Gabriel Valley (ESGV) Mobility Action Plan (MAP) is to identify ideas and projects to make it easier and safer to walk, bike, and use transit in and between the 24 unincorporated communities located in the East San Gabriel Valley. These communities are:

Avocado Heights	North Claremont	South San Jose Hills
Charter Oak	Northeast La Verne	South Walnut
Covina Islands	Northeast San Dimas	Unincorporated South El Monte
East Azusa	North Pomona	Valinda
East Irwindale	North Whittier	West Claremont
East San Dimas	Pellissier Village	Walnut Islands
Glendora Islands	Rowland Heights	West Puente Valley
Hacienda Heights	South Diamond Bar	West San Dimas

The County of Los Angeles recognizes that its residents face challenges related to equity, systemic racism, climate change, disparate access to opportunity, and the impacts of traffic congestion and emissions from transportation sources. By acknowledging these challenges and the people they impact, the MAP outlines strategies to improve mobility in a sustainable, equitable, and achievable way.



Mobility Indicators

Mobility needs vary for different groups of people. Demographic indicators can provide insight regarding not only who lives in the study area, but also their mobility needs and propensity to use certain modes of travel. Some key demographic mobility indicators in the ESGV include:

- **Senior Populations** - Senior residents make up as much as 60 percent of the total population in areas between Pomona and Walnut, beside the SR-57, and east of La Verne along Foothill Boulevard.
- **Youth Population** – Youth make up about a quarter of the population in some of the easternmost communities of the ESGV including Unincorporated South El Monte, West Puente Valley, Hacienda Heights, Valinda, and Covina Islands, as well as Northeast La Verne, North Claremont, and North Pomona.
- **People of Color** - Areas with the highest concentrations (around 75 percent or higher up to 97 percent) of non-white population include the areas in and around the unincorporated communities of Rowland Heights and Hacienda Heights, and the cities of Walnut, West Covina, Baldwin Park, and Diamond Bar.
- **Low-Income Households** - Areas with particularly high percentages (over 50 percent) of low-income households include the areas around the unincorporated communities of Walnut Islands and Rowland Heights, as well as the cities of Pomona, Baldwin Park, La Puente, and Azusa.
- **Education Attainment** - Broadly, the areas with the highest percentage of Bachelor's degree attainment include the communities in and around the cities of Glendora, La Verne, Claremont, Walnut, and Diamond Bar, as well as the unincorporated communities of Rowland Heights and Hacienda Heights.
- **Zero-car Households** - As many as about 40 percent of all households do not own a vehicle in some areas in the East San Gabriel Valley, and therefore may rely on transit or active modes of transportation. These households are dispersed throughout the region, showcasing reliance on different travel modes throughout the region.
- **Disadvantaged Communities** – According to CalEnviroScreen, areas with the greatest concern include the unincorporated communities of West Puente Valley and Hacienda Heights, as well as the cities of Baldwin Park and Pomona. The western portion of the unincorporated West Puente Valley community falls within the 96 to 100 percentiles, thus indicating the highest environmental concern.

Policy Priorities

The policies recommended for the ESGV MAP are:

Policy 1
Prioritize connections to food systems, health care facilities, parks, and other locations that support public well-being.

Policy 2
Prioritize mobility improvements that link transit, schools, parks, and other key destinations in the community.

Policy 3
Utilize technology to implement more flexible transportation options that supplement existing service or address gaps in the existing network.

Policy 4
Incorporate sustainable design components into street treatments that increase safety for pedestrians, bicyclists, and sensitive groups such as youth and older adults while supporting environmental stewardship.

Policy 5
Implement and connect safe bicycle- and pedestrian-friendly streets, sidewalks, paths and trails that promote active transportation and transit use.

Policy 6
Reduce car dependency by supporting the implementation of safe and convenient active transportation infrastructure that connects with and compliments the transit network.

Policy 7
Support integrated land use and transportation planning to support a more sustainable and multimodal East San Gabriel Valley.

Policy 8
Support mode shift to lower- or zero-emission travel modes that can balance increased emissions that may derive from increased travel/mobility.

Policy 9
Identify locations for innovative traffic safety features that support safety, accessibility, and sustainability.

Policy 10
Address inequities created by a history of car-centric design in the ESGV by prioritizing the mobility and safety needs of priority populations such as youth, older adults, zero car households, and residents living in areas with environmental justice concerns.

Policy 11
Address real and perceived safety concerns, and identify barriers to walking and rolling.

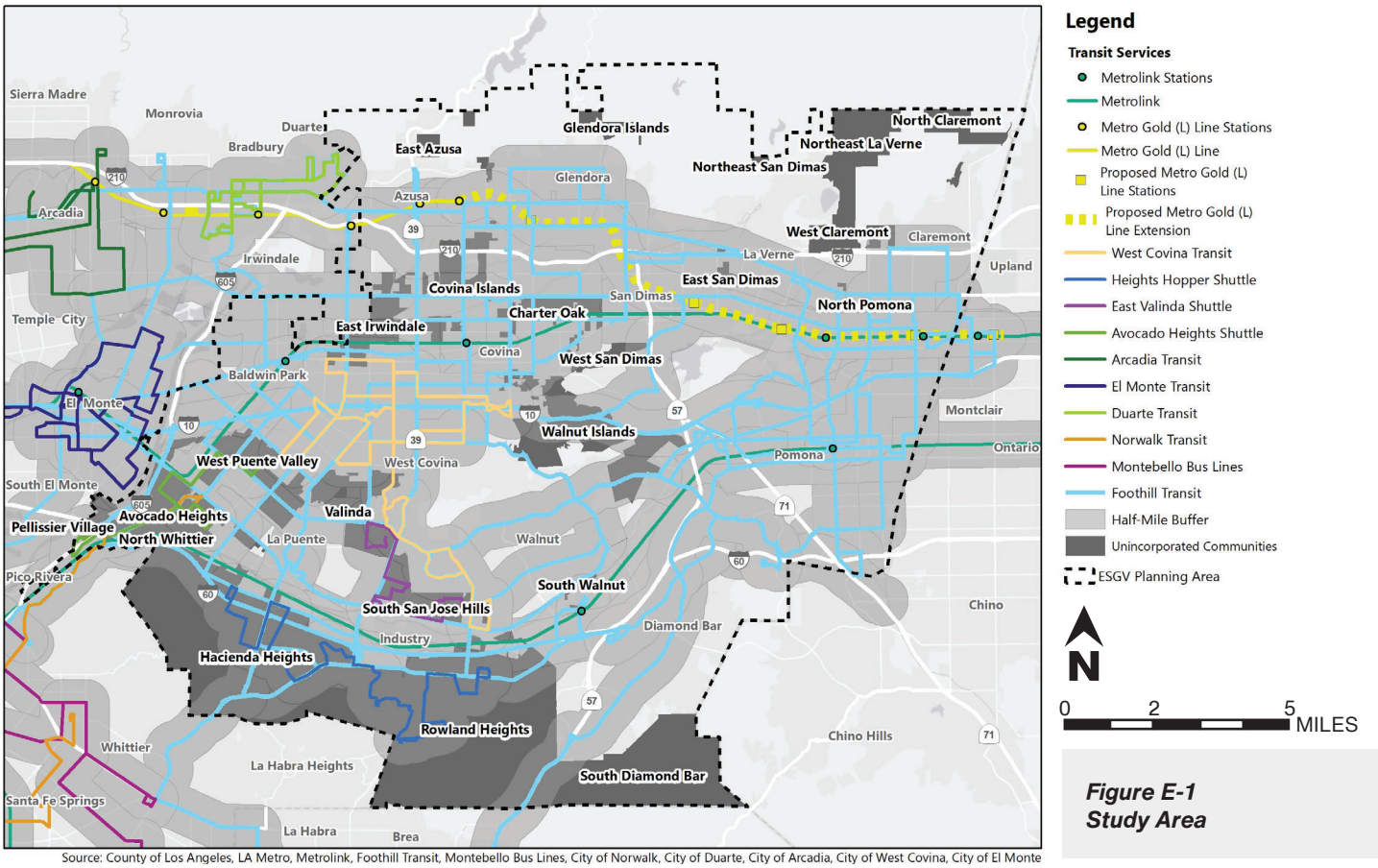


Mobility Gaps and Needs

Residents in the East San Gabriel Valley are impacted by limited transit and multi-modal transportation options and significant amounts of traffic, resulting from the subregion's location as a crossroads for traffic traveling between Los Angeles County, the Inland Empire, and Orange County. As described in Section 7, analysis of the region identified several key mobility gaps:

Need for Enhanced Fixed Route Transit Services	Information and Other Assistance
Need for Enhanced Paratransit (Access) Services	Transportation for Youth and Children
Connectivity Between Transit Services	Affordability and Access to Autos
Transit Service	Bicycle and Pedestrian Network Gaps
Transit Experienced	First/Last Mile Connectivity
Transit Alternatives	Land Use

Figure E-1 displays a half-mile buffer around the fixed-route transit services in the study area. The darkest gray areas do not have access to fixed-route transit within a half-mile. These areas include the communities of Glendora Islands, Northeast San Dimas, North and West Claremont, Walnut Islands, South Diamond Bar, and portions of Hacienda Heights and Rowland Heights.



Source: County of Los Angeles, LA Metro, Metrolink, Foothill Transit, Montebello Bus Lines, City of Norwalk, City of Duarte, City of Arcadia, City of West Covina, City of El Monte

Figure E-1
Study Area

Technical analysis revealed a high density of pedestrian collisions in the eastern portion of the study area in Pomona, along Colima Road in Rowland Heights, Baldwin Park, and along SR 39 in Azusa. The density of pedestrian collisions is low to moderate, but still considerable in Covina at the interchange of I-10 and SR 39, in West Puente Valley, along SR 66 in Hacienda Heights, Rowland Heights, and Valinda. Similarly, bicyclist collision density was highest in the City of Pomona, south of I-10. Bicyclist collision density was moderate to high in East Azusa along SR 33, in the City of Baldwin Park along I-10, and in La Puente. Bicyclist collision density was low to moderate, but still significant, in North Pomona, Claremont, Glendora, East Irwindale, Covina, West Puente Valley, and Rowland Heights. Additionally, areas of high bicyclist and pedestrian-involved collisions should be prioritized for improvement.

Recommendations to Improve Mobility

In order to address these mobility gaps, needs, and safety issues, the technical team analyzed a range of solutions, such as Personal Mobility on Demand (PMoD), on-demand micromobility, scheduled micro-mobility, active transportation vehicle sharing, mobility technologies (trip discovery, trip booking, and cashless payment systems), and active transportation infrastructure improvements. The three primary mobility solutions recommended are:

- **Flexible Microtransit** – a type of transit service that uses smaller vehicles in a defined service area, with routing based on customer demand
- **Personal Mobility on Demand (PMoD)** – a lower-capacity service that pairs individuals or small groups with a ride to their destination and that helps address need during off-peak periods such as early mornings or late at night
- **Active Transportation Improvements** – improved bicycle and pedestrian infrastructure along key corridors and designed to close existing gaps

2

INTRODUCTION



2. INTRODUCTION

2.1 MAP Purpose

The purpose of the East San Gabriel Valley (ESGV) Mobility Action Plan (MAP) is to identify strategies and projects to make it easier and safer to walk, bike, and use transit in and between the 24 unincorporated communities located in the East San Gabriel Valley. These communities include:

Avocado Heights	North Claremont	South San Jose Hills
Charter Oak	Northeast La Verne	South Walnut
Covina Islands	Northeast San Dimas	Unincorporated South El Monte
East Azusa	North Pomona	Valinda
East Irwindale	North Whittier	West Claremont
East San Dimas	Pellissier Village	Walnut Islands
Glendora Islands	Rowland Heights	West Puente Valley
Hacienda Heights	South Diamond Bar	West San Dimas

These communities border several different incorporated cities in the ESGV region, including Azusa, Baldwin Park, Claremont, Covina, Diamond Bar, El Monte, Industry, La Puente, La Verne, San Dimas, and West Covina.

The County of Los Angeles recognizes that its residents face challenges related to equity, systemic racism, climate change, disparate access to opportunity, and the impacts of traffic congestion and emissions from transportation sources. By acknowledging these challenges and the people they impact, the MAP outlines strategies to improve mobility in a sustainable, equitable, and achievable way.

2.2 MAP Relationship to Area Plan

Planning in the County of Los Angeles takes place at multiple scales. At the highest level, the General Plan establishes countywide values and a vision for the future, and is based on a primary goal to foster healthy, livable, and sustainable communities. The General Plan establishes a Planning Areas Framework, whereby unincorporated communities are subdivided into eleven areas—each receiving its own Area Plan. These Area Plans build on the General Plan goals, priorities, and programs at a more local scale, identify strategies that fit the planning areas, shape communities to provide diverse housing, jobs, and services, and are coordinated with adjacent jurisdictions.

The ESGV Area Plan covers nine elements: land use, economic development, community character and design, mobility, natural resources and open space, environmental justice, health and safety, public services and facilities, and cultural and historic resources. Although the MAP is one component of the Area Plan, and was produced separately from the other elements, the two efforts included coordination between the technical teams to ensure that the recommendations and implementation strategies related to land use and mobility are aligned and mutually supportive.

2.3 County Priorities

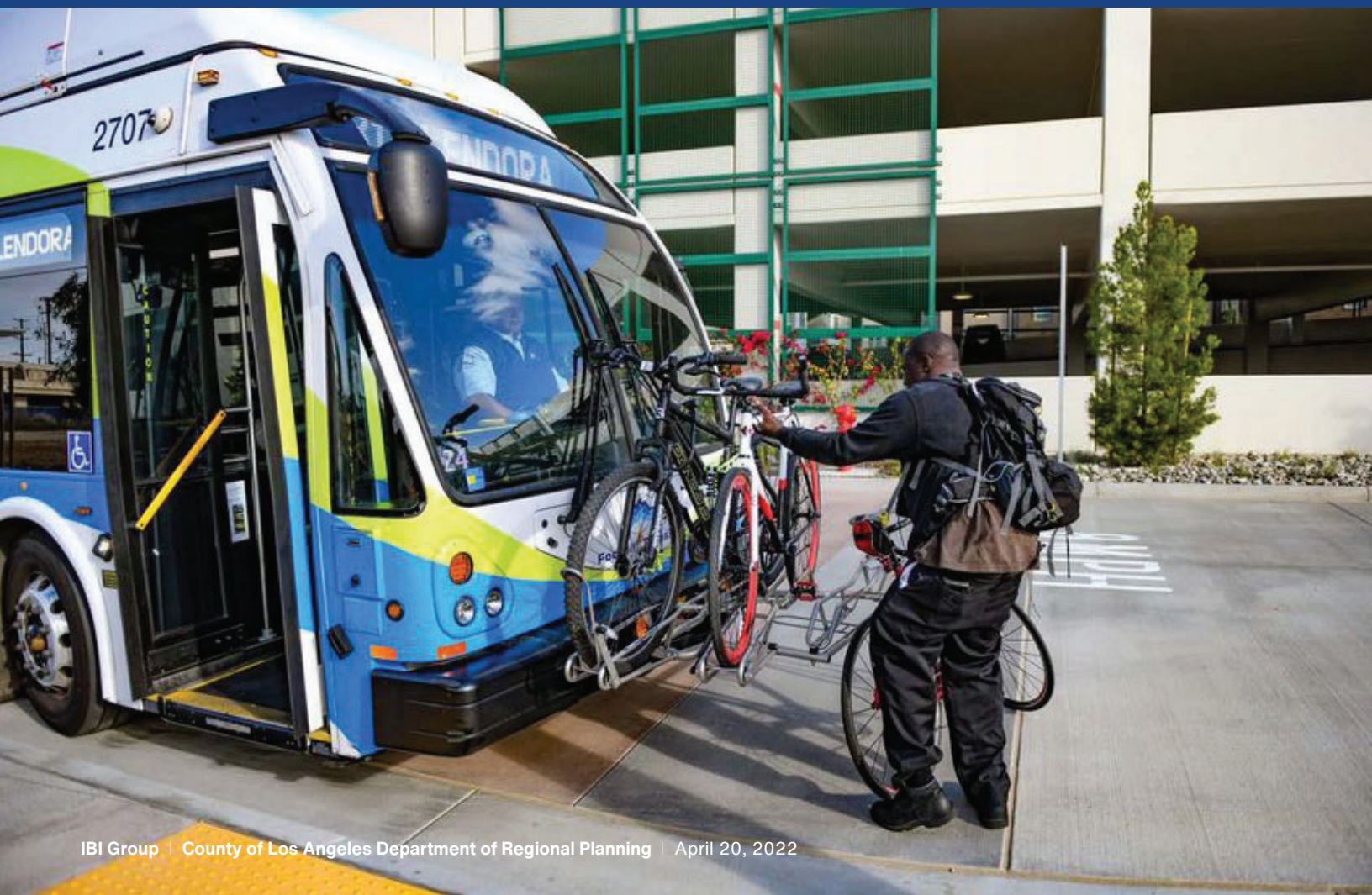
The MAP and the Area Plan were guided by policy priorities from the County of Los Angeles, the Department of Regional Planning, and other County agencies that will help achieve the goal of providing healthy, livable, and sustainable communities. These priorities and their definitions are as follows:

- **Environmental Justice** - Defined as the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation and enforcement of environmental laws, regulations and policies.
- **Sustainability** - Broadly refers to a long-term approach to human activity that balances economic, social, and environmental needs.
- **Climate Change** - The phenomenon of changing climate patterns and global temperature increases accelerated by increased greenhouse gas (GHG) emissions in particular, and the County's efforts to slow and counteract its impacts.
- **Equity** - An approach to decision making and the distribution of resources that is inclusive to individual and community needs, focused on alleviating past and present barriers to accessing resources needed to succeed and thrive.

Improved access to a greater diversity of safe, convenient, and affordable mobility options can help address each of these policy priorities and support the wellbeing of County residents.

3

MOBILITY DEMAND



3. MOBILITY DEMAND

3.1 Existing Transit Services and Active Transportation Infrastructure

Owing to its proximity to Downtown Los Angeles, the ESGV enjoys access to quality transit services provided primarily by Metro and Foothill Transit. These services are complemented by other intercity transit services including Montebello Transit and Norwalk Transit. Further, there are several local fixed route and community based (dial-a- ride and on-demand) transit/mobility services serving the ESGV study area.

3.1.1 Inter-City Transit Services

The following transit services provide inter-city bus and/or rail service in the study area, as well as the immediately surrounding area. These routes generally align with where population and employment is densest in the region.

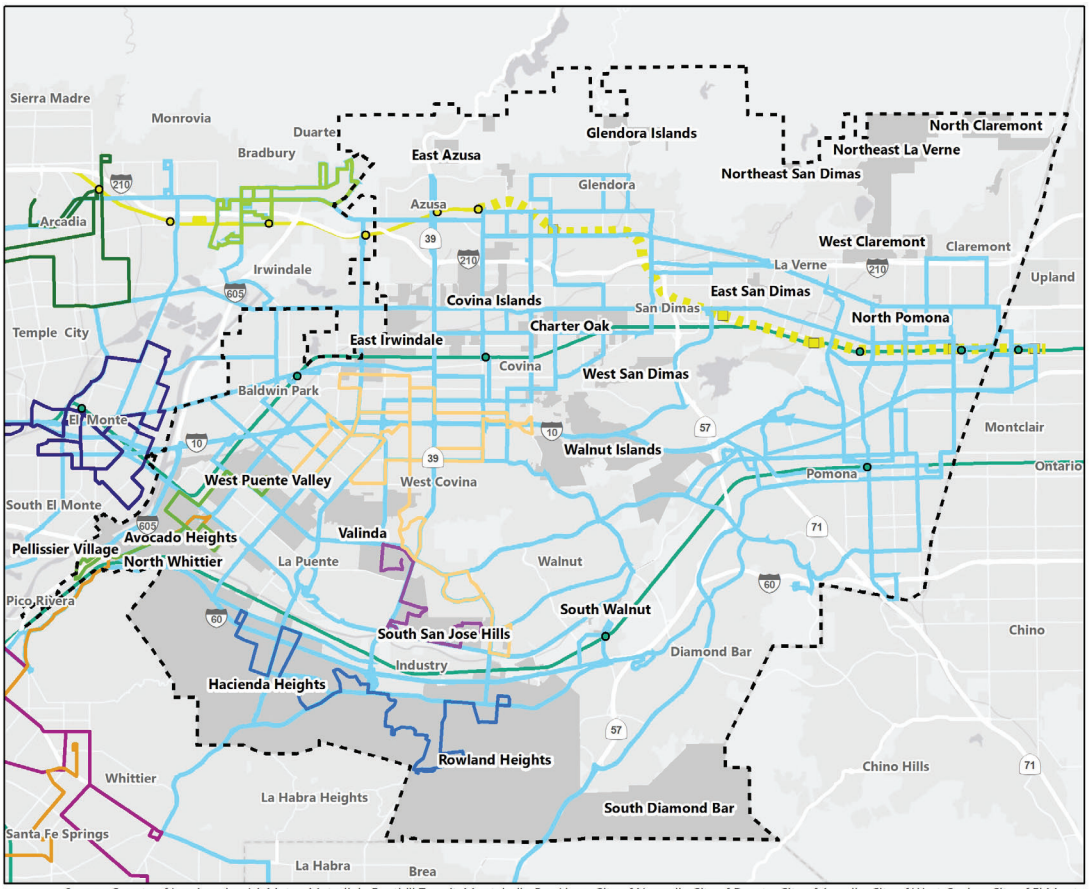
TRANSIT SERVICE	ROUTES	SERVICE FREQUENCY (RANGE)
Metro	Gold (L) Line	12 to 20 minutes
Metro	Multiple bus routes	6 to 60 minutes
Access	Paratransit service	Demand-response
Foothill Transit	Multiple Express, Local, and School Supplementary bus routes	12 to 60 minutes
Montebello Bus Lines	Multiple bus routes	8 to 55 minutes on weekdays 18 to 65 on weekends
Norwalk Transit	Multiple bus routes	30 to 80 minutes

3.1.2 Municipal Transit Services

Municipal transit services in and around the study area include local fixed-route and/or dial-a-ride, including taxi/ transportation network company (TNC) partnerships, but typically within a prescribed service area aligning with city limits. These services often provide transportation for seniors, persons with disabilities, commuters, or other specialized populations, but are sometimes also available to the general public. These services often provide transportation for seniors, persons with disabilities, commuters, or other specialized populations, but are sometimes also available to the general public.

TRANSIT SERVICE	ROUTES	SERVICE AREA	SERVICE FREQUENCY (RANGE)
Montebello Bus Lines	Dial-A-Taxi (seniors and persons with disabilities)	Within Montebello, medical trips allowed outside city boundaries	Demand-response
Montebello Link Service	Five semi-fixed routes	To and from Montebello Metrolink Station	Reservation-based

TRANSIT SERVICE	ROUTES	SERVICE AREA	SERVICE FREQUENCY (RANGE)
City of Claremont	Dial-A-Ride (general public)	Within Claremont (can travel outside service area for additional fee)	Demand-response
Pomona Valley Transportation Authority (Claremont, La Verne, Pomona, San Dimas)	Get About (seniors and persons with disabilities)	Within Claremont, La Verne, Pomona, and San Dimas (can travel to adjacent areas for additional fee)	Demand-response
City of Duarte (DuartEBus Powered by Foothill Transit)	Line 860 Duarte Blue and Line 861 Duarte Green	Within Duarte	60 minutes
City of Covina	Dial-A-Ride (seniors and Access Services members)	Within Covina and within 3 mile radius of Covina	Demand-response
City of Arcadia Transit	Green Line, Blue Line, Red Line	Within Arcadia	50-15 minutes
City of Arcadia Transit	Dial-A-Ride (seniors and persons with disabilities)	Within Arcadia	Demand-response
GoMonrovia	GoMonrovia subsidized Classic Lyft rides	Within Monrovia, to Target in Duarte (connection to Duarte Transit), within three miles of city limits for medical	Demand-response
El Monte Transit	Five fixed-route trolley lines	Within El Monte	50 minutes
City of El Monte	5 commuter shuttles	Within El Monte (to and from El Monte Metrolink Station)	60-27 minutes
West Covina Transit	Red Line, Green Line, Blue Line	Within West Covina	56-52 minutes (Red Line) 30 minutes (Green Line) 65 minutes (Blue Line)
Los Angeles County	Avocado Heights Shuttle	Avocado Heights/Bassett/ West Valinda	100-60 minutes
Los Angeles County	Heights Hopper Shuttle	Rowland Heights, Hacienda Heights	90 minutes
Los Angeles County	East Valinda Shuttle	East Valinda	115-70 minutes



Source: County of Los Angeles, LA Metro, Metrolink, Foothill Transit, Montebello Bus Lines, City of Norwalk, City of Duarte, City of Arcadia, City of West Covina, City of El Monte

Figure 3.1
Existing Transit Services

3.1.3 Active Transportation Infrastructure

There are a number of existing bikeways in the ESGV. Figure 3.2 displays the locations of the Class I, Class II, and Class III bikeways in the study area. There are no Class IV bikeways in the unincorporated areas currently. While there are a number of new bikeways planned within the ESGV through the East San Gabriel Active Transportation Plan and Los Angeles County Bicycle Master Plan that is expected to be updated in 2025, among others, the current network is fragmented. A disconnected network makes travel via active transportation modes difficult and not welcoming, especially in areas with high densities of populations who are more likely to use and would benefit the most from active transportation infrastructure improvements. These include seniors, youth, residents without access to a car, and disadvantaged populations.

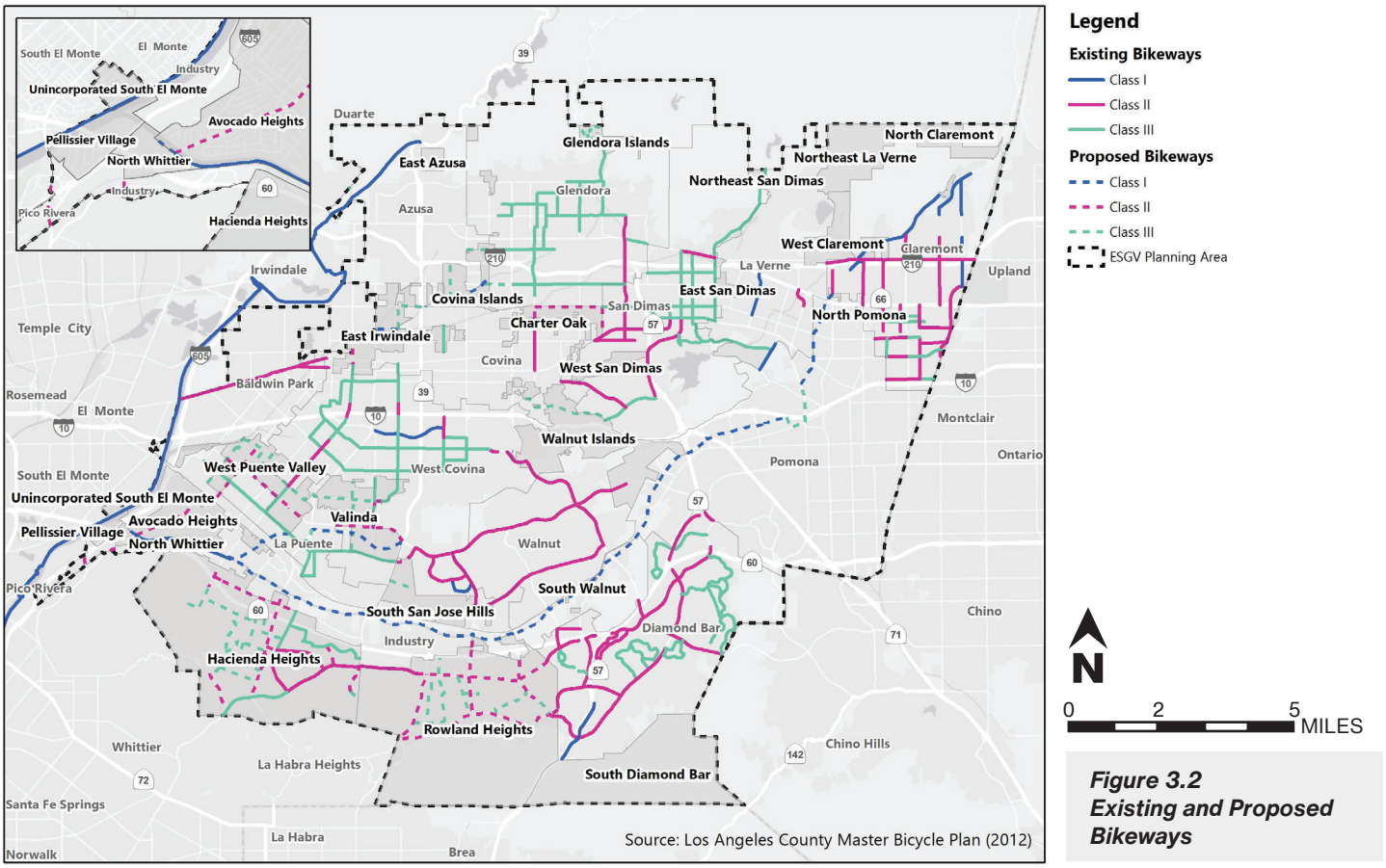


Figure 3.2
Existing and Proposed Bikeways

3.2 Transit Propensity Score

An analysis of transit propensity considers an area's characteristics to determine if residents of the area have a higher likelihood or predisposition to use transit. Metro developed a transit propensity index that considered the following three major components of predisposition to ride transit:

1. Elements of demand: Population and employment densities, including seniors, persons aged 18-34, persons that are attending grades K-12, low-income workers.
2. Market segments: Commuters, transit-dependent persons, choice riders.
3. Built environment: Walkability, square footage of built development, housing density.

A higher transit propensity score (TPS) correlates to a higher likelihood of taking transit. According to this index, much of the region has relatively low transit propensity scores (Figure 3.3). Further, current high order public transit bus and rail services exist in key corridors and are supplemented by local and community based services.

It is important to note that notwithstanding relatively low transit propensity scores as developed by Metro's TPS, there are many pockets of the study area that are beyond a reasonable walking distance to transit - usually defined as a half-mile, or 10-minute walk – particularly in the unincorporated areas. Hence, these areas specifically would not only benefit by the availability of transit/ mobility solutions but would also provide an opportunity to influence travel behavior by providing additional mobility options.

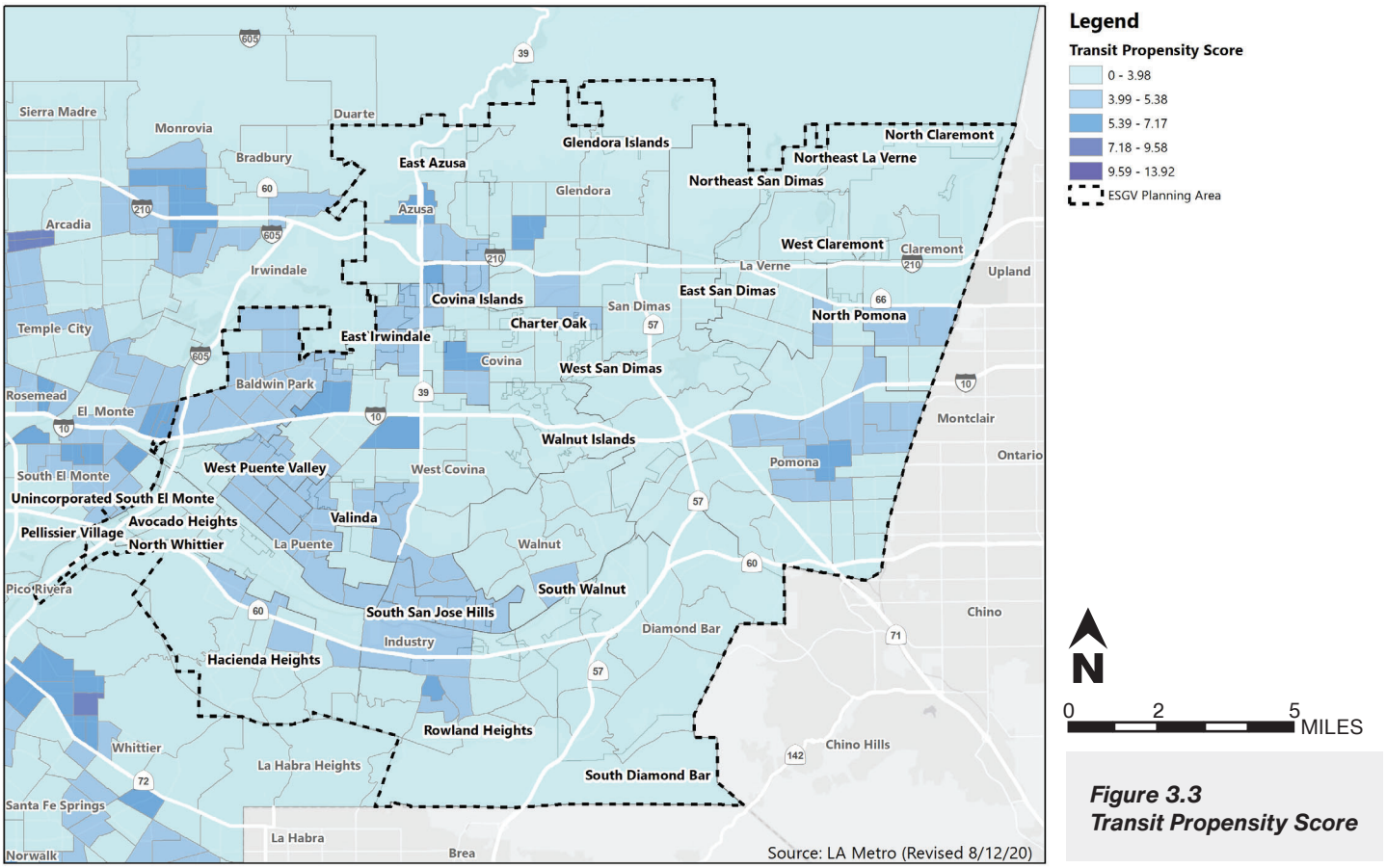


Figure 3.3
Transit Propensity Score

3.3 Transit Equity Score

Similar to the TPS, Metro's Transit Equity Score (TES) indicates where transit is of most need based on key socioeconomic indicators within Los Angeles County. TES consists of seven measures:

1. Zero Car Households per Acre
2. Poverty/Low Income Households per Acre
3. School Age Students (age 10 -19) per Acre
4. Seniors over 55 as of 2010 per Acre
5. Single Mothers per Acre
6. Disabled Persons per Acre
7. Minorities per Acre

There are relatively low transit equity scores as developed by Metro's NextGen Data Center, specifically in the unincorporated areas of the study area (Figure 3.4). Communities with low TES in the study area include: Glendora Islands; Northeast San Dimas and La Verne, North Claremont, Walnut Islands, Diamond Bar and South Diamond Bar, and Hacienda Heights.

These areas, as determined by the above listed seven measures, are considered transportation disadvantaged populations, and they are concentrated in the higher density areas of the study area. This may suggest mobility gaps reflecting availability by time of day, day of week, affordability, excessive travel times, etc.

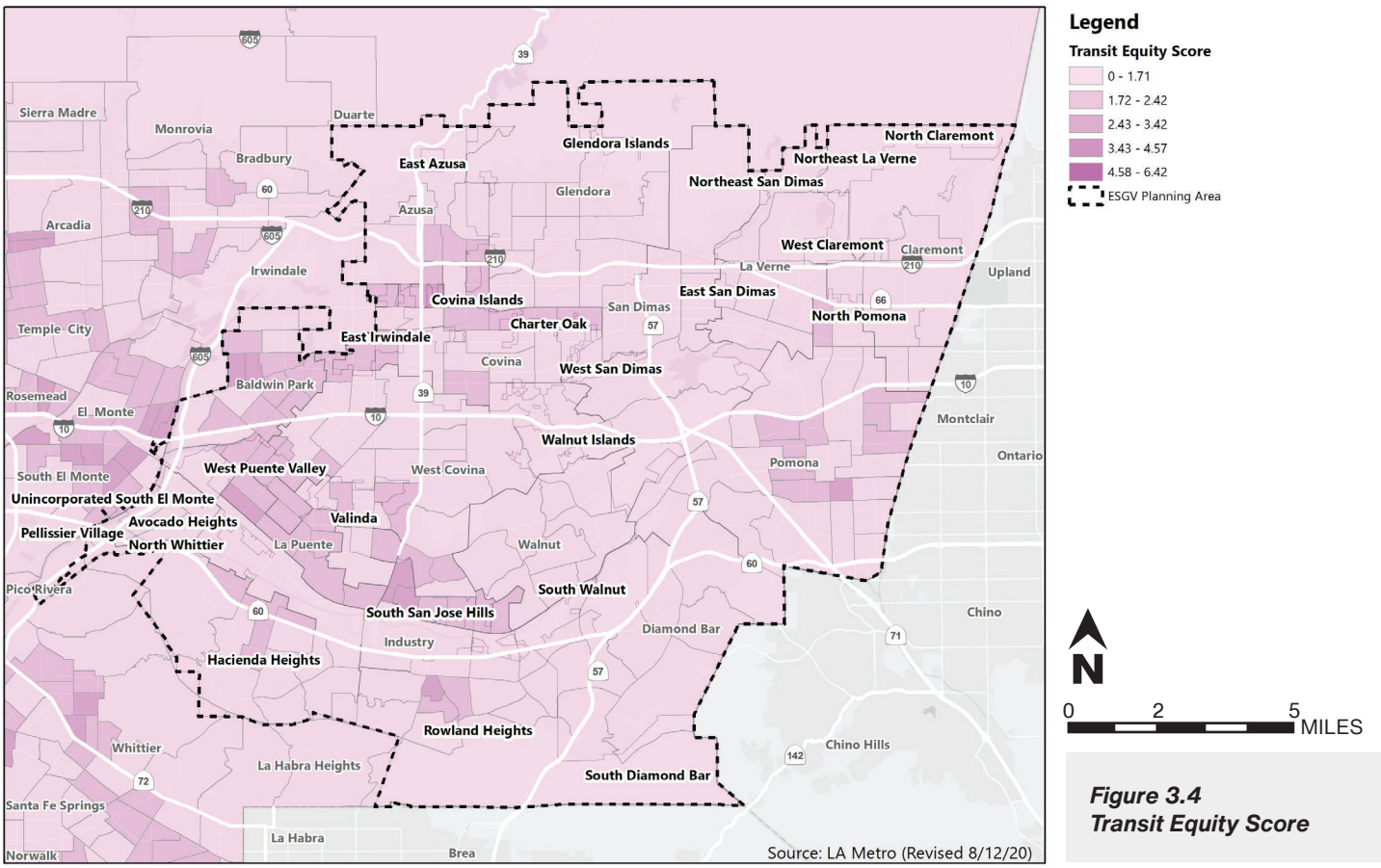


Figure 3.4
Transit Equity Score

4

MOBILITY GAPS



4. MOBILITY GAPS

4.1 Gaps and Opportunities

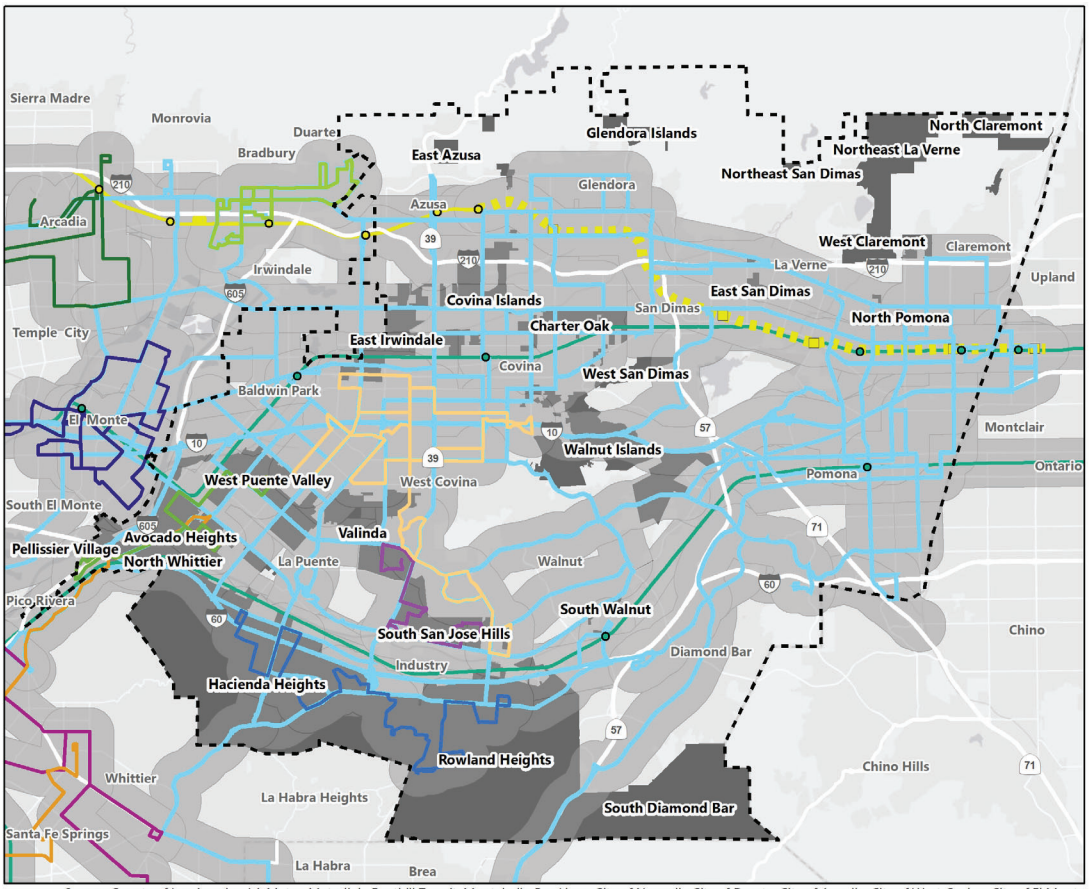
Residents in the ESGV are impacted by limited access to transit and multi-modal transportation options and significant amounts of traffic, resulting from the subregion's location as a crossroads for traffic traveling between Los Angeles County, the Inland Empire, and Orange County.

The area's relatively concentrated pockets of population and employment density along some of the most-utilized corridors in the region indicate the need for special attention to the residents of unincorporated communities living along the major highways in the region, and particularly west of SR-39, to ensure that sufficient mobility options are planned and the mobility needs of those communities are met. Additionally, the less dense central areas indicate a potentially high usage of vehicle travel in these communities, further supported by the area's mode share being primarily vehicle-dominant, as well as disconnected bicycle facilities. These findings, along with the region's continuing growth, present challenges to addressing traffic congestion and providing opportunities for non-vehicular travel to key destinations in the region.

While there are various types of mobility options available to travelers within the ESGV study area, they are not without their limitations reflecting geographic/spatial, temporal, infrastructure, and technology constraints.

Figure 4.1 displays a half-mile buffer around the fixed-route transit services in the study area. The darkest gray areas do not have access to fixed-route transit within a half-mile. These areas include the communities of Glendora Islands, Northeast San Dimas, North and West Claremont, Walnut Islands, South Diamond Bar, and portions of Hacienda Heights and Rowland Heights. These areas also tend to have high concentrations of seniors and households without access to a vehicle who may rely on transit to get around.

Additionally, areas of high bicyclist and pedestrian-involved collisions should be prioritized for improvement. Areas with high densities of collisions may indicate a lack of safe infrastructure and a need for further analysis to determine the need for physical improvements to either provide the infrastructure or slow vehicle traffic. An analysis of pedestrian collision density indicated that between 2014 and 2018, a high density of pedestrian collisions appears in the eastern portion of the study area in Pomona, along Colima Road in Rowland Heights, Baldwin Park, and along SR 39 in Azusa (Figure 4.2). The density of pedestrian collisions is low to moderate, but still considerable, in Covina at the interchange of I-10 and SR 39, in West Puente Valley, along SR 66 in Hacienda Heights and Rowland Heights, and in Valinda. Similarly, bicyclist collision density was highest in the City of Pomona, south of I-10 (Figure 4.3). Moreover, bicyclist collision density was moderate to high in East Azusa along SR 39, in Baldwin Park along I-10, and in La Puente. Bicyclist collision density was low to moderate, but still significant, in North Pomona, Claremont, Glendora, East Irwindale, Covina, West Puente Valley, and Rowland Heights. These areas tend to align with areas of high concentration of youth and disadvantaged populations, and may indicate a need for improvements to better protect these vulnerable populations while they walk or bike to their everyday destinations.



Source: County of Los Angeles, LA Metro, Metrolink, Foothill Transit, Montebello Bus Lines, City of Norwalk, City of Duarte, City of Arcadia, City of West Covina, City of El Monte

Figure 4.1
Half-Mile Buffer Around Fixed-Route Transit

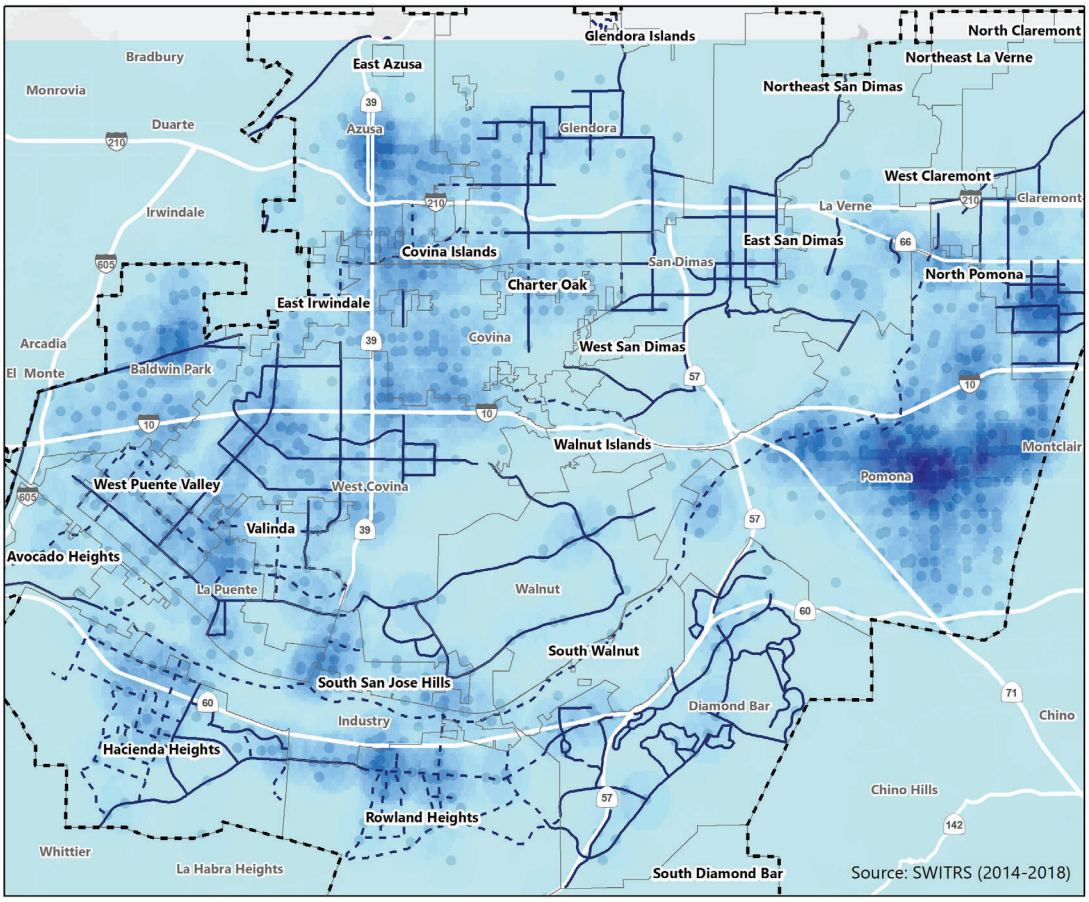


Figure 4.2
Pedestrian Collision Density

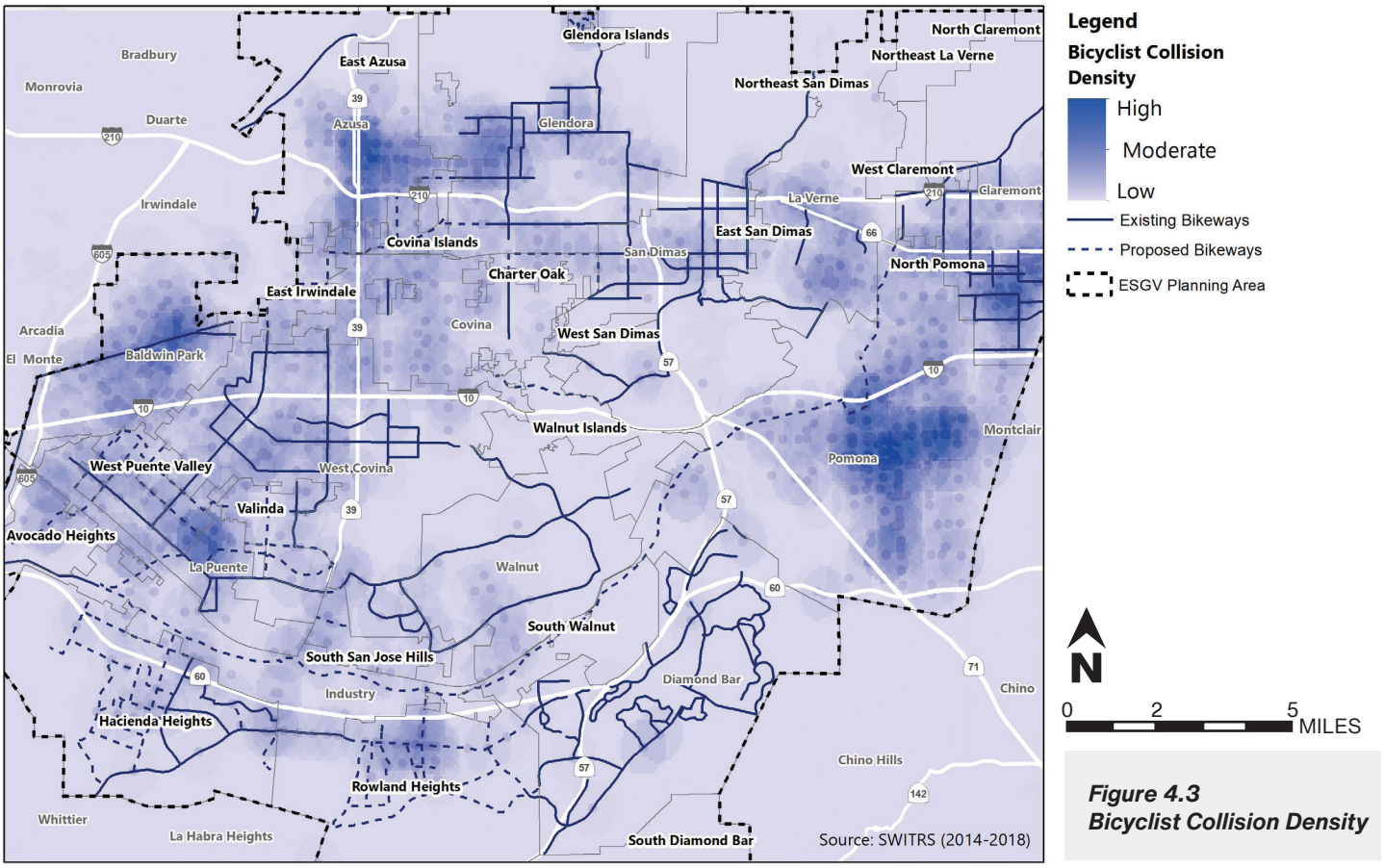


Figure 4.3
Bicyclist Collision Density

Based on the analysis of existing conditions and feedback received through the public engagement process, the following were identified as mobility gaps to be addressed by the MAP:

- **Enhanced Fixed Route Transit Services -** For persons who can and do use the fixed route transit system, there may be a need for additional service in the ESGV study area not currently served, and for more direct service to key activity centers.
- **Enhanced (Access) Paratransit Services -** Paratransit users may need a level of service above and beyond what is required by the Americans with Disabilities Act (ADA), such as service provided on the same day it is requested (e.g. taxis or Transportation Network Companies (TNCs)), where and when the fixed route service does not operate, or the ability to accommodate "uncommon" wheelchairs or other mobility devices. Some paratransit users who are parents may note that it is difficult to transport children to school and other activities via ADA paratransit.
- **Connectivity between Transit Services -** The need for better connectivity between service providers, both for inter-regional and intra-ESGV travel, whether using paratransit or fixed-route service. To promote more seamless travel, customers may need better shelters and bus stops as well as other amenities at transfer sites. Some persons with wheelchairs may have difficulty making effective use of the system due to accessibility barriers and may have a need for enhanced accessibility of vehicles and related infrastructure, such as shelters and stops. The cost of transferring between systems may be noted as an issue for both paratransit and fixed-route service. In addition, there may be a need for loading and waiting zones at transit stations for taxis, TNCs, or vans, and facilities at stations that drivers of such vehicles can use while they wait for their passengers.

- **Transit Service -** Gaps related to transit service may be identified (or validated), including hours of operation (some transit service may not run early enough in the morning, late enough at night, or on the weekends); frequency (some transit riders may prefer more frequent service than currently provided); reliability (some transit routes may not stay on-schedule or are overcrowded); connections (transit routes may not always transfer or connect with other services); spatial gaps (transit may not always serve destinations that people need to reach, such as schools, employment, medical care or grocery stores); and travel time (travel time between stops and to destinations may be too long, particularly when transfers are required to complete the trip).
- **Transit Experience -** Potential issues related to transit amenities, including bus shelters, bus stop seating if a bus stop cannot accommodate a shelter, and lighting to promote safety at bus stops and at rail stations, especially at night. Safety on transit vehicles may be raised as a concern.
- **Transit Alternatives -** For those who need transportation where public transit (fixed-route or complementary ADA paratransit) is unavailable or unsuitable, alternatives may be needed that enable people to live independently, such as ride-sharing, volunteer-driver programs, short-term medical transportation, or mobile programs that bring support services to people's homes.
- **Information and Other Assistance -** There is a need to clearly articulate information about the availability of transit/mobility services in a variety of formats (including signage) so that older adults and persons with disabilities can learn about the availability and how to use public transit and its accessible features. Similarly, there is a need to ensure drivers, dispatchers, other transit personnel, and the general riding public are sensitive to passenger needs, and know how to provide assistance on-board the vehicle as needed.

  In advancing education and information dissemination, ensure to address any problems with the accuracy of transit route schedules; information at bus stops; transit information in languages other than English; information about fares; transfer policies; fares; and routes; and publicized information about local shuttle services.
- **Transportation for Youth and Children -** Transportation gaps specifically related to youth and children may include the cost of transportation for youth, and particularly for a family with multiple children; buses may be over crowded - additional service may be needed in the morning before school starts, and after school; safety for students who ride the bus; and, if no school bus service is available, working parents using transit who drop children off at school or daycare before work can have lengthy and costly trips.
- **Affordability and Access to Autos -** Low-income individuals and families may report that transportation, whether using transit or owning a car, is costly. Fares, monthly passes requiring high-up front costs, and certain transit transfer policies, may be cited as expensive, especially for families with children who rely mainly on transit. Taxi or TNC fares may be cited as unaffordable. Cost is the primary barrier to auto ownership for low-income individuals and families.
- **Bicycle and Pedestrian Network Gaps -** Bicycle and pedestrian networks can often be disconnected, especially where infrastructure, such as bikeways or sidewalks, cross different jurisdictions. A comprehensive look at the existing and planned network and key destinations, and areas of bicyclist- and pedestrian-involved collisions, can help determine where gaps need to be closed and prioritized in order to provide continuity for bicyclists and pedestrians.
- **First/Last Mile Connectivity -** The first and last part of the journey that transit riders walk, bike, or roll to and from their nearest station or bus stop is called the "first/last mile connection." Infrastructure surrounding transit stops and transfer stations should be accessible by multiple modes of transportation in order to ensure first/last mile connectivity. That includes adding or improving bikeways, bicycle amenities, sidewalks, curb cuts, curb ramps, crosswalks, etc. to provide accessible paths of travel.

- **Land Use -** Transportation decisions typically affect land use patterns and resulting economic, social, and environmental impacts. These include direct impacts on land used for transportation facilities, and indirect impacts caused by changes to land use development patterns.

  County land use strategies in past decades have contributed to mobility gaps. The lack of vibrant, mixed community nodes is partially to blame for the lack of transit use.

  These challenges highlight opportunities to address them by planning for suitable land uses, expanding transit use and alternative modes of transportation by improving the network, and innovative approaches to mobility services and technology. While the MAP is focused on the unincorporated communities in the ESGV, coordination with surrounding cities will ensure a successful and cohesive regional approach to mobility.

5

EVALUATION AND RECOMMENDATIONS



Photo Credit: la.streetsblog.org

5. EVALUATION AND RECOMMENDATIONS

Informed by an understanding of industry practice with next-generation mobility solutions, combined with detailed profiles of the ESGV service area, stakeholder and project management team input, this section presents an evaluation of mobility solutions for select communities in the unincorporated areas. This section presents opportunities for the County and its project partners to pilot alternative mobility schemes for transit service in select unincorporated areas. In addition, this section presents opportunities to plan for a more complete active transportation network and proposed 72 corridors for bicycle/pedestrian improvements. Concepts and assumptions used for this evaluation can be found in the Appendix.

5.1 Evaluation of Transit Services

The Decision Framework is intended to guide both internal discussions as well as conversations with key external stakeholders. The Decision Matrix is shown in Figure 5.1.

The Decision Framework may be used to guide discussion where there is expressed interest in advancing a mobility service. Decisions affecting service design characteristics, service mode, and a potential role for County/Foothill/Municipal Providers may be determined based on consideration of the needs of a particular community and the characteristics of the candidate service modes. While community engagement pursuits generate the initial interest in the project, there may be select communities and/or specific trip attractors or generators that are not interested in participating in initial mobility deployments. Strategies to mitigate this are two-fold: 1) Advancing deployment in alternate communities; and/or 2) Additional dialogue to explore under what conditions they might be interested in participating.

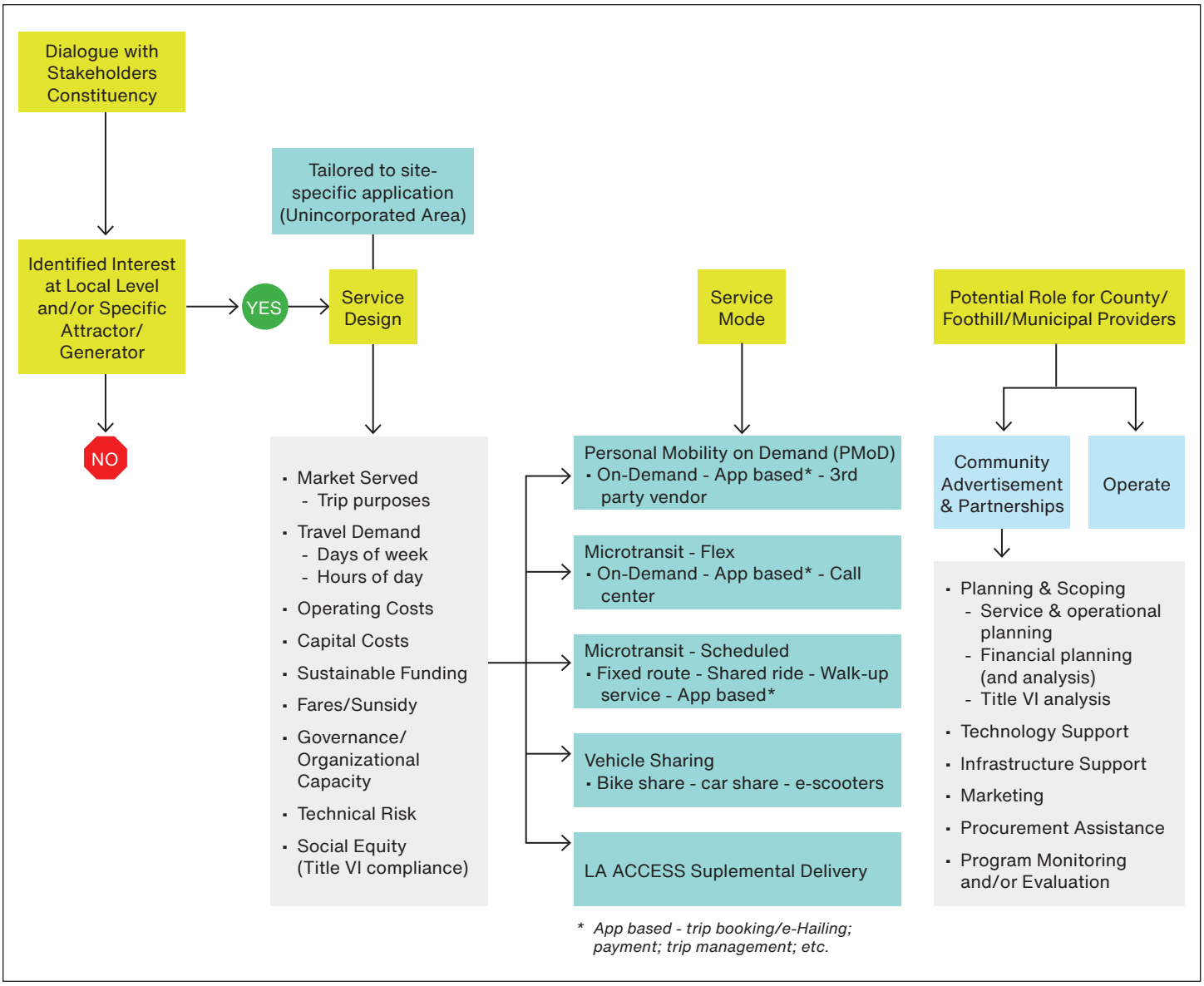


Figure 5.1 Transit Decision Matrix

5.1.1 Transit Service Mode Evaluation Framework

The Evaluation Criteria used is presented below in Figure 5.2.

Figure 5.2 Service Mode Evaluation Matrix

EVALUATION CRITERIA	SERVICE AREA - SERVICE MODE EVALUATION	BIKE/PED INFRASTRUCTURE EVALUATION
Effectiveness - population served & ridership potential	✔	
Effectiveness - propensity for bicyclists/ pedestrians		✔
Economy - total cost of service	✔	
Economy - total cost		✔
Efficiency - cost per trip, per vehicle hour	✔	
Efficiency		✔
Reduce Vehicle Miles Traveled (VMTs) Per Capita	✔	✔
Level of Service	✔	
Quality of Service	✔	
Socio-economic factors	✔	✔
Civil Rights Implications	✔	
Organizational - operational flexibility, control, accountability	✔	
Ease of Implementation	✔	✔
Technical Risk	✔	✔
Political Risk	✔	✔
Financial Risk	✔	✔
Addresses high density of bicyclist/ pedestrian collisions		✔
Closes a gap in infrastructure/service		✔
Improves bicycle or pedestrian facilities		✔
Connects to a community with limited vehicle availability		✔
Increases access to key desttinations		✔

Figure 5.3 presents the Service Mode Evaluation Matrix reflecting the 'scoring' of select Evaluation Metrics that help measure the County's guiding principles, Implementation Considerations, and Criteria for each of the Service Alternatives and Mobility Technologies considered.

Figure 5.3 Service Mode Evaluation Matrix

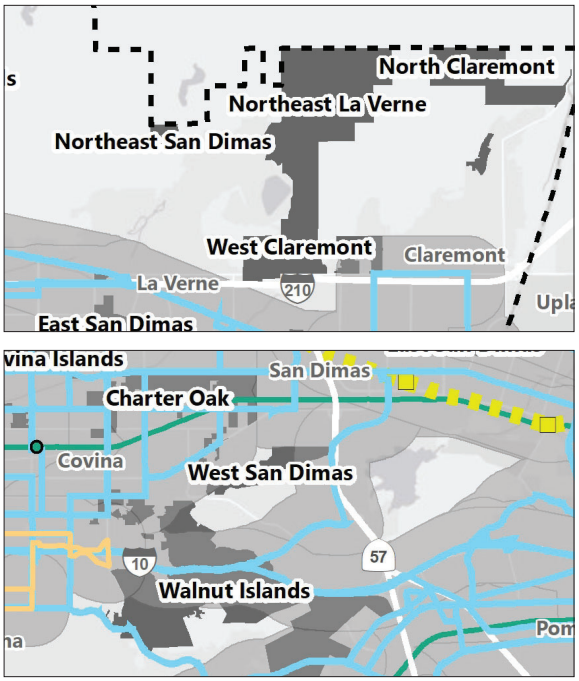
ESGV-MAP - Strategies Evaluation Matrix

	Evaluation Metrics					Implementation Considerations				Evaluation Criteria													Overall Rating
Weight (1-5)																							
MoD Strategies	Reduce GHG Emissions	Increase Transit Ridership/Expand Reach of Fixed-Route Network	Contribute to Regional Economic Development	Equitable Access	Actively engage in regional Smart Mobility Initiative	Diversity Service Offering	Synergy with Transit	Technologies - Enhance Customer Experience	Transition Marginal Fixed-Route (Foothill and/or municipal services) Segments to Flexible Services	Effectiveness - population served & ridership potential	Economy - total cost of service	Efficiency - cost per trip, per hehicle hour	Reduce Vehicle Miles Traveled (VMTs) Per Capita	Level of Service	Quality of Service	Socio-economic factors	Civil Rights Implications	Organizational - operational flexibility, control, accountability	Ease of Implementation	Technical Risk	Political Risk	Financial Risk	
SERVICE ALTERNATIVES																							
PMoD / RideShare	1	2	2	1	2	2	2	2	2	2	2	2	0	1	2	1	1	1	1	2	0	1	32
On-Demand Micro-Mobility (flexible)	1	2	2	1	2	2	2	2	2	2	2	2	1	2	2	2	2	2	2	-1	-1	1	34
Scheduled Micro-Mobility	1	2	2	1	2	2	2	2	2	1	2	2	1	2	2	2	2	2	2	-1	-1	1	28
Active Transportation - Vehicle Sharing (bicycle, e-scooters)	2	2	1	-1	2	2	2	0	2	1	2	2	2	2	2	2	0	2	1	2	2	2	34
MOBILITY TECHNOLOGIES																							
Trip Discovery (trip planning)	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	1	-1	-1	-1	34
Trip Booking (e-Hailing)	2	2	2	1	2	2	2	2	2	1	2	2	0	2	2	2	2	2	1	-1	-1	-1	30
Cashless (mobile) Payments	0	1	1	2	2	0	2	2	0	1	1	1	0	1	2	0	2	2	1	-1	-1	-1	18

LEGEND

2	Positive
1	Somewhat positive
0	Neutral / no significant change
-1	Somewhat negative
-2	Negative

5.1.2 Potential Pilot Projects



Informed by the Existing Conditions Analysis and Policy/Literature Review and Mobility Gaps, technical memoranda including consideration of community demographic and socio-economic characteristics, transit equity and propensity scores, proximity to current transit services, etc. two prospective service areas were identified for potential pilot programs to deploy alternate mobility services. These pilot projects are designed to test the concept of operations, including performance monitoring, for the potential application of these alternate mobility types in other unincorporated areas in the ESGV study area.

Two potential pilot service areas are:

1. Northeast La Verne & San Dimas; West & North Claremont; and
2. West San Dimas; Walnut Islands.

While both areas would serve locations with identifiable gaps in transit service, the first pilot service area also aligns with higher densities of the senior population and would provide more options for seniors living in those areas to travel using transit. The second service area aligns with some of the higher concentrations of youth residents as well as households without access to a vehicle.

Recognizing that desired trip patterns include destinations outside of each of the above identified service areas including connectivity to higher-order transit (i.e., Foothill Transit), specific service area design should be inclusive of places where people already want to go. Further, these services will likely require cross-jurisdictional partnerships to achieve improved community-specific circulation.

In advancing potential pilot projects, specifics to service area design, operating/performance characteristics, etc. may incorporate such considerations as using fare policy to influence travel behavior. For example, one (lower) fare for trips providing connectivity to higher order transit (i.e., Foothill routes), and a 'premium' fare for direct travel intra and inter-community travel.

Factors to consider in replicability, based on pilot outcomes, include trip densities; travel patterns (trip origin/destination data); community socio-economic characteristics; opportunities to complement existing mobility services including higher-order transit, to address safe streets infrastructure, complement active transportation initiatives; etc. Future consideration of microtransit deployments may include other high-need communities including West Puente Valley, Valinda (enhancements to PW's current East Valinda Shuttle operations), South San Jose Hills, etc.

5.1.3 Pilot Project Analysis Summary

This section provides an overview of the costs and ridership estimates for each of the two service area candidates for possible pilot deployments. For each area, the following tables present:

- Service Characteristics – level of service[3]
- Coverage and Ridership Estimate[4]
- Costs and Subsidies[5]

Table 5.1 Service Characteristics – Level of Service

SERVICE AREA	RECOMMENDED LEVEL OF SERVICE - MON. - FRI.	SERVICE MODE(S)	OPERATING SPAN WEEKDAY (HOURS)	OPERATING SPAN SATURDAY (HOURS)	OPERATING SPAN SUN/HOL (HOURS)	WEEKDAY AVERAGE VEHICLES IN SERVICE	SATURDAY AVERAGE VEHICLES IN SERVICE	SUN/HOL AVERAGE VEHICLES IN SERVICE
Northeast La Verne & San Dimas; West & North Claremont	5AM - 6AM, 8:30AM - 1PM, 9PM - 12AM	Personal Mobility on Demand	8.5	19	18	3	2	2
	6AM - 8:30AM & 1PM - 9PM	On-Demand/ Flexible - Microtransit	10.5	0	0	1	0	0
West San Dimas; Walnut Islands	5AM - 6AM, 10AM - 3PM, 7PM - 12AM	Personal Mobility on Demand	11	19	18	3	2	2
	6AM - 10AM & 3PM - 7PM	On-Demand/ Flexible - Microtransit	8	0	0	1	0	0

Table 5.2 Coverage and Ridership Estimates

SERVICE AREA	SERVICE MODE(S)	ANNUAL COVERAGE HOURS	CAPACITY PER COVERAGE HOUR	MAXIMUM ANNUAL SERVICE CAPACITY	LOW DEMAND	HIGH DEMAND	LOW ANNUAL RIDERSHIP ESTIMATE	HIGH ANNUAL RIDERSHIP ESTIMATE
Northeast La Verne & San Dimas; West & North Claremont	Personal Mobility on Demand	9,917	3	29,750	0.33	0.50	9,817	14,875
	On-Demand/ Flexible - Microtransit	2,678	8	21,420	0.50	0.67	10,710	14,351
	Total						**20,527**	**29,226**
West San Dimas; Walnut Islands	Personal Mobility on Demand	12,219	3	36,657	0.33	0.50	12,097	18,329
	On-Demand/ Flexible - Microtransit	2,040	8	16,320	0.50	0.67	8,160	10,934
	Total						20,257	**29,263**

[3] Level of service assumes: (a) PMoD operating early morning, late night, and some mid-day service, with up to three vehicles available for the span of service as indicated; and (b) Micotransit assumes one vehicle for span of service as indicated.

[4] Low and high demand ridership estimates are based on an assumed utilization ranging from 0.33 to 0.50 to 0.67 for microtransit, of available capacity for each span of service hour. Coverage hours refer to the maximum number of potential revenue service hours that could be deployed if necessary, to meet demand.

[5] PMoD costs: The net cost of service is calculated on an assumed maximum $5.00 per trip flat subsidy. Assumes that the customer pays an initial fare equivalent to a regular transit fare; followed by the subsidy; after which the customer is responsible for the cost of longer trips. Flexible microtransit costs: Assumes $1.00 to transit stop, $3.00 to any location within the pilot service area.

Table 5.3 Costs and Subsidy

SERVICE AREA	RECOMMENDED LEVEL OF SERVICE - MON. - FRI.	SERVICE MODE(S)	COST PER HOUR	ANNUAL COST	FARE REVENUE LOW DEMAND	FARE REVENUE HIGH DEMAND	NET COST OF SERVICE - LOW DEMAND	NET COST OF SERVICE - HIGH DEMAND	SUBSIDY PER TRIP LOW DEMAND	SUBSIDY PER TRIP HIGH DEMAND
Northeast La Verne & San Dimas; West & North Claremont	5AM - 6AM, 8:30AM - 1PM, 9PM - 12AM	Personal Mobility on Demand	NA	NA	NA	NA	$49,087	$74,374	$5.00	$5.00
	6AM - 8:30AM & 1PM - 9PM	On-Demand/ Flexible - Microtransit	$84.68	$226,731	$10,710	$14,351	$216,021	$212,379	$20.17	$14.80
		Total					$265,107	$286,753	$12.91	$9.81
West San Dimas; Walnut Islands	5AM - 6AM, 10AM - 3PM, 7PM - 12AM	Personal Mobility on Demand	NA	NA	NA	NA	$60,484	$91,643	$5.00	$5.00
	6AM - 10AM & 3PM - 7PM	On-Demand/ Flexible - Microtransit	$84.68	$172,747	$8,160	$10,934	$164,587	$161,813	$20.17	$14.80
		Total					$225,071	$253,455	$11.11	$8.66

5.1.4 Recommended Mode Alternatives

This section provides a summary of the two mobility mode alternatives that are recommended for pilot projects. The two recommended services are described in Table 5.4.

Table 5.4 Recommended Services

SERVICE	DESCRIPTION
On-Demand/Flexible Microtransit	▪ Route is based entirely on customer demand ▪ Customer pickups are based on customer requests through an online/mobile app or a customer call center ▪ Suited to service areas that lack a strong linear transit corridor and that have dispersed trip origins and destinations
Personal Mobility on Demand (PMoD)	▪ Is a low-capacity service designed for individuals and small groups (up to five persons) traveling between various origins and destinations. ▪ Is located along a dynamic itinerary formed in response to customer reservations. ▪ Like microtransit, reservations are made through an online/mobile application or a call center. ▪ The key advantage of PMoD is the cost structure based on service consumed (i.e., fixed subsidy per ride) versus cost based on hours of service provided (i.e., cost per revenue hour). This means that service coverage can be provide at off-peak periods, such as early mornings and evenings, at a far lower cost that other modes including fixed-route and paratransit service. ▪ Highly convenient and responsive to customer needs because PMoD is customer demand driven.

5.2 Evaluation of Active Transportation Improvements

While there are a number of new bikeways planned with the East San Gabriel Valley, an assessment of existing conditions in the area found that the current network is fragmented. There are opportunities to close the gaps within the existing and planned network and provide a more continuous network for both bicyclists and pedestrians by including improvements for all non-vehicular users.

As noted in the previous section evaluating transit service alternatives, evaluation of potential corridors for active transportation improvements was conducted using the same evaluation metrics, implementation considerations, and evaluation criteria.

The project team also considered any planned infrastructure according to the Los Angeles County Bicycle Master Plan (2012), East San Gabriel Valley Active Transportation Plan (2019), and the San Gabriel Valley Greenway Network initiative.

Additionally, the team reviewed considerations such as areas with a high number of bicycle or pedestrian collisions, areas with disadvantaged community status, high densities of population/employment/seniors/youth/households without access to a car, areas nearby transit/high quality transit areas or key destinations/community nodes, and nearby planned land use changes and proposed growth areas identified as part of the East San Gabriel Valley Area Plan.

5.2.1 Summary of Proposed Corridors for Improvement

The project team identified a total of 72 corridors for active transportation infrastructure improvement within the unincorporated ESGV. Of these, 46 corridors (highlighted in green in the table below) are either new recommendations or recommendations to upgrade the infrastructure currently proposed by the County. The other 25 corridors were recommendations carried over from the ESGV Active Transportation Plan, completed by Public Works in 2019.

As described in the California Department of Transportation (Caltrans) Highway Design Manual (HDM), bikeways are categorized into four classes. The table below describes each of the four facility types as well as conditions and locations where they are most appropriate. These bikeway types were applied in the list of proposed bikeways displayed in Figure 6.4 and described in Table 5.5.

Table 5.5 Bikeway Classes

CLASS	DESCRIPTION	SITING
Class I (Bike Path or Shared-Use Path)	An off-street bikeway that provides a completely separate right of way for the exclusive use of bicycle and pedestrians with minimal cross-flow.	These are commonly installed along riverbeds, along shorelines, utility or railroad rights-of-way, within school campuses or parks. They often support recreational and commute travel. The state design standard recommends a minimum 8-foot-wide paved path plus a 2 foot wide shoulder.
Class II (Bike Lane or Buffered Bike Lane)	An on-street bikeway that provides a striped lane for one-way bike travel on a street or highway. A buffered bikeway provides greater separation from an adjacent traffic lane on streets with higher speeds by using chevron or diagonal markings.	These are installed alongside vehicle traffic lanes to designate bike travel. The HDM Mandatory Standard requires a minimum width of 4 feet, 5 feet when adjacent on-street parking, and 6 feet when posted speeds are greater than 40 miles per hour.

CLASS	DESCRIPTION	SITING
Class III (Bike Route or Greenway)	A signed, shared roadway that provides for shared use with pedestrians or motor vehicle traffic. A bike route has signs posted identifying it as a bike route and may have shared lane markings (sharrows). Greenways are shared roadways that prioritize bicycle travel for people of all ages and abilities.	Bike routes are appropriate for roadways with lower traffic speeds and volumes. Greenways are best sited on streets without large truck or transit vehicles, and where low traffic volumes and speeds can be further reduced through traffic calming measures.
Class IV (Separated Bikeway or Cycle Track)	An on-street bikeway for the exclusive use of bicycles, requiring a separation via a vertical feature between the bikeway and the through vehicular traffic.	These are appropriate along roadways where features such as on-street parking can provide physical separation or other vertical features such as grade separation, flexible posts, or inflexible physical barriers can be installed.

The map below presents the locations of all 72 corridors. The locations of these corridors help to address gaps in the current network, and also align generally with areas with high concentrations of youth, disadvantaged communities, and households without access to a car. These populations are most likely to travel by active transportation and would benefit from improvements to bicycle and pedestrian infrastructure. To show the corridors' potential connectivity to transit, the map also displays both a half-mile and a three-mile radius around the high-quality transit stops and corridors in the study area, as defined by SCAG[6]. The half-mile radius represents the typical maximum walking distance for people to access a transit stop, while the three-mile radius represents the corresponding maximum radius for bicycle travel to a transit stop.

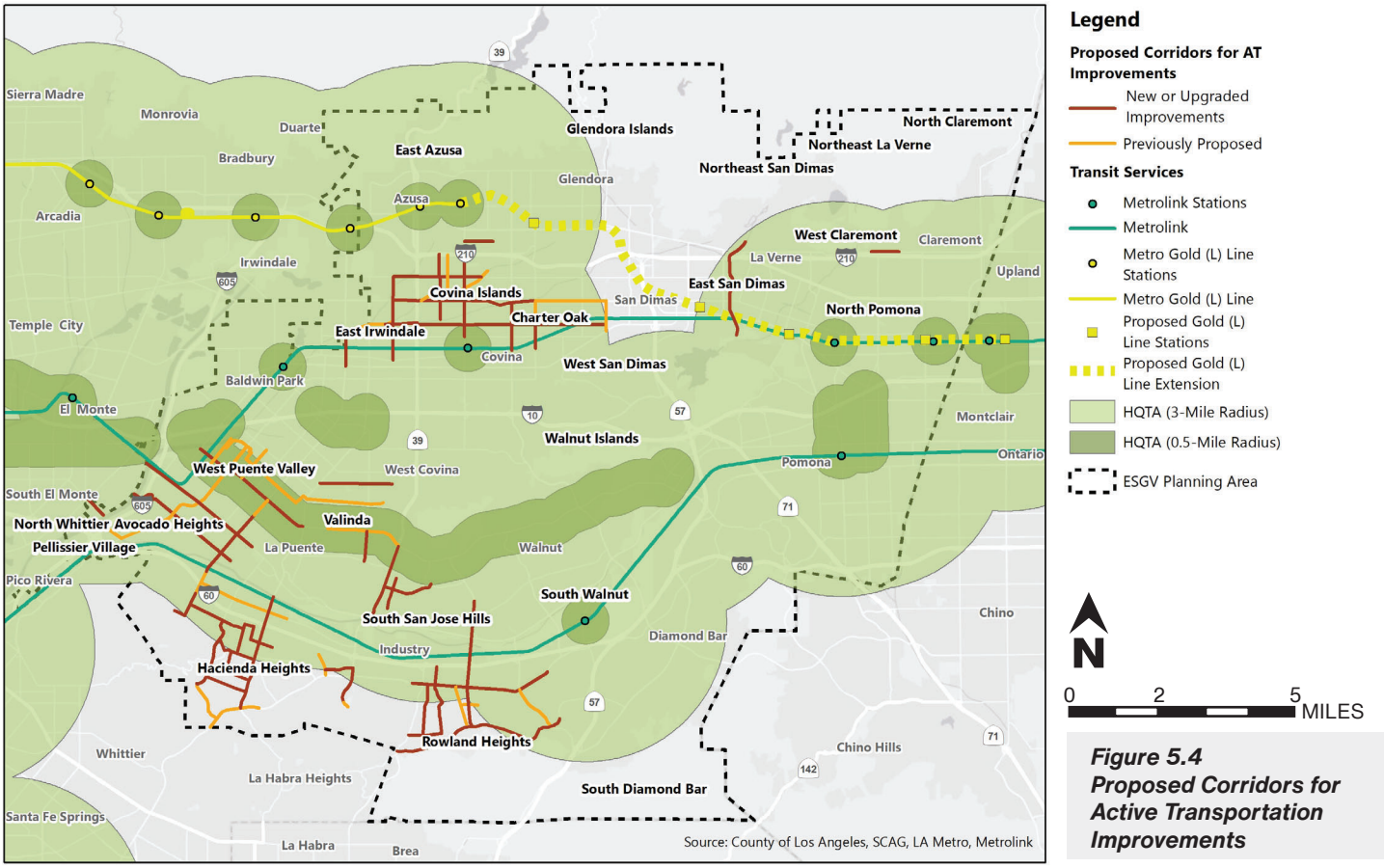


Figure 5.4 Proposed Corridors for Active Transportation Improvements

Table 5.6 presents a detailed list of each of the corridor segments, along with a description of the recommended bicycle and/or pedestrian improvements.

Table 5 Proposed Active Transportation Improvements

ID	CORRIDOR	FROM	TO	UNINCORPORATED AREA	PREVIOUSLY PROPOSED		NEW PROPOSED IMPROVEMENT
					TYPE	SOURCE	
1	7th Ave	Clark Ave	Palm Ave	Hacienda Heights	Class IV	East San Gabriel Valley ATP (2019)	Class IV
2	7th Ave	Palm Ave	Orange Grove Ave	Hacienda Heights	Class III	East San Gabriel Valley ATP (2019)	Greenway
3	7th Ave/ Sunset Ave	Temple Ave	Clark Ave	Avocado Heights			Class II or IV (through industrial areas)
4	Aguiro St	Fullerton Rd	Los Padres Dr	Rowland Heights	Class III	East San Gabriel Valley ATP (2019)	Greenway
5	Amar Rd	Baldwin Park Blvd	Hacienda Blvd	West Puente Valley	Class II between Baldwin Park Blvd and Unruh Ave	LA County Public Works	Class II & ped improvements
6	Amar Rd	Alieron Ave	Azusa Ave	Valinda	Class II & ped improvements	East San Gabriel Valley ATP (2019)	Class II & ped improvements
7	Angelcrest Dr	Newton Ave	La Subida Dr	Hacienda Heights	Class III	LA County Bicycle Master Plan (2012)	Greenway
8	Arrow Hwy	Glendora Ave	Valley Center Ave	Charter Oak	Class IV & ped improvements	East San Gabriel Valley ATP (2019)	Class IV & ped improvements
9	Arrow Hwy	Azusa Ave	Glendora Ave	Covina Islands and Charter Oak			Class II buffered bike lane or Class IV & ped improvements
10	Arrow Hwy	Lark Ellen Ave	Azusa Ave	East Irwindale			Class II
11	Azusa Ave	Amar Rd	San Jose Creek Proposed Bicycle Path	South San Jose Hills			Class IV protected bikeway & ped improvements
12	Azusa Ave	Pepperbrook Way	Glenfold Dr	Hacienda Heights	Class IV between Colima and Glenfold Dr	East San Gabriel Valley ATP (2019)	Class IV & ped improvements
13	Azusa Ave	Glenfold Dr	Tomich Rd	Hacienda Heights	Class III	East San Gabriel Valley ATP (2019)	Class III

[6] High quality transit areas (HQTA) are areas within one-half mile from major transit stops and high quality transit corridors and developed based on the language in SB375. A major transit stop is a site containing an existing rail transit station, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods (CA Public Resource Code Section 21064.3). High-Quality Transit Corridor (HQTC) have a fixed route bus service with service intervals no longer than 15 minutes during peak commute hours.

ID	CORRIDOR	FROM	TO	UNINCORPORATED AREA	PREVIOUSLY PROPOSED		NEW PROPOSED IMPROVEMENT
					TYPE	SOURCE	
14	Base Line Rd	Webb Canyon Rd	Mountain Ave	West Claremont			Class IV & ped improvements
15	Batson Ave	Colima Rd	Aguiro St	Rowland Heights	Class III	East San Gabriel Valley ATP (2019)	Greenway
16	Big Dalton Wash	Barranca Ave	Arrow Hwy	Covina Islands	Class I	East San Gabriel Valley ATP (2019)	Class I
17	Big Dalton Wash	Irwindale Ave	Lark Ellen Dr	East Irwindale	Class I	East San Gabriel Valley ATP (2019)	Class I
18	Brea Canyon Cut Off Rd	Balan Rd	Pathfinder Rd	Rowland Heights	Class III & ped improvements	East San Gabriel Valley ATP (2019)	Class III & ped improvements
19	Camino del Sur	Vallecito Dr	Colima Rd	Hacienda Heights	Class IV	East San Gabriel Valley ATP (2019)	Class IV
20	Citrus Ave	I-210	Cypress St	Covina Islands			Class IV & ped improvements
21	Colima Rd	Larkvane Rd	Tierra Luna	Rowland Heights	Class II buffered bike lane	East San Gabriel Valley ATP (2019)	Class IV & ped improvements
22	Colima Rd	Hacienda Blvd	Allenton Ave	Hacienda Heights	Class IV & ped improvements	East San Gabriel Valley ATP (2019)	Class IV & ped improvements
23	Colima Rd	Arroyo San Miguel Open Space Preserve	Hacienda Blvd	Hacienda Heights	Class IV & ped improvements	East San Gabriel Valley ATP (2019)	Class IV & ped improvements
24	Countrywood Ave	Wedgeworth Dr	Colima Rd	Hacienda Heights	Class II	East San Gabriel Valley ATP (2019)	Class II
25	Covina Blvd	Citrus Ave	Valley Center Ave	Charter Oak			Ped improvements
26	Covina Blvd	Big Dalton Wash	Citrus Ave	Covina Islands			Class IV & ped improvements
27	Don Julian Rd	San Gabriel River Trail	Puente Creek Proposed Bicycle Path	Avocado Heights			Greenway
28	Fairway Dr/ Brea Canyon Cut Off Rd	Colima Rd	Balan Rd	Rowland Heights	Class II & ped improvements	East San Gabriel Valley ATP (2019)	Class II & ped improvements
29	Farmstead Ave	Three Palms St	Lujon St	Hacienda Heights	Class III	LA County Bicycle Master Plan (2012)	Greenway
30	Francisquito Ave	Hacienda Blvd	Lark Ellen Ave	Valinda			Greenway
31	Gale Ave	7th Ave	Stimson Ave	Hacienda Heights	Class II & ped improvements	East San Gabriel Valley ATP (2019)	Class II & ped improvements

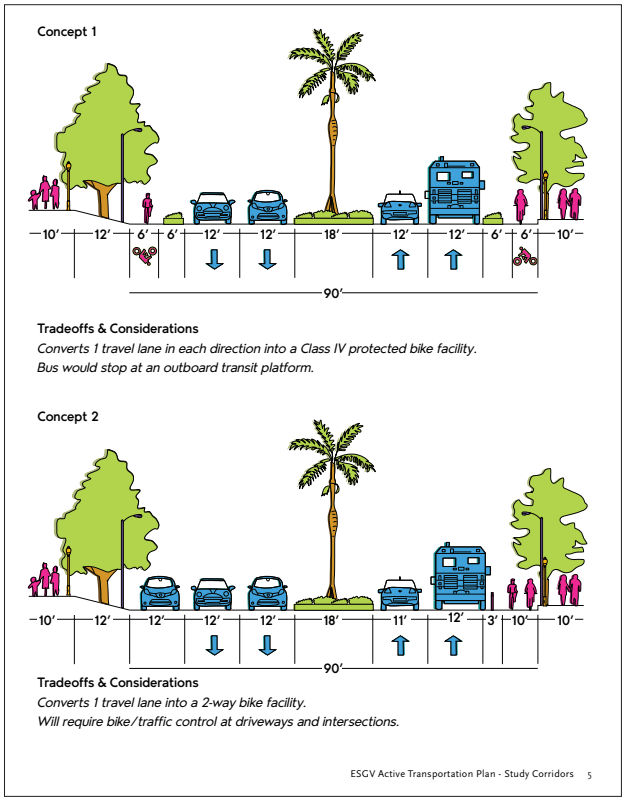
ID	CORRIDOR	FROM	TO	UNINCORPORATED AREA	PREVIOUSLY PROPOSED		NEW PROPOSED IMPROVEMENT
					TYPE	SOURCE	
32	Gemini St	Azusa Ave	Shadow Oak Dr	South San Jose Hills			Greenway
33	Gladstone St	Vernon Ave	Big Dalton Wash	Covina Islands			Class IV & ped improvements
34	Glendora Ave	Cienega Ave	Wingate St	Charter Oak			Class II & ped improvements
35	Glendora Ave	Arrow Hwy	Cienega Ave	Charter Oak	Class II & ped improvements	East San Gabriel Valley ATP (2019)	Class II & ped improvements
36	Grand Ave	Arrow Hwy	Wingate St	Charter Oak			Class II or IV & ped improvements
37	Hacienda Blvd	San Jose Creek	Colima Rd	Hacienda Heights	Class II	LA County Bicycle Master Plan (2012)	Class II buffered bike lane or Class IV & ped improvements
38	Hollenbeck Ave/Cerritos Ave	I-210	San Dimas Wash	Covina Islands			Class II & ped improvements
39	Irwindale Ave	Big Dalton Wash	Badillo St	East Irwindale	Class III & ped improvements	East San Gabriel Valley ATP (2019)	Class II & ped improvements
40	Jellick Dr/Los Padres Dr	Greenbay Dr	Aguiro St	Rowland Heights	Class III & ped improvements	East San Gabriel Valley ATP (2019)	Class III & ped improvements
41	Killian Ave/ Honore St	Paso Real Ave	Otterbien Ave	Rowland Heights	Class III & ped improvements	East San Gabriel Valley ATP (2019)	Class III & ped improvements
42	Kwis Ave	Three Palms Ave	Newton St	Hacienda Heights	Class III	LA County Bicycle Master Plan (2012)	Class II
43	La Subida Dr	Vallecito Dr	Hacienda Blvd	Hacienda Heights	Class III	LA County Bicycle Master Plan (2012)	Class II
44	Lark Ellen Ave	San Bernardino Rd	Gladstone St	East Irwindale	Class III (between Arrow Hwy and Big Dalton Wash)	East San Gabriel Valley ATP (2019)	Class II or IV & ped improvements
45	Las Lomitas Dr/Newton St	Vallecito Dr	Hacienda Blvd	Hacienda Heights	Class III	LA County Bicycle Master Plan (2012)	Class II
46	Los Altos Dr	Vallecito Dr	Hacienda Blvd	Hacienda Heights	Class III	LA County Bicycle Master Plan (2012)	Class II
47	Los Padres Dr/ Jellick Ave	Aguiro St	Greenbay Dr	Rowland Heights			Greenway
48	Los Robles Ave	7th Ave	Kwis Ave	Hacienda Heights	Class III	LA County Bicycle Master Plan (2012)	Class II

ID	CORRIDOR	FROM	TO	UNINCORPORATED AREA	PREVIOUSLY PROPOSED		NEW PROPOSED IMPROVEMENT
					TYPE	SOURCE	
49	Lujon St	Farmstead Ave	Stimson Ave	Hacienda Heights	Class III	LA County Bicycle Master Plan (2012)	Class II
50	Mauna Loa Ave	Citrus Ave	La Serena Dr	Covina Islands	Class III	East San Gabriel Valley ATP (2019)	Greenway
51	Nogales St	Arenth Ave/ San Jose Creek	Pathfinder Rd	Rowland Heights			Class IV & ped improvements
52	Nogales St	Amanda St	Arenth Ave/ San Jose Creek	South San Jose Hills			Class IV & ped improvements
53	Orange Grove Ave	7th Ave	Beech Hill Ave	Hacienda Heights	Class III	East San Gabriel Valley ATP (2019)	Greenway
54	Paso Real Ave	Colima Rd	Pathfinder Rd	Rowland Heights	Class III	East San Gabriel Valley ATP (2019)	Class III
55	Pathfinder Rd	Fullerton Rd	Canyon Ridge Rd	Rowland Heights	Class II	LA County Bicycle Master Plan (2012)	Class IV
56	Pepper Brook Way	Countrywood Ave	Azusa Ave	Hacienda Heights			Greenway
57	Puente Ave	Barrydale St	Valley Blvd	West Puente Valley	Class II	East San Gabriel Valley ATP (2019)	Class II
58	Puente Ave/ Workman Mill Rd	Valley Blvd	San Jose Creek Proposed Bicycle Path	West Puente Valley	Class IV	East San Gabriel Valley ATP (2019)	Class IV
59	Rath Ave/ Stichman Ave/ Barrydale Ave/ Fairgrove Ave/ Maplegrove Dr	Vineland Ave	Lark Ellen Ave	West Puente Valley	Class III & ped improvements	East San Gabriel Valley ATP (2019)	Class III & ped improvements
60	Riverbed between San Dimas Canyon & Ramona	Los Encinos Park	Puddingstone Dr	East San Dimas			Class I
61	Rockvale Ave	I-210	Woodcroft St	Covina Islands	Class III	East San Gabriel Valley ATP (2019)	Class III
62	Rush St	Durfee Ave	San Gabriel River Trail	South El Monte Island			Class II
63	San Jose Creek	San Gabriel River Trail	Workman Mill Rd	Unincorporated North Whittier/Pellisier Village	Class I	East San Gabriel Valley ATP (2019)	Class I
64	Sandalwood Ave	Winton Ave	Salais St	South San Jose Hills			Greenway

ID	CORRIDOR	FROM	TO	UNINCORPORATED AREA	PREVIOUSLY PROPOSED		NEW PROPOSED IMPROVEMENT
					TYPE	SOURCE	
65	Sunset Ave	Amar Rd	Temple Ave	West Puente Valley	Class II	East San Gabriel Valley ATP (2019)	Class II
66	Three Palms St	Kwis Avenue	Farmstead Ave	Hacienda Heights	Class III	LA County Bicycle Master Plan (2012)	Greenway
67	Valinda Ave	Amar Rd	Temple Ave	Valinda			Class II & ped improvements
68	Vallecito Dr	Los Robles Ave	Camino del Sur	Hacienda Heights	Class III	LA County Bicycle Master Plan (2012)	Class II
69	Valley Blvd	San Gabriel River Trail	Puente Creek Proposed Bicycle Path	Avocado Heights			
70	Valley Center Ave	Arrow Hwy	Badillo St	Charter Oak	Class II	East San Gabriel Valley ATP (2019)	Class II
71	Vineland Ave	Walnut Creek	Temple Ave	West Puente Valley	Class III	East San Gabriel Valley ATP (2019)	Class III
72	Willow Ave	Francisquito Ave	Amar Rd	West Puente Valley	Class III & ped improvements	East San Gabriel Valley ATP (2019)	Class III & ped improvements

5.3 Complete Streets and Green Streets

The concept of a Complete Street is a street that is safe and accessible for all users: pedestrians, bicyclists, transit users, and motor vehicle drivers. Complete Streets accommodate people of all ages and abilities. To take this concept further, Green Streets, specifically, prioritize active transportation users. Through a variety of design and operational treatments, a Green Street is a street that gives priority to bicycle and pedestrian circulation and open space over other transportation uses. This may include sidewalk widening, clearly-marked bikeways, landscaping, traffic calming, and other pedestrian-oriented features.



Out of the 46 corridors proposed for new or upgraded active transportation improvements, 12 were selected for further study, based on whether the corridors were suited for more extensive overhauls using complete street and green street design. The intent is to provide visual representations of recommended improvements to visualize what the proposed corridors could look like once recommendations are implemented. The methodology for selecting these corridors included the following:

1. Select the corridors with both bicycle and pedestrian recommendations proposed.
2. From that list, select the corridors proposed as either a Class I shared-use path, Class III greenway, or Class IV separated bikeway.
3. Select 12 of those corridors based on the following qualitative criteria:
   - General opportunities for Complete Street improvements (width, bus interface, commercial corridor, modes, etc.)
   - Opportunity for greening (area for bioswales, bulb-outs, trees, permeable paving, etc.)
   - Nearby destinations (if the corridor is notable or important due to destinations around it)
   - Nearby transit stops (if the corridor serves transit)
   - Regional connector (if the corridor provides connections regionally)
   - Geographic coverage (to ensure the corridors represent various parts of the county)
   - Project Type Diversity (to ensure the corridor drawings represent various types of improvements)
   - Equity Considerations (to ensure the corridors selected include representation of neighborhoods that need improvements the most)

Based on the above methodology, the following 12 corridors were selected:

CORRIDOR	FROM	TO	COMMUNITY
Azusa Ave	Amar Rd.	San Jose Creek Proposed Bicycle Path	South San Jose Hills
Colima Rd.	Larkvane Rd.	Tierra Luna	Rowland Heights
Hacienda Blvd/ Colima Rd	San Jose Creek	Arroyo San Miguel Trail Head	Hacienda Heights

CORRIDOR	FROM	TO	COMMUNITY
Arrow Hwy	Azusa Ave.	Glendora Ave.	Covina Islands/ Charter Oak
Citrus Ave	I-210	Cypress St.	Covina Islands
Don Julian Rd	San Gabriel River Trail	Puente Creek Proposed Bicycle Path	Avocado Heights
Grand Ave	Arrow Hwy	Wingate St	Charter Oak
Covina Blvd	Big Dalton Wash	Citrus Ave.	Covina Islands
Batson Ave.	Colima Rd.	Aguiro St.	Rowland Heights
Nogales St.	Amanda St.	Arenth Ave/San Jose Creek	South San Jose Hills
Lark Ellen Ave.	San Bernardino Rd.	Gladstone St.	East Irwindale
Gemini St.	Azusa Ave.	Shadow Oak Dr	South San Jose Hills

The goal of this analysis was to select corridors for study that offered regional connectivity to commercial areas and nearby destinations and/or transit, corridors that traveled through neighborhoods with lower Disadvantaged Communities or CalEnviroScreen scores, and corridors that showed promise from a street improvement perspective because they were missing many of the elements that would make them green, pleasant, and multi-modal.

5.4 Vignettes and Renderings

This section presents recommended streetscape enhancements along the 12 corridors selected above. While not prescriptive in nature, these illustrations show how these corridors (and others like them) can be better designed to accommodate all roadway users, including people walking, biking, and rolling. The goal is to make a full network of streets available to active transportation users, by ensuring that streets that are safe, more pleasant to be on, and easier to navigate. On streets with high vehicular volumes, this could mean reallocating roadway space to protected and buffered bicycle facilities. On neighborhoods streets, this could mean adding “Greenway” enhancements, like small traffic circles or slow speed signage and infrastructure that benefits people walking and rolling along the street.

Recommendations are not exhaustive and are conceptual in nature, without survey or utility analysis. For each study corridor, a set of possible improvements is outlined. Actual design and layout may vary from block to block and will need to be designed. Dimensions shown are approximate. The goal of the document is to showcase a set of improvement types that can be used throughout the ESGV to improve connectivity and access for active transportation users.

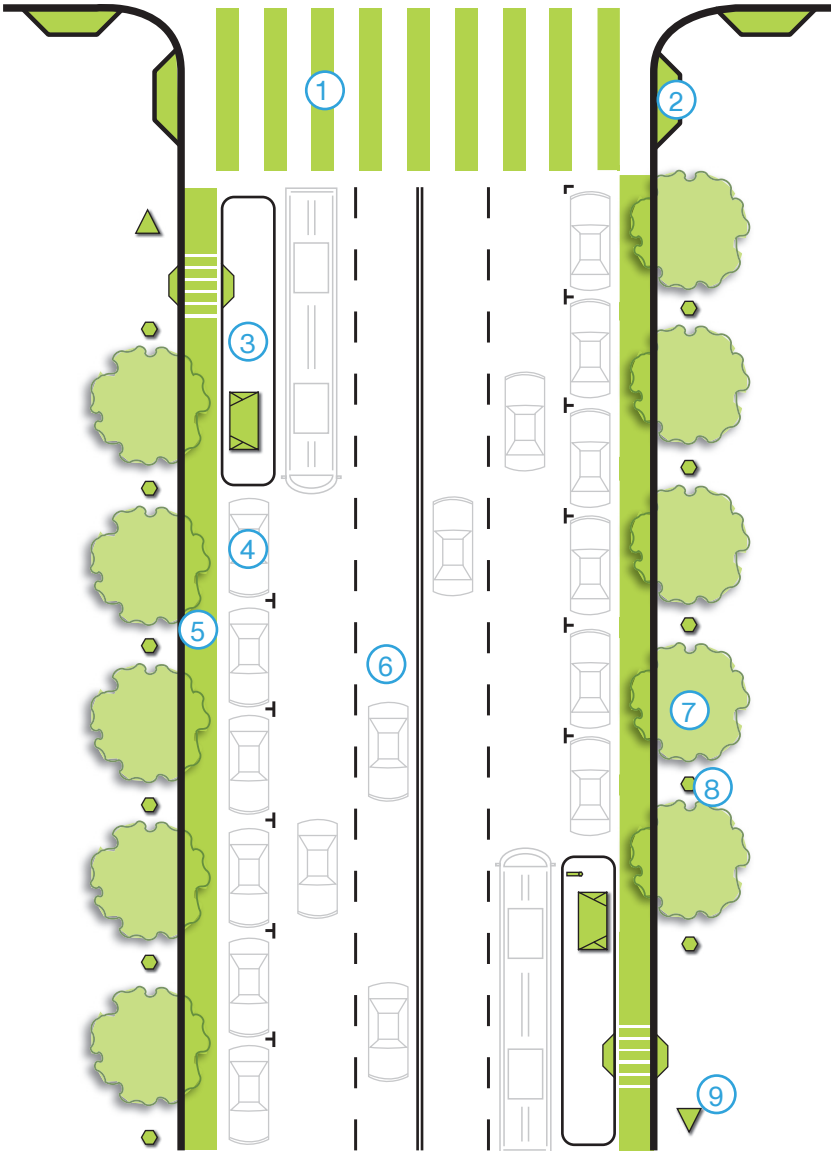
Improving Wide Arterials

Example Streets:*
Azusa Hwy, Colima Rd, Hacienda Rd, Arrow Hwy, Citrus Ave, Covina Blvd, and Nogales St.

Typical Conditions (Before):
Existing arterials are often busy and feel unsafe for people walking and biking due to their wide right-of-way, swiftly moving vehicles, limited sidewalk space, infrequent pedestrian amenities (like trees and sidewalk lighting), and long blocks.

Improvements Recommended:
Protected bicycle facilities can be added, including bicycle lanes that are protected behind vertical bollards or tucked in between the parking lane and the curb. For streets with buses, bus stops can be placed outboard of the bicycle lane, on platforms with bus shelters, real-time signage, and seating (see diagram, right). In addition, sidewalks are enhanced with trees and landscaping, pedestrian lighting, and wayfinding signage that is oriented to people walking and biking. Sidewalks can be widened where possible. The number of travel lanes may be reduced and/or narrowed to accommodate these improvements.

* *Each street may not accommodate all of the proposed enhancements. Detailed design work would need to be completed to evaluate the most appropriate treatments for each street. The ideas included here showcase a range of possible improvements.*



1. High visibility crosswalk
2. Dual curb ramps
3. Outboard bus platform
4. Outboard parking
5. Bike lane color
6. Reduced lane/lane width
7. Trees and planting
8. Pedestrian lights
9. Wayfinding signage



Typical Conditions (Before)



Improvements Recommended

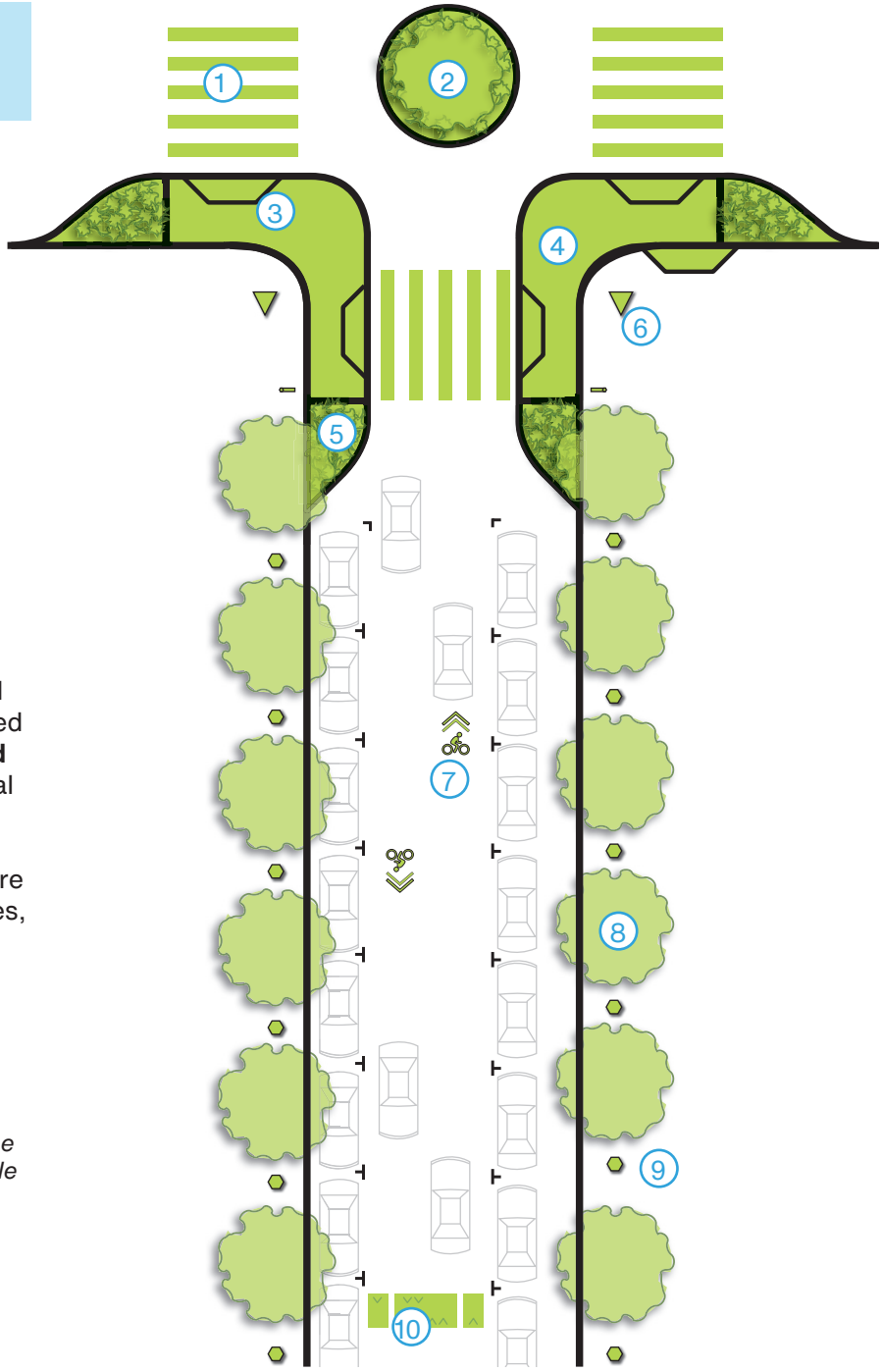
Improving Neighborhood Streets

Example Streets:*
Batson Ave, Don Julian Rd, and Gemini St.

Typical Conditions (Before):
While existing neighborhood streets tend to have less vehicular traffic and are generally more comfortable for people walking and biking, compared to wide arterials in the San Gabriel Valley, neighborhood streets can be further enhanced for comfort and safety. Typical neighborhood streets are 3-4 lanes wide, often with parking. Some streets have sidewalks and others do not. Blocks can be long and tree cover is spotty.

Improvements Recommended:
Neighborhood streets can be enhanced for people walking and biking, and transformed into Neighborhood Greenways. **Neighborhood Greenways** are low traffic, primarily residential streets that are enhanced with trees and landscaping, pedestrian lighting, wayfinding signage, slow speed signage and infrastructure (such as speed humps, traffic circles, chicanes, and splitter islands), sharrow markings, and crossing enhancements (e.g. crosswalks and corner bulb-outs)

* *Each street may not accommodate all of the proposed enhancements. Detailed design work would need to be completed to evaluate the most appropriate treatments for each street. The ideas included here showcase a range of possible improvements.*



1. High visibility crosswalk
2. Traffic circle
3. Dual curb ramps
4. Corner bulb-outs
5. Bioswales/greening
6. Wayfinding signage
7. Sharrow markings
8. Shade trees
9. Pedestrian lights
10. Speed humps



Typical Conditions (Before)



Improvements Recommended

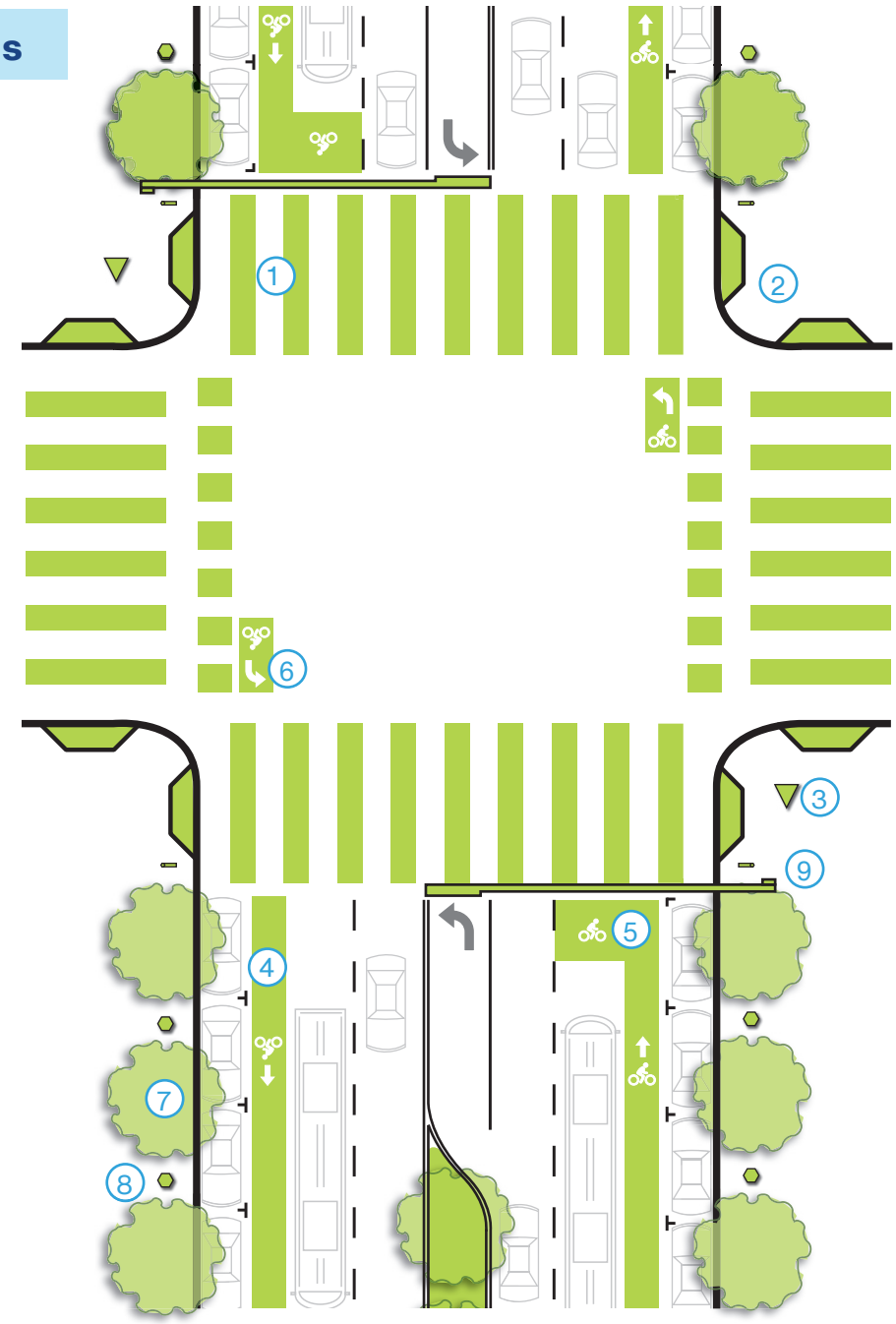
Improving Wide Intersections

Example Streets:*
Azusa Hwy, Colima Rd, Hacienda Rd, Arrow Hwy, Citrus Ave, Covina Blvd, and Nogales St.

Typical Conditions (Before):
When two wide and busy arterials intersect, the crossing experience for people on foot or on bike can be challenging. Traffic is quickly moving, crossing times can be difficult for people who need more time or are in wheelchairs, and crossing on a bike can be difficult.

Improvements Recommended:
Bike boxes at intersections can be added, along with two-stage queue left turn boxes. These improvements make it easier for people riding bikes, to cross the street as well as turn left. For pedestrians, enhancements such as high-visibility crosswalks, leading pedestrian intervals (LPIs), trees and landscaping, pedestrian lighting, and wayfinding signage, can be added.

** Each street may not accommodate all of the proposed enhancements. Detailed design work would need to be completed to evaluate the most appropriate treatments for each street. The ideas included here showcase a range of possible improvements.*



1. High visibility crosswalk
2. Dual curb ramps
3. Wayfinding signage
4. Bike lane color
5. Bike box
6. Two-stage left turn box
7. Trees and planting
8. Pedestrian lights
9. Leading pedestrian interval (LPI)



Typical Conditions (Before)



Improvements Recommended

6

POLICY RECOMMENDATIONS



6. POLICY RECOMMENDATIONS

The policies recommended for the MAP are responsive to the technical analysis completed over the course of the project and meet at least one of the following three primary criteria:

1. They address mobility gaps and needs as defined in the technical analysis.
2. They are broadly consistent with the regional or state-level goals of partner agencies and may support the County's pursuit of funding for mobility improvements.
3. They are an innovation proven elsewhere that is not currently implemented in the ESGV.

The policies recommended for the ESGV MAP are:

- **Policy 1:** Prioritize connections to food systems, health care facilities, parks, and other locations that support public well-being.
- **Policy 2:** Prioritize mobility improvements that link transit, schools, parks, and other key destinations in the community.
- **Policy 3:** Utilize technology to implement more flexible transportation options that supplement existing service or address gaps in the existing network.
- **Policy 4:** Incorporate sustainable design components into street treatments that increase safety for pedestrians, bicyclists, and sensitive groups such as youth and older adults while supporting environmental stewardship.
- **Policy 5:** Implement and connect safe bicycle- and pedestrian-friendly streets, sidewalks, paths and trails that promote active transportation and transit use.
- **Policy 6:** Reduce car dependency by supporting the implementation of safe and convenient active transportation infrastructure that connects with and compliments the transit network.
- **Policy 7:** Support integrated land use and transportation planning to support a more sustainable and multimodal East San Gabriel Valley.
- **Policy 8:** Support mode shift to lower- or zero-emission travel modes that can balance increased emissions that may derive from increased travel/mobility.
- **Policy 9:** Identify locations for innovative traffic safety features or pilot programs that support safety, accessibility, and sustainability.
- **Policy 10:** Address inequities created by a history of car-centric design in the ESGV by prioritizing the mobility and safety needs of priority populations such as youth, older adults, zero car households, and residents living in areas with environmental justice concerns.
- **Policy 11:** Address real and perceived safety concerns to encourage walking and rolling, and identify barriers to walking and rolling in unincorporated areas.

7

IMPLEMENTATION

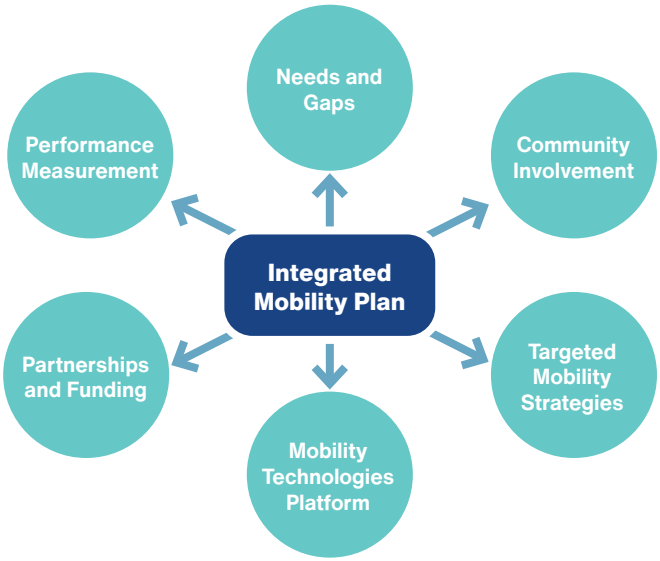


Photo Credit: ACTIVESGV

7. IMPLEMENTATION

7.1 Next Steps: Mobility Plan

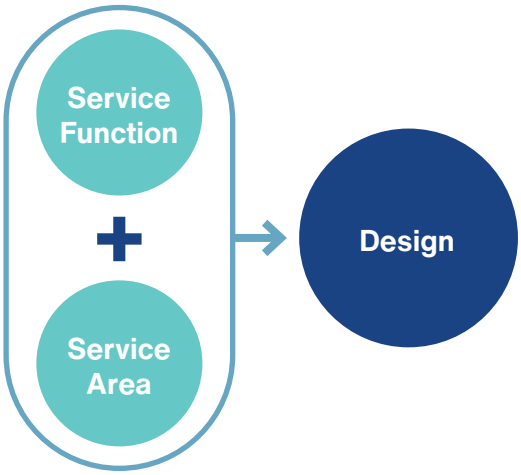
The recommendations (integrated mobility solutions) provide the foundation for the Mobility Action Plan.



7.1.1 Implementation of Mobility Alternatives

The foregoing analysis is based on preliminary service planning assumptions and intended for planning and comparative purposes. Further service planning will be required as a next step to refine operational parameters, develop run-cutting, confirm fleet requirements, and improve operations and maintenance cost forecasts. There are also service optimization opportunities, such as sharing vehicles among the select pilot areas during off-peak periods, which were beyond the scope of this analysis. Coordination with future fixed-route scheduling, to facilitate convenient transfers at transit connection hubs, is another future consideration.

It is anticipated that service plan refinement will also involve further engagement of external stakeholders to fine-tune service delivery, adjust service area boundaries or service routing, and finalize hours of service and fare policy.



Further community engagement may also identify business partnership opportunities to support service deployment or to address specific needs. Such partnerships may have an impact on service plan development, fleet requirements, etc.

User comprehension is an important element of the success of new mobility options. This includes where it goes, how to use the service, and what to pay. Adjustments to service area boundaries to ensure user comprehension (e.g., alignment with political boundaries, inclusion of local landmarks) is likely to be a topic of ongoing discussion with community stakeholders.

Finally, an initial service plan launch should be revisited based on community response. Realized customer demand after the service launch will merit a re-evaluation of service levels within each deployment zone, including coverage, frequency, service span, etc.). Should customer response be less than initially anticipated, the County may wish to make clear to external stakeholders that it reserves the right to redeploy resources to more productive uses.

7.1.2 Operational and Organizational Readiness

As a new mode, implementation of the mobility alternatives will require organizational/staffing capacity, development of policies and standard operating procedures, process re-engineering, and training. These changes will impact senior management, support departments, and front-line customer service personnel including drivers.

An important aspect of organizational change is establishment of a call center function to support customer trip requests and other questions or concerns.[4]

Modal integration is another consideration to ensure that new mobility alternatives are integrated appropriately with fixed route and paratransit operations at transit connection hubs for the convenience and safety of transferring passengers.

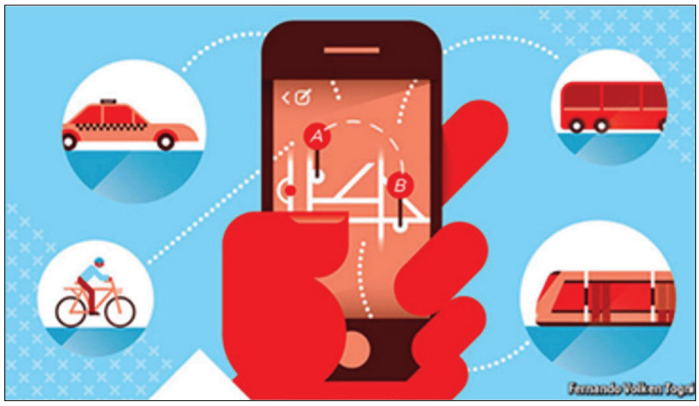
7.1.3 Marketing and Branding

As a new service offering, it is important to consider the branding, marketing, and roll-out of the new mobility services.

Several peer agencies have opted to create a unique sub-brand for their mobility services, to create a more visible brand presence and to generate interest around the new service. That said, it is important to communicate that any new service offerings are an integral part of the overall transit network.

User awareness and training is a key aspect of a successful launch. Existing and potential customers must understand what the service is, where it goes, and how to use it. Customers must also be familiarized with the technology tools that support the service, as well as the options available to them if they cannot access those tools.

7.1.4 Technology Procurement and Implementation



As a technology-enabled mode, the new mobility experience is highly dependent on the quality and functionality of technology systems.

Project partners have experience with advanced technology implementation for fixed route and microtransit services; a lesson learned is the significant amount of time and effort that is required to ensure successful technology implementation that meets the operational requirements of the system and the expectations of increasingly tech-savvy customers.

The following are technology systems that will be required to support new mobility implementation:

- Trip planning/trip discovery application and/or integration with enterprise systems
- Mobility dispatch and operations management system
- Customer reservations/trip booking system
- Customer service/call center reservations support system
- Fare system integration and/or mobile or in-app fare payment options.

[4] The cost center functionality may be incorporated in the PMod and/or microtransit contractor procurement. Other options for a call center may include incorporating in an existing call center service (e.g.. Foothill Transit, existing Dial-a-Ride operation, etc.)

7.1.5 PMoD and Microtransit Operator Procurement

Both PMoD and microtransit service deployment are envisioned as contract-operated services. PMoD payment will be based on service consumed, not hours of service provided. Conversely, the delivery of on-demand/flexible microtransit service will be based on an hourly rate.

It is assumed that both PMoD and microtransit service operation will be through a competitive procurement process. There is an increasing body of transit agency experience with procurement, contracting, and performance monitoring for PMoD and microtransit services.



7.2 Funding Opportunities

Potential funding sources for the implementation of mobility improvements in the ESGV include a mixture of Federal, State, and local sources. The matrix presented below as Table 7.1 provides an overview of the various funding sources currently available, a high-level description of the grant/funding source requirements, and discussion of the types or projects and/or project phases that are eligible for funding under each program.

Table 7.1: Funding Sources

FUNDING SOURCE	PROGRAM PURPOSE
Federal Programs	
Surface Transportation Block Grants – Transportation Alternatives (STBG-TA)	Creates long-term funding for surface transportation, focusing on smaller scale transportation projects, including pedestrian and bicycle facilities, recreational trails and Safe Routes to School projects.
Highway Safety Improvement Program (HSIP)	Helps fund projects that reduce fatalities and serious injuries on all public roads.
Congestion Mitigation and Air Quality Improvement Grant (CMAQ)	Federal initiative that supports a range of projects aimed at reducing transportation-related air emissions in air quality nonattainment areas.
Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Transportation Discretionary Grant	Previously known as the TIGER and BUILD programs, the RAISE Discretionary Grant Program funds nearly $10 billion over thirteen rounds of investment in projects with significant local or regional impact.
Land and Water Conservation Fund (LWCF)	Originally established in 1964 by President Lyndon B. Johnson, the annual LWCF program provides federal support for the acquisition and development of outdoor recreation space.
Recreational Trails Program	FHWA offers local jurisdictions funding for active transportation infrastructure, focusing primarily on multi-use trails in open space areas.

FUNDING SOURCE	PROGRAM PURPOSE
The Transportation Infrastructure Finance and Innovation Act (TIFIA)	Provides credit assistance for qualified large-scale surface transportation projects of regional and national significance, including pedestrian and bicycle infrastructure networks. The TIFIA credit program is designed to fill market gaps and leverage substantial private co-investment by providing supplemental and subordinate capital.
State Programs	
The Road Repair and Accountability Act of 2017 (SB 1)	This legislative package invests $54 billion over the next decade to fix roads, freeways and bridges in communities across California and puts more dollars toward transit and safety. These funds will be split equally between state and local investments.
Caltrans Active Transportation Program	A leading source of funding for bicycle,pedestrian and Safe Routes to School projects in the State of California, the ATP program was created in 2013 and consolidated existing federal and state transportation programs. Under SB 1, the ATP has been expanded to provide an additional $100M to cities, counties and regional transportation agencies for bike lanes, pedestrian paths, sidewalks, safe routes to schools, and other projects that help reduce reliance on cars. The additional funding represents an 83 percent increase to the ATP program after adoption of SB 1
Local Partnership Program (LPP)	LPP supplements voter-approved transportation tax investments made by local communities by providing matching funds. The California Transportation Commission (CTC) intends for this program to balance the priority of directing increased revenues to areas of the state with the highest level of transportation need while maintaining fair distribution of grant funds statewide.
State Transportation Improvement Plan (STIP)	A multi-year capital improvement program for transportation projects on and off the State Highway System funded by revenues from the Transportation Investment Fund and other federal sources.
State Highway Operation and Protection Program (SHOPP)	SHOPP is the State's "fix-it first" funding mechanism for the rehabilitation and reconstruction of all state highways and bridges. SHOPP also provides the opportunities to address other vital State priorities, such as the reduction of transportation related greenhouse gas (GHG) emissions and implementation of Complete Streets elements like pedestrian and bicycle facilities.
Local Streets and Roads Program (LSRP)	SB 1 dedicates approximately 1.5$ billion per year in new formula revenues to cities and counties for basic road maintenance, rehabilitation, and critical safety projects on the local streets and roads system.
Solutions for Congested Corridors Program (SCCP)	Provides funding to achieve a balanced set of transportation, environmental, and community access improvements to reduce congestion throughout the state. Initiated in 2017 through the passage of SB 1, the program offers 250$ million annually for projects that implement specific transportation performance improvements and are part of a comprehensive corridor plan, such as providing more transportation choices while preserving the character of local communities and creating opportunities for neighborhood enhancement.
Adaptation Planning Grant	Allocates funds to local and regional agencies for climate change planning and related improvements. This funding is intended to advance adaptation planning on California's transportation infrastructure, including but not limited to roads, railways, bikeways, trails, bridges, ports, and airports. Note that funding may be provided by another source outside of SB1- in the future.
Office of Traffic Safety Grants (OTS)	The California Office of Traffic Safety (OTS) administers federal grant funds allocated to California under the National Highway Safety Act. The OTS has several priority areas for grant funding, including Pedestrian and Bicycle Safety.

FUNDING SOURCE	PROGRAM PURPOSE
Environmental Enhancement and Mitigation (EEM) Grant Program	The EEM Grant Program is a State fund established by the Legislature to fund beautification improvements to roadsides to mitigate the effects of transportation projects. It offers funding to local, state, and federal governmental agencies and to nonprofit organizations for projects to mitigate the environmental impacts caused by new or modified public transportation facilities.
Proposition 68 Greening Infrastructure Grant Program	Proposition 68 authorized the Legislature to appropriate 18.5$ million to the California Natural Resources Agency for competitive grants for multibenefit green infrastructure investments in or benefiting disadvantaged or severely disadvantaged communities.
Affordable Housing and Sustainable Communities Program (AHSC)	The AHSC Program is a joint effort by the Strategic Growth Council and California Department of Housing and Community Development. The Program assists affordable housing developments, sustainable transportation infrastructure, transportation-related amenities, and multi-modal transit promotion.
Systemic Safety Analysis Report Program (SSARP)	Provides local agencies with funding assistance to perform collision analyses, identify roadway safety issues, and develop cost-effective collision countermeasures. SSARP exchanges federal Highway Safety Improvement Program (HSIP) funds for State Highway Account (SHA) funds, simplifying the application process and improving participation by agencies that are less familiar with federal requirements.
Urban and Community Forestry Program	Provides grant funding for projects that result in a net reduction of greenhouse gases through reforestation efforts.
Mobile Source Air Pollution Reduction Review Committee (MSRC)	The program awards funding to projects that deliver clean vehicles to school districts and funds transit agencies to obtain alternative fuel buses. MSRC also accepts grant applications for a variety of complete street projects, including goods movement and first/last mile solutions. The program provides funding to projects that help commuters reduce the number of miles they drive, including purchase incentives for electric-assist bicycles, bike racks on buses, and bicycles for law enforcement patrols.
Transportation Development Act (TDA)	TDA funds a wide variety of transportation programs, including planning and program activities, pedestrian and bicycle facilities, community transit services, public transportation, and bus and rail projects.
California Endowment Grants/PRIs/DCA/ SPGs	The California Endowment's grantmaking is guided by their Building Healthy Communities (BHC) effort, awarding single- and multi-year grants and Direct Charitable Activity (DCA) contracts.
Caltrans Sustainable Transportation Planning Grant Program	The Sustainable Transportation Planning Grant Program includes two programs - (1) Sustainable Communities, to encourage local and regional planning that furthers state goals, including the Regional Transportation Plan Guidelines adopted by the California Transportation Commission. (2) Strategic Partnerships, to identify
Regional Programs	
Measure M	Passed by LA County voters in 2016, Measure M is a half-cent sales tax measure designed to ease traffic, repair local streets and sidewalks, expand public transportation, earthquake retrofit bridges and subsidize transit fares for students, seniors and persons with disabilities. It partially funds many Metro projects and makes funding available to local jurisdictions via the Metro Subregional Program (MSP); Metro Active Transportation, Transit and First/Last Mile (MAT) Program, and Local Return.
Sustainability Planning Grant Program	As a key source in funding active transportation and multi-modal plans in Orange County and Southern California, SCAG provides funding for projects that promote and implement regional sustainable community strategies through planning and policy.

FUNDING SOURCE	PROGRAM PURPOSE
Air Pollution Control Projects that Reduce/ Mitigate Emissions/ Toxic Exposure	On a semi-regular basis, the South Coast Air Quality Management District (SCAQMD) releases a Request for Proposals (RFP) for projects that reduce emissions in the SCAQMD monitoring area.
RMC Grant Program	The San Gabriel and Lower Los Angeles Rivers and Mountain Conservancy (RMC) awards approximately 30$ million each year to projects that protect open space, preserve or restore natural habitat, and encourage low-impact uses. RMC's jurisdiction includes eastern Los Angeles County and western Orange County. There are a total of 68 cities within the RMC jurisdiction.
Fostering Healthy Environments	Funded by the California Wellness Foundation (Cal Wellness), Fostering Healthy Environments grants are available to nonprofit organizations and public organizations interested in promoting environmental justice, equitable access to healthy food, and park equity for low-income communities.

7.3 Local and Regional Agency Partnerships

Transportation and mobility are based fundamentally on networks: interconnected systems and lines of roads, bridges, transit services, bicycle and pedestrian infrastructure, and the flow of people and goods from one place to another. The recommendations in the MAP are designed with partnership in mind and will require coordination with local and regional agencies to implement. These agencies include incorporated cities in the ESGV (along with their departments of transportation and public works), as well as regional transit agencies that operate in the ESGV, including Metro, Foothill Transit, and Metrolink. Additional coordination and support may come from SCAG or local offices of agencies from the State of California (such as Caltrans District 7). Partnerships with these agencies are often essential to the successful pursuit of grant funding opportunities.

7.4 Community Partnerships

Long-range planning is most effective when community-based organizations (CBOs) and the public at large are engaged in the planning process, when their feedback and needs are incorporated into the plan's recommendations, and when the recommendations contain opportunities to partner with and support CBOs and the public. Community partnerships that could support delivery of the projects recommend in the MAP may include:

- **Farmer's markets, food banks, and community gardens** – to ensure that projects allow for greater access to nutritious, healthful food.
- **Mobility-limited groups, such as seniors and people with disabilitie**s – to ensure that projects connect those who may not be able to drive with the places they need to go.
- **Schools and universities** – to ensure that students can travel to and from school safely and independently, and that young people and returning students have increased access to opportunity as a result of education.
- **Hospitals and health care facilities** – to ensure that essential workers and the people for whom they care can access treatment and preventative care.
- **Environmental justice and mobility advocacy groups** – whose local knowledge and expertise can support equity-focused delivery of projects.

APPENDIX A
POLICY PRIORITIES



A. GOALS AND POLICIES

A.1 Policy Priorities

In order to evaluate potential policies for the East San Gabriel Valley Mobility Action Plan, the team considered three main sources: plans and programs adopted by the Department of Regional Planning (responsible for long range planning among other duties), plans and programs adopted by Public Works (responsible for providing and maintaining transportation infrastructure), and the technical team's understanding of how mobility and transportation are evolving in Los Angeles County. These priorities are listed in the table below.

SOURCE	POLICY PRIORITIES	DEFINITION / EXAMPLE
DRP	Environmental Justice	Defined as the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation and enforcement of environmental laws, regulations and policies.
DRP	Sustainability	Broadly refers to a long-term approach to human activity that balances economic, social, and environmental needs.
DRP	Climate Change	The phenomenon of changing climate patterns and global temperature increases accelerated by increased greenhouse gas (GHG) emissions in particular, and the County's efforts to slow and counteract its impacts.
DRP / PW	Equity	An approach to decision making and the distribution of resources that is inclusive to individual and community needs, focused on alleviating past and present barriers to accessing resources needed to succeed and thrive.
PW	Accessibility	A measurement of where people can or cannot travel using various modes of travel, as well as how accommodating those places and modes of travel are to persons with disabilities.
PW	Connectivity	Relates to the ways in which travel modes connect or fail to connect to each other. May also be supported through use or deployment of technology.
PW	Safety	Relates to how dangerous a mode of travel or street corridor is to use for travel, with a focus on non-automotive travel. Primarily analyzed through the County's Vision Zero program and plan.
Consultant Team	Technology	Relates to ways in which technology can be used to address mobility needs or gaps.
Consultant Team	Land Use	The ways in which land is used have a major impact on travel need, and integrated transit and land use planning is coordinated between the teams

In addition to the policy priorities above, a number of other plans and policies from the County of Los Angeles and other relevant agencies were reviewed. These documents and their sources included:

- **County of Los Angeles**
  - General Plan and Mobility Element
  - Vision Zero Action Plan
  - OurCounty Sustainability Plan
  - Step-by-Step: Pedestrian Plan for Unincorporated Communities
- **Southern California Association of Governments (SCAG)**
  - Connect SoCal 2020
- **California Department of Transportation (Caltrans)**
  - California Transportation Plan
  - California Freight Mobility Plan
- **Los Angeles County Metropolitan Transportation Agency (Metro)**
  - Active Transportation Strategic Plan
  - Bicycle Mobility Plan
  - East San Gabriel Valley Active Transportation Plan

These plans and policies were reviewed to ensure that the recommendations for the East San Gabriel Valley are both broadly consistent with these documents and specific enough to the project study area that meaningful and relevant guidance is provided. Coordination of these plans also ensures that the recommendations to improve mobility will meet the guidelines of potential funding opportunities.

These priorities were used to formulate and evaluate the range of potential policies considered for the MAP. Section 8 of the MAP lists the policy recommendations for the ESGV area.

APPENDIX B
COMMUNITY ENGAGEMENT



B. COMMUNITY ENGAGEMENT

B.1 Strategy and Target Audiences

Public engagement played a pivotal role in understanding concerns and challenges faced by community members, business owners, visitors, and commuters in the ESGV. Residents and daily commuters of the area have a unique understanding of the physical and social limitations of the San Gabriel Valley, and clear mobility preferences and needs. These considerations helped adapt the strategies designed for the study to the local context, as communicated by the communities individually and collectively. They also informed the types of innovations and improvements recommended, so that only those that are both effective and acceptable to the community are carried forward.

The initial Public Engagement Plan detailed strategies and tools that were anticipated to be used to reach out to the various communities in the area. The study area itself is economically and ethnically diverse, but poor air quality and a lack of affordable transit options are widespread. The plan identified key stakeholders and populations to be engaged, with specific focus on vulnerable and historically-underrepresented groups. The plan detailed multiple phases of engagement that were to take place over the course of the study, their specific goals, intent, and expected outcomes.

With a diverse population with varying needs, it was imperative to understand these populations, and as such, multiple entities and groups of individuals were engaged across the development of the plan, sharing of plan outcomes and recommendations, and the structure of the final plan as a whole. The following compose the majority of stakeholders that were engaged as a part of the process:

Steering Committee / Technical Committees

The Agency Steering Committee, composed of representatives of local jurisdictions and public agencies either located within the project study area (such as the cities of Azusa, La Verne, Baldwin Park, San Dimas, Covina, Claremont, Diamond Bar, Glendora, and Pomona) or at the regional level (such as SCAG). The committee's membership was developed in consultation with DRP staff, and was crucial to understanding long-range planning efforts within the study area, relevant projects that may have an impact, and policies that need to be coordinated for the feasibility of recommendations. This audience's impact and engagement was high, given their own projects and programs that may coincide with the ESGV MAP, as well as their intimate understanding of their constituencies.

Stakeholders & Organizations

Community-based organizations, including environmental groups, transportation advocates, community advocates, and the like were critical audiences who were well informed and interested in specific issues that they represent and for which they advocate. These groups needed to be involved in regular communications, in meetings, and in some cases one-on-one, and were important channels for reaching hard to reach communities and populations. This audience's impact and engagement was high, given their intimate understanding of their own stakeholders.

Community Youth

Outreach to and engagement with young people was a crucial component of the engagement effort. Even in auto-oriented East San Gabriel Valley, young people show interest in non-automotive travel options. Auto- centricity has been disrupted by many intersecting issues such as its financial burden, its impact on the environment, and the rise of Mobility as a Service (MaaS) options. Young people of today will also become the commuters of tomorrow, and their unique perspective is traditionally under-represented in planning activities.

The project's learning academies, workshops, and other community events featured specific youth outreach activities. This audience's impact was high, but their engagement was low. This challenging engagement is exacerbated by limitations in direct contact through either schools and/or through families.

Community Members & Broader Public

Due to the regional character of the study, engagement activities needed to capture the input from the general public as much as possible. This included visitors and tourists heading to key activity centers, and other community members beyond the study area. This group became a core engagement opportunity as a result of attendance at pop-up event locations across the East San Gabriel Valley.

B.2 Challenges and Opportunities

Outreach in the East San Gabriel Valley requires a varied approach for successful engagement and connectivity to the communities served within the ESGV MAP project area. COVID-19 protocols, restrictions, and concerns limited traditional engagement activities. Additionally, community members may have become overwhelmed, and oftentimes burned out from digital methods of engagement. Despite these challenges, engagement results have yielded surprising numbers, which speaks to the need and success of the varied community engagement efforts. Some challenges still persisted, including lack of larger attendance at events, two-way discussions on social media, and access to school-aged children. As such, some engagement activities were one-direction only.

With the myriad mobility needs of families and school-aged children, the team prioritized outreach to these groups as an opportunity to plan for the future and develop the next generation of involved stakeholders. Initial goals were to include high school students in a process to develop awareness not only of the MAP effort, but also important mobility and urban planning efforts like tactical urbanism. Although repeated efforts to engage schools throughout the study area were unsuccessful, planned outreach through MAPlibs and social media "story" posts did move forward without the direct involvement of schools.

B.3 Overview of Activities



Digital Foyer

To facilitate community engagement, the MAP team utilized a "digital foyer," an online platform that acts a continuous, virtual meeting space. The foyer hosted informational documents and videos, online surveys, interactive maps, and links to more information about the County of Los Angeles Department of Regional Planning's work.



Social Media

There was an immense response to boosted social media postings as a result of in-person pop-ups, as well as four programmatic surveys. These boosted posts yielded significant engagement and reach—including greater than 92,000 individuals reached during the program surveys, Area Plan/MAP meeting posts, and pop-up notifications. This outreach included very pointed and direct project-related comments and feedback, as well as participation in and completion of surveys.

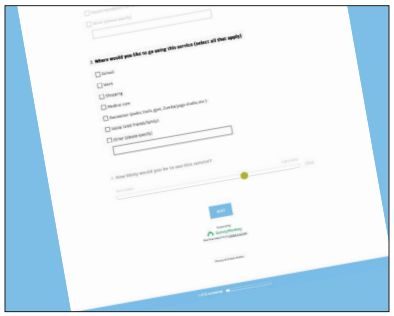
Key Engagement Statistics:

92,000
social media impressions

800
bus cards posted

8
MapLib art installations posted

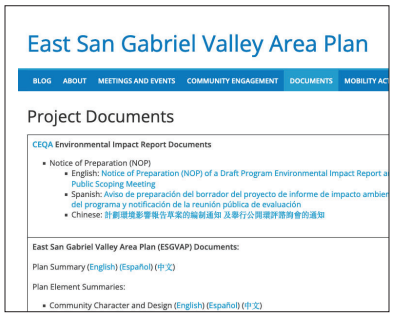
8
pop-up events conducted



Online Surveys

The MAP team distributed seven online surveys to better understand community mobility needs and priorities. Survey topics included:

- "Gains and Pains": what works well now—and what doesn't-- in the ESGV.
- Mobility Priorities: to understand what is most important to area residents.
- Bicycling Survey
- Walking Survey
- Transit Survey
- Other Mobility Improvements Survey
- Mobility Recommendations: to gather feedback on the recommendations made in the Draft Plan.



MAPLibs

Based on children's "Mad Libs," MAPLibs are fun fill-in-the-blank games that gathered community members' stories of where they like to walk, bicycle, or roll in the ESGV. To further promote the project, the team also installed temporary stencils of the MAPLibs at key activity centers (such as parks) in the project study area. Residents could then scan a QR code to learn more about the project and what their neighbors wrote.



Bus Cards

In collaboration and coordination with Foothill Transit, the project team printed 800 11-inch by 26-inch posters, printed on cardstock, of artwork to be displayed on Foothill Transit buses. These posts were placed in interior bus locations to maximize visibility and assist in in publicizing the Mobility Action Plan process, outcomes, and upcoming events and opportunities for engagement. Artwork was provided to Foothill Transit on January 3, 2022, and ran on their bus fleet through June 2022.



Sign Installations

Pivoting and finding new, creative ways to get the word out about the MAP and the draft MAP availability, the concept below was proposed and approved by the project management team to be placed at high visibility locations that were relevant to the project. Eye-catching signs were developed and installed at nine locations:

- Along nine of the 12 identified focus corridors for complete and green streets, which have concept designs in the draft MAP.
- On utility poles/streetlights in front of or near popular commercial destinations (where people are likely walking and gathering).

Signs were in English and Spanish and provided:

- General information about the MAP
- Invitation to review the draft with QR link to the draft Plan
- Description of the specific corridor where the sign is placed

Presentations and Technical Meetings

The technical team and DRP staff delivered presentations and to key stakeholders and the general public over the course of the plan development process. These dates, the audiences, and the topics included:

- March 2021 – Steering Committee – Initial project kick-off and background
- June 2021 – Steering Committee – Summary of existing conditions analysis
- October 2021 – Steering Committee – Review of engagement activities and discussion of plan goals
- January 2021 – San Gabriel Valley Council of Governments (SGVCOG) Technical Advisory and Transportation Committee – Review of engagement activities and technical work
- January 2021 Planners Technical Advisory Committee
- April 2022 – General Public – Mobility Action Plan Workshop
- May 2022 – Steering Committee – Overview of the draft plan

B.4 Feedback and Recommendations

This final plan is responsive to and includes recommendations based on the feedback received during the community engagement process. Key themes and their recommendations include:

- **Safety** – Due to the high rates of drivers' speed, as well as a lack of sidewalks, bicycle lanes, or protected bicycle lanes, survey participants frequently expressed concerns for their safety while traveling.
  - Recommendation: Existing safety data was a major factor in the selection of corridors recommended for streetscape improvements in the plan.
- **Accessibility (ADA)** – A lack of sidewalks, curb ramps, and other features that would make it easier for all pedestrians to walk or roll to their destinations was the most common concern of respondents in the pedestrian survey. Respondents also identified ADA accessibility as critical to their use of the flexible microtransit or Personal Mobility on Demand services.
  - Recommendation: The technical team evaluated corridors throughout the service area with a focus on closing gaps in sidewalks and addressing a lack of accessibility.
- **Accessibility (Land Use/Transit Integration)** – Survey respondents and engagement participants frequently expressed a desire to be able to accomplish more of their daily tasks (such as shopping or visits to the grocery store, going to the gym, and accessing community amenities like parks and libraries) using transit or active transportation.
  - Recommendation: Flexible microtransit and Personal Mobility on Demand were recommended as options to pursue because they would be able to address gaps in existing fixed-route transit service that many not easily be remedied through adjustments to routing.
- **Comfort** – A common thread across the surveys administered was a desire by the community to have more comfortable infrastructure in their communities, such as more street trees that provide shade, or better protection from cars.
  - The plan identifies several corridors that are recommended for streetscape improvements that include additional greening and buffers between vehicles and pedestrians or cyclists.
- **Convenience and Flexibility** – When asked what would benefit people's ability to take transit, the most popular responses was more frequent service.
  - Recommendation: The flexible microtransit and Personal Mobility on Demand services recommended were selected for their ability to augment exiting transit service, either by closing gaps in the network, providing service in off-peak hours, or where increased service frequency may not be possible.
- **Information** – Fewer than a third of survey respondents were familiar with or had used either flexible microtransit or Personal Mobility on Demand.
  - Recommendation: Should deployment of these services be pursued, a thorough public engagement and education campaign will be needed, including how-to videos, in-person activities, and coupons for discounted or free rides for new customers.

APPENDIX C
EVALUATION CONCEPTS AND ASSUMPTIONS



C. EVALUATION CONCEPTS AND ASSUMPTIONS

Informed by the technical review, MAP goals and policies, feedback from the community, and evaluation of mobility options, the following sections provide transit service and active transportation infrastructure concepts, as well as more detailed steps for implementing recommendations offered in Chapter 5.

C.1 Concepts and Assumptions

C.1.1 Unincorporated Areas - Connected First/Last Mile Service

The purpose of providing connected first/last mile service is to improve connectivity to Foothill (and local service providers) frequent local network in proximity to unincorporated areas covered by less frequent local lines.

Personal Mobility on Demand (PMoD)

Service Design – Subsidized PMoD connections between key Foothill Transit bus stops and origins/destinations located in proximity.

Level of Service - Assumes three vehicles on weekdays; two vehicles on Saturdays; two vehicles on Sundays.

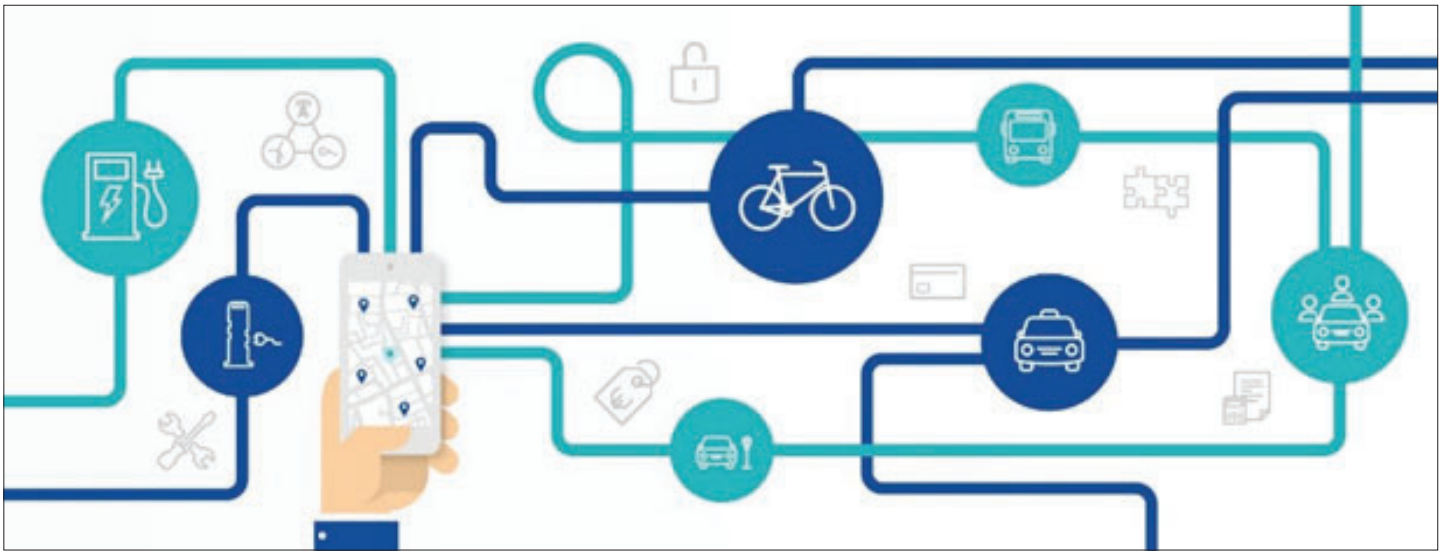
Ridership - Range estimate of 9,817 – 14,875; assuming 9,917 potential coverage hours, and customer demand ranging from 50% to 67% of available capacity. "Coverage hours" refer to the maximum number of potential revenue service hours that could be deployed if necessary, to meet demand for personal mobility service.

Costing - Net cost of service is calculated on assumed $5.00 per trip flat subsidy distributed through fare policy. Assumes that the customer pays an initial fare equivalent to a regular transit fare, followed by the subsidy, after which the customer is responsible for the cost of longer trips.

Example: Customer pays the first $2.00 of taxi/TNC market-based fare; sponsor(s) pay a flat $5.00 subsidy; customer pays any amount above a $7.00 one- way ride.[2]

[2] Based on prevailing TNC rates, a $7.00 trip would yield a 2.5 to 3 mile trip, an amount and trip distance suitable to accommodate the first/last mile requirement. The $2.00 customer fare is comparable to a regular transit fare, hence a $5.00 subsidy. These figures were used to populate the cost/ridership estimation tool, which is a working odel and may be amended to reflect alternate fare and/or subsidy levels.

BUSINESS FUNCTION	SAMPLE KPIS	REQUIRED DATA
Equity	▪ Trips delivered to low-income communities ▪ Increased access to destinations in communities ▪ Trips delivered to unbanked/underbanked communities ▪ Trip requests by mobile app vs. telephone requests through call-center	▪ Socio-economic and demography data ▪ Trip details
Customer Satisfaction	▪ Number of customer complaints ▪ Passenger wait time ▪ Average on-board time ▪ Average trip length ▪ Number of service denials ▪ Successful transfer connections (for feeder services) ▪ Reduced number of personal vehicle mileage	▪ Trip details; Origin-Destination ▪ Ridership ▪ Payments ▪ Vehicle travel time and schedule adherence data ▪ Missed connections
Finance	▪ Revenue trend ▪ Trends in cash and non-cash payments ▪ Cost/trip ▪ Subsidy/trip ▪ Cost/revenue hour ▪ Cost/revenue mile	▪ Cost and revenue data
Environmental	▪ GHG reduction ▪ Increased Mode share of electric vehicles	▪ Vehicle Miles Travelled (VMT) by modes delivering service



Flexible Microtransit

Service Design – One or two flexible routes anchored to a Foothill Transit park-ride lot, transit center or key transit hub, providing weekday peak and reverse travel connections between residences, employment locations, and other transit trip generators within a lower to medium density suburban area. Resources may be deployed to either supplement or replace Foothill Transit lower frequency conventional fixed route service.

Level of Service - Assumes one vehicle operating initially on weekdays only for a 10.5-hour service day. Initial service capacity of 8 customers per revenue service hour.

Ridership - Range estimate of 10,710 – 14,351; assuming 2,678 annual revenue service hours, and customer demand ranging from 50% to 67% of available capacity.

Costing[3] - Assumes total contract operating cost of $100 per service hour for 2,678 hours. Fare revenue ranging from $10,710 to $14,351, depending on customer demand. Net cost of service ranges from $257,040 to $253,399; assuming customer pays $1.00 average fare. Subsidy per trip range estimate $17.66 to $24.00 per passenger, depending on ridership.

A range estimate of the net cost of service for a single-zone service in a connected suburban/unincorporated area is $49,087 - $74,374; assuming the range ridership estimates indicated above, and a maximum $5.00 subsidy per one-way trip.

C.1.2 Active Transportation Infrastructure

To complement new and improved transit options and provide connectivity to transit services, infrastructure improvements can close the gaps in the bicycle and pedestrian network and provide additional mobility options to members of the community, especially those who may not have access to a vehicle. Multimodal considerations such as existing roadway widths, curbside infrastructure, vehicle speeds and volumes, and alignment with other plans, will determine what types of improvements should be implemented along each of the recommended corridors.

C.2 Service Performance Management

Table C.1 presents suggested key performance indicators (KPIs) to be used in the evaluation of On-Demand Flexible Microtransit and PMoD services. Evaluation may include both measuring the effectiveness and efficiencies of service delivery as well as to gauge customer acceptance of new mobility services.

Table C.1: Recommended Key Performance Indicators

BUSINESS FUNCTION	SAMPLE KPIS	REQUIRED DATA
Mobility/ Service O&M	▪ Riders per hour ▪ Ridership by service area/zones ▪ On-time performance ▪ Service reliability ▪ Number of booked and completed trips ▪ Number of no-shows and cancellations ▪ Vehicle revenue hours and miles ▪ Number of trips originating /terminating within a zone or predefined location ▪ Average vehicle miles without maintenance	▪ Trip details, Origin-Destination ▪ Ridership ▪ Payments and Payment Methods ▪ Vehicle travel time and schedule adherence data ▪ Vehicle maintenance data

[3] Cost estimates/ranges are annualized figures, reflecting annual revenue hours.

APPENDIX D
COMMUNITY PROFILE

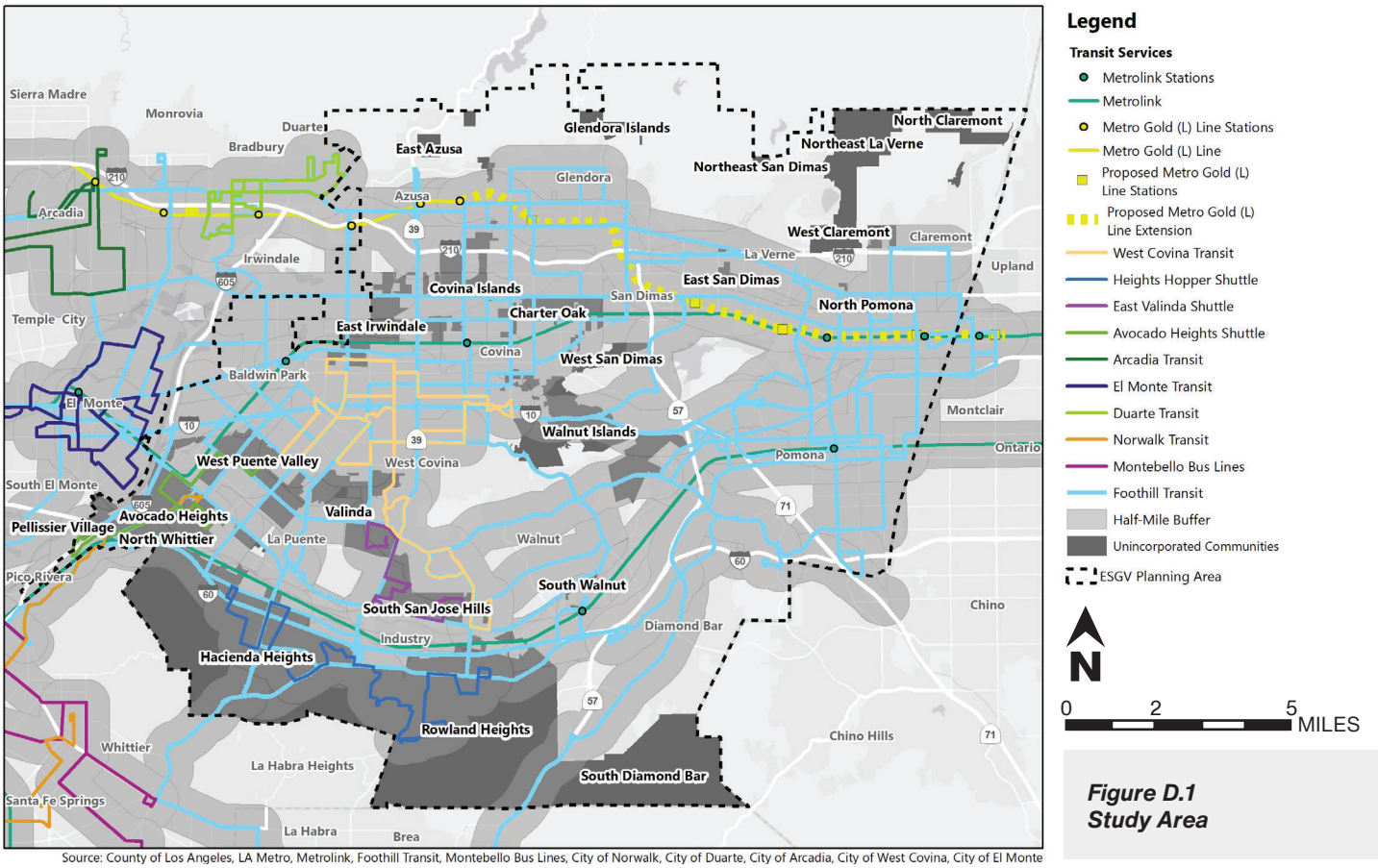


IBI Group | County of Los Angeles Department of Regional Planning | April 20, 2022

D. COMMUNITY PROFILE

D.1 Study Area

The MAP study area spans 210 square miles and is located east of I-605 Freeway, south of the Angeles National Forest and the San Gabriel Mountains, west of the Los Angeles County Line, and north of the Puente Hills. The major east-west highways running through the study area are I-210 in the north, I-10 in the center, and SR-60 to the south. Figure 3.1 presents the study area boundary, highlighting the locations of the unincorporated communities and cities within the ESGV.



Source: County of Los Angeles, LA Metro, Metrolink, Foothill Transit, Montebello Bus Lines, City of Norwalk, City of Duarte, City of Arcadia, City of West Covina, City of El Monte

Figure D.1 Study Area

D.2 Population/Employment

According to the Southern California Association of Government's (SCAG) 2020 Connect SoCal (RTP/SCS) growth forecast, the ESGV Planning Area has a population of about 1,057,000 residents, with moderately dense populated areas, likely due to its more suburban development pattern. Understanding population and employment distribution throughout the study area is important to determine potential locations of where people are traveling to and from.

Population Density

Population density is most concentrated in the western area of the region, where there are several unincorporated communities. Several unincorporated communities have high population densities as compared to adjacent cities in the ESGV. Others have very low population densities. Figure 3.2 illustrates the following:

1. Population is concentrated in the western portion of the study area near the I-10 and SR-39 corridors. This includes the unincorporated communities of La Puente, West Puente Valley, Valinda, East Irwindale, and Covina Islands, as well as the cities of Baldwin Park and La Puente.

2. Population is also concentrated in the eastern portion of the study area in and around the City of Pomona.

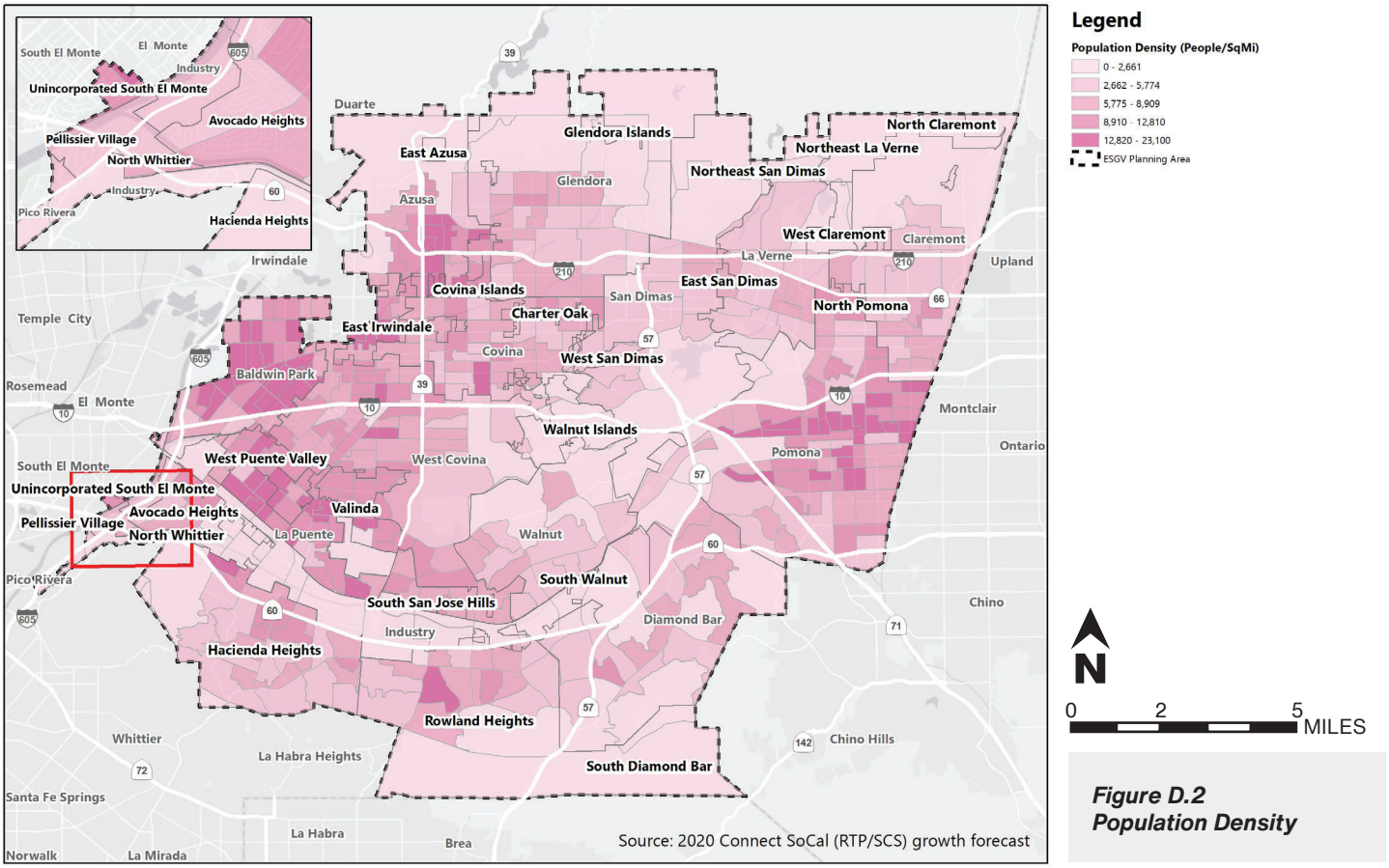


Figure D.2
Population Density

Employment Density

Employment density is concentrated in certain areas, particularly adjacent to major highways. As employment density does not always correlate with population density, residents may have to commute to work somewhere further than where they live. Across California, 37% of residents work in the city or place where they live. In the ESGVey, only 15% of residents work in the city or place where they live. These figures highlight that most ESGV residents commute longer distances to reach their place of employment. This condition has implications on travel time, travel costs, and access to different employment opportunities. Figure 3.3 indicates that:

1. Employment is concentrated along SR-60 and I-10, particularly in the cities of La Puente and Industry.
2. Other areas of high employment include communities in the cities of Covina, West Covina, La Verne, Claremont, and Pomona.

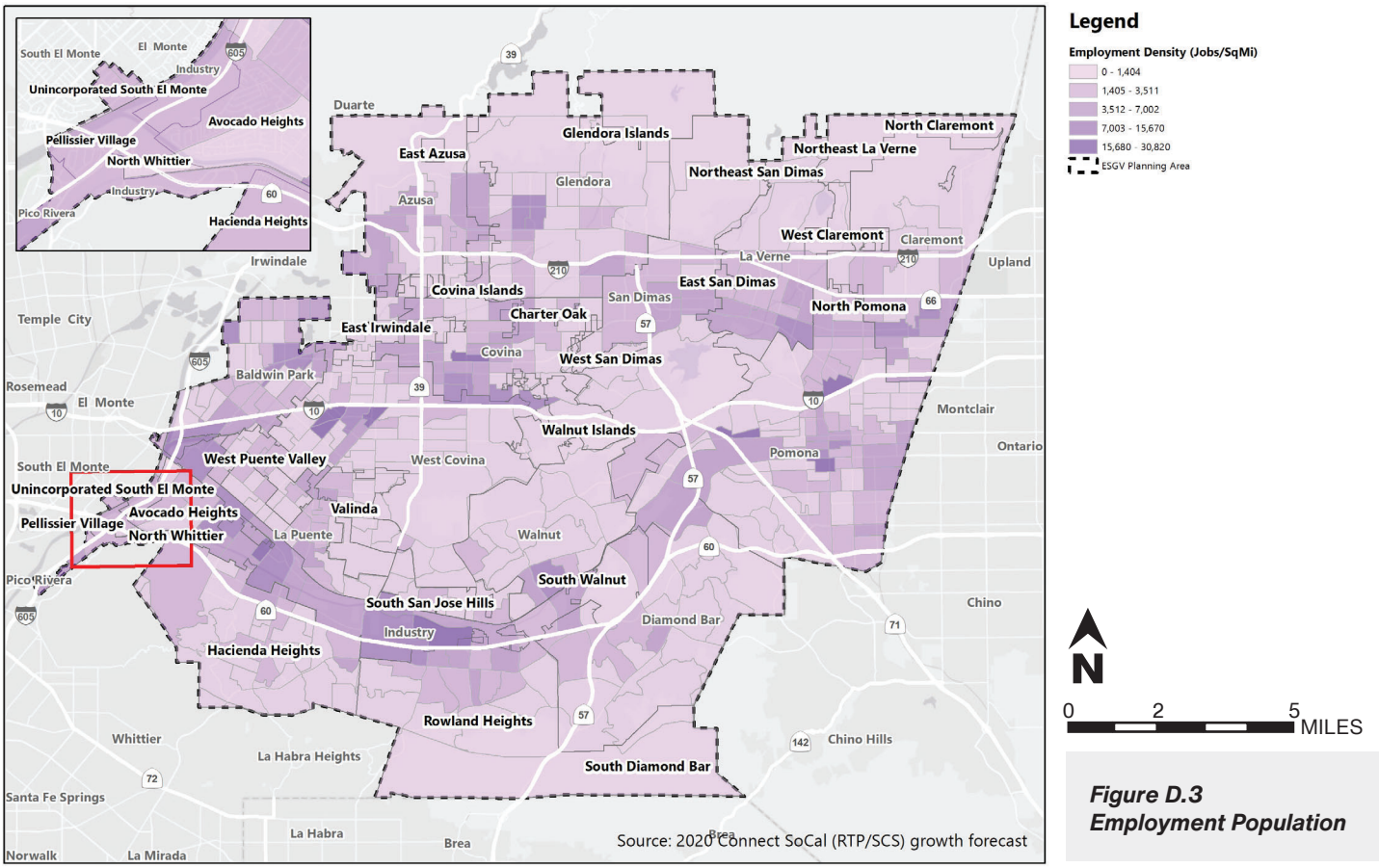


Figure D.3
Employment Population

Population Characteristics

Mobility needs vary for different groups of people. Demographic indicators can provide insight into who lives in the study area and their mobility needs and propensity to use certain modes of travel. The following figures illustrate these indicators across the study area:

Senior Population: Senior residents can have limited ability to travel by driving and may need alternative modes of travel. The transportation infrastructure in the ESGV is generally not supportive of seniors. Meeting the mobility needs of this demographic group would have co-benefits for other groups as well.

1. Senior residents make up as much as 60 percent of the total population in areas between Pomona and Walnut, beside the SR-57, and east of La Verne along Foothill Boulevard.
2. Typically, where there is a higher concentration of senior population, employment density tends to be sparse.

Youth Population: Youth and school-aged children (age 5-17) are particularly vulnerable travelers who may be less visible to motorists along the many car-centric streets in the ESGV. They need safe infrastructure when walking and biking, including safe intersections and crosswalks, especially near schools and parks.

1. Youth make up about a quarter of the population in some of the easternmost unincorporated areas of the ESGV, including Unincorporated South El Monte, West Puente Valley, Hacienda Heights, Valinda, and Covina Islands, as well as Northeast La Verne, North Claremont, and North Pomona.

People of Color: Residents of the ESGV are racially diverse. This include residents who have lived in Los Angeles County for multiple generations and some who are recent immigrants. According to the Census Bureau, in 2018, 34% of residents in the ESGV were foreign-born population, which is much higher than the national average of 13.8%. Asian residents make up more than half of the area's population, followed by White and Latino/Hispanic residents as the second and third most common race or ethnicity.

1. The percent of non-white population reaches over 50 percent in many areas, particularly in the central, and southern, and western areas of the study area that includes the City of Industry, Diamond Bar, Walnut, La Puente, and Azusa.
2. Areas with the highest concentrations (around 75 percent or higher up to 97 percent) of non-white population include the communities in and around the unincorporated communities of Rowland Heights and Hacienda Heights, and the cities of Walnut, West Covina, Baldwin Park, and Diamond Bar.

Low-Income Households: Low-income households (defined by SCAG as households with an annual income of less than $35,000) are more likely to use transit or other alternative forms of transportation, and need a safe and reliable network for mobility.

1. Areas with particularly high percentages (over 50 percent) of low-income households include the communities around the unincorporated communities of Walnut Islands and Rowland Heights, as well as the cities of Pomona, Baldwin Park, La Puente, and Azusa.

Educational Attainment: Those with higher levels of educational attainment tend to earn more than people with less education and are likely to live in communities that are less polluted and have access to the resources necessary for good health, such as health facilities, healthy grocery stores, green space, and high-quality schools. Those with lower levels of educational attainment may find it more challenging to access these healthy resources if they do not live in these same communities.

1. Broadly, the areas with the highest percentage of Bachelor's degree attainment include the communities in and around the cities of Glendora, La Verne, Claremont, Walnut, and Diamond Bar, as well as the unincorporated communities of Rowland Heights and Hacienda Heights.

Vehicle Ownership: Access to a personal vehicle in an auto-dependent area such as the ESGV influences a person's ease of access to job opportunities, healthy grocery stores, or other quality amenities for a healthy lifestyle.

1. As many as about 40 percent of all households do not own a vehicle in some areas in the ESGV, and therefore may rely on transit or active modes of transportation. These households are dispersed throughout the region, showcasing reliance on different travel modes throughout the region.

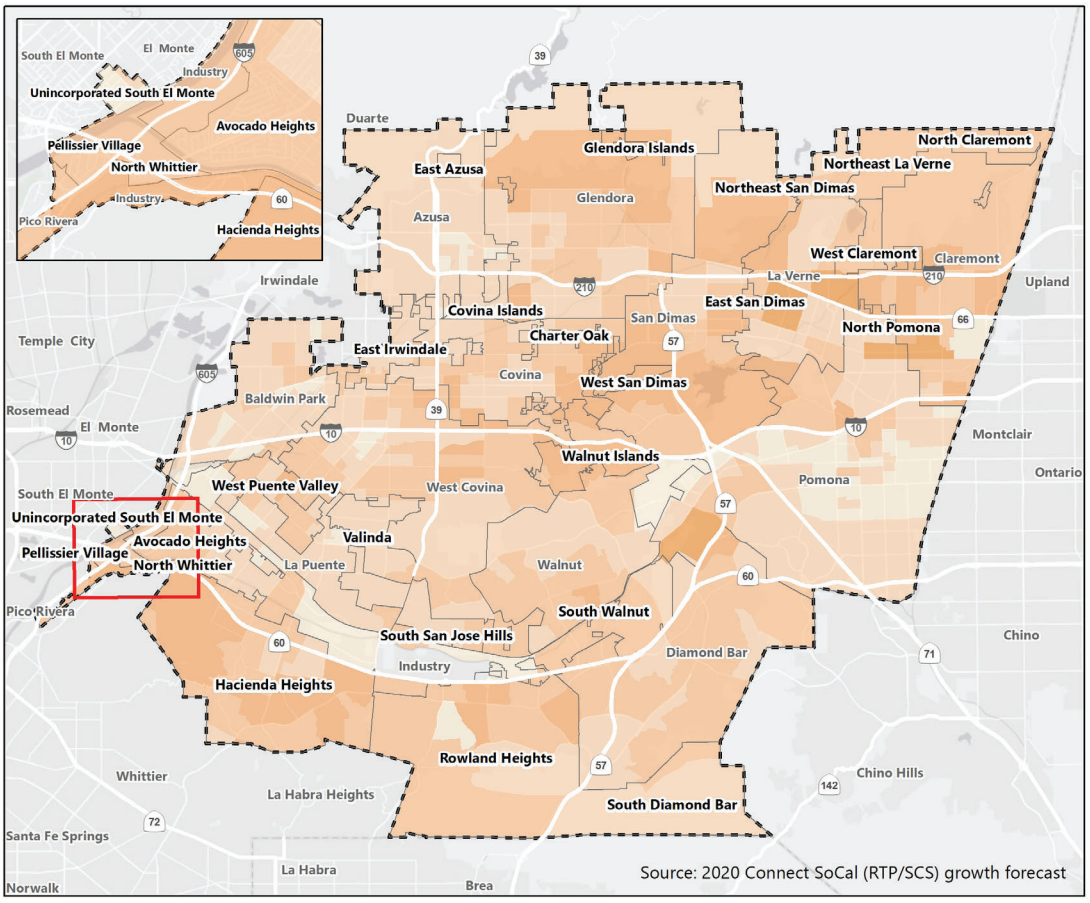


Figure D.4
Senior Population

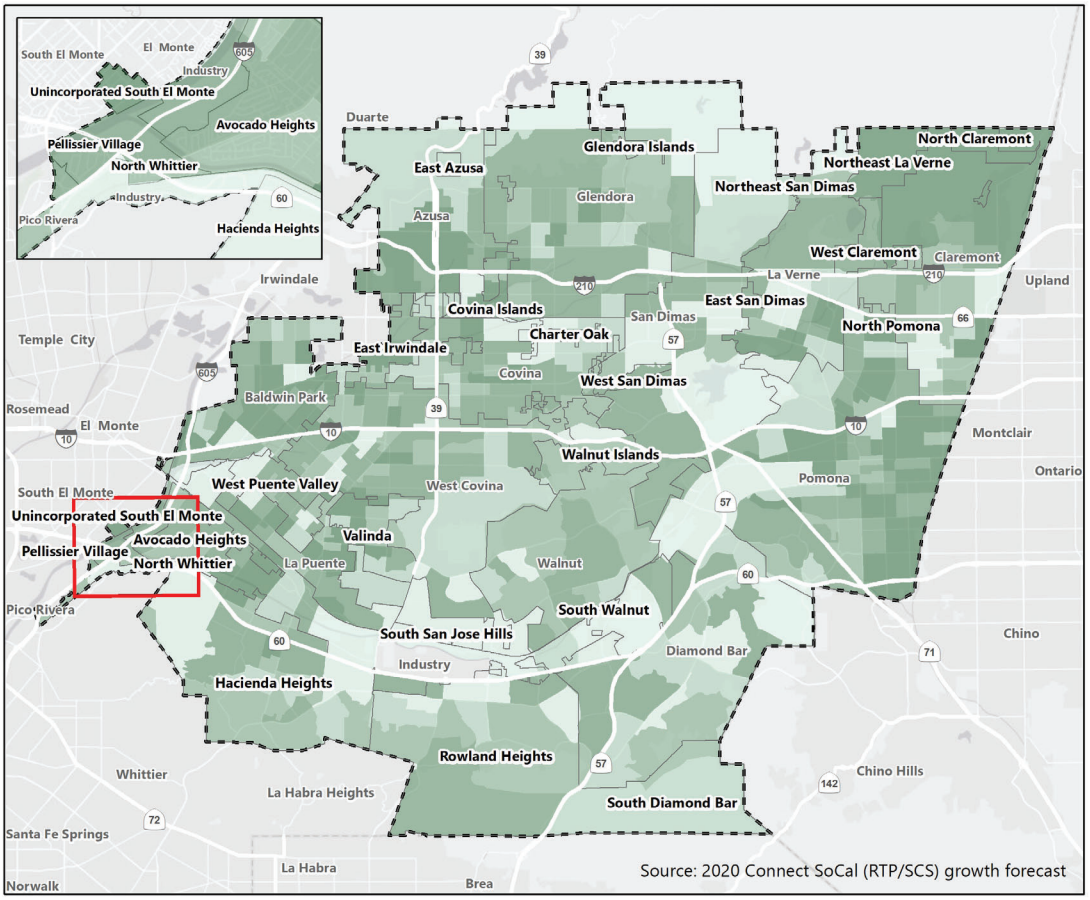


Figure D.5
Youth Population

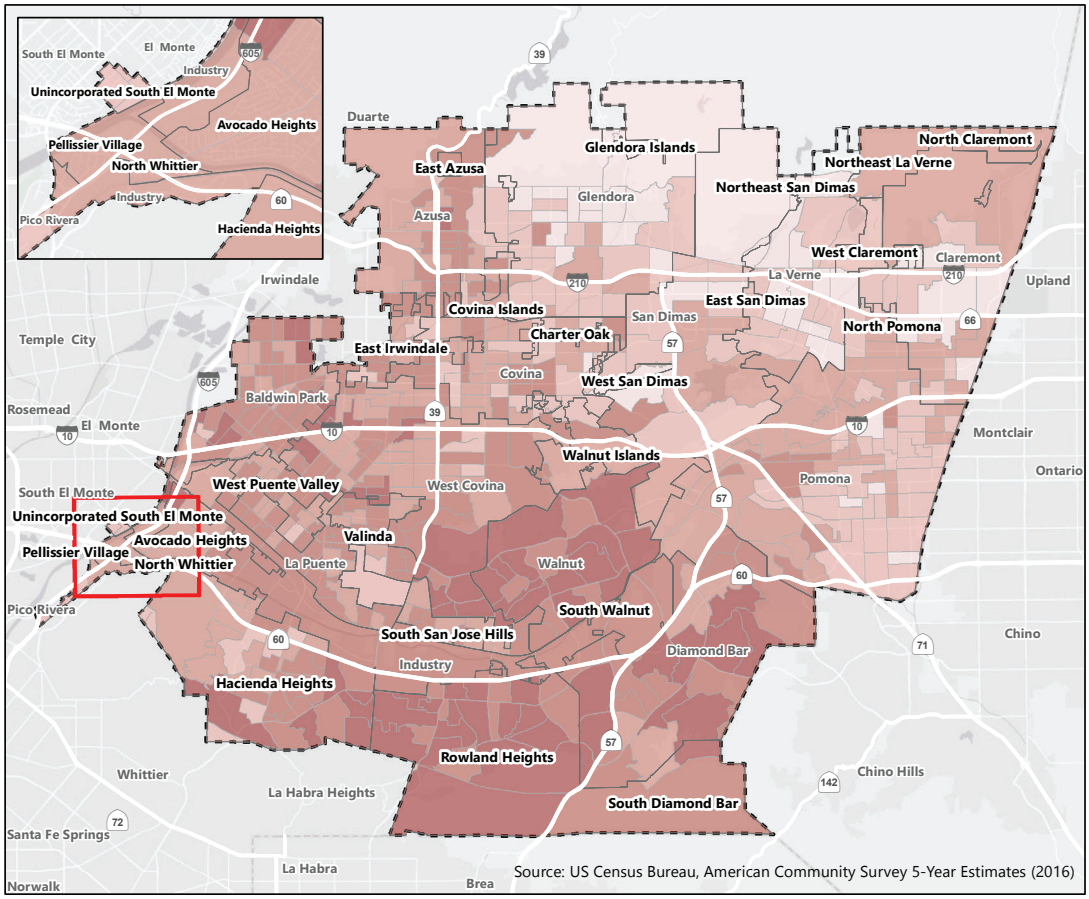


Figure D.6
Minority Population

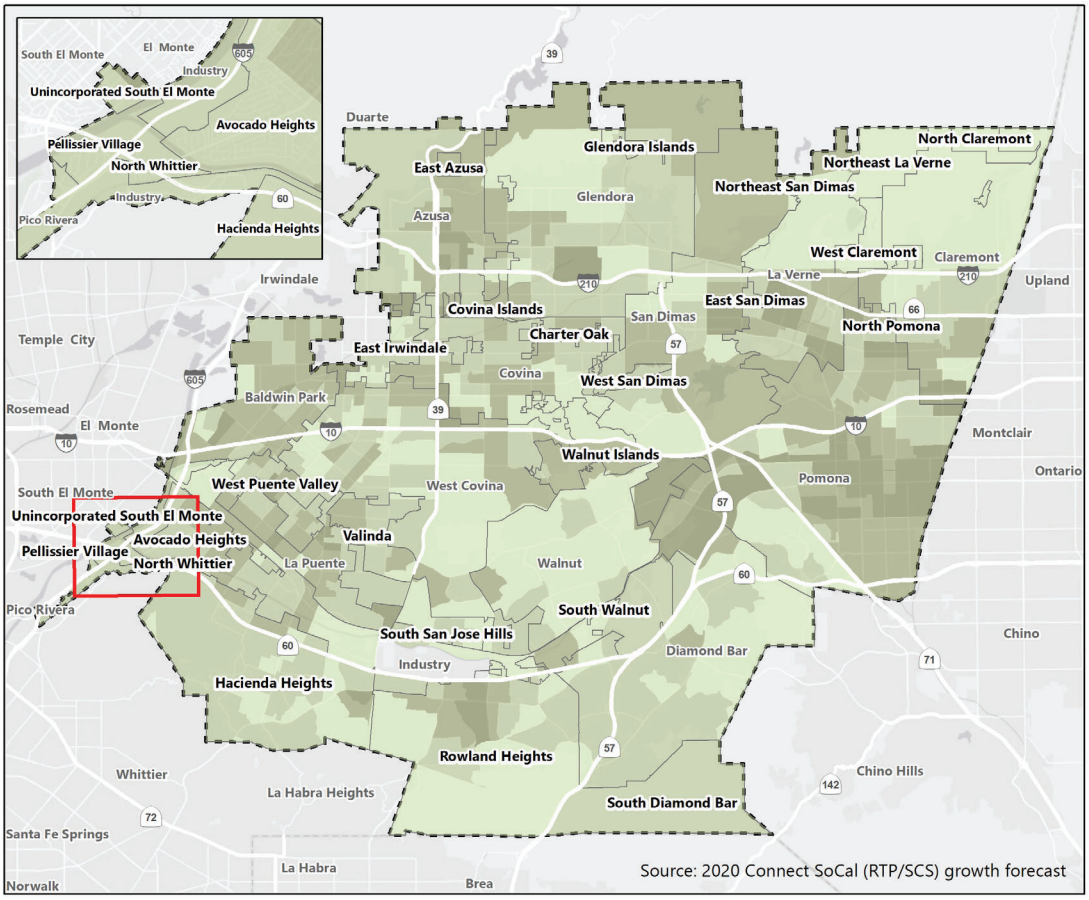


Figure D.7
Low-Income Population

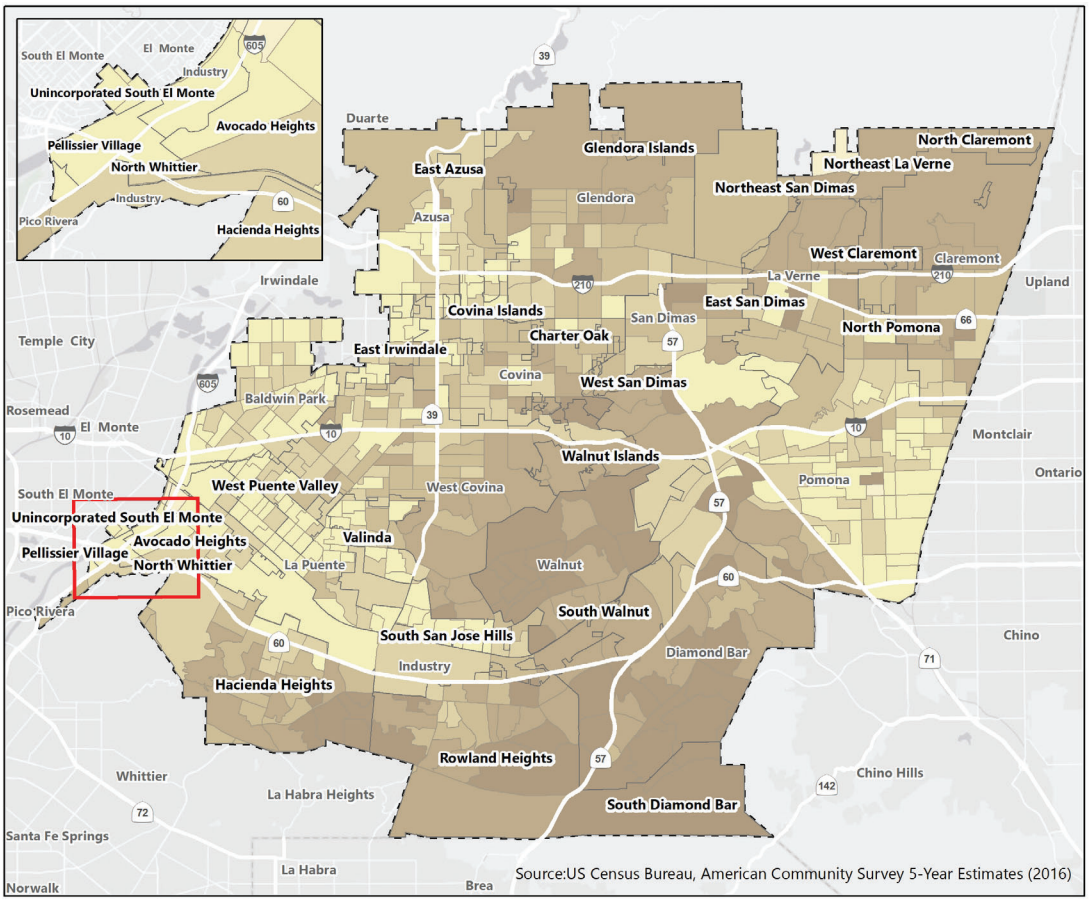


Figure D.8
Educational Attainment

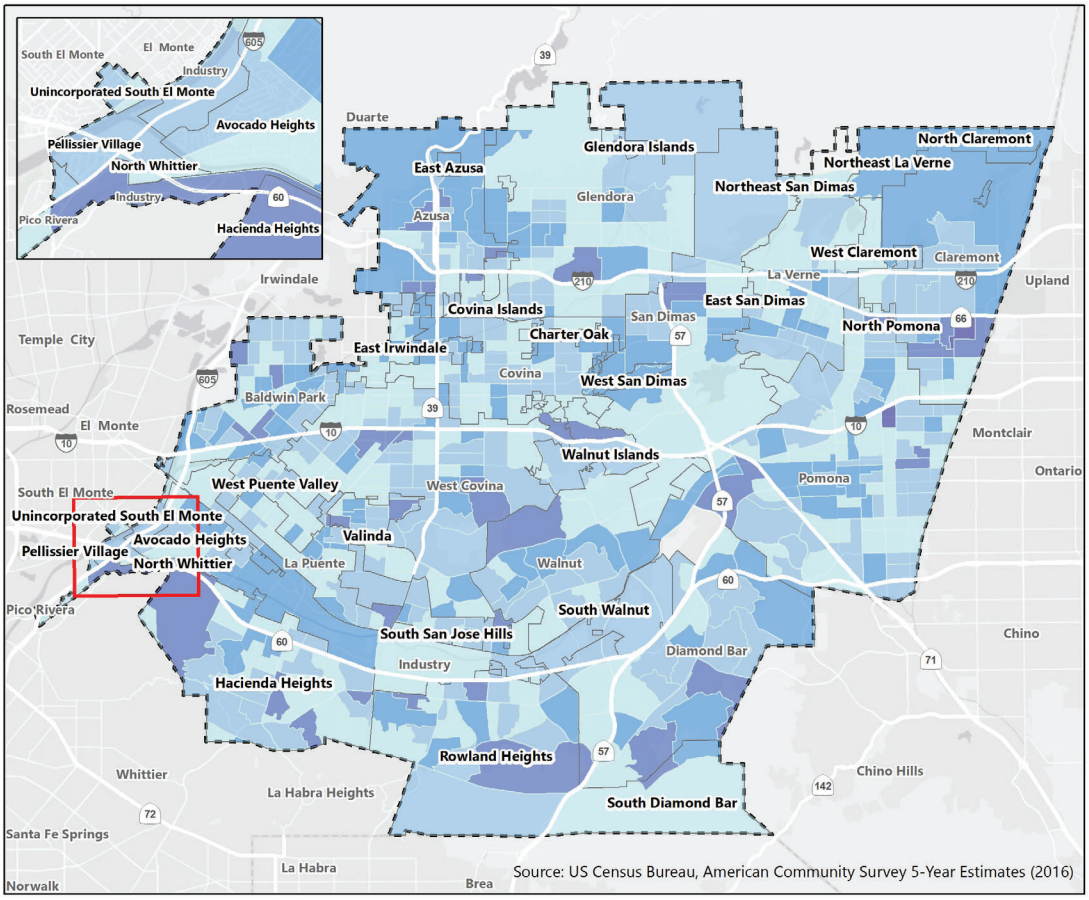


Figure D.9
Low-Income Households

D.3 Disadvantaged Communities

Mobility strategies should include equitable consideration of the several communities in the study area with differing socioeconomic and environmental needs. Of the 224 census tracts in the study area, a total of 76 census tracts are designated as disadvantaged, according to CalEnviroScreen[1] scores. These census tracts are located in the unincorporated communities of West Puente Valley, Valinda, North Whittier, and Walnut Islands, as well as the cities of Baldwin Park, parts of West Covina and southern Azusa, La Puente, and Pomonaas shown in Figure 3.10:

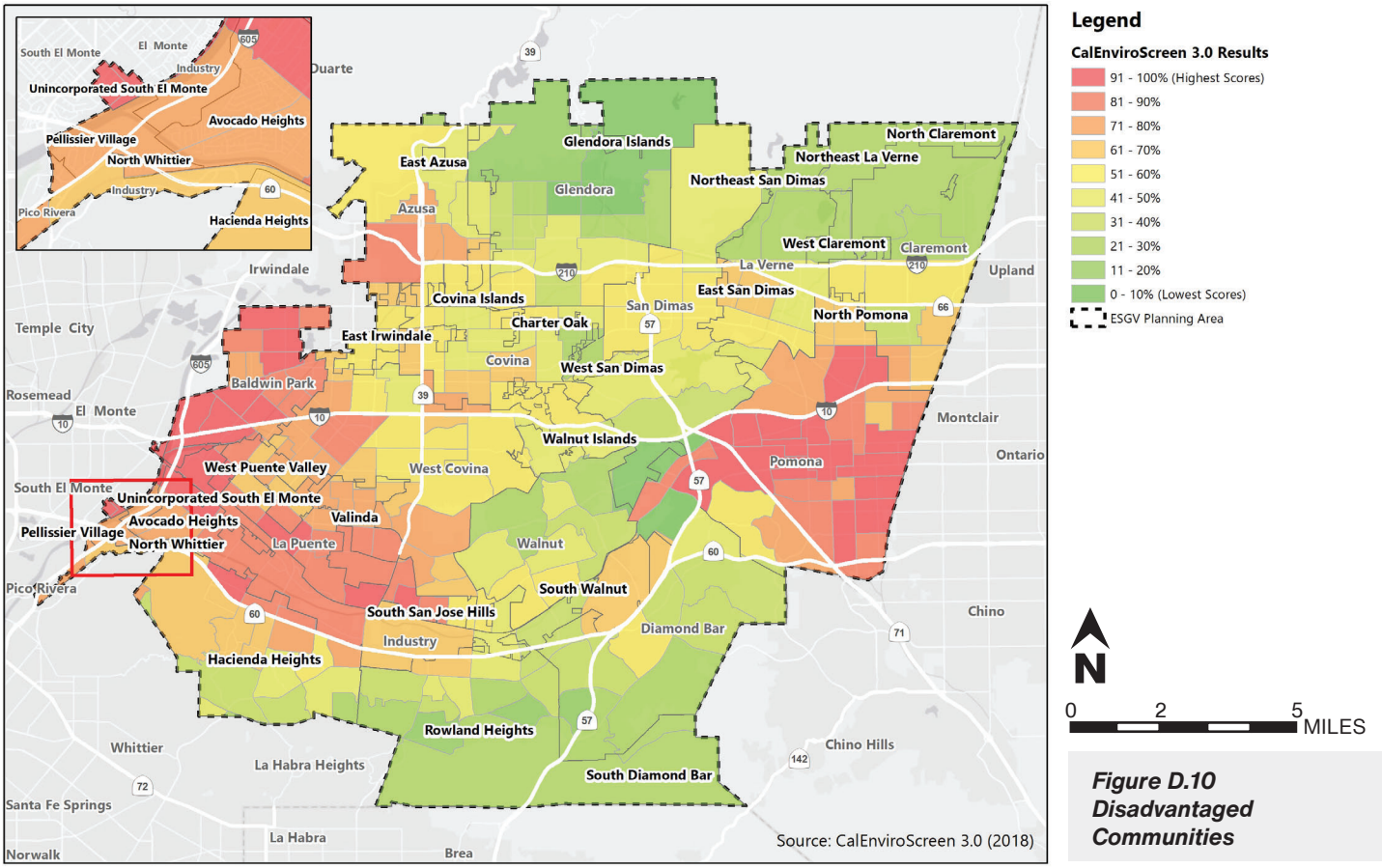


Figure D.10 Disadvantaged Communities

[1] The Office of Environmental Health Hazard Assessment's online tool, CalEnviroScreen 3.0, uses several indicators to determine a community's status as disadvantaged, pursuant to Senate Bill 535, which was passed in April 2017. The indicators re organized into four categories per census tract: 1) exposure indicators – indicators based on measurements of different types of pollution that people may come into contact with; 2) environmental effect indicators – indicators based on the locations of toxic chemicals in or near communities; 3) sensitive population indicators – indicators that measure the number of people in a community who may be more severely affected by pollution because of their health or age; 4) socioeconomic factor indicators – conditions that may increase people's stress or make healthy living difficult and cause them to be more sensitive to pollution's effects. Data for exposure and environmental indicators are sourced from a variety of statewide organizations, including the California Air Resources Board. Data for demographic-related indicators are sourced from the American Community Survey through the U.S. Census Bureau and the California Department of Public Health. Each census tract is then given an overall score based on these indicators.



APPENDIX H Appendix to the Community Character and Design Element

Existing Conditions

To better understand the community identity of the ESGV, its landforms, housing types, commercial corridors, and public realms and waterways, each of the 24 unincorporated communities were observed and photographed on a community-by-community basis. In this Appendix is included a detailed list of observations and existing conditions for each of the communities in the Planning Area which informed the development of the Community Character and Design Element.

A. AVOCADO HEIGHTS

Avocado Heights is approximately 2.5 square miles and maintains an agricultural and ranching legacy and character, which is manifested by deep lots seen throughout the community. Today, the area consists primarily of single-family neighborhoods and industrial districts defined by multiple rail lines. Numerous single-family homes abut major vehicle-oriented corridors, sitting behind barriers such as walls, fences, and landscape buffers. The southeast portion of Avocado Heights comprises two Equestrian Districts—the Avocado Heights and Trailside Ranch Equestrian Districts. This community is almost completely surrounded by the City of Industry. **Table H-1, *Avocado Heights Community Character***, summarized this community's characteristics.



Equestrian trails replace sidewalks on one side of some neighborhood streets in Avocado Heights.



Two-story single-family homes with different materials and colors in Avocado Heights

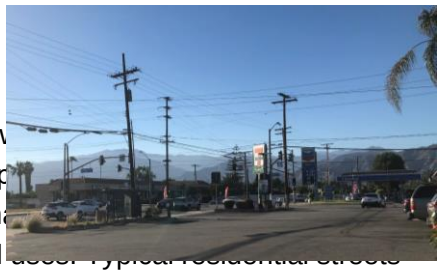


Commercial strip malls like the one shown above in Avocado Heights are common throughout the ESGV

TABLE H-1 **Avocado Heights Community Character**

Housing	Commercial	Public Realm/Waterways
• Majority one- to two story single-family houses • Single-family homes typically have garages facing the front yard, offset as one-story masses from major building mass • Low walls and/or landscaping provide separation between single-family residential lots • Single-family homes have earth tone and light colors • Barns, stables, and other equestrian structures exist within some residential zones in equestrian districts	• Commercial hubs between Workman Hill Road and Don Julian Road, along E. Valley Boulevard • Light industrial businesses at northeast community border along E. Valley Boulevard • E. Valley Boulevard: wide road, heavy truck traffic, high speeds, not pedestrian-friendly	• Parks include Avocado Heights Park, Avenue Park, and San Angelo Park • San Jose Creek Channel along the Southern portion of Avocado Heights intersects Workman Mill Road • Equestrian trails along public roads

B. CHARTER OAK



Prominent intersections in Covina Islands have small commercial uses at each corner, often set back from the street front

Approximately 1 square mile in size, Charter Oak shares boundaries w Dimas, and Glendora. Charter Oak's p from the 1960s. The area is predomina family and 17% multifamily residential end in cul-de-sacs or dead-end streets, contributing to limited vehicular and pedestrian connectivity from neighborhoods to the surrounding community. Residential connectivity to adjoining roadways is also limited to select vehicular access points, typically the entry to a tract of homes. **Table H-2, *Charter Oak Community Character***, summarized this community's characteristics.



This single-family home in Charter Oak incorporates landscaping along the property line to further separate the sidewalk from the front yard setback



Charter Oak High School located in Charter Oak

TABLE H-2 **Charter Oak Community Character**

Housing	Commercial	Public Realm/Waterways
• Majority of residential dwellings are one-story single-family homes • Some multifamily residential homes or attached duplexes exist across the community • Residential dwellings are typically uniform in color and architectural style	• General commercial businesses are located along two major roads: N. Grand Avenue and E. Arrow Highway • Parking lots separate commercial structures from the main road • Existing shopping centers are aging and in need of enhancement	• Charter Oak Park serves the entire community • Unprotected bike lane along Arrow Highway

C. COVINA ISLANDS



A one-story single-family home in Covina Islands. Note lack of sidewalk

Approximately 1.3 square miles in size, the Covina Islands community consists of five separate areas with a predominantly flat terrain and curving streets, many of which end in cul-de-sacs. Interstate 210 bisects Covina Islands, and many of the major streets are buffered from neighborhoods by frontage streets. Most of the Covina Islands parcels consist of single-family residences. **Table H-3, *Covina Islands Community Character***, summarized this community's characteristics.

TABLE H-3 **Covina Islands Community Character**

Housing	Commercial	Public Realm/Waterways
• Majority of residential dwellings are one- to two-story single-family homes • Single-story multi-family residential seen along Barranca Avenue • Single-family homes have front yard driveways that lead to the garage; garages typically offset from major house massing • Single-family homes have ample front yard space for landscaping • Low walls, fencing, and/or landscaping provide a separation between single-family residential lots • Residential dwellings are typically uniform in color and architectural style	• No commercial centers	• Dalton Park services the entire community • San Dimas Wash and Big Dalton Wash border public/semi-public vacant land • Frontage roads run parallel to arterial streets to provide a buffer between residential and busier roads (e.g., Arrow Highway and N. Barranca Avenue)



Single-family neighborhood in East Azusa with views of the surrounding landscape

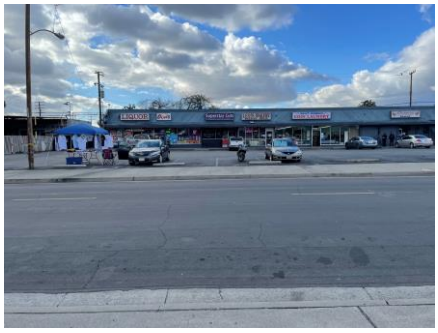
D. EAST AZUSA

Approximately 275 acres in size, East Azusa is split into three separate areas; the north and west areas are mostly natural, open, and hilly spaces surrounded by the City of Azusa. The southern area is on flatter land and accommodates residential uses, with roads extending into the surrounding portions of Azusa, Glendora, and the Angeles National Forest. **Table H-4, *East Azusa Community Character***, summarized this community's characteristics.

TABLE H-4 **East Azusa Community Character**

Housing	Commercial	Public Realm/Waterways
• Majority of residential dwellings are one-story single-family homes • Single-family homes have wide front yards that allow for landscaping and trees • Single-family homes have garages tucked behind the primary residence • Single-family homes are typically uniform in color and architectural style	• No commercial centers	• Two large rural parcels

E. EAST IRWINDALE



Mini-malls line major roads in East Irwindale



Little Dalton Wash cuts through single-family neighborhoods in East Irwindale

Approximately 1.5 square miles in area, East Irwindale is a predominately residential community with both single-family and multifamily uses. The community is surrounded by the cities of Covina, West Covina, Irwindale, Baldwin Park, and Azusa, as well as unincorporated Covina Islands. **Table H-5, *East Irwindale Community Character***, summarized this community's characteristics.

TABLE H-5 **East Irwindale Community Character**

Housing	Commercial	Public Realm/Waterways
• Majority of residential dwellings are one- to two story single-family homes • Single-family homes are typically recessed from street to provide ample front yard space for landscaping • Single-family homes have detached garages located in the rear or attached garages/tuck-under garages that face the front yard • Single-family homes are typically uniform in color and architectural style	• Commercial centers along major roads (e.g., Irwindale Avenue and E. San Bernardino Road)	• Little Dalton Wash and San Dimas waterways are located between single-family residential homes • Valleydale Park services the entire community • A railroad runs east to west between Vincent Avenue and Irwindale Avenue

F. EAST SAN DIMAS



Open channel divides residential neighborhoods in East San Dimas

Approximately 0.25 square miles in size, East San Dimas was known as "Mud Springs" in the early 1800s, in reference to the nearby marsh and the swampy nature of the area. Housing in East San Dimas was largely built during the 1950s. Today, the community shares boundaries with the cities of La Verne and San Dimas. **Table H-6, *East San Dimas Community Character***, summarized this community's characteristics.

TABLE H-6 **East San Dimas Community Character**

Housing	Commercial	Public Realm/Waterways
• Majority of residential dwellings are one-story single-family homes • Single-family homes have garages and entryways that orient toward the street/front yard • Single-family homes are typically uniform in color and architectural style	• Commercial center on Historic Route 66	• Puddingstone Channel is an open waterway that runs north–south between N. San Dimas Canyon Rd. and Ramona Ave.



Ramona Middle School in East San Dimas

G. GLENDORA ISLANDS

Approximately 230 acres in size, Glendora Islands shares a boundary with the city of Glendora and the Angeles National Forest. Lemon orchards used to thrive at the lower elevations of Glendora Islands thanks to the small creeks and runoffs down the slopes. Today, the community is mostly open recreational space, much of it owned by the Glendora Community Conservancy. **Table H-7, *Glendora Islands Community Character***, summarized this community's characteristics.



Entrance to the Big Dalton Canyon Wilderness Park in Glendora Islands

TABLE H-7 **Glendora Islands Community Character**

Housing	Commercial	Public Realm/Waterways
• No residential dwellings	• No commercial businesses	• Rural lands that are located near (or within) the Big Dalton Canyon Wilderness Park

H. HACIENDA HEIGHTS

Approximately 12 square miles in size, Hacienda Heights was an agricultural community from the mid-1800s until after World War II, when a building boom converted the area into suburban communities with predominantly single-family residences. The Puente Hills make up the southern edge of Hacienda Heights, with other portions bordering the cities of La Habra Heights, Whittier, Industry, and unincorporated communities of North Whittier and the Rowland Heights. **Table H-8, *Hacienda Heights Community Character***, summarized this community's characteristics.



Commercial development in Hacienda Heights



Single-family residential street in Hacienda Heights

TABLE H-8 **Hacienda Heights Community Character**

Housing	Commercial	Public Realm/Waterways
• Majority of residential dwellings are one- to two story single-family homes • Multifamily residential dwellings located along S. Hacienda Boulevard • Bounding walls separate subdivisions along major roads • Single-family homes have garages and entryways that orient toward the street/front yard • Residential dwellings typically uniform in color and architectural style	• Three major commercial centers located along Hacienda Boulevard • Smaller commercial centers on S. 7th Avenue and S. Azusa Avenue	• Major parks include Peter F Schabarum Regional Park, Hacienda Hills, Thomas Burton Park, William Steinmetz Park, Manzanita Park, Pepperbrook Park, Countrywood Park, and Los Robles Park

I. NORTH CLAREMONT



Two-story single-family residential home in North Claremont

Approximately 540 acres in size, North Claremont consists of the Padua Hills residential neighborhood at the base of Claremont Wilderness Park and open space beyond the residences. Padua Hills once operated an original theater in an historic arts colony where Mexican musicals were performed, promoting intercultural understanding between newer settlers and Mexican Americans. North Claremont is surrounded by the City of Claremont and the Angeles National Forest. **Table H-9, *North Claremont Community Character***, summarized this community's characteristics.

TABLE H-9 **North Claremont Community Character**

Housing	Commercial	Public Realm/Waterways
• Majority of residential dwellings are one- to two-story single-family homes • Single-family homes in southern portion of community • Single-family homes located along Via Padova are against the street with minimal front yard space	• No commercial centers	• Majority of North Claremont's community is in rural lands, parks, and recreation areas • West Fork Palmer Canyon

J. NORTH POMONA

Approximately 32 acres in size and with fewer than 600 residents, North Pomona is split into two separate areas—a mobile home park to the north and a small collection of single-family homes to the south. The land was originally used for agriculture and served as a major citrus producer. The community borders the cities of Pomona and Claremont. **Table H-10, *North Pomona Community Character***, summarized this community's characteristics.



Single-story single-family residential home in North Pomona

TABLE H-10 **North Pomona Community Character**

Housing	Commercial	Public Realm/Waterways
• Majority of residential dwellings are one-story single-family homes • Single-family homes have driveways and entryways that orient toward the street/front yard • Single-family homes are typically uniform in color and architectural style	• No commercial centers	• No public areas or waterways

K. UNINCORPORATED NORTH WHITTIER

Approximately 124 acres in size, the unincorporated community of North Whittier was once a ranching and agricultural community, but it transitioned to industrial and residential purposes after the mid-1900s. Today, the community is split evenly between single-family residential and industrial park uses. **Table H-11, *Unincorporated North Whittier Community Character***, summarized this community's characteristics.



Overlooking San Jose Creek in unincorporated North Whittier

TABLE H-11 **Unincorporated North Whittier Community Character**

Housing	Commercial	Public Realm/Waterways
• Single-family homes located on the western portion of the community; multifamily residential homes located on the eastern portion of the community • Single-family homes tend to be oriented around cul-de-sacs • Single-family homes typically have fencing in the front yards • Multifamily residential homes have ample landscaping and space between buildings • Housing is cut off from other residential areas due to wide arterials and non-residential uses • Residential dwellings are typically uniform in color and architectural style	• Commercial center on Workman Mill Road	• San Jose Creek runs through the north side of the community • State Route 60 splits the community in half, with the State Route 60/ Interstate 605 interchange taking up most of the open space on the west side

L. NORTHEAST LA VERNE



View of Northeast La Verne from North Claremont

Approximately 1.85 square miles in size, Northeast La Verne is a mostly rural area with public and semi-public open space. It is surrounded by the cities of La Verne and Claremont, the community of West Claremont, and the San Gabriel Mountains. **Table H-12, *Northeast La Verne Community Character***, summarized this community's characteristics.

TABLE H-12 **Northeast La Verne Community Character**

Housing	Commercial	Public Realm/Waterways
• No residential dwellings	• No commercial centers	• Parts of Northeast La Verne are located within Marshall Canyon Regional Park

M. NORTHEAST SAN DIMAS

Approximately 55 acres in size, Northeast San Dimas is a community made up of mostly open space adjoining residential uses. The community borders the cities of San Dimas and La Verne, as well as the Angeles National Forest. **Table H-13, *Northeast San Dimas Community Character***, summarized this community's characteristics.



N. San Dimas Canyon Road in Northeast San Dimas

TABLE H-13 **Northeast San Dimas Community Character**

Housing	Commercial	Public Realm/Waterways
• No residential dwellings	• No commercial centers	• Lodi Canyon runs through the community

N. PELLISSIER VILLAGE

Approximately 200 acres in area, Pellissier Village is a predominantly residential community with a deep-rooted history of equestrian use. The community is named after a dairy farming family who owned the land in the early 1900s, and housing was introduced after World War II. Pellissier Village is bounded by the City of Industry to the south, freeways to the east and north, and the San Gabriel River to the west. **Table H-14, *Pellissier Village Community Character***, summarized this community's characteristics.



Horseback rider in Pellissier Village

TABLE H-14 **Pellissier Village Community Character**

Housing	Commercial	Public Realm/Waterways
• Majority of residential dwellings are one-story single-family homes • Single-family homes located around the southwest portion of the community • Garages for single-family homes are in the rear yard • Single-family homes have entries and driveways that orient toward the street • Single-family homes are typically uniform in color and architectural style	• Neighborhood markets and church along Pellissier Road act as major community gathering areas	• San Jose Creek Diversion Channel borders the Northern section of Pellissier Village • Access to the San Gabriel Valley River pathway



Cars and horses share the road in Pellissier Village

0. ROWLAND HEIGHTS



Commercial strip mall in Rowland Heights

Approximately 13 square miles in area, Rowland Heights is an auto-centric, suburban community with major through streets connecting cul-de-sac residential communities. Commercial areas are located at the major streets intersecting with Colima Road, including Fullerton Road, S. Nogales Street, and Fairway Drive. Rowland Heights was developed for agriculture in the mid-1800s, with the post-World War II building boom responsible for the present-day configuration. The community is surrounded by the cities of Brea, Diamond Bar, City of Industry, La Habra Heights, and the communities of Hacienda Heights and South Diamond Bar. **Table H-15, *Rowland Heights Community Character***, summarized this community's characteristics.



Schabarum Regional Park borders Rowland Heights

TABLE H-15 **Rowland Heights Community Character**

Housing	Commercial	Public Realm/Waterways
• Majority of residential dwellings are one- to two-story single-family homes • Some multifamily residential apartments located around Fullerton Road • Single-family homes have entries and driveways that orient toward the street • Single-family homes have landscape buffers or low walls to separate between lots • Residential dwellings are typically uniform in color and architectural style	• Commercial centers on Colima Road and Fullerton Road • Commercial structures are pushed to the rear of lots due to large parking lots fronting the main roads	• Parks include Carolyn Rosas Park, Powder Canyon, Rowland Heights Park, and Gloria Heer Park • Borders Peter F Schabarum Regional Park with entry at Trailview Park • Designated bike lane on Pathfinder Road • Nurseries and equestrian uses along Desire Avenue

P. SOUTH DIAMOND BAR

South Diamond Bar consists mostly of natural and rural land, as well as the Firestone Boy Scout Reservation and the largely undisturbed Tonner Canyon. The community borders San Bernardino and Orange counties, the community of Rowland Heights, and the city of Diamond Bar. **Table H-16, *South Diamond Bar Community Character***, summarized this community's characteristics.



View of South Diamond Bar from State Route 57

TABLE H-16 **South Diamond Bar Community Character**

Housing	Commercial	Public Realm/Waterways
• No residential dwellings	• No commercial centers	• Mostly natural and rural land

Q. UNINCORPORATED SOUTH EL MONTE

Approximately 80 acres in size, unincorporated South El Monte is a single-family residential community laid out in a gridded street network, with some larger residential and equestrian uses. The community was the first to be designated by Los Angeles County as an equestrian district, and has access to recreation and trails due to its proximity to San Gabriel River. The community borders the cities of El Monte and South El Monte. **Table H-17, *Unincorporated South El Monte Community Character***, summarized this community's characteristics.



Single-family home on a corner lot in unincorporated South El Monte, incorporating a wall along both streets to define the front yard

TABLE H-17 **Unincorporated South El Monte Community Character**

Housing	Commercial	Public Realm/Waterways
• Majority of residential dwellings are one-story single-family homes • Single-family homes have front yard landscaping and minimal side yards with landscape buffers or walls • Single-family homes typically have walls or fencing that define the front yard • Single-family homes are typically uniform in color and architectural style	• Commercial center on the corner of Durfee Avenue and Rush Street	• San Gabriel River and San Gabriel River trail located on the southern portion of the community

R. SOUTH SAN JOSE HILLS



Single-family street in South San Jose Hills



Single-family street in South San Jose Hills

Approximately 1.5 square miles in area, South San Jose Hills is predominately residential, with curving streets that access major roads. The community has a concentration of industrial uses along Valley Boulevard to the south, while bordering the cities of West Covina, City of Industry, and La Puente. **Table H-18, *South San Jose Hills Community Character***, summarized this community's characteristics.

TABLE H-18 **South San Jose Hills Community Character**

Housing	Commercial	Public Realm/Waterways
• Majority of residential dwellings are one-story single-family homes • One multifamily residential dwelling located on E. La Puente Road • Single-family homes have entries and driveways that orient toward the street • Single-family homes have landscape buffers, fencing, or low walls to separate between lots • Residential dwellings are typically uniform in color and architectural style	• Commercial centers located on Valley Boulevard, E. La Puente Road, and S. Azusa Avenue	• Sunshine Park services the entire community

S. SOUTH WALNUT



Industrial uses in South Walnut

South Walnut is an industrial community divided by an active freight and passenger line. It is surrounded by the city of Walnut. **Table H-19, *South Walnut Community Character***, summarized this community's characteristics.

TABLE H-19 **South Walnut Community Character**

Housing	Commercial	Public Realm/Waterways
• No residential dwellings	• No commercial centers	• Waterway running parallel to E. Valley Road

T. VALINDA

Approximately 2 square miles in size, Valinda is a mostly single-family residential community with a few multi-family and commercial uses. **Table H-20, *Valinda Community Character***, summarized this community's characteristics.

TABLE H-20 **Valinda Community Character**

Housing	Commercial	Public Realm/Waterways
• Majority of residential dwellings are one-story single-family homes • Single-family homes can be set back with ample enough front yard landscaping. • Single-family homes have entries and driveways oriented toward the street/front yard Single-family homes are typically uniform in color and architectural style	• Commercial centers along major streets (e.g., Azusa Avenue, Amar Road, S. Glendora Road, and S. Valinda Avenue)	• Rimgrove Park services the entire community



Commercial uses along Amar Road in Valinda



Single-family neighborhood in Valinda

U. WALNUT ISLANDS

Approximately 4 square miles in size, Walnut Islands consists of mostly single-family residential uses on hilly land. As a reminder of its relatively recent agricultural and cattle-raising past, residents of this community keep horses. The community is surrounded by the cities of San Dimas, Covina, Pomona, Walnut, and West Covina. **Table H-21, *Walnut Islands Community Character***, summarized this community's characteristics.

TABLE H-21 **Walnut Islands Community Character**

Housing	Commercial	Public Realm/Waterways
• Majority of residential dwellings are one-story single-family homes • Single-family homes have entries and driveways oriented toward the street/front yard • Single-family homes are typically uniform in color and architectural style	• No commercial centers	• No public areas, parks, or waterways • Thompson Wash and Walnut Creek run along boundary



Single-family home on hilly land in Walnut Islands

V. WEST CLAREMONT



Base Line Road in West Claremont

At a little over 1 square mile in size and with a population of approximately 1,100 people, West Claremont consists of two distinct street patterns—the eastern side is characterized by streets ending in cul-de-sacs and the western side has streets that follow the hilly terrain. This community is bordered by the cities of Claremont and La Verne, as well as the community of Northeast La Verne. **Table H-22, *West Claremont Community Character***, summarized this community's characteristics.



Rural land overlooking the landscape in West Claremont

TABLE H-22 **West Claremont Community Character**

Housing	Commercial	Public Realm/Waterways
• Majority of residential dwellings are one-story single-family homes • Single-family homes concentrated around W. Baseline Road and Thompson Creek Road • Single-family homes are typically uniform in color and architectural style	• No commercial centers	• Rural land

W. WEST PUENTE VALLEY



Commercial uses along a wide, major road in West Puente Valley

Approximately 1.9 square miles in size, West Puente Valley is a mostly single-family residential community spotted with parks and public facilities. Named after the La Puente land grant, the community borders the cities of Baldwin Park, West Covina, La Puente, and City of Industry, as well as the communities of Valinda and Avocado Heights. **Table H-23, *West Puente Valley Community Character***, summarized this community's characteristics.

TABLE H-23 **West Puente Valley Community Character**

Housing	Commercial	Public Realm/Waterways
• Majority of residential dwellings are one story single-family homes • Multifamily residential apartment on Francisquito Avenue • Entries and driveways oriented toward the street/front yard • Single-family homes are typically uniform in color and architectural style	• Commercial centers on Francisquito Avenue and N. Sunset Avenue	• Bassett Park and Allen J. Martin Park service the community

X. WEST SAN DIMAS

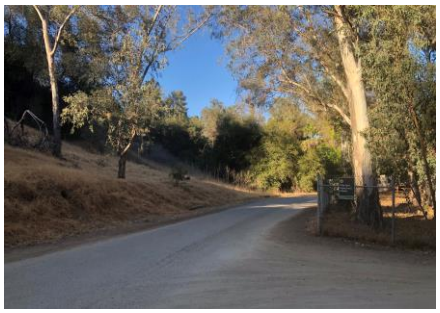
Approximately 230 acres in size with a population of 330, West San Dimas primarily consists of land overseen by the Watershed Conservation Authority and Los Angeles County Department of Parks and Recreation for parks and open space. The arrival of the railroad in the late 1800s contributed to a shift from agricultural to residential uses, which are clustered to the west. Today, the Tzu Chi Foundation is a prominent institutional use in West San Dimas. Walnut Creek naturally flows along the northern portion of the community before it channelizes farther west. West San Dimas is bounded entirely by the City of San Dimas. **Table H-24, *West San Dimas Community Character***, summarized this community's characteristics.



S. Valley Center Avenue in West San Dimas

TABLE H-24 **West San Dimas Community Character**

Housing	Commercial	Public Realm/Waterways
• Majority of residential dwellings are one-story single-family homes • Single-family residential homes on the west side • Single-family homes have ample front yard with intentional landscaping and curved driveways • Single-family homes are typically uniform in color and architectural style	• No commercial centers	• Walnut Creek Community Regional Park services the entire community • Public and semi-public areas are north of Walnut Creek Community Regional Park



Entrance to the Valley Center Staging Area and Trailhead



APPENDIX I Appendix to the Natural Resources, Conservation, and Open Space Element

Existing Conditions

The Planning Area is defined historically, topographically, and ecologically by its river, valley, hillsides, and mountains. The ESGV is characterized by constructed drainage channels and creeks that drain into San Gabriel River and connect across communities. The San Gabriel Mountains, Puente Hills, and San Jose Hills contain ridgelines, natural canyons, and drainage channels that provide wildlife habitat and connectivity corridors, connecting to preserved lands in San Bernardino County. These areas contain significant ecological resources and allow for free-flowing drainage from the hillsides into canyons. The hillside areas also contain vast trail networks for hiking, biking, and equestrian uses. Scenic views and experiential aspects of these natural environments are highly valued assets of the region.

This section examines the existing conditions within the Planning area by resource type as they relate to this Natural Resources, Conservation, and Open Space Element.

A. OPEN SPACE RESOURCES

Open space resources consist of largely undeveloped publicly and privately held lands and waters preserved in perpetuity for open space, recreational, conservation, and educational use. Open space resources in the ESGV consist of lands whose primary purpose is habitat preservation allowing for passive recreation as determined by the sensitivity of the resources present. Such lands include Los Angeles County (County)-owned parks and managed trails, public parks and trails owned and managed by joint-powers authorities, national forest lands, and lands owned by nonprofit conservation organizations. Additionally, lands subject to recorded easements or deed restrictions for open space purposes may allow passive recreational use in line with the limitations established for the site by the terms of the applicable easement or deed restriction. A summary of open space resources and their managing agencies and organizations in the Planning Area follows.

County-Owned and Operated Open Space

The open spaces owned and maintained by the Los Angeles County Department of Parks and Recreation (DPR) include natural areas and regional parks with significant natural resources. Regional parks are defined as parks of 20+ acres in size, intended to serve people within a 20-mile radius and provide scenic views, trails, and vistas in addition to more common park amenities. Regional parks conserve natural resources. They combine habitat conservation with passive recreation, allow active recreation in developed park space away from sensitive resources, as well as provide infrastructure for water resource conservation. For a list of regional parks operated by DPR, refer to Appendix C, *Trails, Parks, and Facilities Operated by DPR in ESGV*.

Public Joint-Powers Authorities

The Planning Area contains lands owned and managed by joint-powers authorities. Joint-powers authorities are state-created nonprofit organizations that have a critical role in preserving diverse topography, geologic and vegetative features, and important habitat for wildlife. Five joint-powers authorities are actively working in the Planning Area—

Puente Hills Habitat Preservation Authority (PHHPA), San Gabriel and Lower Los Angeles Rivers and Mountains Conservancy (RMC), San Gabriel Mountains Regional Conservancy, Watershed Conservation Authority, and Wildlife Corridor Conservation Authority—and are described below.

PUENTE HILLS HABITAT PRESERVATION AUTHORITY

The PHHPA is a joint powers authority with a board of directors consisting of the City of Whittier, Los Angeles County, Los Angeles County Sanitation Districts, and the Hacienda Heights Improvement Association. The mission of the PHHPA is to acquire, restore, and manage open space in the Puente Hills for preservation in perpetuity, with the primary purpose of protecting biological diversity and additionally providing opportunities for low-impact recreation and outdoor education. To date, the PHHPA manages 3,880 acres of preserved public open space. The land is almost entirely designated as Very High Hazard Severity Zone and the boundaries are almost entirely within the wildland/urban interface, posing great challenges for wildfire risk reduction.

SAN GABRIEL AND LOWER LOS ANGELES RIVERS AND MOUNTAINS CONSERVANCY

The RMC was created by the state in 1999, and its mission is to preserve open space and habitat for low-impact recreation and educational uses, wildlife habitat restoration and protection, and watershed improvements. RMC's territory covers the eastern portions of Los Angeles and western portions of Orange counties, comprising a vast and varied geography that includes mountains, valleys, rivers, coastal plain, and coastline. RMC is one of nine conservancies within the California Resources Agency.

SAN GABRIEL MOUNTAINS REGIONAL CONSERVANCY

The San Gabriel Mountains Regional Conservancy is devoted to watershed management and a variety of other projects in the San Gabriel River Watershed in the eastern portion of Los Angeles County. Included in the region are the San Gabriel Mountains, San Gabriel River, and related areas.

WATERSHED CONSERVATION AUTHORITY

The Watershed Conservation Authority was created in 2003 as a joint-powers entity of the RMC and the Los Angeles County Flood Control

District. The Watershed Conservation Authority focuses on open space, habitat restoration, and watershed improvement projects in the watersheds of both San Gabriel River and the lower Los Angeles River.

WILDLIFE CORRIDOR CONSERVATION AUTHORITY

The Wildlife Corridor Conservation Authority was established to provide planning, conservation, environmental protection, and maintenance of lands within the Puente-Chino Hills wildlife corridor area. Its goal is to assure the preservation and continuity of habitat to maintain a functioning wildlife corridor made up of about 40,000 acres of land.

Federal Land

ANGELES NATIONAL FOREST

The Angeles National Forest encompasses the San Gabriel Mountain range and makes up 1,018 square miles or 25% of Los Angeles County. The San Gabriel Mountains and Angeles National Forest form the northern border of the Planning Area. The lower elevations of the Angeles National Forest, just above the Planning Area, contain water resource infrastructure, dams, and reservoirs. The Planning Area includes extensive areas of wildland/urban interface between the lower elevations of the San Gabriel Mountains and the residential neighborhoods in the northern part of the Planning Area, including unincorporated areas scattered among the cities of Azusa, Glendora, San Dimas, La Verne, and Claremont.

SAN GABRIEL MOUNTAINS NATIONAL MONUMENT

San Gabriel Mountains National Monument was designated in 2014 and encompasses 346,177 acres of federal land. The majority of the land is in the Angeles National Forest (342,177 acres) with a small area in the San Bernardino National Forest (4,002 acres). The San Gabriel Mountains provide 70% of the open space and 30% of the drinking water in Los Angeles County. The San Gabriel Mountains also provide important habitat for native fish, animals, and plants, in addition to threatened and endangered species.

Trails

The ESGV has an extensive trail system that runs through regional parks, national forest, lands owned and managed by nonprofit conservation organizations and public joint-powers authorities, and lands restricted by easements and deed restrictions. The varied

geography across the Planning Area provides for different trail experiences. For a further description of trails operated by DPR, refer to Chapter 6, *Parks and Recreation Element*, and Appendix C, *Parks, Facilities, and Trails Operated by DPR in the ESGV*.

B. BIOLOGICAL RESOURCES

Los Angeles County is part of the California Floristic Province, which has been designated by Conservation International as one of the world's top 36 hotspots of biodiversity loss. The ESGV contains large areas of open space and undeveloped land with identified biological resources. These areas have become threatened due to development, habitat fragmentation, and are further stressed by climate change impacts including wildfires, droughts, increasing temperatures, and extreme climatic events.

Ecological Context

The ESGV is ecologically defined by the San Gabriel Mountains to the north, the Puente Hills to the south, and the San Gabriel River floodplains that historically dominated the valley. The Angeles National Forest to the north of the Planning Area contains the largest area of dedicated open space in Los Angeles County. A vast number of wildlife species depend on the Angeles National Forest for protection, foraging, and breeding. General habitat types within the forest include riparian habitats, streambeds, wetlands, chaparral, coastal sage scrub, and woodlands. The San Gabriel Mountains exert a tremendous influence over the Planning Area.

The watersheds of the Angeles National Forest allow rainfall and snowmelt to replenish groundwater basins, which provides the Planning Area with approximately 13% of its annual water supply. Surface water runoff fills streams and rivers that support riparian habitats and, in the case of the Angeles National Forest, flow downstream into the channelized waterways of the Los Angeles and San Gabriel Rivers and their tributaries before reaching the Pacific Ocean (CCRC, NPS, 2011, Stein et al. 2010). To protect these forest functions, the U.S. Forest Service has identified two-thirds of the Angeles National Forest in Los Angeles County as sensitive watershed area.

The San Gabriel River receives drainage from a 720-square-mile area of eastern Los Angeles County. Its headwaters are in Angeles National Forest in the San Gabriel Mountains. There exists largely undisturbed

riparian areas and woodlands in the upper reaches of the river watershed. The Upper San Gabriel watershed is one of the wettest locations in Southern California, where rainfall reaches 37.8 inches on average, almost three times the average for greater Los Angeles (CCRC, NPS, 2011; Stein et al. 2010).

The foothills of the San Gabriel Mountains have high sediment yields due to the steep topography, rainfall, and erosion-prone granite geology. This results in a large amount of sediment and debris discharged following major rain events. With climate change and a predicted increase in storm events, sediment and debris discharges could increase significantly (CCRC, NPS, 2011; Stein et al. 2010).

Types of Biological Resources

The main types of biological resources located in the ESGV—including habitat linkages, wildlife corridors, riparian habitats, streambeds, wetlands, woodlands, chaparral, and coastal sage scrub—and are described below.

REGIONAL HABITAT LINKAGES AND WILDLIFE CORRIDORS

Habitat linkages are important resources that provide species access to vital resources and ensure a high level of regional biodiversity, species movement, and habitat connectivity. Depending on the species, habitat linkages can vary in size. **Wildlife corridors** enable movement of larger, mobile species (e.g., foxes, bobcats, coyote) between major open space regions. Similar to habitat linkages, wildlife corridors also usually possess cover, food, and water. The upland margins of a creek channel, open ridgelines, open valleys or the bottoms of drainages often serve as major corridors locally, as do riparian alignments.

Habitat linkages are areas within the overall range of a species or suite of species that possess sufficient cover, food, forage, water, and other essential elements to serve as a movement pathway, or between two or more larger areas of habitat.

Habitat linkages

Wildlife corridors are areas of open space of sufficient width—generally several hundred feet wide and unobstructed—to permit larger, mobile species to pass between larger areas of open space, or to disperse from one major open space region to another.

Wildlife corridors

Wildlife corridors and habitat linkages exist within SEAs in the ESGV. The Puente Hills serve as an important regional habitat linkage connecting to the Chino Hills State Park. The Puente and Chino Hills are a natural, physical link between the Santa Ana Mountains and the San Gabriel River. The Puente and Chino Hills function as both an important wildlife linkage and resident habitat area for regional wildlife populations. The East San Gabriel Valley SEA represents the only regional wildlife linkage between the San Gabriel Mountains and the Puente Hills and Chino Hills. It contains “islands” of habitat that are commonly used by birds and insects for movement between larger areas of habitat.

RIPARIAN HABITATS, STREAMBEDS, AND WETLANDS

Riparian habitats and streambeds are of inherent value to local and regional ecosystems. They serve as important connectors to upstream and downstream ecosystems or adjacent habitats; provide critical value to migratory birds; contribute to the quality of habitat linkages and wildlife corridors; and play a crucial role in maintaining surface and subsurface water quality. With the loss of wetland and riparian habitats comes the loss of their pivotal ecological functions. Wetlands provide ecological services and contribute to water quality and the overall health of watersheds, slow water flow, decrease erosion, filter water runoff, and provide habitat for many endangered plant and animal species.

The ESGV features riparian habitats, wetlands, and streambeds. Walnut Creek flows through Walnut Creek County Park and is part of the East San Gabriel Valley SEA, one of the few remaining natural riparian areas in the region as many creeks have been lined with concrete and rerouted. Walnut Creek and the lower slopes of the San Jose Hills contain one of the best riparian oak woodlands in the county. Puddingstone Reservoir, part of the East San Gabriel Valley SEA, also hosts a great variety and number of migrating waterfowl and other birds during the spring and fall, and provides riparian habitat for other animals.

WOODLANDS

The ESGV's woodlands are an important resource that provide an abundance of aesthetic, ecological, and economic benefits to residents. Various types of woodlands are found in the designated SEAs within the ESGV, including riparian woodlands, California walnut woodlands, and oak woodlands. Oak woodland habitats are the most diverse terrestrial ecosystems in California. Similarly, riparian woodlands and California walnut woodlands provide habitat for multiple species within a concentrated area. Walnut woodlands are one of the rarest and some of the most endangered plant communities in Southern California. In the East San Gabriel Valley SEA, there are fine stands of walnut woodland in the upper elevations, as well as northern ravines of oak woodland, and the remnants of the coast live oak woodland that once bordered the Big Dalton Wash. In addition, the Walnut Creek drainage features oak riparian woodland and isolated stands of willow woodland.

CHAPARRAL

Chaparral consists of broad-leaved or needle-leaved, sclerophyllous (hard-leaved), medium height to tall shrubs that form a dense cover. Chaparral is found in areas with steep topography and shallow stony soils, usually below 5,000 feet. It is a common shrub community composed of robust, mostly evergreen species. Mixed chaparral and cactus scrub can be found in the Puente Hills SEA on the Turnbull Canyon and Sycamore Canyon slopes, which support a local population of the sensitive coastal cactus wren (*Campylorhynchus brunneicapillus sandiegensis*). Much of this area that includes chaparral and coastal sage scrub in the Puente Hills SEA and surrounding areas are critical habitat for the coastal California gnatcatcher.

COASTAL SAGE SCRUB

Coastal sage scrub is characterized by low-growing aromatic and drought-deciduous shrubs. The community is sometimes called "soft chaparral" due to the predominance of soft, drought-deciduous leaves in contrast to the hard leaves of plants in chaparral communities; coastal sage scrub is also shorter in stature than chaparral. As little as 10% to 15% of California's original coastal sage scrub has survived from its historic levels, with most lost to development. One recent study called coastal sage scrub the single most endangered habitat type in the United States. The Coastal California Gnatcatcher, which is listed as Threatened under the Endangered Species Act, is found in this plant community with populations existing within SEAs and surrounding areas.

C. WATER RESOURCES

The San Gabriel Valley was once a wealth of wetlands and riparian habitat. The valley once had high ground water, seeps, streams, wet meadows, and marshes, with waters that eventually flowed into the shifting course of the San Gabriel River. The water-influenced landscape changed drastically with the extractive economy brought by the westward migrants who settled the San Gabriel Valley in the 19th and 20th centuries. Water extracted to meet the booming population lowered the water table and limited the ability of the river and floodplains to support riparian and wetland habitat. In addition, development of the floodplain—including channelization of the rivers and creeks—resulted in extreme alteration of hydrology patterns,

eliminating the formerly plentiful wetlands' ecological benefits to water quality in the valley. The San Gabriel Valley floor has lost approximately 86% of its historical wetlands (CCRC, NPS, 2011, Stein et al. 2010).

San Gabriel River Watershed

The main watershed for the San Gabriel Valley is the San Gabriel River Watershed, which totals more than 640 square miles and encompasses part of the Angeles National Forest, the San Gabriel Valley, and large urban areas in the southeast portion of Los Angeles County. The main watercourse in this watershed is the San Gabriel River, which extends 59 stream miles from the Angeles National Forest to the Pacific Ocean. The river drains 350 square miles of land and recharges groundwater tables in several basins. The major tributaries that feed the San Gabriel River include Coyote Creek, Walnut Creek, Puente Creek, and San Jose Creek. Surface water flows from the San Gabriel Mountains, San Jose Hills, and Puente Hills into the Walnut and San Jose Creek, both of which are tributaries of the San Gabriel River. The creeks flow east–west and connect with the south-flowing San Gabriel River.

A clear link exists between the health of this watershed and the quality of life for millions of Los Angeles County residents. The upper reaches of the San Gabriel River support wildlife, deliver drinking water, and provide a myriad of recreational opportunities, but water quality can also suffer from the negative impacts of recreation. The channels for Puente and San Jose Creeks travel through the most developed areas of the ESGV and the most park-poor areas, with many industrial and commercial land uses along their course. In these areas, if there is enough right-of-way or channel adjacent space, developing multi-benefit water quality improvement projects with active transportation trails and greenery would benefit park-poor communities and reduce the high levels of contamination.

Groundwater

When precipitation and surface water infiltrate naturally into the ground, they first typically travel through an unsaturated soil zone until they reach the water table, which is the layer where the soil is saturated. This layer of soil saturation is called a groundwater basin or aquifer. Aquifers can hold millions of acre-feet of water and extend for miles. Groundwater extraction accounts for nearly one-third of the

water usage in the unincorporated areas. Development at the fringe of suburban communities and rural areas rely on private well water and septic tanks for waste removal. Failures of on-site wastewater treatment systems can impair water quality and adversely affect human health and biological communities in the surrounding watershed.

Water Infrastructure

At the base of the San Gabriel Mountains, four dams to control and capture downhill water flow, sediment basins, and large spreading grounds aid in groundwater recharge and sediment capture (CCRC, NPS, 2011, Stein et al. 2010). This infrastructure is primarily operated by the Los Angeles County Flood Control District and serves the dual functions of flood protection and water storage. These downstream facilities capture close to 80% of the runoff that flows from the mountains. Stored runoff collected during the storm season is later released at controlled rates throughout the year for downstream groundwater recharge. Water sources that originate in Los Angeles County provide approximately one-third of the ESGV's water supply.

Water Quality Impacts

Urban runoff and waste discharged from treatment plants carry contaminants to the ocean and pollute the groundwater.1 The waterways of the ESGV exceed **total maximum daily load** and are among the Clean Water Act Section 303(d) listings. Major contaminant sources in ESGV waterways include industrial and domestic chemicals, automotive byproducts, and chemicals and nutrients from turf landscape and agricultural management. The source contaminants are metals, pesticides, nitrates, trash, salinity, pH, and bacteria. Treatments are needed to address water pollution issues to reduce pollutant concentrations, increased vegetation and ground permeability, and restoration of riparian ecosystems where possible to regain lost ecosystem services (USEPA, check TDL numbers from Heal the Bay, CCRC).

Total maximum daily load is the calculation of the maximum amount of a pollutant allowed in a waterbody, and serves as the starting point for restoring water quality.

U.S. Environmental Protection Agency

Groundwater contamination is a significant concern in the Planning Area. Three major superfund sites are found in the vicinity of the ESGV, and soil contamination has been confirmed at nearly 400 sites. Water treatment facilities are located in Baldwin Park, along San Jose Creek, and in Whittier Narrows, with contaminants greatly exceeding allowable levels. Groundwater is a significant source of drinking water

in the ESGV and must be processed to remove the contaminants found.

D. SCENIC RESOURCES

A *scenic viewshed* is a scenic vista from a specific location along a highway, trail, waterway, or in a park or neighborhood.

Scenic Viewsheds

Scenic resources consist of designated scenic highways and corridors (or routes), hillsides, scenic viewsheds, scenic vistas, and ridgelines, among other scenic resources. **Scenic viewsheds** can include elements such as ridgelines, unique landscape features, and scenic landforms, among other scenic elements. The County recognizes mountain vistas and other scenic features as significant resources, and has adopted policies and ordinances to address preservation of valuable designated scenic areas, vistas, and roadways. The General Plan provides protection and preservation policies that allow individual communities to identify and regulate ridgeline protections.

The Planning Area contains scenic views of the San Gabriel Mountains, Puente Hills, and San Jose Hills. Scenic resources in the Planning Area also include significant ridgelines, scenic hillsides, riparian corridors, scenic routes and corridors, scenic viewsheds and vistas, and scenic routes along rivers and waterways, among other scenic features in the landscape. Unfortunately, some of the region's scenic features have already been lost, degraded, and/or encroached upon by development. For this reason, it is important to identify, protect, and preserve the existing scenic resources in the ESGV to be enjoyed by future generations.

Undeveloped mountains and hillsides not only contribute to the scenic beauty of the region, but also contain areas of biological significance and protect the overall health of watersheds. The region's mountains and hills contribute to physically defining the ESGV communities, while the waterways and riparian corridors connect residents to unique scenic experiences. These scenic resources provide extensive environmental and public health benefits, in addition to protecting the health of the watershed.

Scenic Resource Regulation

SCENIC HIGHWAYS

According to state guidelines, a highway may be designated scenic depending upon how much of the natural landscape can be seen by travelers, the scenic quality of the landscape, and the extent to which development intrudes upon the traveler's enjoyment of the view.

Adoption of a corridor protection program is required, for preservation and implementation of the vision developed for a designated scenic highway. Presently, no designated scenic highways exist in the Planning Area.

The Rowland Heights Community Plan, adopted in 1981, suggested consideration of State Route 57, sections of Fullerton Road, and Brea Canyon Cutoff as scenic highways. The plan identifies State Route 57 as a priority for designation as a scenic highway. The nearest designated scenic highway to the Planning Area is the Angeles Crest Highway from 2.7 miles north of Interstate 210 to the San Bernardino County line. While this is outside the Planning Area, the designation does impact scenic beauty of the mountains that provide a dramatic backdrop to the communities in the Planning Area.

SCENIC HILLSIDES

The San Gabriel Mountains and San Jose and Puente Hills play a major role in physically defining the diverse communities in the unincorporated ESGV. They not only create dramatic backdrops against densely developed suburbs and communities, but also provide extensive environmental and public benefits. In our outreach sessions with members of the public and meetings with stakeholder groups, the view of and from the mountains and hillsides that surround the valley is one of the most treasured aspects of living in and visiting the ESGV. The hills and mountains provide scenic, recreational, and health benefits to members of the public in addition to the extensive environmental benefits they offer.

The majority of the existing native plant communities and animal species within the Planning Area reside within the hilly, mountainous terrain and canyons. In addition to their scenic beauty and biological diversity, undeveloped mountains and hills serve to protect the overall health of watersheds. They provide natural drainage systems, which play a role in water quality, slope stability, stormwater runoff, erosion control, and groundwater replenishment.

The County adopted the Hillside Management Ordinance to limit the scenic impact of hillside development. The region has development in the foothills of the San Gabriel Mountains and in the Puente and San Jose Hills. However, hillside development impacts more than scenic resources. Development of steep terrain can be costly to public agencies in providing public services and safety. Hillside areas in this region are also largely designated as fire hazard areas. Additionally,

hillside development alters natural drainage systems and removes native vegetation resulting in increased erosion. Naturally vegetated hillsides provide significant ecosystem services, slowing water runoff and increasing percolation and containment, thereby improving overall water quality.

SIGNIFICANT RIDGELINES

The General Plan supports the protection and preservation of ridgelines and allows individual communities to identify and regulate their ridgeline resources. The Hacienda Heights Community Plan, adopted in 2011, identified specific ridgelines for protection and preservation. However, no codified ordinance has been adopted for Hacienda Heights to implement the ridgeline regulations for by-right development. The Rowland Heights Community Plan, adopted in 1981, contains policies for the preservation of ridgelines; however, specific ridgelines for preservation were not identified with plan adoption. The scenic quality of the hillsides and ridgelines in the ESGV is a highly valued asset by both residents and visitors to the Planning Area and its environs.

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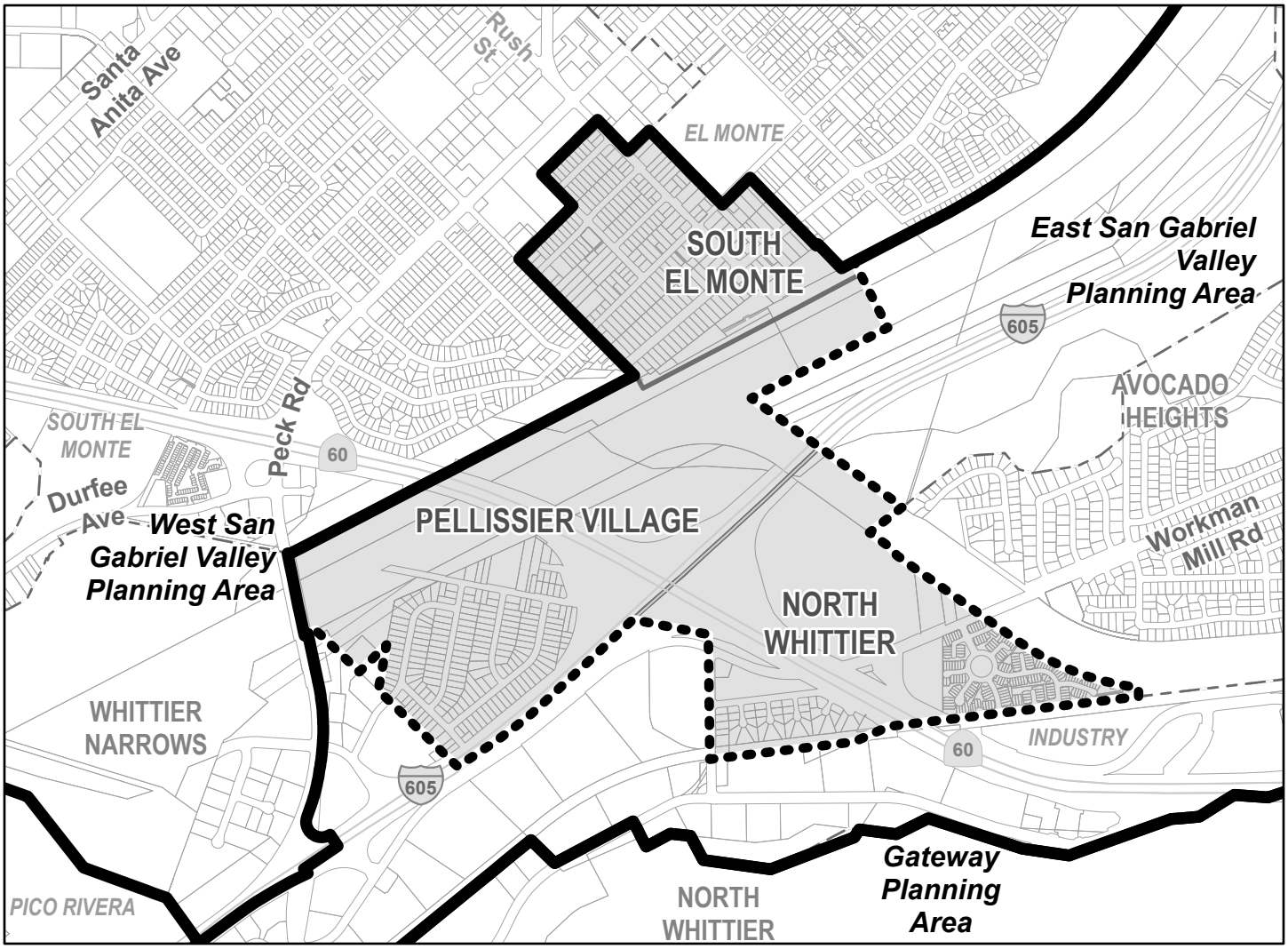
AMENDMENT TO COUNTYWIDE GENERAL PLAN

EAST SAN GABRIEL VALLEY PLANNING AREA

PLAN AMENDMENT: RPPL 2022003554

ON:

REALIGNMENT OF ADOPTED PLANNING AREA BOUNDARY AROUND THREE NEW COMMUNITES (FORMERLY KNOWN AS WHITTIER NARROWS)



Proposed Planning Area Boundary

Existing Planning Area Boundary

Updated Communities

Assessor Parcel

The Assessor Identification Number (AIN) is to be used for reference only, in addition to any recorded tract or parcel boundaries labeled in the map. The GIS layer shall represent the "digital description" of the Plan Amendment area and could represent whole or portions of a parcel per the Assessor GIS database as of the date recorded in the Plan Amendment above.

N

0 750 1,500

Feet

THE REGIONAL PLANNING COMMISSION
COUNTY OF LOS ANGELES
MICHAEL R. HASTINGS, CHAIR
AMY J. BODEK, AICP, DIRECTOR OF REGIONAL PLANNING

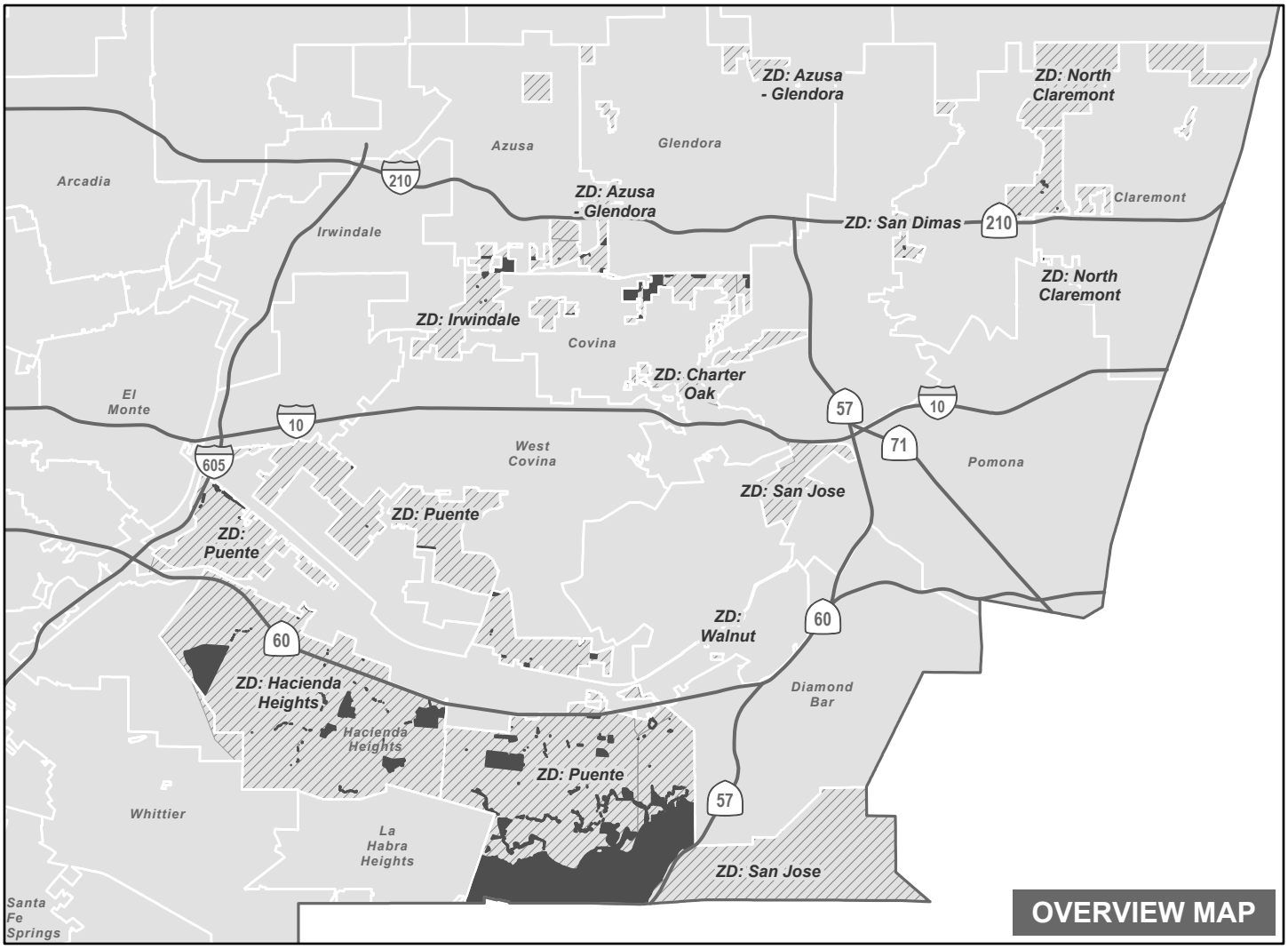
AMENDMENT TO COUNTYWIDE GENERAL PLAN

EAST SAN GABRIEL VALLEY PLANNING AREA

PLAN AMENDMENT: RPPL 2022003554

ON: _____

MULTIPLE LAND USE POLICY CHANGES



Freeway

Land Use Policy Change Area

Selected Zoned District (ZD)

City / Unincorporated Boundary

N

0 1.5 3

Miles

THE REGIONAL PLANNING COMMISSION
COUNTY OF LOS ANGELES
MICHAEL R. HASTINGS, CHAIR
AMY J. BODEK, AICP, DIRECTOR OF REGIONAL PLANNING

Los Angeles County

East San Gabriel Valley Planning Area Land Use Policy Changes

Zoned District(s): Puente

Land Use Policy Change*

- H5 - Residential 5
- RL10 - Rural Land 10

Base Layers

- Zoned District
- Parcels
- Unincorporated Area
- Map Series Grid
- Surrounding Planning Area

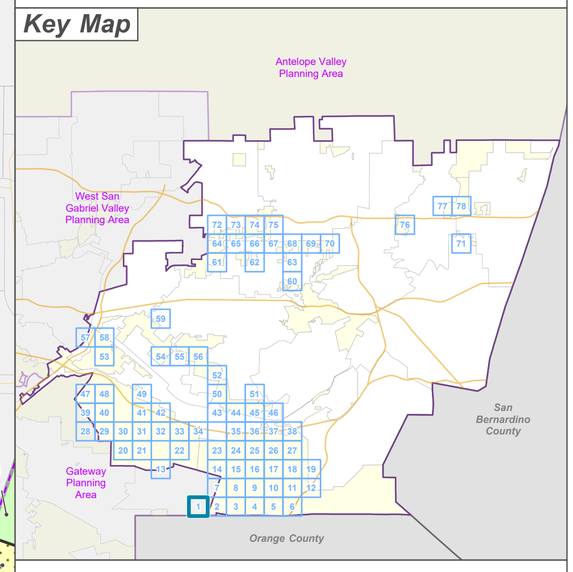
Street Types

- Primary
- Secondary
- Minor
- Private Road

*** NOTE ABOUT COMMUNITY PLANS:**

Both Hacienda Heights and Rowland Heights have land use policy categories that are changing from the Community Plan land use categories to the equivalent land use categories that were defined by the General Plan update in 2015 (eg. U1 to H5). Although these are technically changes to the land use policy, they are not mapped in this series. The only changes mapped in this series are those changes which either change the density or intensity of the use, or change to an entirely different category.

Key Map



LOS ANGELES COUNTY
Dept. of Regional Planning
320 W. Temple St.
Los Angeles, CA 90012

Feet
0 200 400

Prepared by DRP GIS Section / July 2023

Los Angeles County

East San Gabriel Valley Planning Area Land Use Policy Changes

Zoned District(s): Puente

Land Use Policy Change*

- H5 - Residential 5
- RL10 - Rural Land 10
- RL40 - Rural Land 40

Base Layers

- Zoned District
- Parcels
- Unincorporated Area
- Map Series Grid
- Surrounding Planning Area

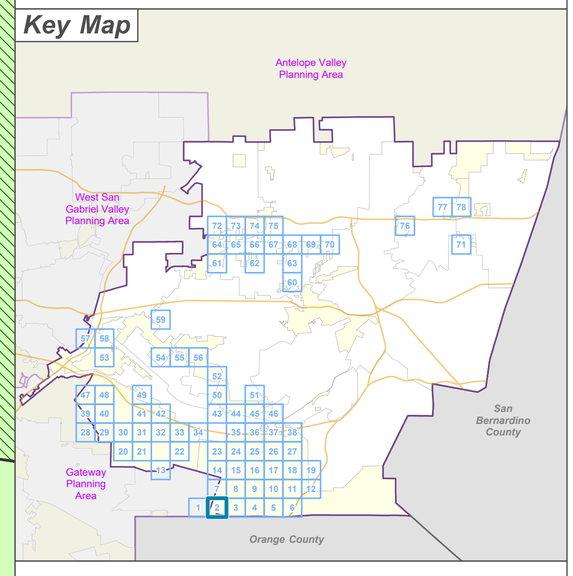
Street Types

- Primary
- Secondary
- Minor
- Trail

*** NOTE ABOUT COMMUNITY PLANS:**

Both Hacienda Heights and Rowland Heights have land use policy categories that are changing from the Community Plan land use categories to the equivalent land use categories that were defined by the General Plan update in 2015 (eg. U1 to H5). Although these are technically changes to the land use policy, they are not mapped in this series. The only changes mapped in this series are those changes which either change the density or intensity of the use, or change to an entirely different category.

Key Map



LOS ANGELES COUNTY
Dept. of Regional Planning
320 W. Temple St.
Los Angeles, CA 90012

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Prepared by DRP GIS Section / July 2023

..\PROJECTS\DRP_ADVANCE_PLANNING\area_plans\East_San_Gabriel_Valley\Area_Plan_Map_Series_ESGV\Area_Plan_Map_Series_ESGV_ZC_PA.aprx - ESGV Area Plan LUP Change

East San Gabriel Valley Planning Area Land Use Policy Changes

Zoned District(s): Puente

RL5 to H5

RL5 to H5

RL5 to H5

RL5 to RL40

OS-PR to RL40

Rowland Heights

ZD: PUENTE

OS-PR to RL10

Norwich Pl

Dartmouth Ln

7

8

9

2

4

Land Use Policy Change*

- H5 - Residential 5
- RL10 - Rural Land 10
- RL40 - Rural Land 40

Base Layers

- Zoned District
- Parcels
- Unincorporated Area
- Map Series Grid

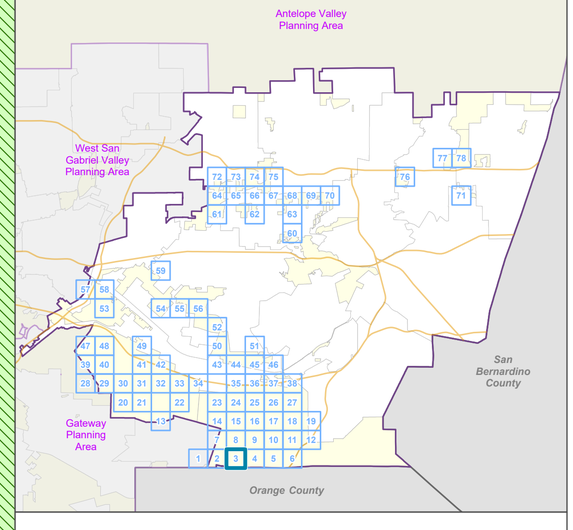
Street Types

- Minor
- Trail

*** NOTE ABOUT COMMUNITY PLANS:**

Both Hacienda Heights and Rowland Heights have land use policy categories that are changing from the Community Plan land use categories to the equivalent land use categories that were defined by the General Plan update in 2015 (eg. U1 to H5). Although these are technically changes to the land use policy, they are not mapped in this series. The only changes mapped in this series are those changes which either change the density or intensity of the use, or change to an entirely different category.

Key Map



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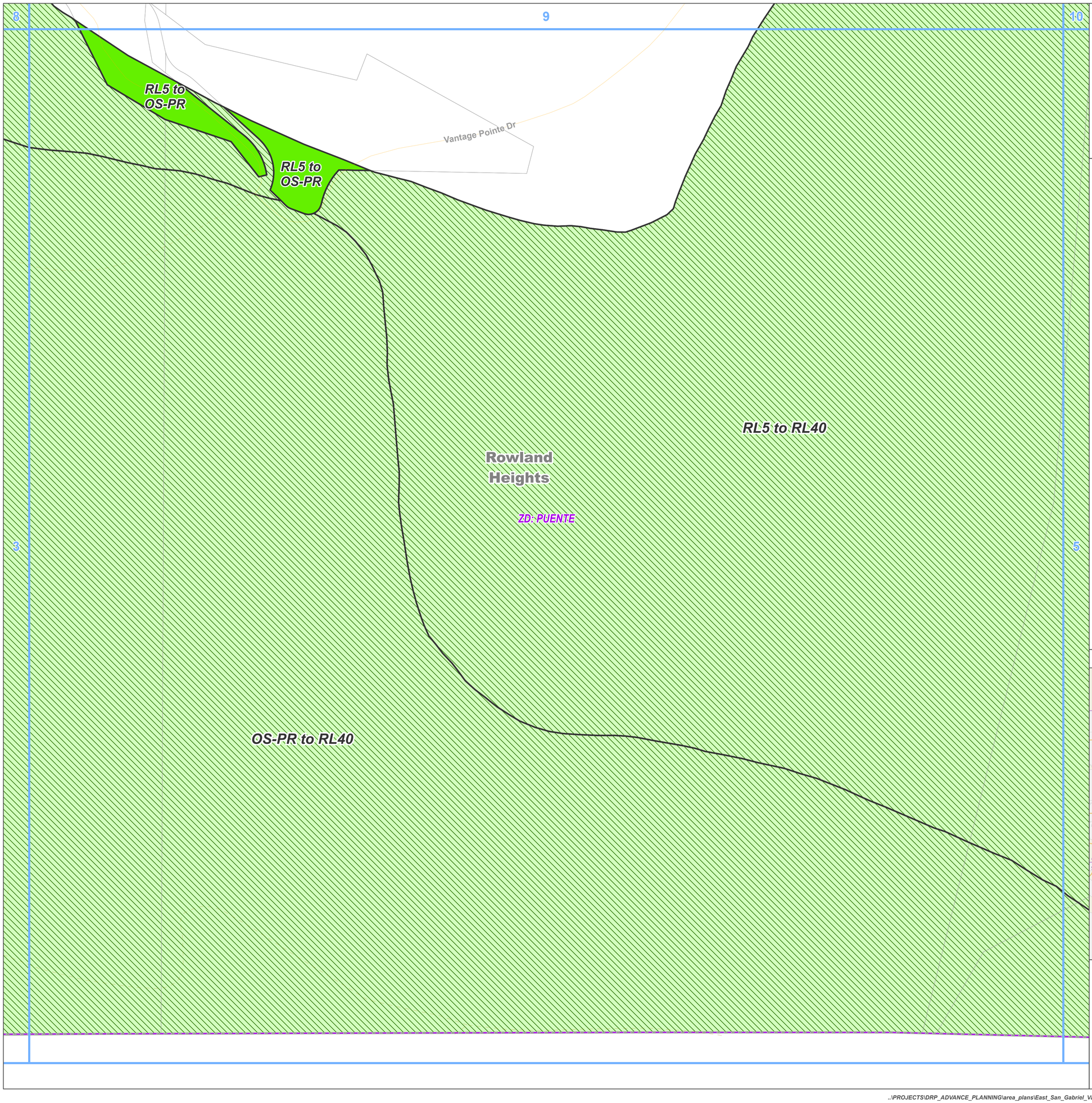
Los Angeles County

East San Gabriel Valley Planning Area Land Use Policy Changes

Zoned District(s): Puente



Land Use Policy Change*

- OS-PR - Open Space - Parks and Recreation
- RL40 - Rural Land 40

Base Layers

- Zoned District
- Parcels
- Unincorporated Area
- Map Series Grid

Street Types

- Minor
- Trail

*** NOTE ABOUT COMMUNITY PLANS:**

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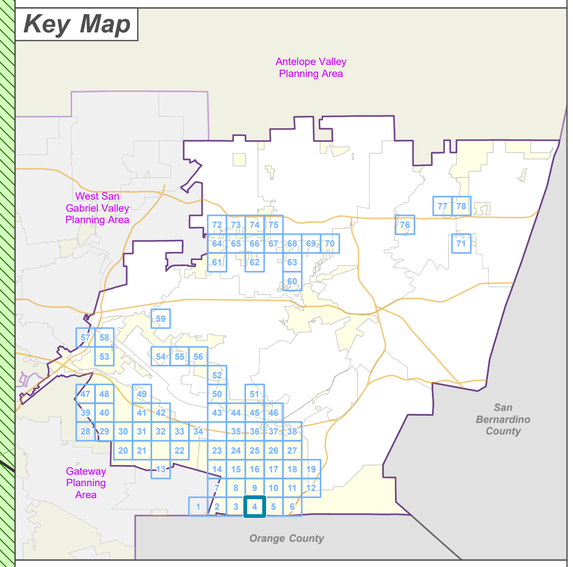

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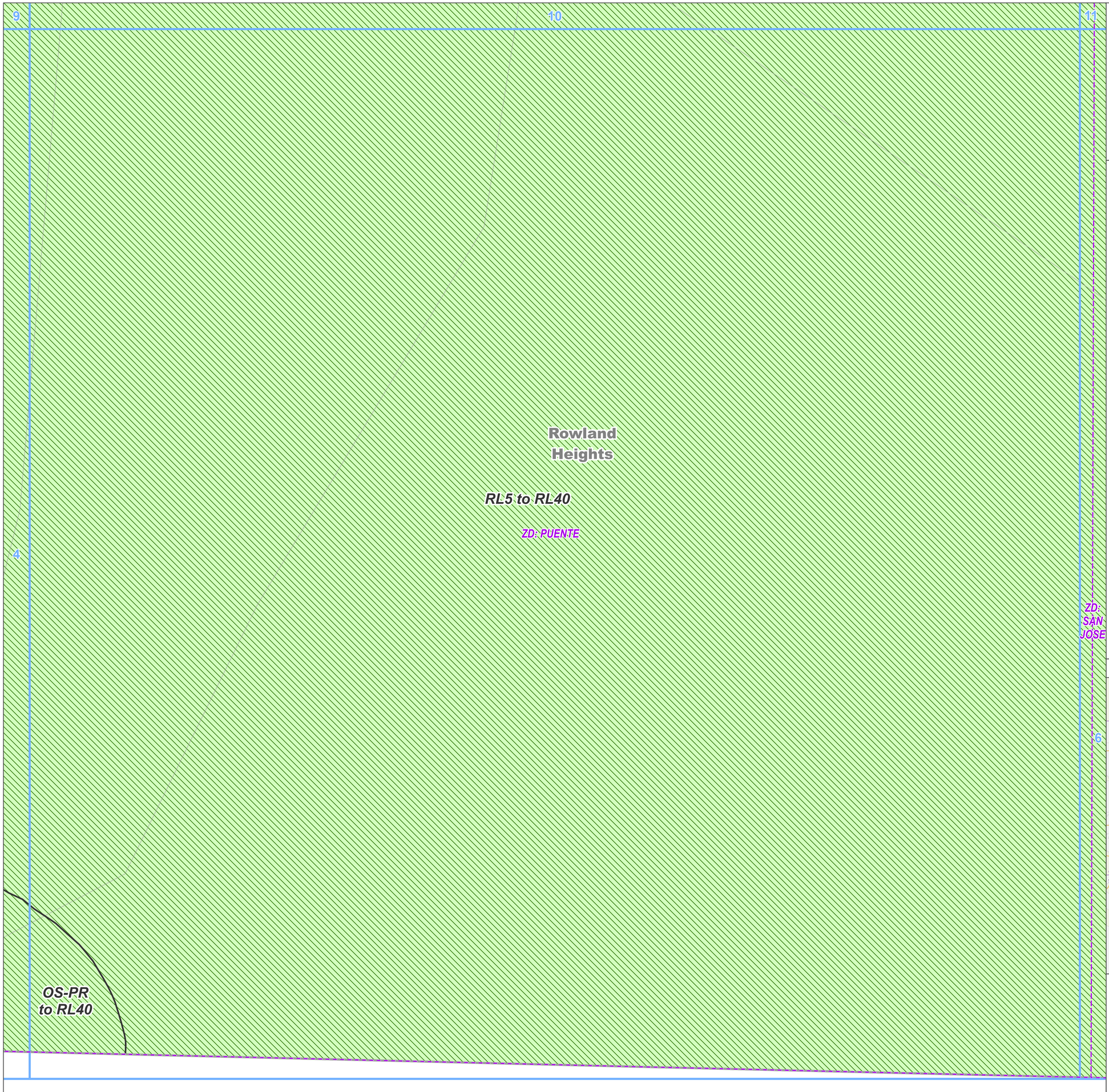
East San Gabriel Valley Planning Area Land Use Policy Changes

Zoned District(s): Puente, San Jose



Land Use Policy Change*

- RL40 - Rural Land 40

Base Layers

- Zoned District
- Parcels
- Unincorporated Area
- Map Series Grid

*** NOTE ABOUT COMMUNITY PLANS:**

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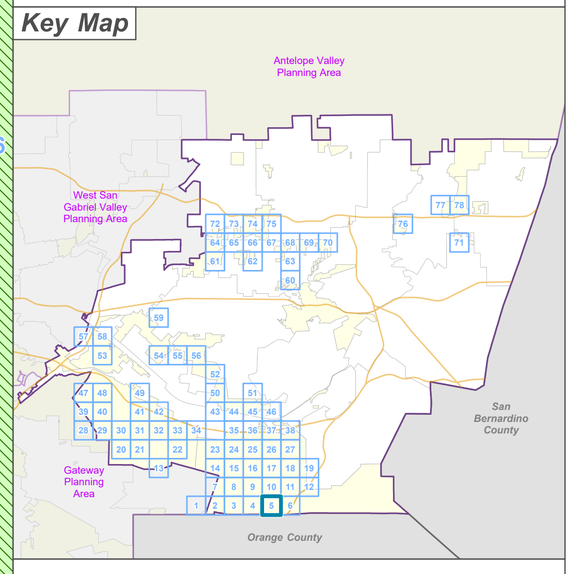

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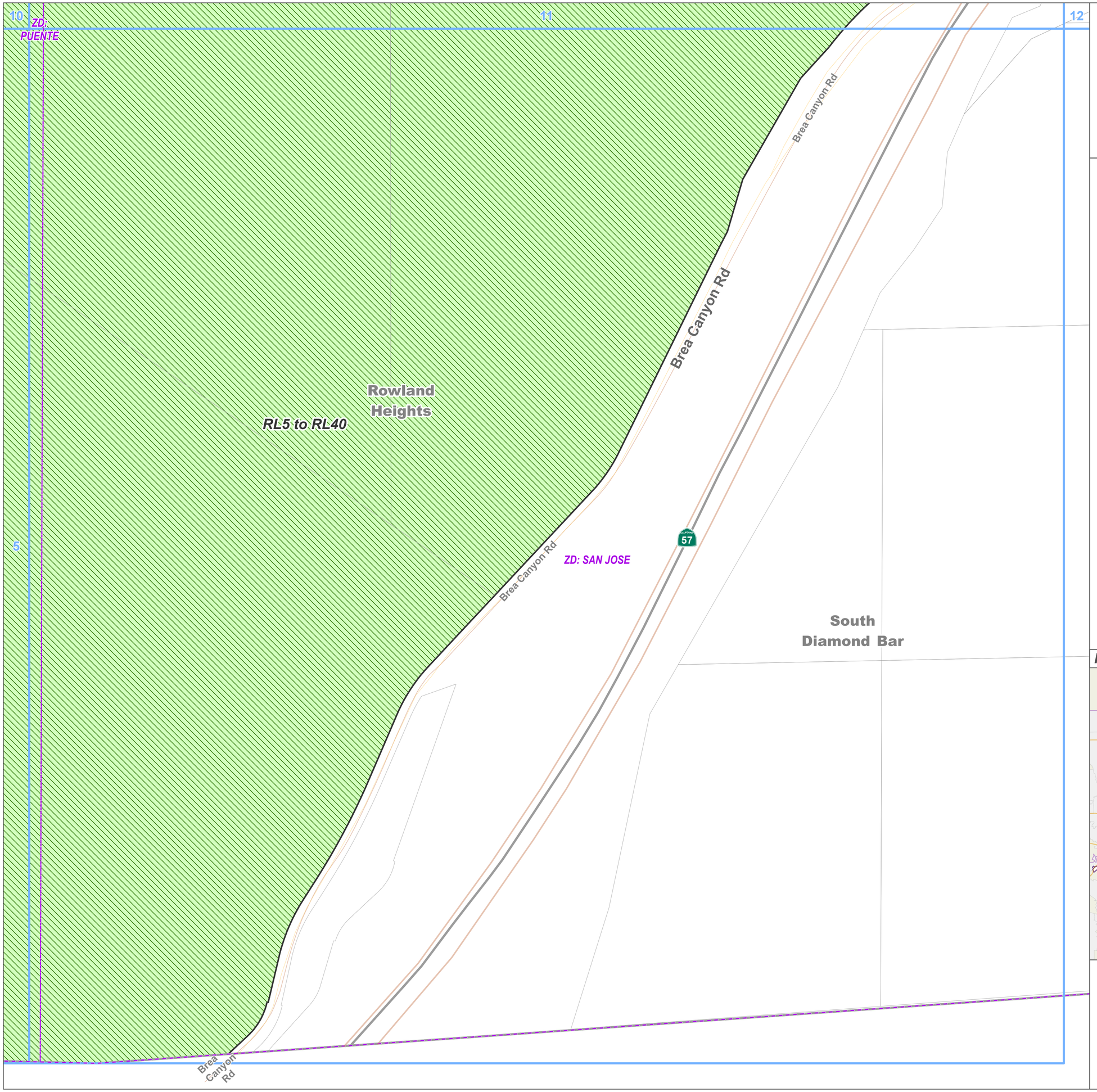

Los Angeles County

East San Gabriel Valley Planning Area Land Use Policy Changes

Zoned District(s): Puente, San Jose

Land Use Policy Change*

RL40 - Rural Land 40

Base Layers

Zoned District

Parcels

Unincorporated Area

Map Series Grid

Street Types

Freeway

Primary

Minor

*** NOTE ABOUT COMMUNITY PLANS:**

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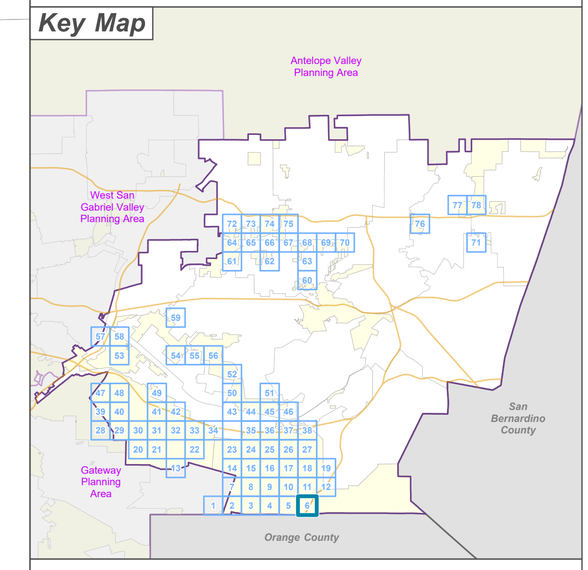

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Los Angeles County

East San Gabriel Valley Planning Area Land Use Policy Changes

Zoned District(s): Puente

Land Use Policy Change*

- H5 - Residential 5
- H9 - Residential 9
- OS-PR - Open Space - Parks and Recreation
- RL40 - Rural Land 40

Base Layers

- Zoned District
- Parcels
- Unincorporated Area
- Map Series Grid
- Surrounding Planning Area

Street Types

- Primary
- Secondary
- Minor
- Private Road

*** NOTE ABOUT COMMUNITY PLANS:**

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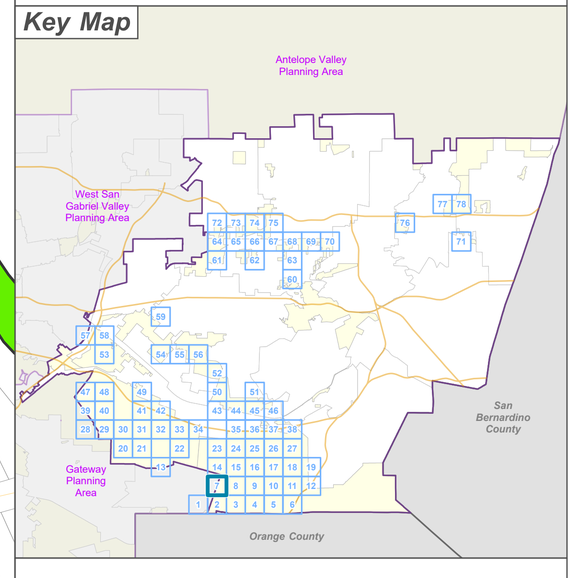

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East San Gabriel Valley Planning Area Land Use Policy Changes

Zoned District(s): Puente

Land Use Policy Change*

- H5 - Residential 5
- H9 - Residential 9
- OS-PR - Open Space - Parks and Recreation
- RL40 - Rural Land 40

Base Layers

- Zoned District
- Parcels
- Unincorporated Area
- Map Series Grid

Street Types

- Secondary
- Minor
- Trail

*** NOTE ABOUT COMMUNITY PLANS:**

Both Hacienda Heights and Rowland Heights have land use policy categories that are changing from the Community Plan land use categories to the equivalent land use categories that were defined by the General Plan update in 2015 (eg. U1 to H5). Although these are technically changes to the land use policy, they are not mapped in this series. The only changes mapped in this series are those changes which either change the density or intensity of the use, or change to an entirely different category.

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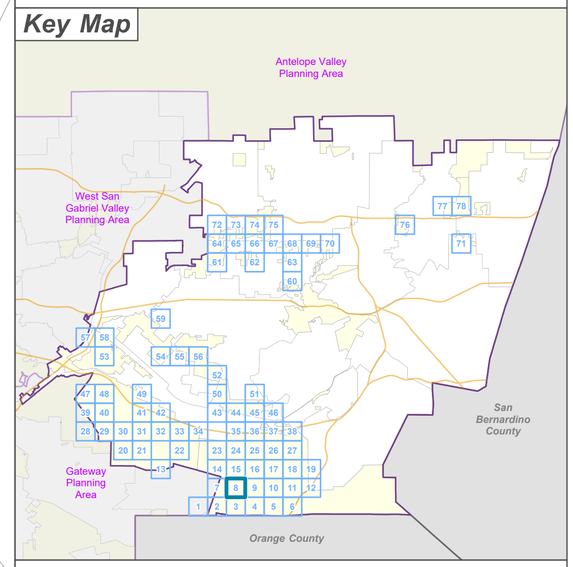

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Los Angeles County

East San Gabriel Valley Planning Area Land Use Policy Changes

Zoned District(s): Puente

Land Use Policy Change*

- H5 - Residential 5
- H9 - Residential 9
- OS-PR - Open Space - Parks and Recreation
- RL40 - Rural Land 40

Base Layers

- Zoned District
- Parcels
- Unincorporated Area
- Map Series Grid

Street Types

- Minor

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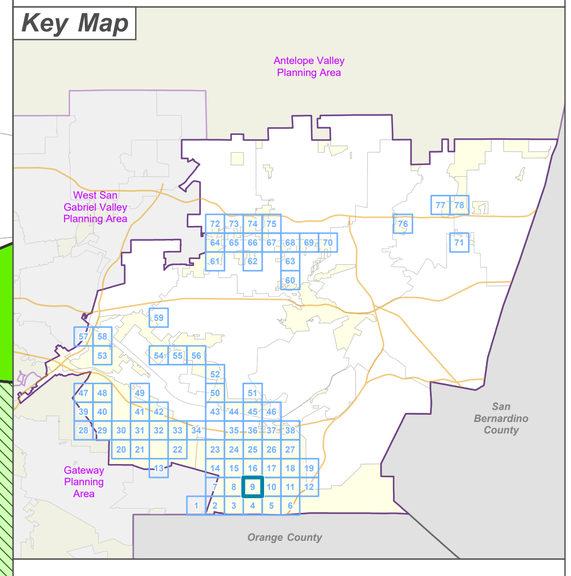

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Los Angeles County

East San Gabriel Valley Planning Area Land Use Policy Changes

Zoned District(s): Puente, San Jose

16 17 18 11 9 4 5 6

Bramhall Ln
Camden Pl
Carlton Pl
OS-PR to H5
OS-PR to H5
OS-PR to H5
H5 to OS-PR
H5 to RL40
Rowland Heights
ZD: PUENTE
ZD: SAN JOSE
OS-PR to RL5
RL5 to OS-PR
RL5 to RL40

Land Use Policy Change*

- H5 - Residential 5
- OS-PR - Open Space - Parks and Recreation
- RL5 - Rural Land 5
- RL40 - Rural Land 40

Base Layers

- Zoned District
- Parcels
- Unincorporated Area
- Map Series Grid

Street Types

- Minor

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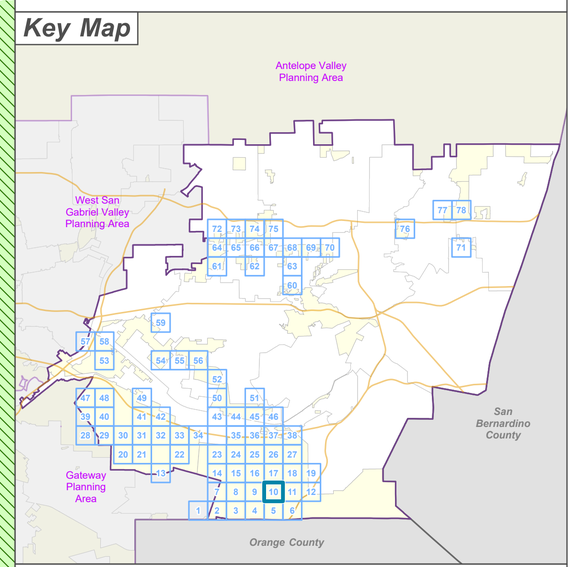

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East San Gabriel Valley Planning Area Land Use Policy Changes

Zoned District(s): Puente, San Jose



Land Use Policy Change*

- RL5 - Rural Land 5
- RL20 - Rural Land 20
- RL40 - Rural Land 40

Base Layers

- Zoned District
- Parcels
- Unincorporated Area
- Map Series Grid

Street Types

- Freeway
- Primary
- Minor
- Ramp

*** NOTE ABOUT COMMUNITY PLANS:**

Both Hacienda Heights and Rowland Heights have land use policy categories that are changing from the Community Plan land use categories to the equivalent land use categories that were defined by the General Plan update in 2015 (eg. U1 to H5). Although these are technically changes to the land use policy, they are not mapped in this series. The only changes mapped in this series are those changes which either change the density or intensity of the use, or change to an entirely different category.

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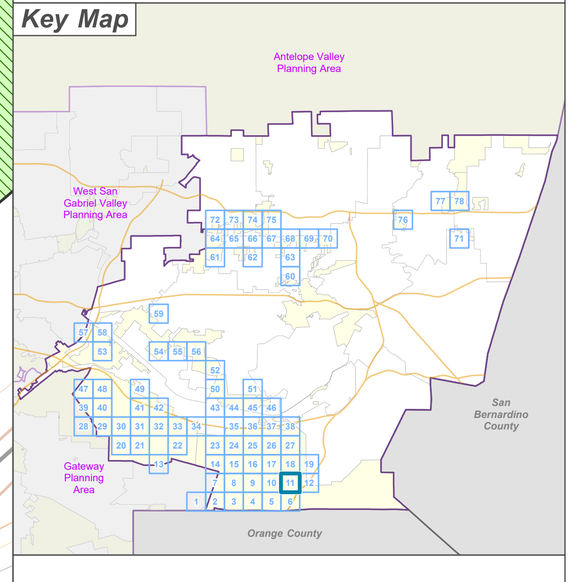

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East San Gabriel Valley Planning Area Land Use Policy Changes

Zoned District(s): San Jose

RL5 to RL20

RL5 to RL40

Rowland Heights

South Diamond Bar

Diamond Bar

ZD: SAN JOSE

E Oak Meadow Ln
Spring Meadow Ct
S Diamond Canyon Rd
S Oak Valley Pl
Brea Canyon Rd
Copper Canyon Dr
Ambushers St
Flapjack Dr
Crooked Creek Dr
Gold Run Dr
Castle Rock Rd
Silver Bullet Dr
Running Branch Rd
Chirping Sparrow Rd
Greyfield Ln
57

18
19
11
6

Land Use Policy Change*

- RL20 - Rural Land 20
- RL40 - Rural Land 40

Base Layers

- Zoned District
- Parcels
- Unincorporated Area
- Incorporated City
- Map Series Grid

Street Types

- Freeway
- Primary
- Minor
- Ramp

*** NOTE ABOUT COMMUNITY PLANS:**

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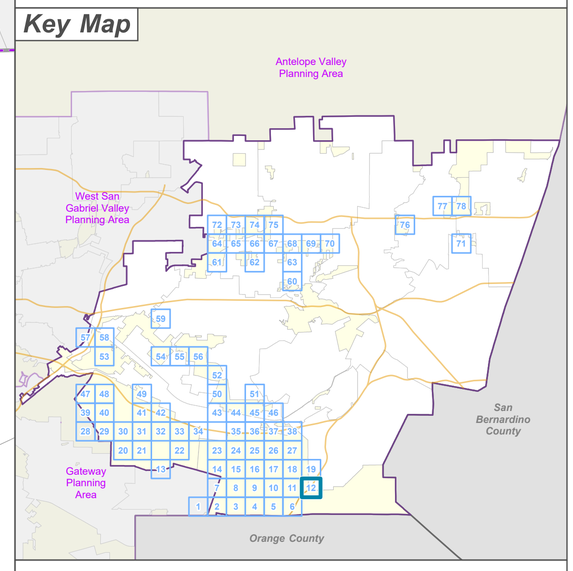

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East San Gabriel Valley Planning Area Land Use Policy Changes

Zoned District(s): Hacienda Heights

H2 to RL2

RL2 to H2

ZD: HACIENDA HEIGHTS

Hacienda Heights

Gateway Planning Area

Chella Dr
Budleigh Dr
Dulzura Dr
Punta Del Este Dr
Canarias Dr
Rio Lempa Dr
Garona Dr
Gotera Dr
Glencove Dr
High Tor Dr
Elza Dr
Cabo Blanco Dr
Pozo Dr
El Greco Ct
Casco Ct
Hacienda Rd
Skyline Dr
W Skyline Dr
Leucadia Rd
Hacienda Blvd
Panchoy Pl
Ardsheal Dr

Land Use Policy Change*

- H2 - Residential 2
- RL2 - Rural Land 2

Base Layers

- Zoned District
- Parcels
- Unincorporated Area
- Map Series Grid
- Surrounding Planning Area

Street Types

- Primary
- Minor
- Private Road

*** NOTE ABOUT COMMUNITY PLANS:**

Both Hacienda Heights and Rowland Heights have land use policy categories that are changing from the Community Plan land use categories to the equivalent land use categories that were defined by the General Plan update in 2015 (eg. U1 to H5). Although these are technically changes to the land use policy, they are not mapped in this series. The only changes mapped in this series are those changes which either change the density or intensity of the use, or change to an entirely different category.

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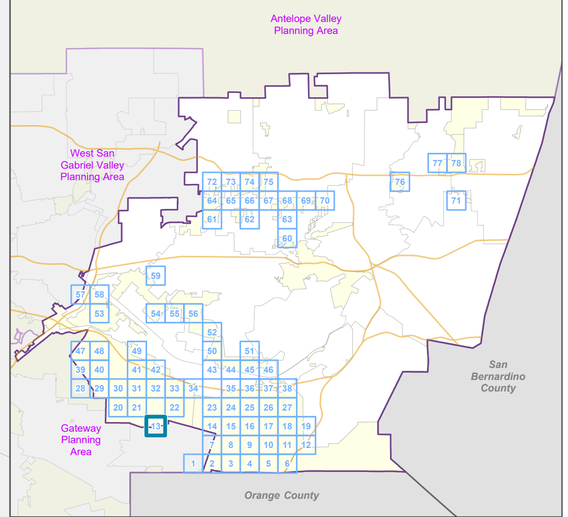

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East San Gabriel Valley Planning Area Land Use Policy Changes

Zoned District(s): Puente

Land Use Policy Change*
- H5 - Residential 5
- OS-PR - Open Space - Parks and Recreation

Base Layers
- Zoned District
- Parcels
- Unincorporated Area
- Map Series Grid
- Surrounding Planning Area

Street Types
- Primary
- Secondary
- Minor
- Private Road

*** NOTE ABOUT COMMUNITY PLANS:**

Both Hacienda Heights and Rowland Heights have land use policy categories that are changing from the Community Plan land use categories to the equivalent land use categories that were defined by the General Plan update in 2015 (eg. U1 to H5). Although these are technically changes to the land use policy, they are not mapped in this series. The only changes mapped in this series are those changes which either change the density or intensity of the use, or change to an entirely different category.

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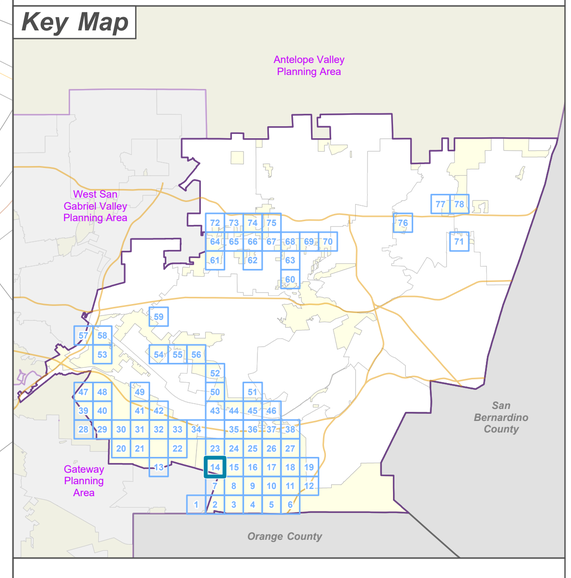

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Los Angeles County

East San Gabriel Valley Planning Area Land Use Policy Changes

Zoned District(s): Puente

Land Use Policy Change*

- H9 - Residential 9
- CG - General Commercial
- OS-PR - Open Space - Parks and Recreation

Base Layers

- Zoned District
- Parcels
- Unincorporated Area
- Map Series Grid

Street Types

- Primary
- Secondary
- Minor
- Private Road

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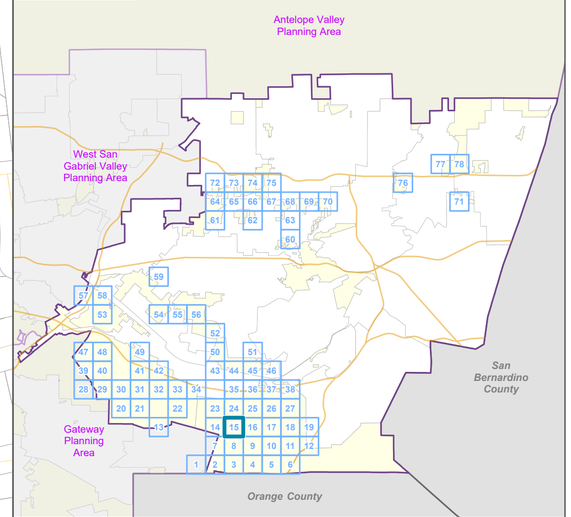

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Los Angeles County

East San Gabriel Valley Planning Area Land Use Policy Changes

Zoned District(s): Puente

Land Use Policy Change*

- H5 - Residential 5
- H9 - Residential 9
- OS-PR - Open Space - Parks and Recreation
- RL2 - Rural Land 2

Base Layers

- Zoned District
- Parcels
- Unincorporated Area
- Map Series Grid

Street Types

- Primary
- Secondary
- Minor
- Private Road

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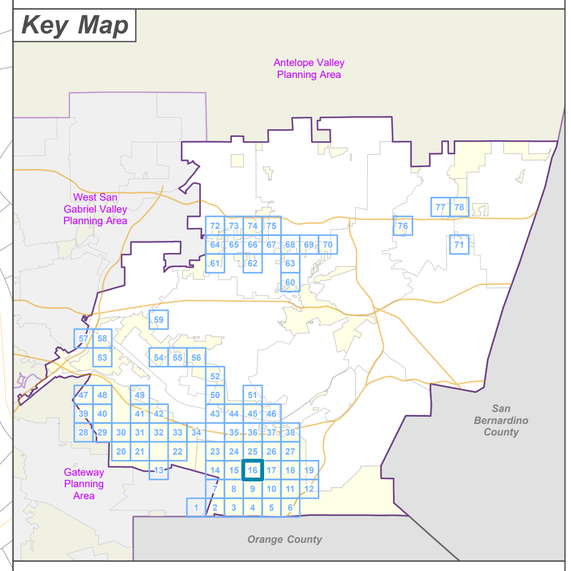

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Los Angeles County

East San Gabriel Valley Planning Area Land Use Policy Changes

Zoned District(s): Puente, San Jose

Land Use Policy Change*

- H5 - Residential 5
- OS-PR - Open Space - Parks and Recreation

Base Layers

- Zoned District
- Parcels
- Unincorporated Area
- Map Series Grid

Street Types

- Secondary
- Minor
- Private Road

*** NOTE ABOUT COMMUNITY PLANS:**

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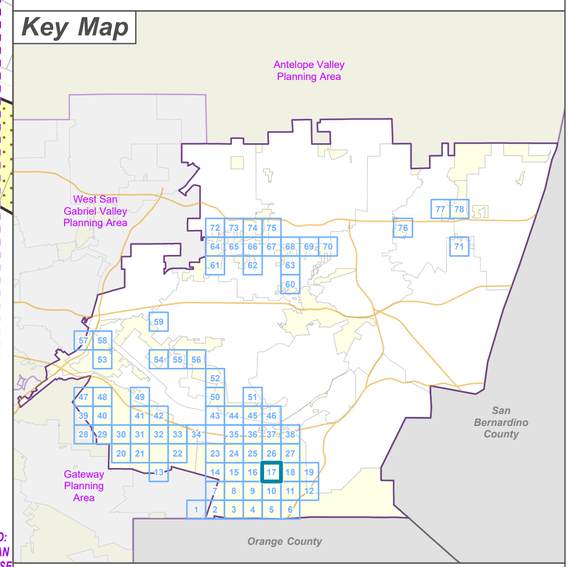

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East San Gabriel Valley Planning Area Land Use Policy Changes

Zoned District(s): Puente, San Jose

Land Use Policy Change*

- H5 - Residential 5
- RL2 - Rural Land 2
- RL5 - Rural Land 5
- RL20 - Rural Land 20

Base Layers

- Zoned District
- Parcels
- Unincorporated Area
- Map Series Grid

Street Types

- Secondary
- Minor
- Private Road

*** NOTE ABOUT COMMUNITY PLANS:**

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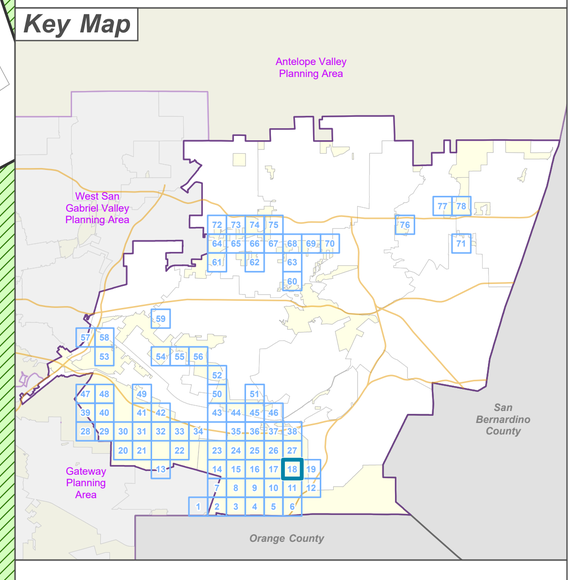

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East San Gabriel Valley Planning Area Land Use Policy Changes

Zoned District(s): San Jose

Land Use Policy Change*

- H5 - Residential 5
- RL2 - Rural Land 2
- RL5 - Rural Land 5
- RL20 - Rural Land 20

Base Layers

- Zoned District
- Parcels
- Unincorporated Area
- Incorporated City
- Map Series Grid

Street Types

- Freeway
- Primary
- Secondary
- Minor
- Ramp

*** NOTE ABOUT COMMUNITY PLANS:**

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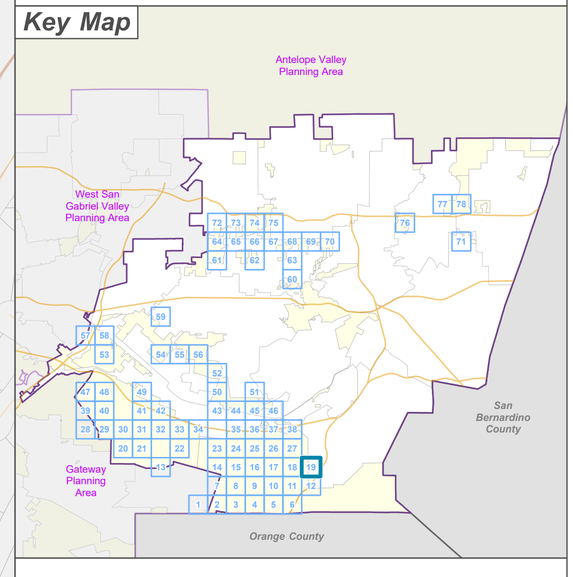

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Los Angeles County

East San Gabriel Valley Planning Area Land Use Policy Changes

Zoned District(s): Hacienda Heights

Land Use Policy Change*

- RL10 - Rural Land 10

Base Layers

- Zoned District
- Parcels
- Unincorporated Area
- Map Series Grid

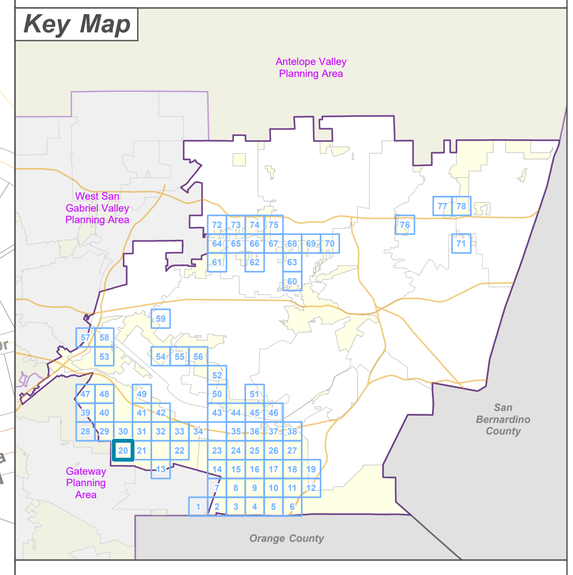
Street Types

- Primary
- Secondary
- Minor
- Private Road

*** NOTE ABOUT COMMUNITY PLANS:**

Both Hacienda Heights and Rowland Heights have land use policy categories that are changing from the Community Plan land use categories to the equivalent land use categories that were defined by the General Plan update in 2015 (eg. U1 to H5). Although these are technically changes to the land use policy, they are not mapped in this series. The only changes mapped in this series are those changes which either change the density or intensity of the use, or change to an entirely different category.

Key Map



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Los Angeles County

East San Gabriel Valley Planning Area Land Use Policy Changes

Zoned District(s): Hacienda Heights

Land Use Policy Change*

- H30 - Residential 30
- P - Public and Semi-Public

Base Layers

- Zoned District
- Parcels
- Unincorporated Area
- Map Series Grid

Street Types

- Primary
- Secondary
- Minor
- Private Road

*** NOTE ABOUT COMMUNITY PLANS:**

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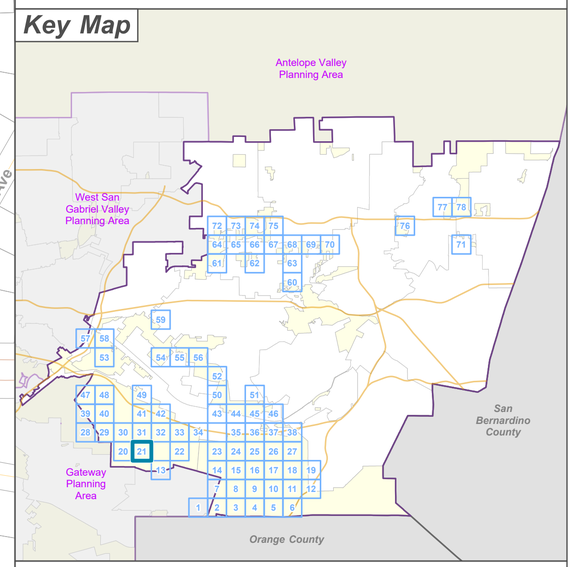

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Los Angeles County

East San Gabriel Valley Planning Area Land Use Policy Changes

Zoned District(s): Hacienda Heights

Land Use Policy Change*

- OS-C - Open Space - Conservation

Base Layers

- Zoned District
- Parcels
- Unincorporated Area
- Map Series Grid

Street Types

- Primary
- Secondary
- Minor
- Private Road

*** NOTE ABOUT COMMUNITY PLANS:**

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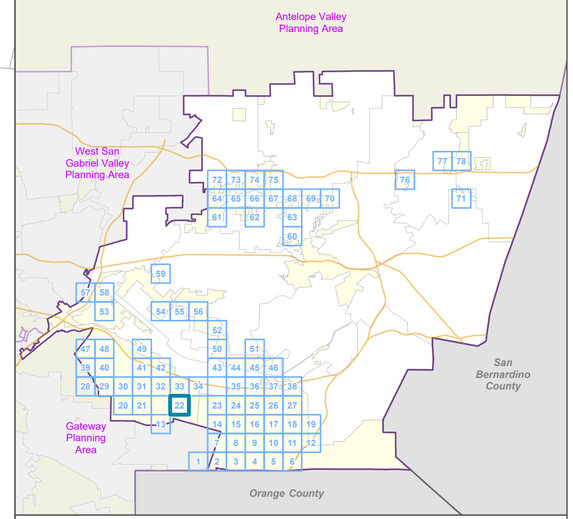

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34

35

24

14

15

Colima Rd

Colima Rd

Industry

Calle Barcelona

H5 to H9

Monica Ct

Erika Ct

Liliana Ct

La Pasaita Ct

Calle San Lucas

Calle La Paz

Calle Belleza

Via Entrada

Paseo Azul

Calle Madrid

Samara Dr

Via Tranquilo

E Calle Aurora

Calle Silvosa

Via San Jose

ZD: PUENTE

Calle Los Arboles

Mondino Dr

Marengo Dr

Rio Bonito Dr

Avenida Del Canada

Calle Bogota

Rowland Heights

H5 to P

Saleroso Dr

Morro Dr

Rio Ct

S Palma Dr

Cartago Ct

E Ember Dr

E Orlon Dr

Candela Dr

Verna Dr

Remora Dr

Fallen Dr

Maystone Pl

Raven Fall Ave

Ravenall Ave

Kings Run Pl

Agostino Dr

Nearbank Dr

Etongale Ave

Gnu Cir

Galatina St

Gallineta St

Fainridge Pl

Donosa Dr

Silverbank Pl

Baintree Ave

OS-PR to P

East San Gabriel Valley Planning Area Land Use Policy Changes

Zoned District(s): Puente

Land Use Policy Change*

- H9 - Residential 9
- P - Public and Semi-Public

Base Layers

- Zoned District
- Parcels
- Unincorporated Area
- Incorporated City
- Map Series Grid

Street Types

- Primary
- Secondary
- Minor
- Private Road

*** NOTE ABOUT COMMUNITY PLANS:**

Both Hacienda Heights and Rowland Heights have land use policy categories that are changing from the Community Plan land use categories to the equivalent land use categories that were defined by the General Plan update in 2015 (eg. U1 to H5). Although these are technically changes to the land use policy, they are not mapped in this series. The only changes mapped in this series are those changes which either change the density or intensity of the use, or change to an entirely different category.

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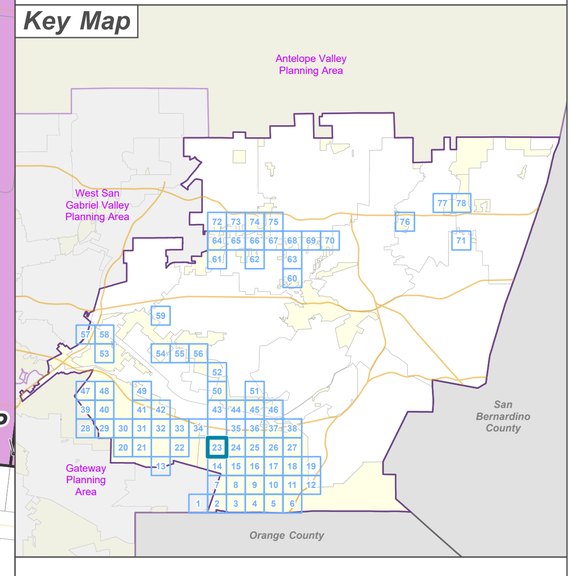

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Los Angeles County

East San Gabriel Valley Planning Area Land Use Policy Changes

Zoned District(s): Puente

Land Use Policy Change*
- H5 - Residential 5
- H9 - Residential 9
- H50 - Residential 50
- CG - General Commercial
- P - Public and Semi-Public

Base Layers
- Zoned District
- Parcels
- Unincorporated Area
- Incorporated City
- Map Series Grid

Street Types
- Primary
- Minor
- Alley
- Private Road

*** NOTE ABOUT COMMUNITY PLANS:**

Both Hacienda Heights and Rowland Heights have land use policy categories that are changing from the Community Plan land use categories to the equivalent land use categories that were defined by the General Plan update in 2015 (eg. U1 to H5). Although these are technically changes to the land use policy, they are not mapped in this series. The only changes mapped in this series are those changes which either change the density or intensity of the use, or change to an entirely different category.

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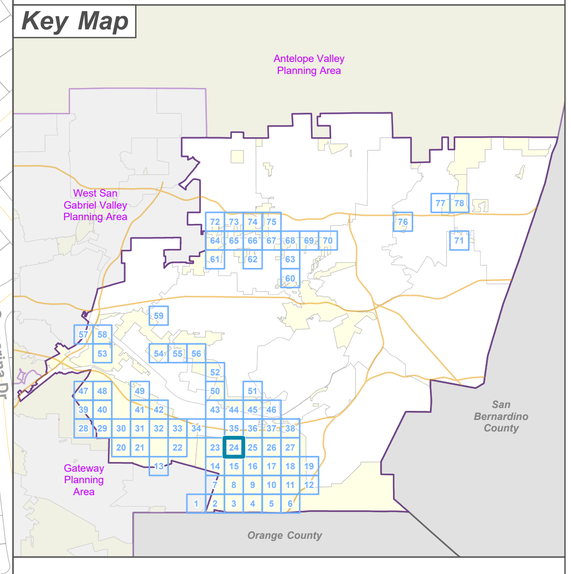

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Los Angeles County

East San Gabriel Valley Planning Area Land Use Policy Changes

Zoned District(s): Puente

Land Use Policy Change*
- H9 - Residential 9
- H50 - Residential 50
- RL2 - Rural Land 2

Base Layers
- Zoned District
- Parcels
- Unincorporated Area
- Map Series Grid

Street Types
- Primary
- Minor
- Alley
- Private Road

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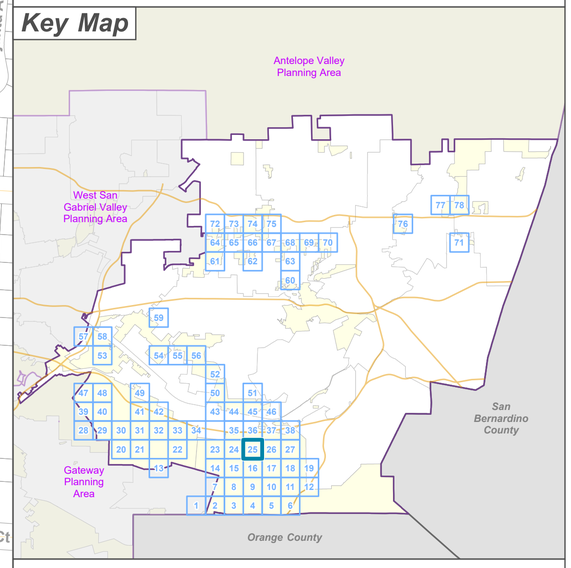

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East San Gabriel Valley Planning Area Land Use Policy Changes

Zoned District(s): Puente, San Jose, Walnut

Land Use Policy Change*
- H9 - Residential 9
- H18 - Residential 18

Base Layers
- Zoned District
- Parcels
- Unincorporated Area
- Map Series Grid

Street Types
- Primary
- Minor
- Private Road

*** NOTE ABOUT COMMUNITY PLANS:**

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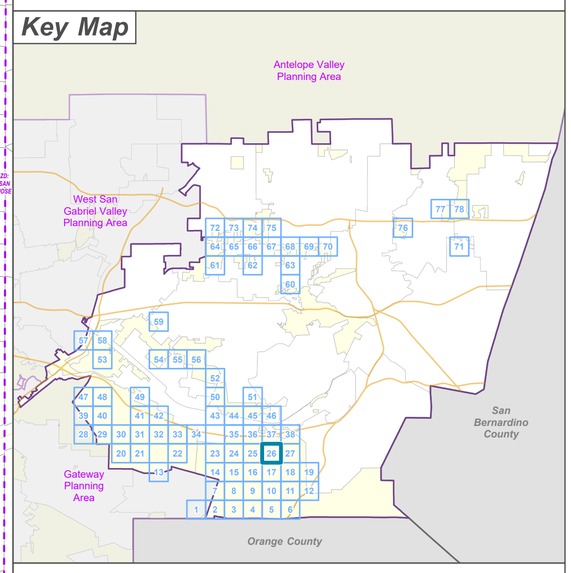

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CG to H5

OS-PR to H50

H30 to OS-PR

ZD: WALNUT

ZD: SAN JOSE

ZD: PUENTE

Rowland Heights

Colima Rd

Fairway Dr

Oakburn Dr

Delamere Dr

Brea Canyon Cutoff

Hallgreen Dr

Newbridge Cir

Walnut Leaf Dr

Merion Wy

Candle Flame Ct

Emerald Meadow Dr

Donway Dr

Wineglow Cir

Starshine Rd

Lake Canyon Dr

Rhapsody Rd

Mairemont Dr

Radclay Dr

Huntcliff Ln

Evening Breeze Dr

Pepperdale Dr

Sand Spring Dr

Julie Dr

Reedview Dr

Debann Pl

Esquiline Ave

Dacian Dr

Brea Canyon Cutoff Rd

Sartell Dr

Holcroft Dr

Bickford Dr

Rance Dr

Bing Ct

Balan Rd

Shelyn Dr

Gene Ct

Whistler Ct

Cristo Ln

Frances

Sheila Ct

Meteora Wy

Wind River Ln

Victoria Wy

Cascade Wy

Oakleaf Canyon Rd

E Castlebar Dr

37

38

26

17

18

19

Land Use Policy Change*

- H5 - Residential 5
- H50 - Residential 50
- OS-PR - Open Space - Parks and Recreation

Base Layers

- Zoned District
- Parcels
- Unincorporated Area
- Map Series Grid

Street Types

- Primary
- Secondary
- Minor
- Private Road

*** NOTE ABOUT COMMUNITY PLANS:**

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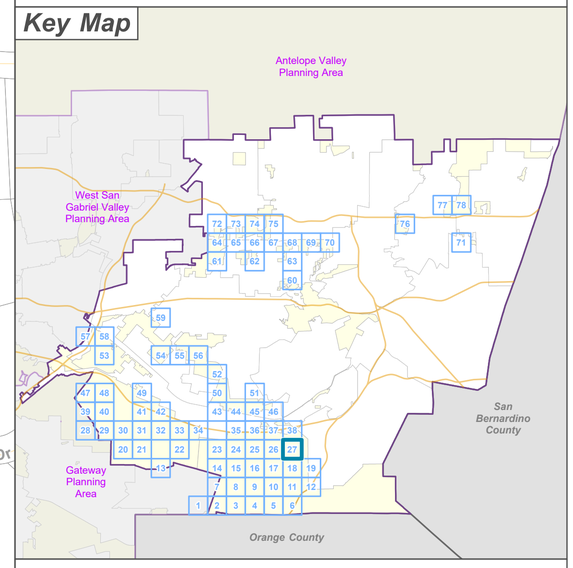

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Los Angeles County

East San Gabriel Valley Planning Area Land Use Policy Changes

Zoned District(s): Hacienda Heights

39

40

29

OS-C to OS-PR

Hacienda Heights

Skyline Dr

ZD: HACIENDA HEIGHTS

Gateway Planning Area

Land Use Policy Change*

- OS-PR - Open Space - Parks and Recreation

Base Layers

- Zoned District
- Parcels
- Unincorporated Area
- Map Series Grid
- Surrounding Planning Area

Street Types

- Secondary
- Minor
- Trail

*** NOTE ABOUT COMMUNITY PLANS:**

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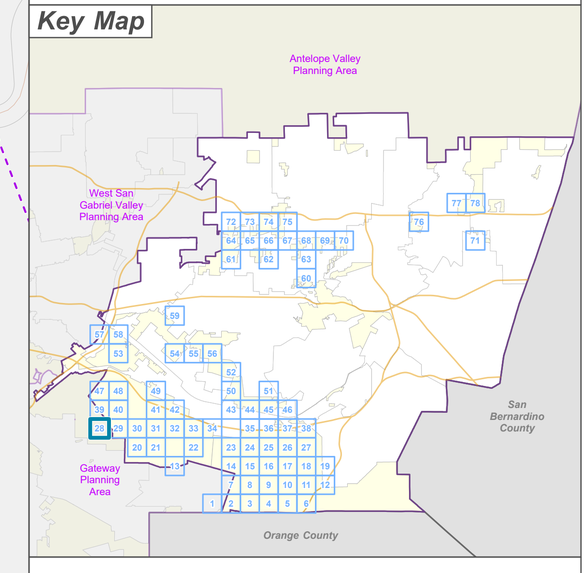

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East San Gabriel Valley Planning Area Land Use Policy Changes

Zoned District(s): Hacienda Heights

39 40 28 30 20

OS-C to OS-PR

El Venado Dr
Tamarix Dr
E Oak Canyon Dr
Descending Dr
Edgeridge Dr
Athel Dr
Horticultural Dr
Skyline Dr
Teton Dr
Hacienda Heights
ZD: HACIENDA HEIGHTS
Sugar Gum Rd
Blue Sky Rd
Holly Tree Rd
Northview Ter
Finisterra Pl
Gateway Planning Area

Land Use Policy Change*

- OS-PR - Open Space - Parks and Recreation

Base Layers

- Zoned District
- Parcels
- Unincorporated Area
- Map Series Grid
- Surrounding Planning Area

Street Types

- Secondary
- Minor
- Private Road

*** NOTE ABOUT COMMUNITY PLANS:**

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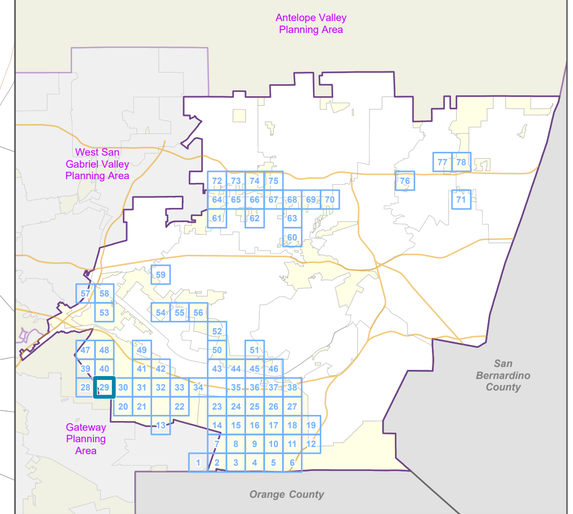

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Los Angeles County

East San Gabriel Valley Planning Area Land Use Policy Changes

Zoned District(s): Hacienda Heights

Land Use Policy Change*

- H5 - Residential 5
- RL10 - Rural Land 10

Base Layers

- Zoned District
- Parcels
- Unincorporated Area
- Map Series Grid

Street Types

- Secondary
- Minor
- Private Road

*** NOTE ABOUT COMMUNITY PLANS:**

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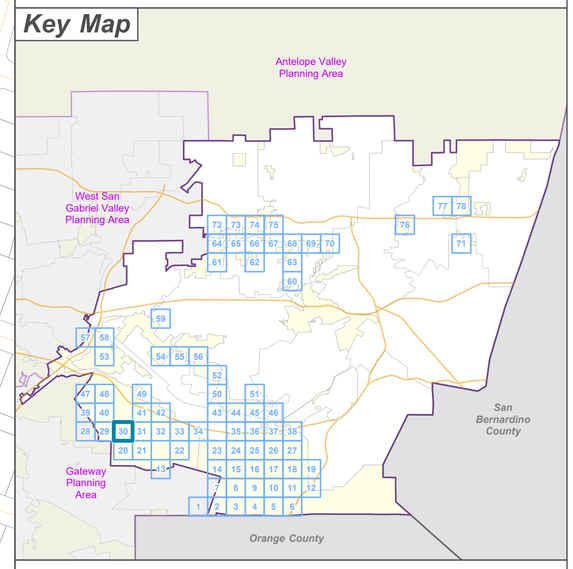

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Los Angeles County

East San Gabriel Valley Planning Area Land Use Policy Changes

Zoned District(s): Hacienda Heights

Land Use Policy Change*

- H9 - Residential 9
- H30 - Residential 30
- H100 - Residential 100
- CG - General Commercial

Base Layers

- Zoned District
- Parcels
- Unincorporated Area
- Map Series Grid

Street Types

- Primary
- Secondary
- Minor
- Private Road

*** NOTE ABOUT COMMUNITY PLANS:**

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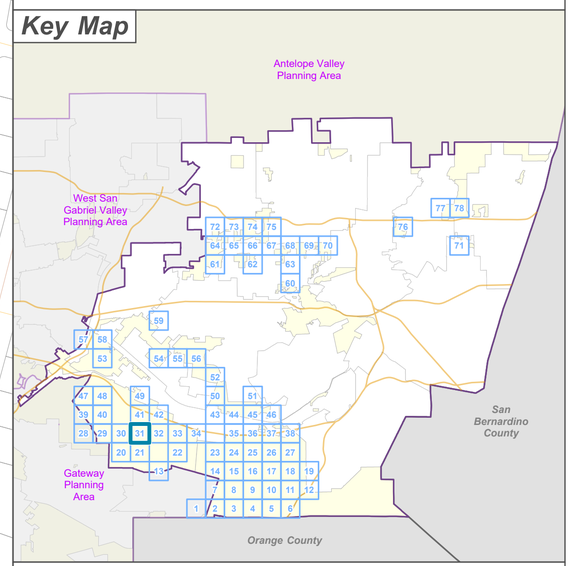

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Los Angeles County

East San Gabriel Valley Planning Area Land Use Policy Changes

Zoned District(s): Hacienda Heights

Land Use Policy Change*

- H9 - Residential 9
- H18 - Residential 18
- H30 - Residential 30

Base Layers

- Zoned District
- Parcels
- Unincorporated Area
- Map Series Grid

Street Types

- Secondary
- Minor
- Private Road

*** NOTE ABOUT COMMUNITY PLANS:**

Both Hacienda Heights and Rowland Heights have land use policy categories that are changing from the Community Plan land use categories to the equivalent land use categories that were defined by the General Plan update in 2015 (eg. U1 to H5). Although these are technically changes to the land use policy, they are not mapped in this series. The only changes mapped in this series are those changes which either change the density or intensity of the use, or change to an entirely different category.

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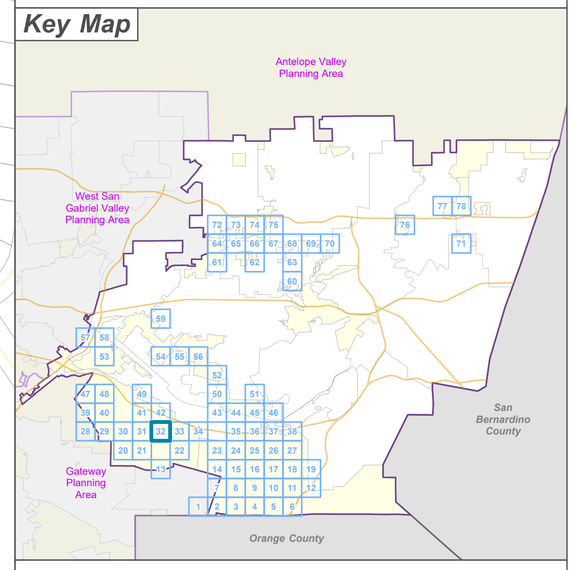

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East San Gabriel Valley Planning Area Land Use Policy Changes

Zoned District(s): Hacienda Heights

Land Use Policy Change*

- H18 - Residential 18

Base Layers

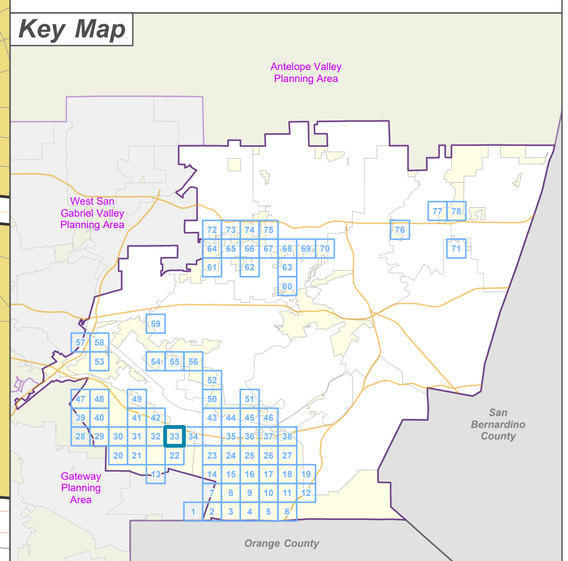
- Zoned District
- Parcels
- Unincorporated Area
- Incorporated City
- Map Series Grid

Street Types

- Freeway
- Primary
- Secondary
- Minor
- Private Road

*** NOTE ABOUT COMMUNITY PLANS:**

Both Hacienda Heights and Rowland Heights have land use policy categories that are changing from the Community Plan land use categories to the equivalent land use categories that were defined by the General Plan update in 2015 (eg. U1 to H5). Although these are technically changes to the land use policy, they are not mapped in this series. The only changes mapped in this series are those changes which either change the density or intensity of the use, or change to an entirely different category.



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Los Angeles County

East San Gabriel Valley Planning Area Land Use Policy Changes

Zoned District(s): Hacienda Heights, Puente

Land Use Policy Change*

- H18 - Residential 18
- P - Public and Semi-Public

Base Layers

- Zoned District
- Parcels
- Unincorporated Area
- Incorporated City
- Map Series Grid

Street Types

- Freeway
- Primary
- Secondary
- Minor
- Ramp
- Private Road
- Railroad

*** NOTE ABOUT COMMUNITY PLANS:**

Both Hacienda Heights and Rowland Heights have land use policy categories that are changing from the Community Plan land use categories to the equivalent land use categories that were defined by the General Plan update in 2015 (eg. U1 to H5). Although these are technically changes to the land use policy, they are not mapped in this series. The only changes mapped in this series are those changes which either change the density or intensity of the use, or change to an entirely different category.

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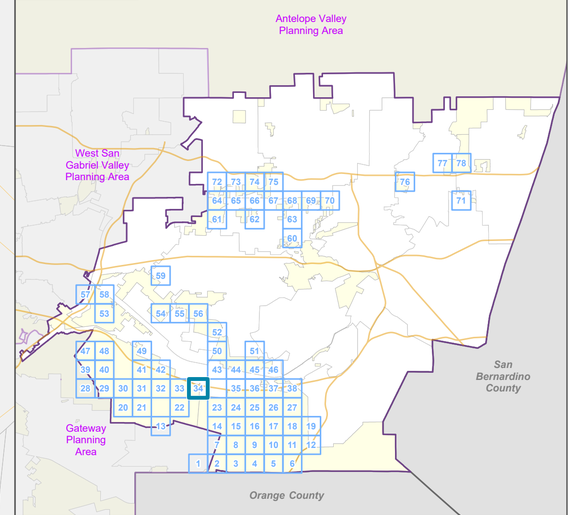

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Los Angeles County

East San Gabriel Valley Planning Area Land Use Policy Changes

Zoned District(s): Puente

Land Use Policy Change*

- CG - General Commercial

Base Layers

- Zoned District
- Parcels
- Unincorporated Area
- Incorporated City
- Map Series Grid

Street Types

- Freeway
- Primary
- Secondary
- Minor
- Ramp
- Alley
- Private Road
- Railroad

*** NOTE ABOUT COMMUNITY PLANS:**

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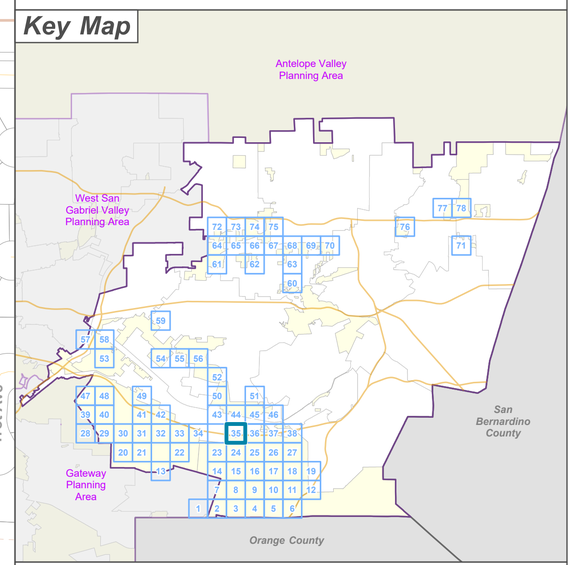

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Los Angeles County

East San Gabriel Valley Planning Area Land Use Policy Changes

Zoned District(s): Puente

Land Use Policy Change*
- H9 - Residential 9

Base Layers
- Zoned District
- Parcels
- Unincorporated Area
- Incorporated City
- Map Series Grid

Street Types
- Freeway
- Primary
- Secondary
- Minor
- Ramp
- Alley
- Private Road
- Railroad

*** NOTE ABOUT COMMUNITY PLANS:**

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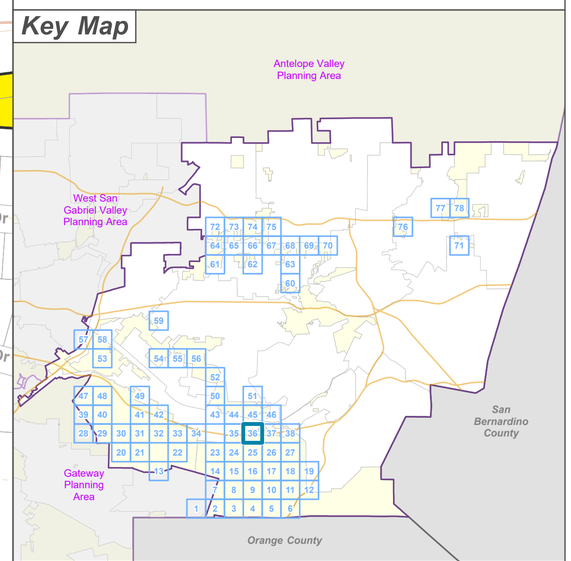

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Los Angeles County

East San Gabriel Valley Planning Area Land Use Policy Changes

Zoned District(s): Puente, Walnut

Land Use Policy Change*

- H9 - Residential 9

Base Layers

- Zoned District
- Parcels
- Unincorporated Area
- Incorporated City
- Map Series Grid

Street Types

- Freeway
- Minor
- Ramp
- Private Road
- Railroad

*** NOTE ABOUT COMMUNITY PLANS:**

Both Hacienda Heights and Rowland Heights have land use policy categories that are changing from the Community Plan land use categories to the equivalent land use categories that were defined by the General Plan update in 2015 (eg. U1 to H5). Although these are technically changes to the land use policy, they are not mapped in this series. The only changes mapped in this series are those changes which either change the density or intensity of the use, or change to an entirely different category.

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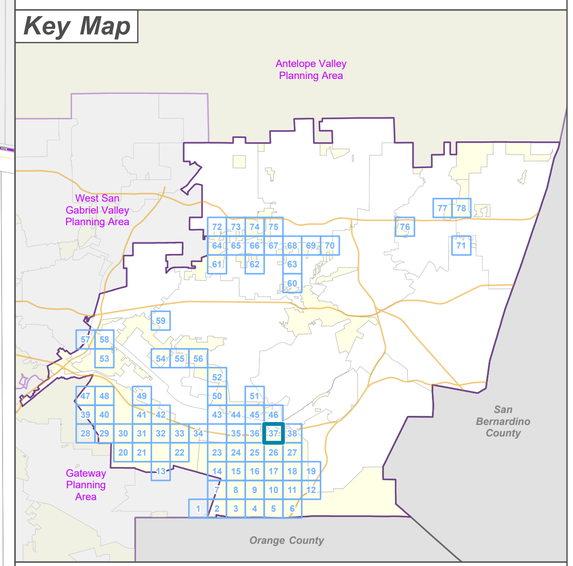

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East San Gabriel Valley Planning Area Land Use Policy Changes

Zoned District(s): Puente, San Jose, Walnut

Land Use Policy Change*

- H5 - Residential 5
- H50 - Residential 50
- OS-PR - Open Space - Parks and Recreation

Base Layers

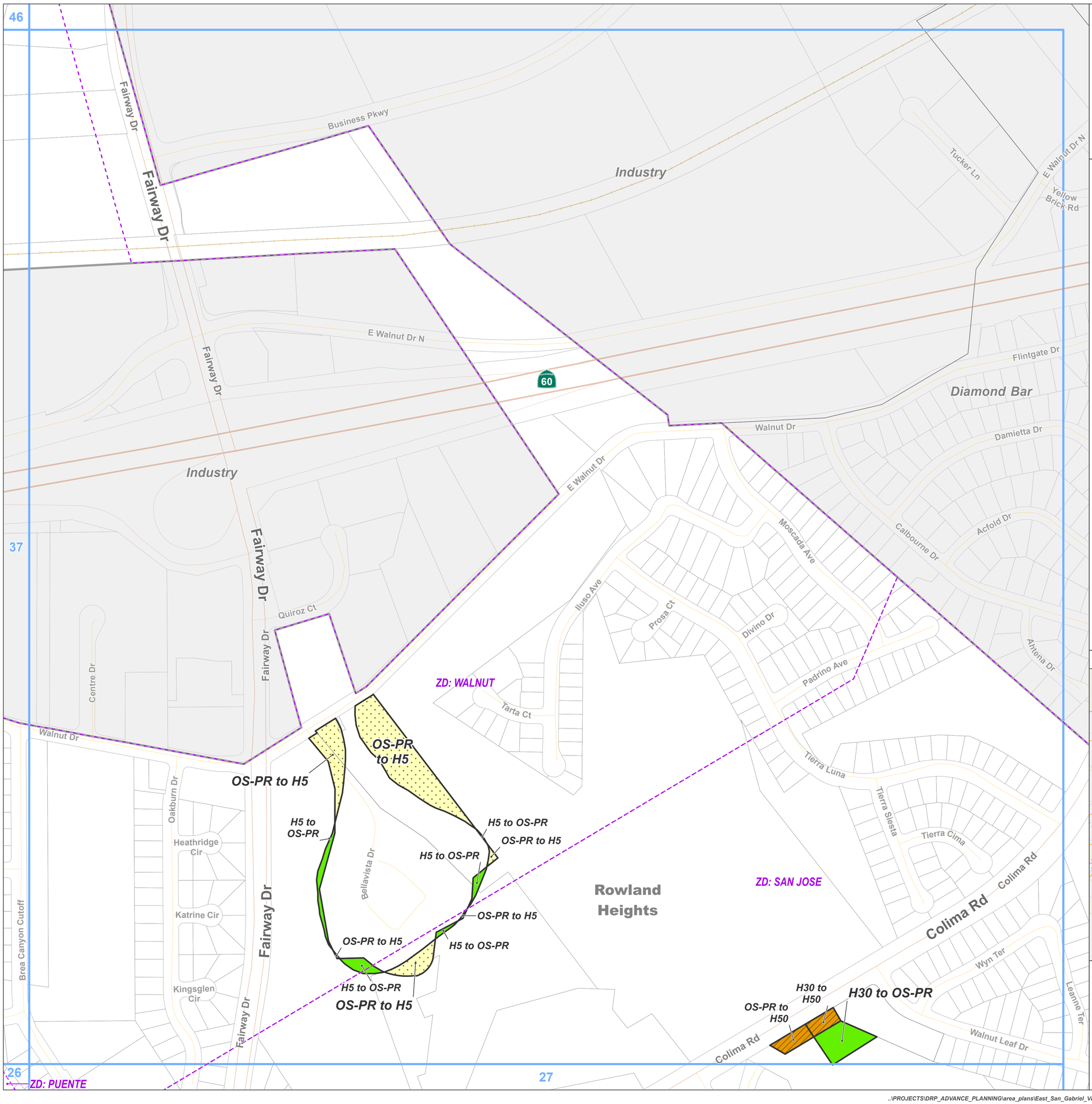
- Zoned District
- Parcels
- Unincorporated Area
- Incorporated City
- Map Series Grid

Street Types

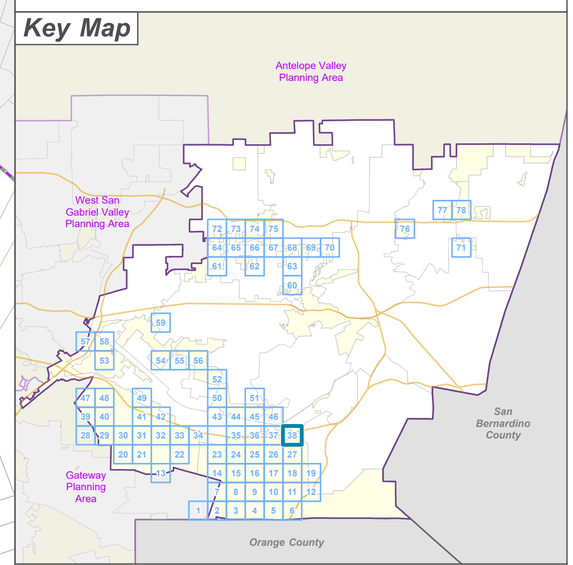
- Freeway
- Primary
- Secondary
- Minor
- Ramp
- Railroad

*** NOTE ABOUT COMMUNITY PLANS:**

Both Hacienda Heights and Rowland Heights have land use policy categories that are changing from the Community Plan land use categories to the equivalent land use categories that were defined by the General Plan update in 2015 (eg. U1 to H5). Although these are technically changes to the land use policy, they are not mapped in this series. The only changes mapped in this series are those changes which either change the density or intensity of the use, or change to an entirely different category.



Key Map



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Los Angeles County

East San Gabriel Valley Planning Area Land Use Policy Changes

Zoned District(s): Hacienda Heights

Land Use Policy Change*

- OS-PR - Open Space - Parks and Recreation

Base Layers

- Zoned District
- Parcels
- Unincorporated Area
- Map Series Grid
- Surrounding Planning Area

Street Types

- Trail

*** NOTE ABOUT COMMUNITY PLANS:**

Both Hacienda Heights and Rowland Heights have land use policy categories that are changing from the Community Plan land use categories to the equivalent land use categories that were defined by the General Plan update in 2015 (eg. U1 to H5). Although these are technically changes to the land use policy, they are not mapped in this series. The only changes mapped in this series are those changes which either change the density or intensity of the use, or change to an entirely different category.

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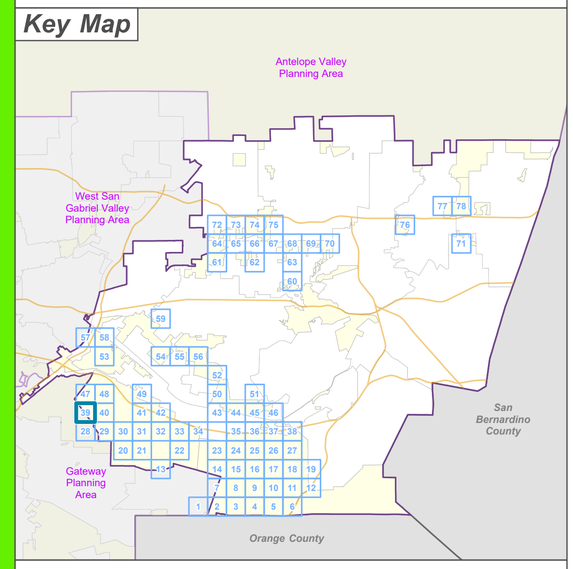

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Los Angeles County

East San Gabriel Valley Planning Area Land Use Policy Changes

Zoned District(s): Hacienda Heights

Land Use Policy Change*

- OS-PR - Open Space - Parks and Recreation

Base Layers

- Zoned District
- Parcels
- Unincorporated Area
- Map Series Grid

Street Types

- Minor
- Private Road

*** NOTE ABOUT COMMUNITY PLANS:**

Both Hacienda Heights and Rowland Heights have land use policy categories that are changing from the Community Plan land use categories to the equivalent land use categories that were defined by the General Plan update in 2015 (eg. U1 to H5). Although these are technically changes to the land use policy, they are not mapped in this series. The only changes mapped in this series are those changes which either change the density or intensity of the use, or change to an entirely different category.

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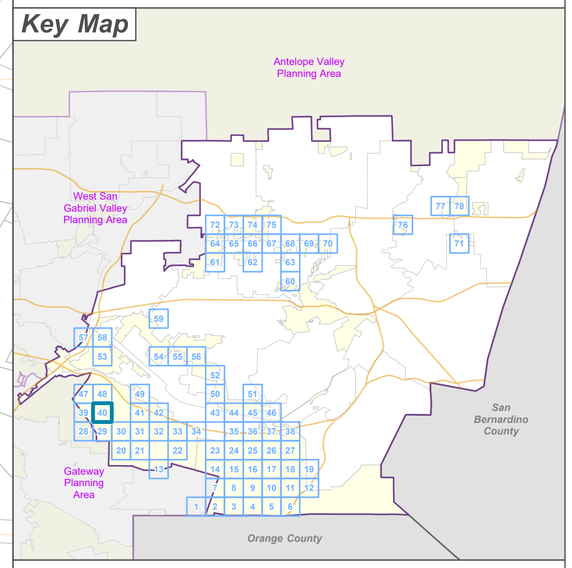

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Los Angeles County

East San Gabriel Valley Planning Area Land Use Policy Changes

Zoned District(s): Hacienda Heights

Land Use Policy Change*

- P - Public and Semi-Public

Base Layers

- Zoned District
- Parcels
- Unincorporated Area
- Incorporated City
- Map Series Grid

Street Types

- Freeway
- Primary
- Secondary
- Minor
- Ramp
- Private Road

*** NOTE ABOUT COMMUNITY PLANS:**

Both Hacienda Heights and Rowland Heights have land use policy categories that are changing from the Community Plan land use categories to the equivalent land use categories that were defined by the General Plan update in 2015 (eg. U1 to H5). Although these are technically changes to the land use policy, they are not mapped in this series. The only changes mapped in this series are those changes which either change the density or intensity of the use, or change to an entirely different category.

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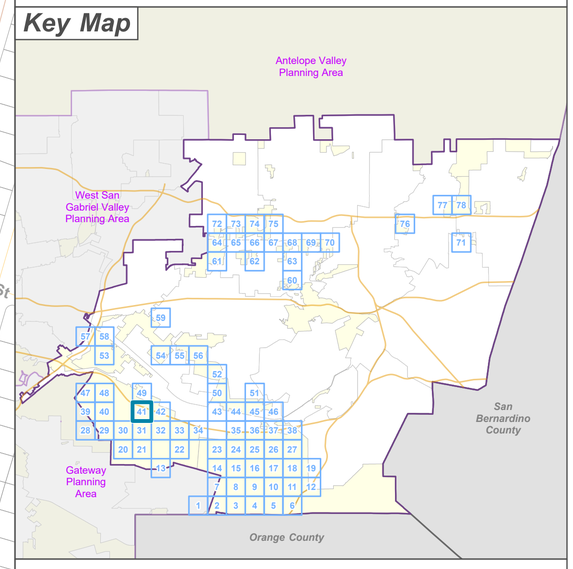

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East San Gabriel Valley Planning Area Land Use Policy Changes

Zoned District(s): Hacienda Heights

Land Use Policy Change*

- H9 - Residential 9

Base Layers

- Zoned District
- Parcels
- Unincorporated Area
- Incorporated City
- Map Series Grid

Street Types

- Freeway
- Primary
- Secondary
- Minor
- Ramp
- Private Road
- Railroad

*** NOTE ABOUT COMMUNITY PLANS:**

Both Hacienda Heights and Rowland Heights have land use policy categories that are changing from the Community Plan land use categories to the equivalent land use categories that were defined by the General Plan update in 2015 (eg. U1 to H5). Although these are technically changes to the land use policy, they are not mapped in this series. The only changes mapped in this series are those changes which either change the density or intensity of the use, or change to an entirely different category.



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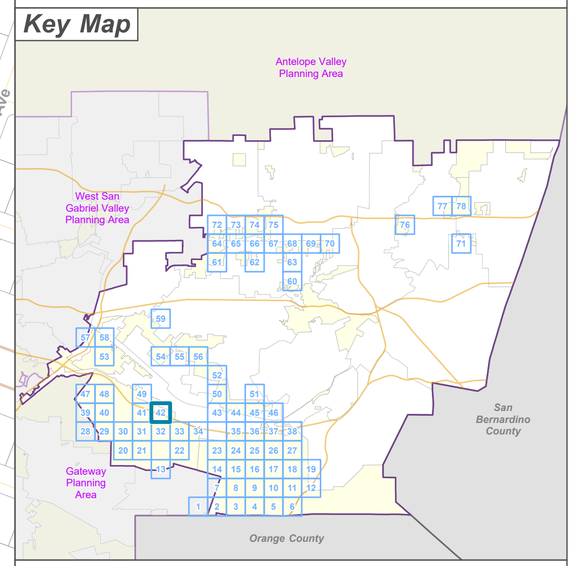

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East San Gabriel Valley Planning Area Land Use Policy Changes

Zoned District(s): Puente

Land Use Policy Change*

- IL - Light Industrial

Base Layers

- Zoned District
- Parcels
- Unincorporated Area
- Incorporated City
- Map Series Grid

Street Types

- Primary
- Secondary
- Minor
- Railroad

*** NOTE ABOUT COMMUNITY PLANS:**

Both Hacienda Heights and Rowland Heights have land use policy categories that are changing from the Community Plan land use categories to the equivalent land use categories that were defined by the General Plan update in 2015 (eg. U1 to H5). Although these are technically changes to the land use policy, they are not mapped in this series. The only changes mapped in this series are those changes which either change the density or intensity of the use, or change to an entirely different category.

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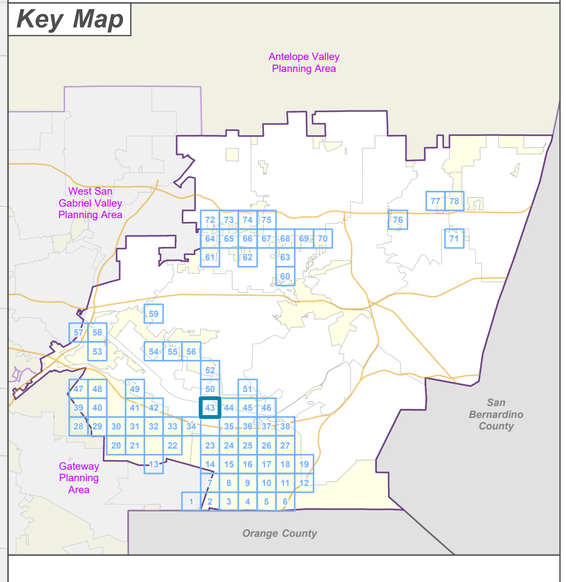

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Los Angeles County

East San Gabriel Valley Planning Area Land Use Policy Changes

Zoned District(s): Puente

Land Use Policy Change*

- H9 - Residential 9
- CG - General Commercial

Base Layers

- Zoned District
- Parcels
- Unincorporated Area
- Incorporated City
- Map Series Grid

Street Types

- Primary
- Secondary
- Minor
- Alley
- Railroad

*** NOTE ABOUT COMMUNITY PLANS:**

Both Hacienda Heights and Rowland Heights have land use policy categories that are changing from the Community Plan land use categories to the equivalent land use categories that were defined by the General Plan update in 2015 (eg. U1 to H5). Although these are technically changes to the land use policy, they are not mapped in this series. The only changes mapped in this series are those changes which either change the density or intensity of the use, or change to an entirely different category.

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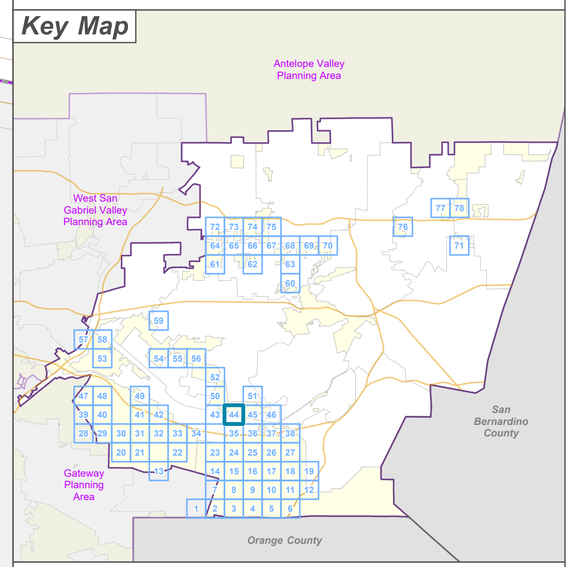

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Los Angeles County

East San Gabriel Valley Planning Area Land Use Policy Changes

Zoned District(s): Puente

Land Use Policy Change*
- H9 - Residential 9
- MU - Mixed Use
- W - Water

Base Layers
- Zoned District
- Parcels
- Unincorporated Area
- Incorporated City
- Map Series Grid

Street Types
- Primary
- Minor
- Private Road
- Railroad

*** NOTE ABOUT COMMUNITY PLANS:**

Both Hacienda Heights and Rowland Heights have land use policy categories that are changing from the Community Plan land use categories to the equivalent land use categories that were defined by the General Plan update in 2015 (eg. U1 to H5). Although these are technically changes to the land use policy, they are not mapped in this series. The only changes mapped in this series are those changes which either change the density or intensity of the use, or change to an entirely different category.

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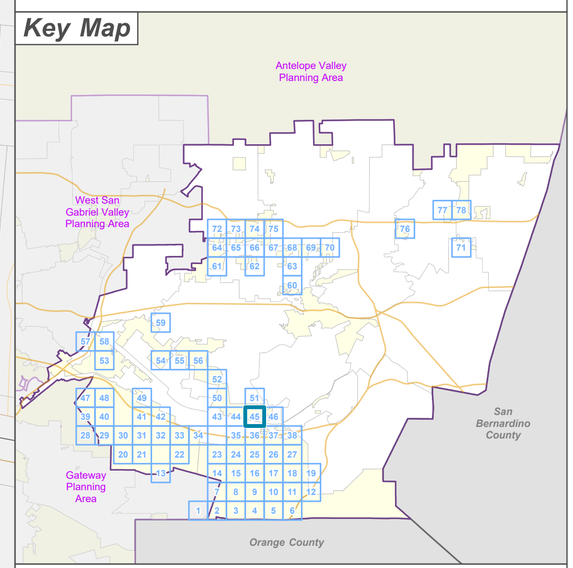

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Los Angeles County

East San Gabriel Valley Planning Area Land Use Policy Changes

Zoned District(s): Puente, Walnut

Land Use Policy Change*

- MU - Mixed Use

Base Layers

- Zoned District
- Parcels
- Unincorporated Area
- Incorporated City
- Map Series Grid

Street Types

- Primary
- Minor
- Private Road
- Railroad

*** NOTE ABOUT COMMUNITY PLANS:**

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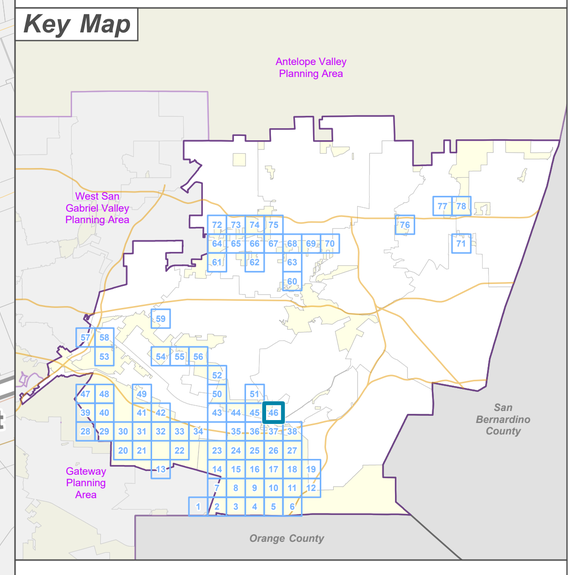

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Gateway Planning Area

Hacienda Heights

ZD: HACIENDA HEIGHTS

48

39

OS-C to OS-PR 40

Land Use Policy Change*

OS-PR - Open Space - Parks and Recreation

Base Layers

Zoned District

Parcels

Unincorporated Area

Map Series Grid

Surrounding Planning Area

*** NOTE ABOUT COMMUNITY PLANS:**

Both Hacienda Heights and Rowland Heights have land use policy categories that are changing from the Community Plan land use categories to the equivalent land use categories that were defined by the General Plan update in 2015 (eg. U1 to H5). Although these are technically changes to the land use policy, they are not mapped in this series. The only changes mapped in this series are those changes which either change the density or intensity of the use, or change to an entirely different category.

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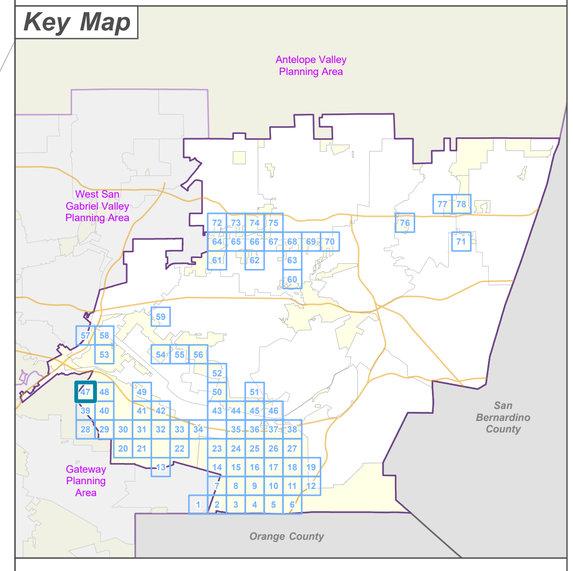

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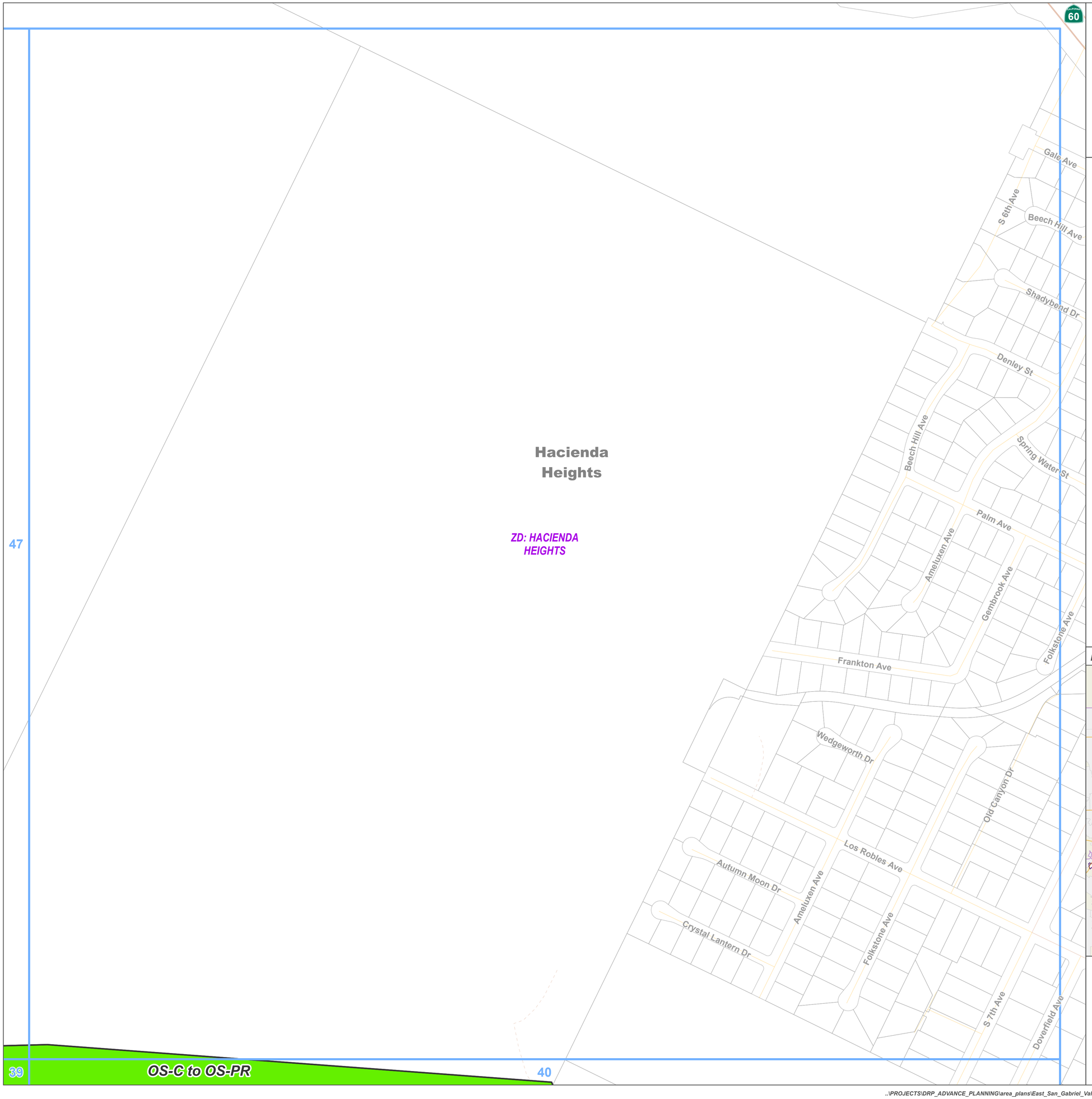

Los Angeles County

East San Gabriel Valley Planning Area Land Use Policy Changes

Zoned District(s): Hacienda Heights

Land Use Policy Change*

- OS-PR - Open Space - Parks and Recreation

Base Layers

- Zoned District
- Parcels
- Unincorporated Area
- Map Series Grid

Street Types

- Freeway
- Secondary
- Minor
- Private Road

*** NOTE ABOUT COMMUNITY PLANS:**

Both Hacienda Heights and Rowland Heights have land use policy categories that are changing from the Community Plan land use categories to the equivalent land use categories that were defined by the General Plan update in 2015 (eg. U1 to H5). Although these are technically changes to the land use policy, they are not mapped in this series. The only changes mapped in this series are those changes which either change the density or intensity of the use, or change to an entirely different category.

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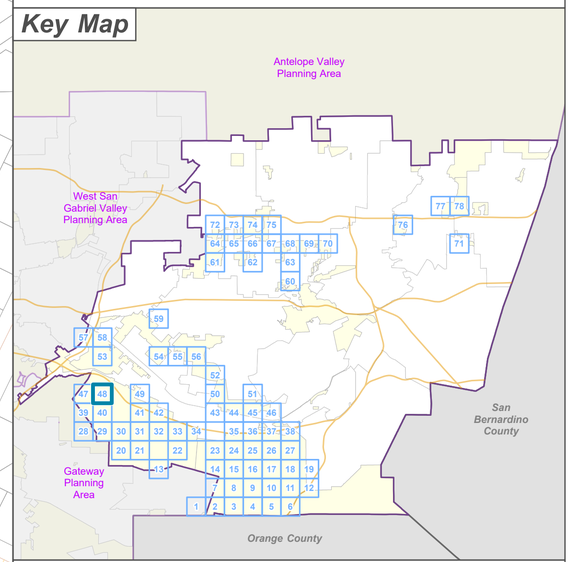

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Los Angeles County

East San Gabriel Valley Planning Area Land Use Policy Changes

Zoned District(s): Hacienda Heights

Land Use Policy Change*

- CG - General Commercial

Base Layers

- Zoned District
- Parcels
- Unincorporated Area
- Incorporated City
- Map Series Grid

Street Types

- Primary
- Secondary
- Minor
- Private Road
- Railroad

*** NOTE ABOUT COMMUNITY PLANS:**

Both Hacienda Heights and Rowland Heights have land use policy categories that are changing from the Community Plan land use categories to the equivalent land use categories that were defined by the General Plan update in 2015 (eg. U1 to H5). Although these are technically changes to the land use policy, they are not mapped in this series. The only changes mapped in this series are those changes which either change the density or intensity of the use, or change to an entirely different category.

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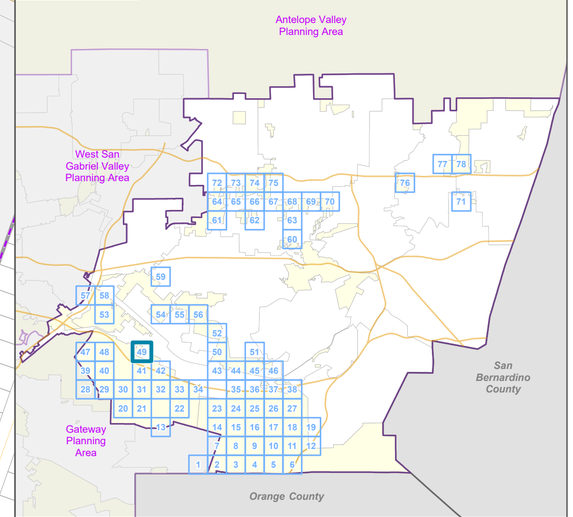

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Los Angeles County

East San Gabriel Valley Planning Area Land Use Policy Changes

Zoned District(s): Puente

Land Use Policy Change*

- H9 - Residential 9

Base Layers

- Zoned District
- Parcels
- Unincorporated Area
- Incorporated City
- Map Series Grid

Street Types

- Primary
- Secondary
- Minor
- Alley
- Private Road

*** NOTE ABOUT COMMUNITY PLANS:**

Both Hacienda Heights and Rowland Heights have land use policy categories that are changing from the Community Plan land use categories to the equivalent land use categories that were defined by the General Plan update in 2015 (eg. U1 to H5). Although these are technically changes to the land use policy, they are not mapped in this series. The only changes mapped in this series are those changes which either change the density or intensity of the use, or change to an entirely different category.

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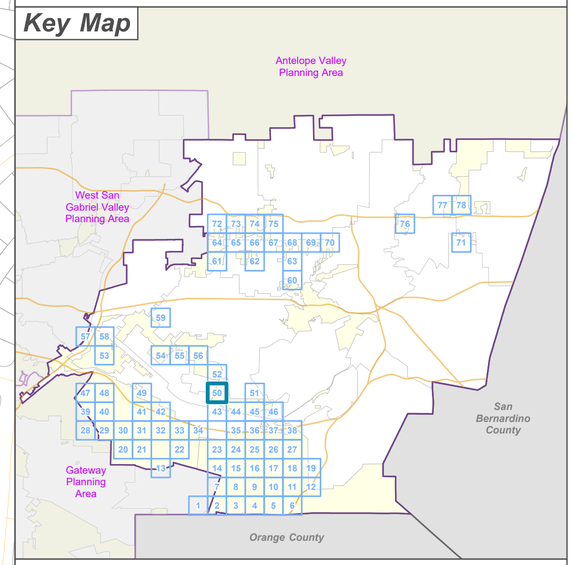

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Los Angeles County

East San Gabriel Valley Planning Area Land Use Policy Changes

Zoned District(s): Puente

Land Use Policy Change*

- W - Water

Base Layers

- Zoned District
- Parcels
- Unincorporated Area
- Incorporated City
- Map Series Grid

Street Types

- Primary
- Secondary
- Minor

*** NOTE ABOUT COMMUNITY PLANS:**

Both Hacienda Heights and Rowland Heights have land use policy categories that are changing from the Community Plan land use categories to the equivalent land use categories that were defined by the General Plan update in 2015 (eg. U1 to H5). Although these are technically changes to the land use policy, they are not mapped in this series. The only changes mapped in this series are those changes which either change the density or intensity of the use, or change to an entirely different category.

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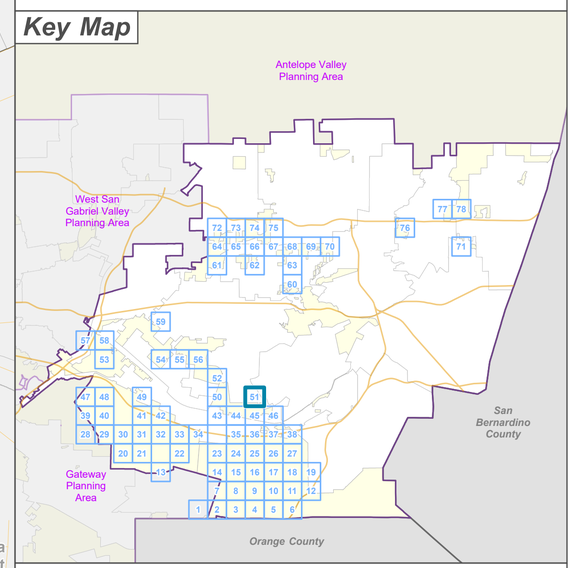

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Los Angeles County

East San Gabriel Valley Planning Area Land Use Policy Changes

Zoned District(s): Puente

Land Use Policy Change*

- CG - General Commercial

Base Layers

- Zoned District
- Parcels
- Unincorporated Area
- Incorporated City
- Map Series Grid

Street Types

- Primary
- Secondary
- Minor
- Private Road

*** NOTE ABOUT COMMUNITY PLANS:**

Both Hacienda Heights and Rowland Heights have land use policy categories that are changing from the Community Plan land use categories to the equivalent land use categories that were defined by the General Plan update in 2015 (eg. U1 to H5). Although these are technically changes to the land use policy, they are not mapped in this series. The only changes mapped in this series are those changes which either change the density or intensity of the use, or change to an entirely different category.

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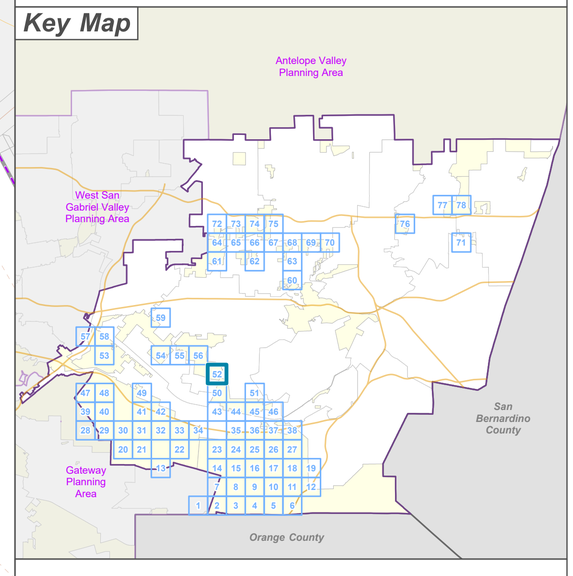

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East San Gabriel Valley Planning Area Land Use Policy Changes

Zoned District(s): Puente

Land Use Policy Change*

- H9 - Residential 9

Base Layers

- Zoned District
- Parcels
- Unincorporated Area
- Incorporated City
- Map Series Grid

Street Types

- Primary
- Minor
- Private Road

*** NOTE ABOUT COMMUNITY PLANS:**

Both Hacienda Heights and Rowland Heights have land use policy categories that are changing from the Community Plan land use categories to the equivalent land use categories that were defined by the General Plan update in 2015 (eg. U1 to H5). Although these are technically changes to the land use policy, they are not mapped in this series. The only changes mapped in this series are those changes which either change the density or intensity of the use, or change to an entirely different category.

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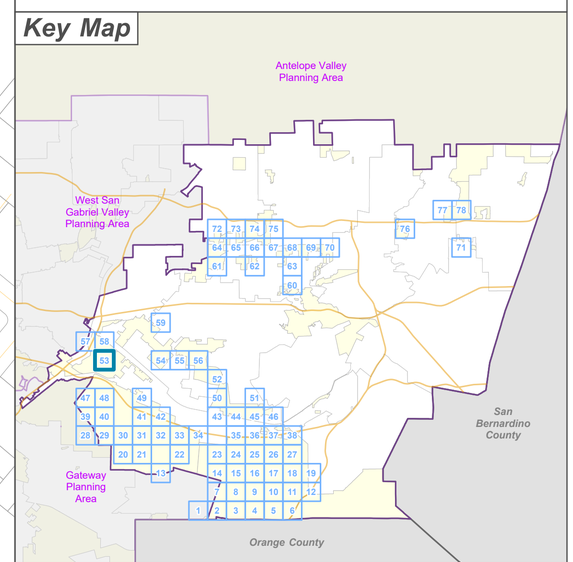

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Los Angeles County

East San Gabriel Valley Planning Area Land Use Policy Changes

Zoned District(s): Puente

Land Use Policy Change*

- H9 - Residential 9

Base Layers

- Zoned District
- Parcels
- Unincorporated Area
- Incorporated City
- Map Series Grid

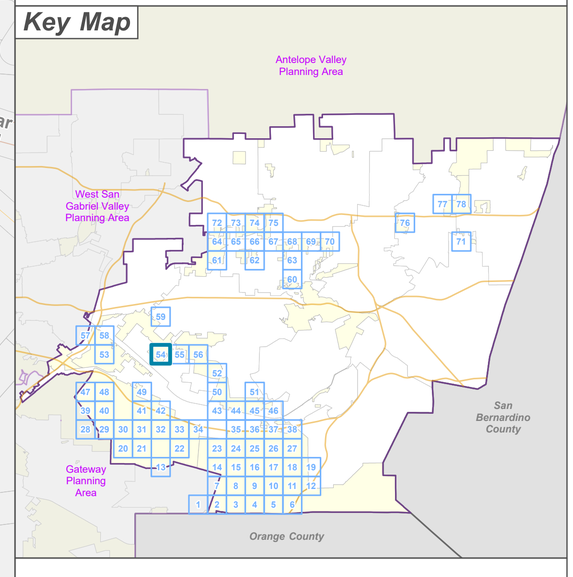
Street Types

- Primary
- Secondary
- Minor

*** NOTE ABOUT COMMUNITY PLANS:**

Both Hacienda Heights and Rowland Heights have land use policy categories that are changing from the Community Plan land use categories to the equivalent land use categories that were defined by the General Plan update in 2015 (eg. U1 to H5). Although these are technically changes to the land use policy, they are not mapped in this series. The only changes mapped in this series are those changes which either change the density or intensity of the use, or change to an entirely different category.

Key Map



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Los Angeles County

East San Gabriel Valley Planning Area Land Use Policy Changes

Zoned District(s): Puente

Land Use Policy Change*

- MU - Mixed Use

Base Layers

- Zoned District
- Parcels
- Unincorporated Area
- Incorporated City
- Map Series Grid

Street Types

- Primary
- Secondary
- Minor
- Private Road

*** NOTE ABOUT COMMUNITY PLANS:**

Both Hacienda Heights and Rowland Heights have land use policy categories that are changing from the Community Plan land use categories to the equivalent land use categories that were defined by the General Plan update in 2015 (eg. U1 to H5). Although these are technically changes to the land use policy, they are not mapped in this series. The only changes mapped in this series are those changes which either change the density or intensity of the use, or change to an entirely different category.

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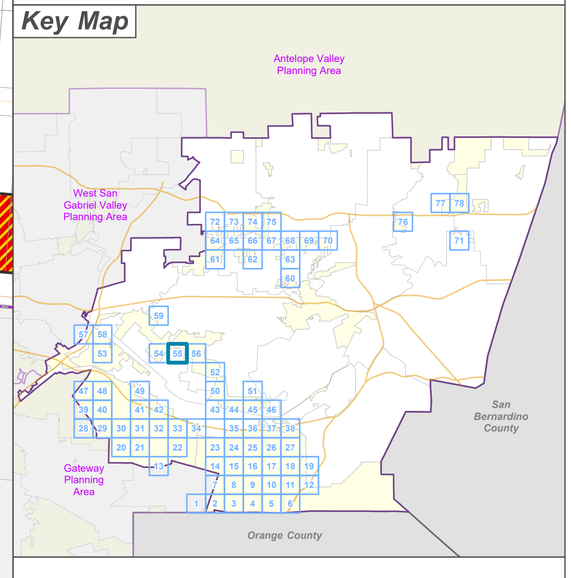

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Los Angeles County

East San Gabriel Valley Planning Area Land Use Policy Changes

Zoned District(s): Puente

Land Use Policy Change*

- MU - Mixed Use

Base Layers

- Zoned District
- Parcels
- Unincorporated Area
- Incorporated City
- Map Series Grid

Street Types

- Primary
- Secondary
- Minor
- Private Road

*** NOTE ABOUT COMMUNITY PLANS:**

Both Hacienda Heights and Rowland Heights have land use policy categories that are changing from the Community Plan land use categories to the equivalent land use categories that were defined by the General Plan update in 2015 (eg. U1 to H5). Although these are technically changes to the land use policy, they are not mapped in this series. The only changes mapped in this series are those changes which either change the density or intensity of the use, or change to an entirely different category.

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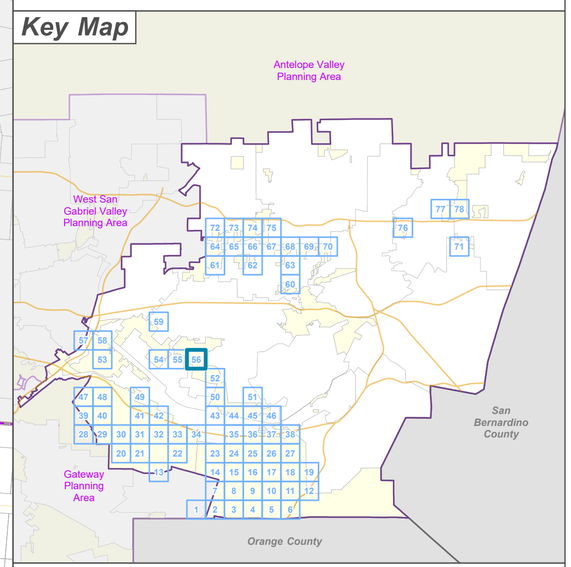

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Los Angeles County

East San Gabriel Valley Planning Area Land Use Policy Changes

Zoned District(s): Puente

Land Use Policy Change*

- H9 - Residential 9
- P - Public and Semi-Public

Base Layers

- Zoned District
- Parcels
- Unincorporated Area
- Incorporated City
- Map Series Grid
- Surrounding Planning Area

Street Types

- Freeway
- Primary
- Minor
- Ramp
- Private Road
- Railroad

*** NOTE ABOUT COMMUNITY PLANS:**

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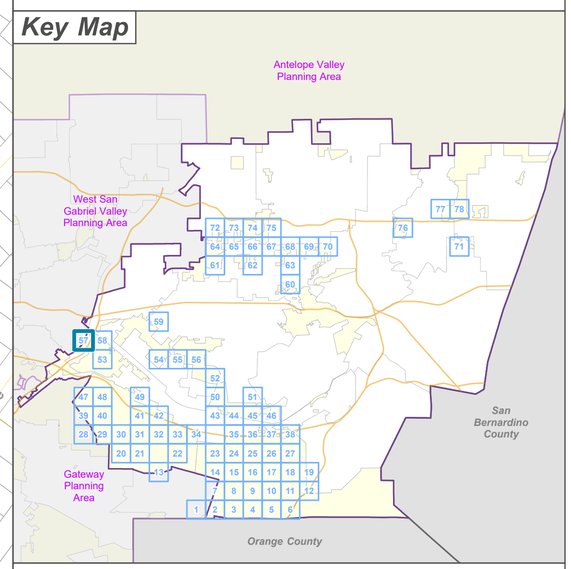

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Los Angeles County

East San Gabriel Valley Planning Area Land Use Policy Changes

Zoned District(s): Puente

Land Use Policy Change*

- H9 - Residential 9
- MU - Mixed Use

Base Layers

- Zoned District
- Parcels
- Unincorporated Area
- Incorporated City
- Map Series Grid

Street Types

- Freeway
- Primary
- Minor
- Ramp
- Private Road
- Railroad

*** NOTE ABOUT COMMUNITY PLANS:**

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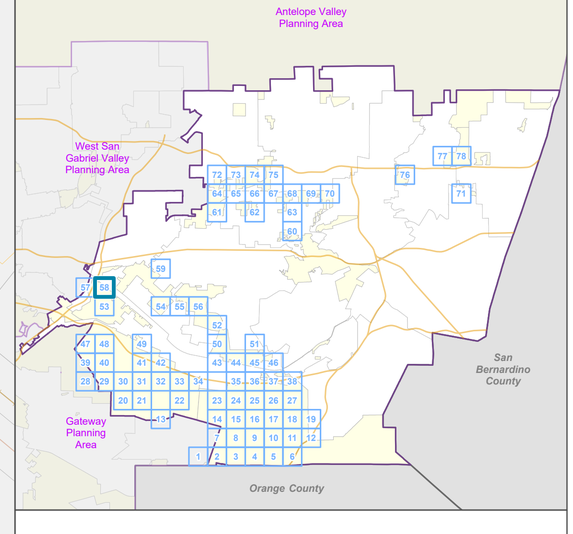

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Los Angeles County

East San Gabriel Valley Planning Area Land Use Policy Changes

Zoned District(s): Puente

Land Use Policy Change*

MU - Mixed Use

Base Layers

Zoned District

Parcels

Unincorporated Area

Incorporated City

Map Series Grid

Street Types

Primary

Secondary

Minor

*** NOTE ABOUT COMMUNITY PLANS:**

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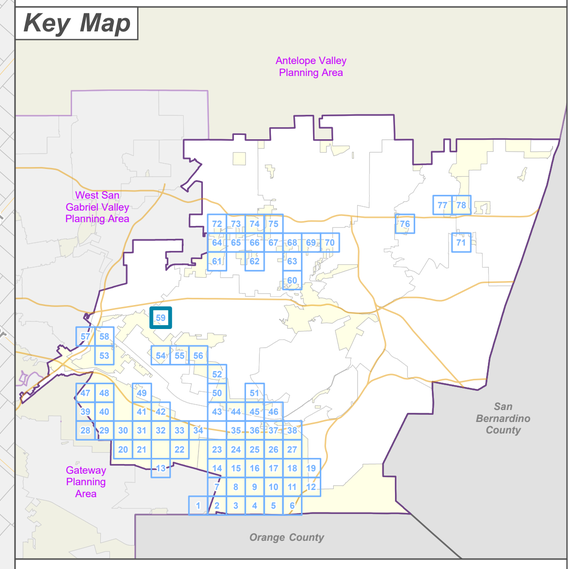

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West Puente Valley

CG to MU

ZD: PUENTE

Baldwin Park

West Covina

S Sunset Ave

Los Angeles County

East San Gabriel Valley Planning Area Land Use Policy Changes

Zoned District(s): Charter Oak, Covina Highlands

Land Use Policy Change*

- H5 - Residential 5

Base Layers

- Zoned District
- Parcels
- Unincorporated Area
- Incorporated City
- Map Series Grid

Street Types

- Primary
- Secondary
- Minor
- Private Road

*** NOTE ABOUT COMMUNITY PLANS:**

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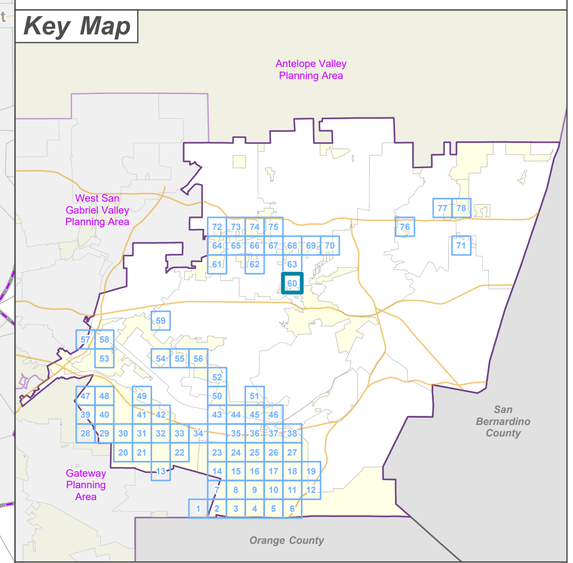

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Los Angeles County

East San Gabriel Valley Planning Area Land Use Policy Changes

Zoned District(s): Irwindale

Land Use Policy Change*

- H9 - Residential 9
- W - Water

Base Layers

- Zoned District
- Parcels
- Unincorporated Area
- Incorporated City
- Map Series Grid
- Surrounding Planning Area

Street Types

- Primary
- Secondary
- Minor
- Private Road
- Railroad

*** NOTE ABOUT COMMUNITY PLANS:**

Both Hacienda Heights and Rowland Heights have land use policy categories that are changing from the Community Plan land use categories to the equivalent land use categories that were defined by the General Plan update in 2015 (eg. U1 to H5). Although these are technically changes to the land use policy, they are not mapped in this series. The only changes mapped in this series are those changes which either change the density or intensity of the use, or change to an entirely different category.

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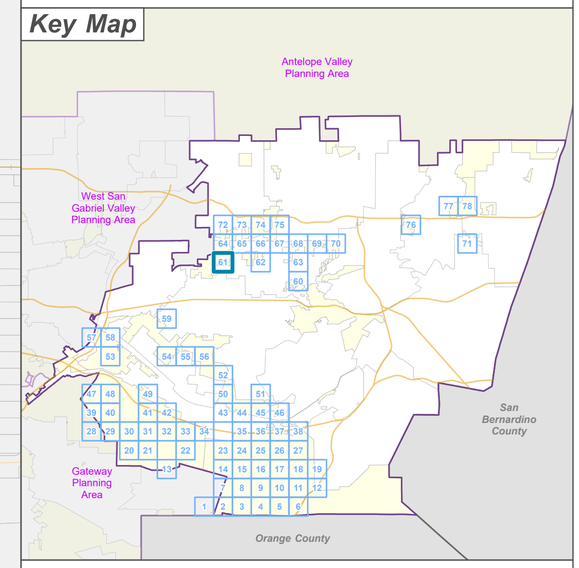

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Los Angeles County

East San Gabriel Valley Planning Area Land Use Policy Changes

Zoned District(s): Irwindale

Land Use Policy Change*

- H30 - Residential 30

Base Layers

- Zoned District
- Parcels
- Unincorporated Area
- Incorporated City
- Map Series Grid

Street Types

- Primary
- Secondary
- Minor
- Railroad

*** NOTE ABOUT COMMUNITY PLANS:**

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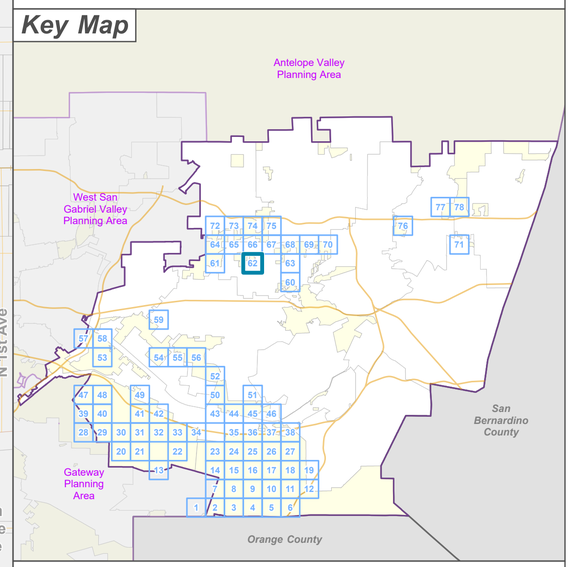

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Los Angeles County

East San Gabriel Valley Planning Area Land Use Policy Changes

Zoned District(s): Charter Oak

Land Use Policy Change*

- H18 - Residential 18
- MU - Mixed Use

Base Layers

- Zoned District
- Parcels
- Unincorporated Area
- Incorporated City
- Map Series Grid

Street Types

- Primary
- Secondary
- Minor
- Private Road
- Railroad

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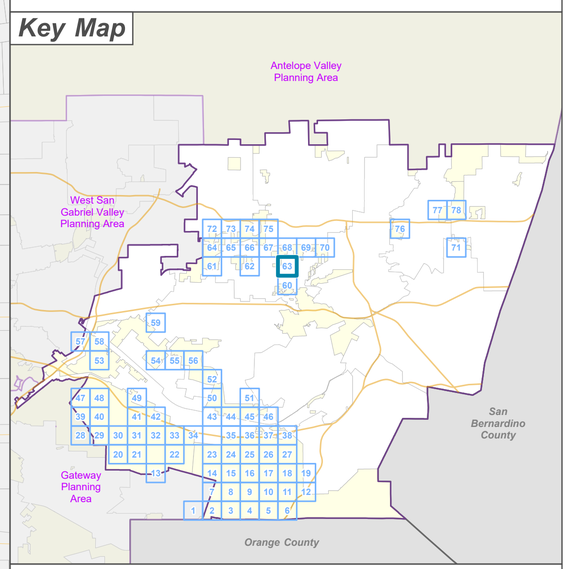

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Los Angeles County

East San Gabriel Valley Planning Area Land Use Policy Changes

Zoned District(s): Irwindale

Land Use Policy Change*

- H9 - Residential 9
- H18 - Residential 18
- CG - General Commercial
- P - Public and Semi-Public
- W - Water

Base Layers

- Zoned District
- Parcels
- Unincorporated Area
- Incorporated City
- Map Series Grid
- Surrounding Planning Area

Street Types

- Highway
- Primary
- Secondary
- Minor
- Private Road

*** NOTE ABOUT COMMUNITY PLANS:**

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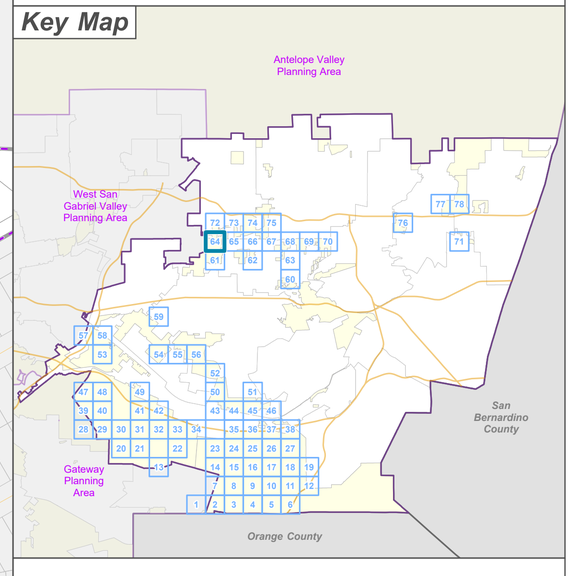

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Los Angeles County

East San Gabriel Valley Planning Area Land Use Policy Changes

Zoned District(s): Irwindale

Land Use Policy Change*

- H9 - Residential 9
- H18 - Residential 18
- P - Public and Semi-Public

Base Layers

- Zoned District
- Parcels
- Unincorporated Area
- Incorporated City
- Map Series Grid

Street Types

- Highway
- Primary
- Secondary
- Minor
- Private Road

*** NOTE ABOUT COMMUNITY PLANS:**

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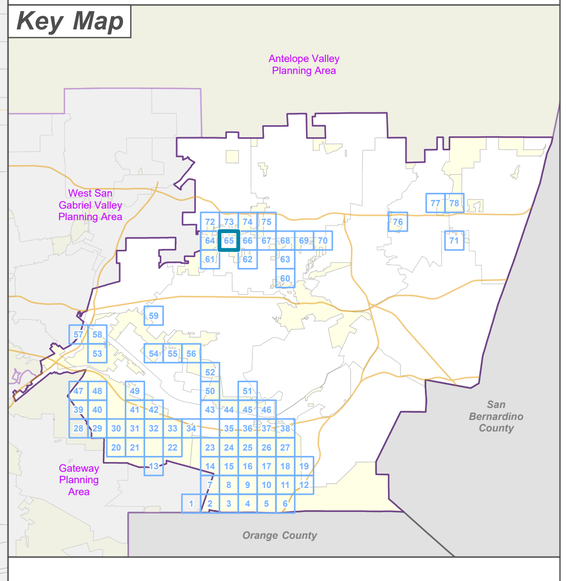

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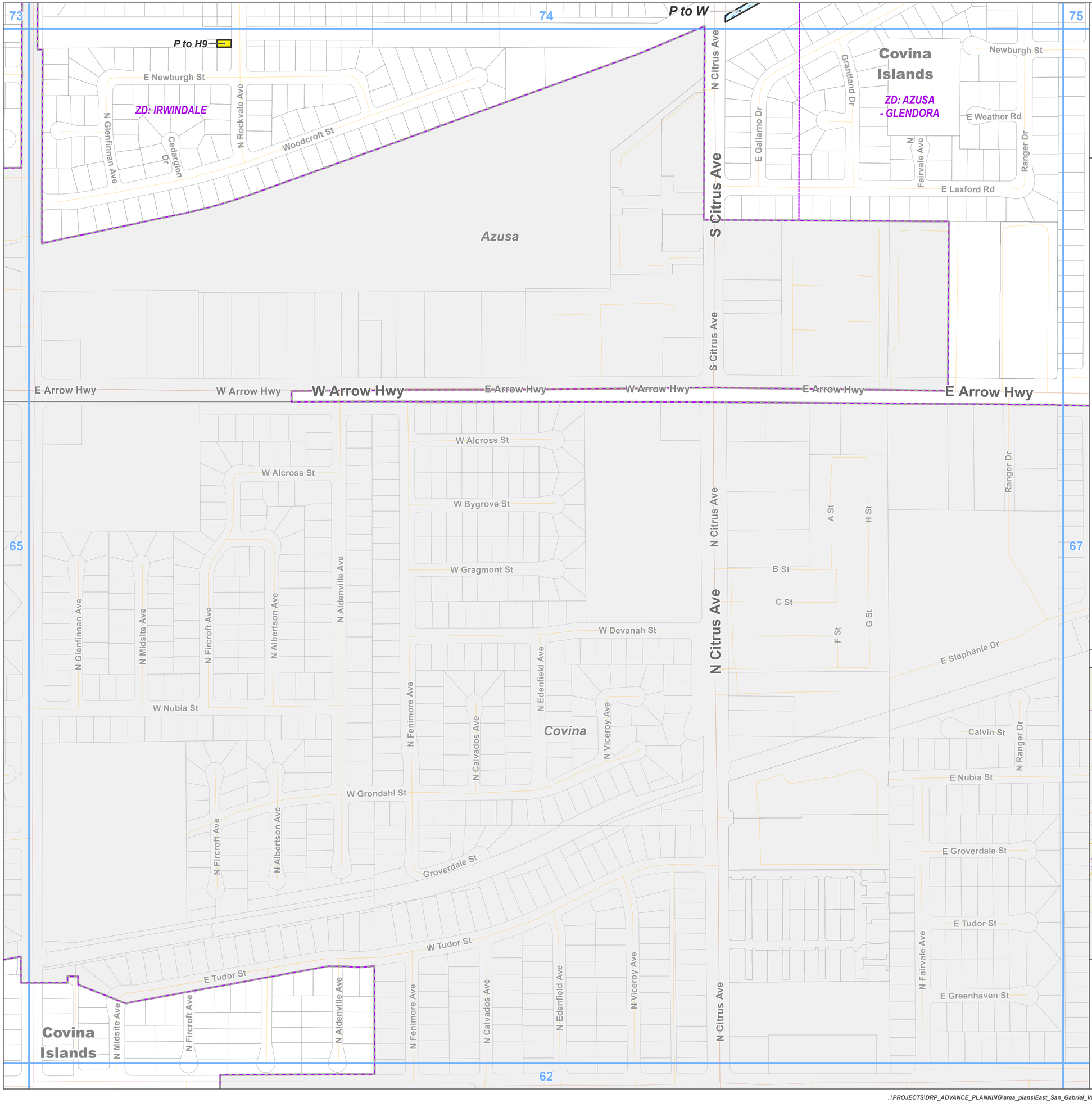

Los Angeles County

East San Gabriel Valley Planning Area Land Use Policy Changes

Zoned District(s): Azusa - Glendora, Irwindale

Land Use Policy Change*

- H9 - Residential 9
- W - Water

Base Layers

- Zoned District
- Parcels
- Unincorporated Area
- Incorporated City
- Map Series Grid

Street Types

- Primary
- Secondary
- Minor

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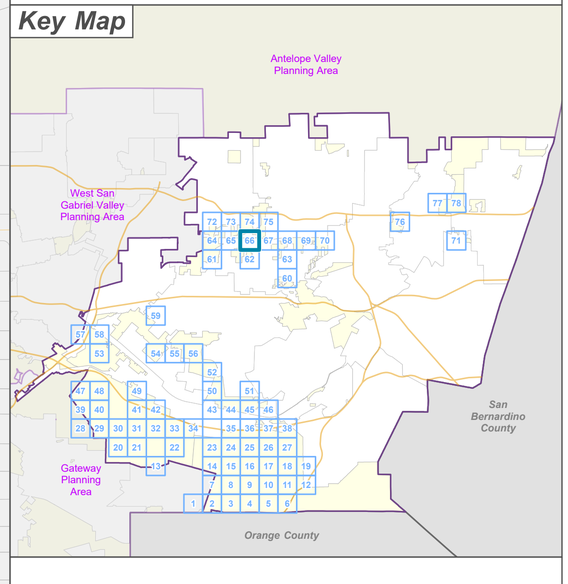

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Los Angeles County

East San Gabriel Valley Planning Area Land Use Policy Changes

Zoned District(s): Azusa - Glendora, Charter Oak

Land Use Policy Change*
- H18 - Residential 18
- H50 - Residential 50
- CG - General Commercial
- MU - Mixed Use

Base Layers
- Zoned District
- Parcels
- Unincorporated Area
- Incorporated City
- Map Series Grid

Street Types
- Primary
- Secondary
- Minor

*** NOTE ABOUT COMMUNITY PLANS:**

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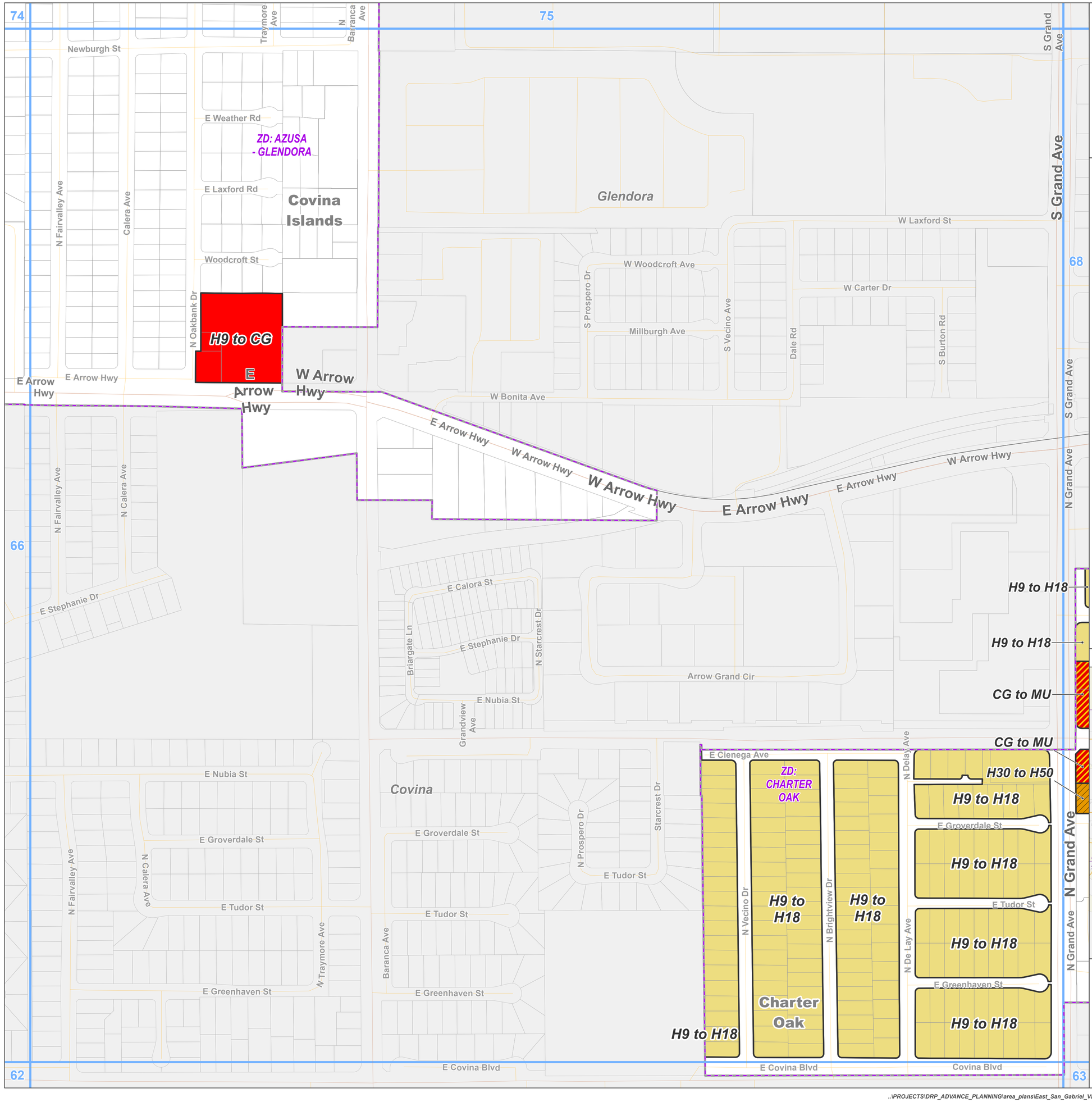

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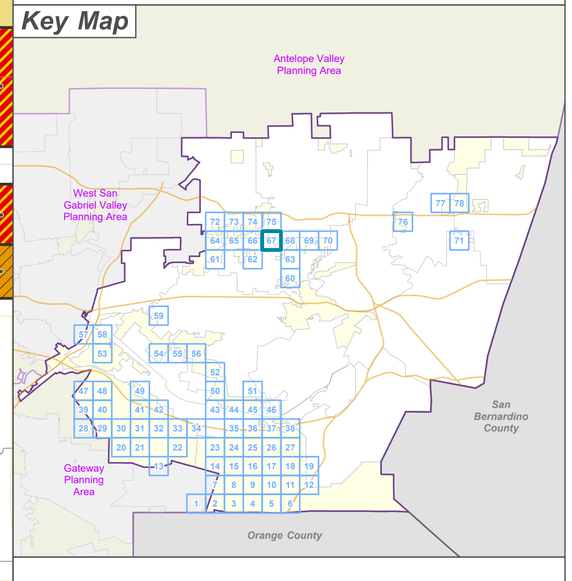

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Los Angeles County

East San Gabriel Valley Planning Area Land Use Policy Changes

Zoned District(s): Charter Oak

Land Use Policy Change*

- H18 - Residential 18
- H50 - Residential 50
- MU - Mixed Use

Base Layers

- Zoned District
- Parcels
- Unincorporated Area
- Incorporated City
- Map Series Grid

Street Types

- Primary
- Secondary
- Minor

*** NOTE ABOUT COMMUNITY PLANS:**

Both Hacienda Heights and Rowland Heights have land use policy categories that are changing from the Community Plan land use categories to the equivalent land use categories that were defined by the General Plan update in 2015 (eg. U1 to H5). Although these are technically changes to the land use policy, they are not mapped in this series. The only changes mapped in this series are those changes which either change the density or intensity of the use, or change to an entirely different category.

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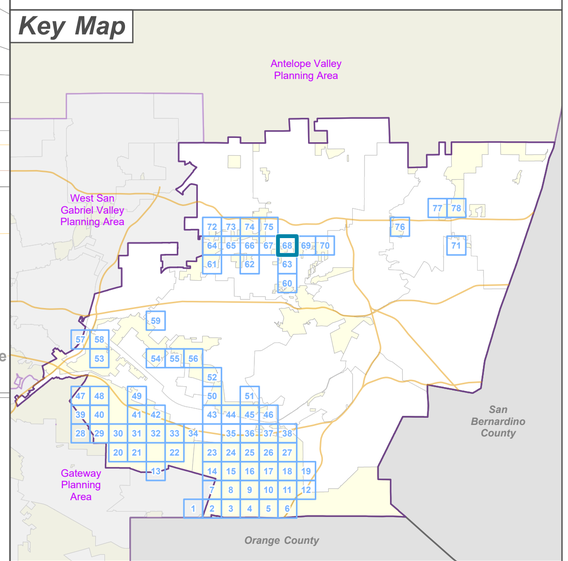

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East San Gabriel Valley Planning Area Land Use Policy Changes

Zoned District(s): Charter Oak

Land Use Policy Change*

- MU - Mixed Use

Base Layers

- Zoned District
- Parcels
- Unincorporated Area
- Incorporated City
- Map Series Grid

Street Types

- Primary
- Secondary
- Minor
- Private Road
- Railroad

*** NOTE ABOUT COMMUNITY PLANS:**

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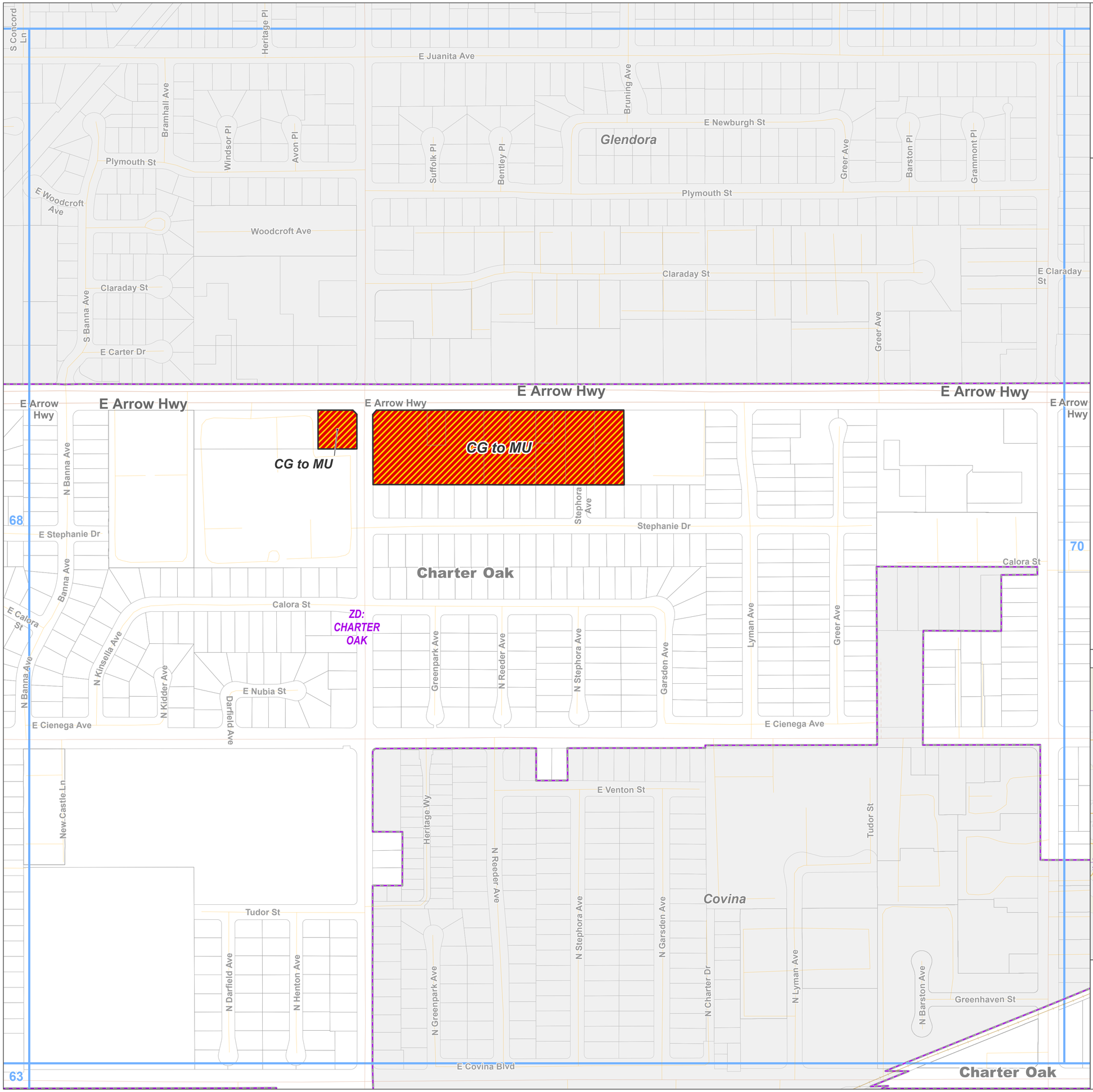

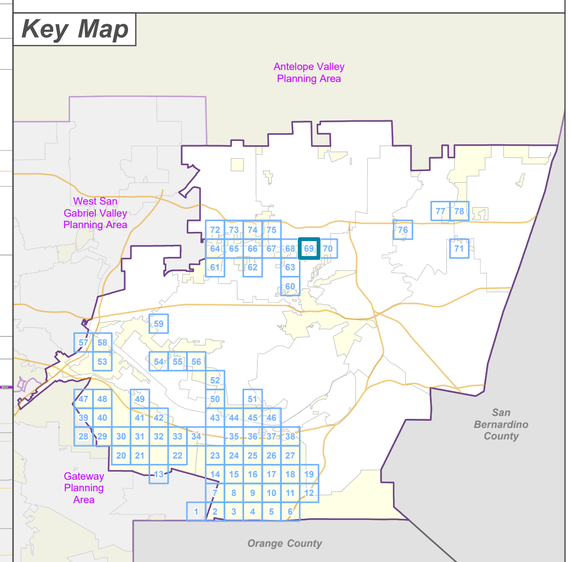

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East San Gabriel Valley Planning Area Land Use Policy Changes

Zoned District(s): Charter Oak, San Dimas

Land Use Policy Change*

- H18 - Residential 18
- MU - Mixed Use

Base Layers

- Zoned District
- Parcels
- Unincorporated Area
- Incorporated City
- Map Series Grid

Street Types

- Primary
- Secondary
- Minor
- Private Road
- Railroad

*** NOTE ABOUT COMMUNITY PLANS:**

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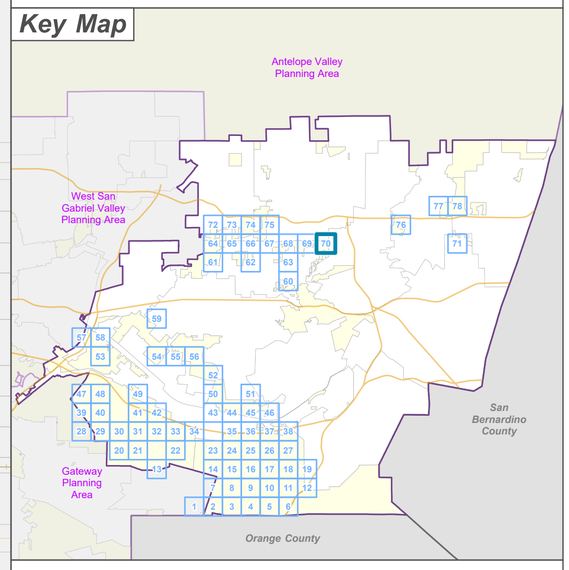

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East San Gabriel Valley Planning Area Land Use Policy Changes

Zoned District(s): North Claremont

Land Use Policy Change*

- H9 - Residential 9

Base Layers

- Zoned District
- Parcels
- Unincorporated Area
- Incorporated City
- Map Series Grid

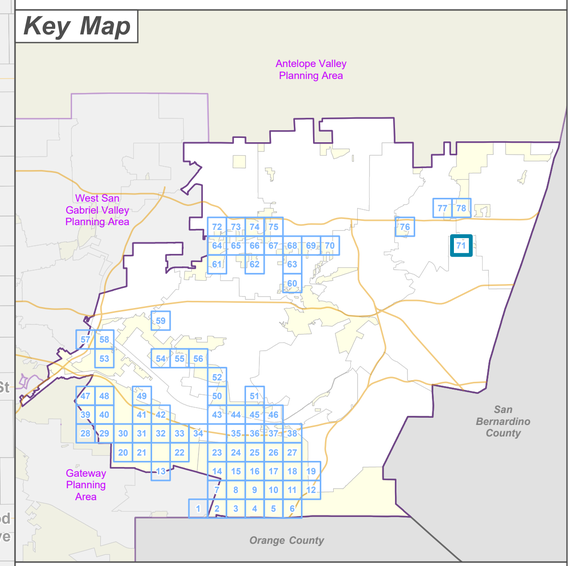
Street Types

- Highway
- Primary
- Secondary
- Minor
- Private Road

*** NOTE ABOUT COMMUNITY PLANS:**

Both Hacienda Heights and Rowland Heights have land use policy categories that are changing from the Community Plan land use categories to the equivalent land use categories that were defined by the General Plan update in 2015 (eg. U1 to H5). Although these are technically changes to the land use policy, they are not mapped in this series. The only changes mapped in this series are those changes which either change the density or intensity of the use, or change to an entirely different category.

Key Map



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0 200 400

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Los Angeles County

East San Gabriel Valley Planning Area Land Use Policy Changes

Zoned District(s): Irwindale

Land Use Policy Change*

- H9 - Residential 9
- H18 - Residential 18
- P - Public and Semi-Public
- W - Water

Base Layers

- Zoned District
- Parcels
- Unincorporated Area
- Incorporated City
- Map Series Grid
- Surrounding Planning Area

Street Types

- Secondary
- Minor
- Private Road

*** NOTE ABOUT COMMUNITY PLANS:**

Both Hacienda Heights and Rowland Heights have land use policy categories that are changing from the Community Plan land use categories to the equivalent land use categories that were defined by the General Plan update in 2015 (eg. U1 to H5). Although these are technically changes to the land use policy, they are not mapped in this series. The only changes mapped in this series are those changes which either change the density or intensity of the use, or change to an entirely different category.

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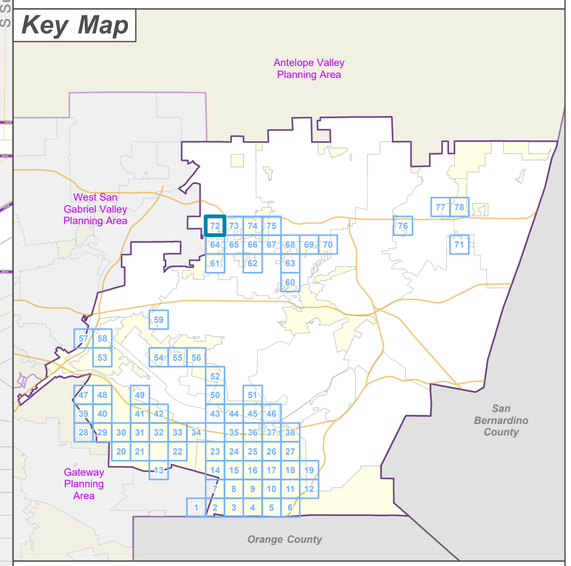

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Los Angeles County

East San Gabriel Valley Planning Area Land Use Policy Changes

Zoned District(s): Azusa - Glendora, Irwindale

Land Use Policy Change*

- H9 - Residential 9
- H18 - Residential 18

Base Layers

- Zoned District
- Parcels
- Unincorporated Area
- Incorporated City
- Map Series Grid

Street Types

- Freeway
- Highway
- Primary
- Secondary
- Minor
- Ramp

*** NOTE ABOUT COMMUNITY PLANS:**

Both Hacienda Heights and Rowland Heights have land use policy categories that are changing from the Community Plan land use categories to the equivalent land use categories that were defined by the General Plan update in 2015 (eg. U1 to H5). Although these are technically changes to the land use policy, they are not mapped in this series. The only changes mapped in this series are those changes which either change the density or intensity of the use, or change to an entirely different category.

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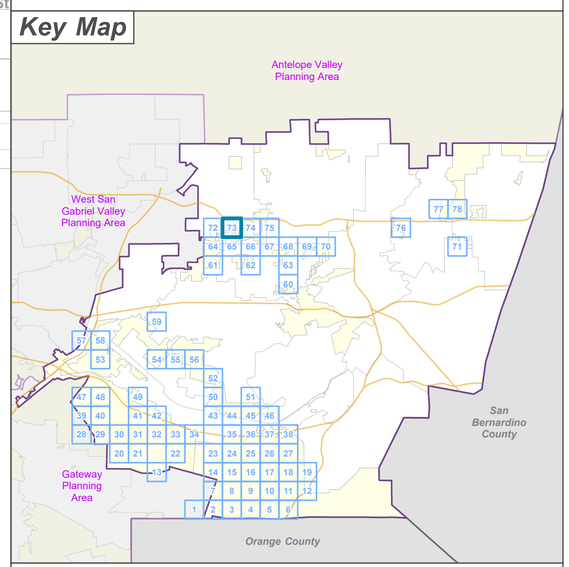

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Los Angeles County

East San Gabriel Valley Planning Area Land Use Policy Changes

Zoned District(s): Azusa - Glendora, Irwindale

Land Use Policy Change*

- H9 - Residential 9
- W - Water

Base Layers

- Zoned District
- Parcels
- Unincorporated Area
- Incorporated City
- Map Series Grid

Street Types

- Freeway
- Primary
- Secondary
- Minor
- Ramp

*** NOTE ABOUT COMMUNITY PLANS:**

Both Hacienda Heights and Rowland Heights have land use policy categories that are changing from the Community Plan land use categories to the equivalent land use categories that were defined by the General Plan update in 2015 (eg. U1 to H5). Although these are technically changes to the land use policy, they are not mapped in this series. The only changes mapped in this series are those changes which either change the density or intensity of the use, or change to an entirely different category.

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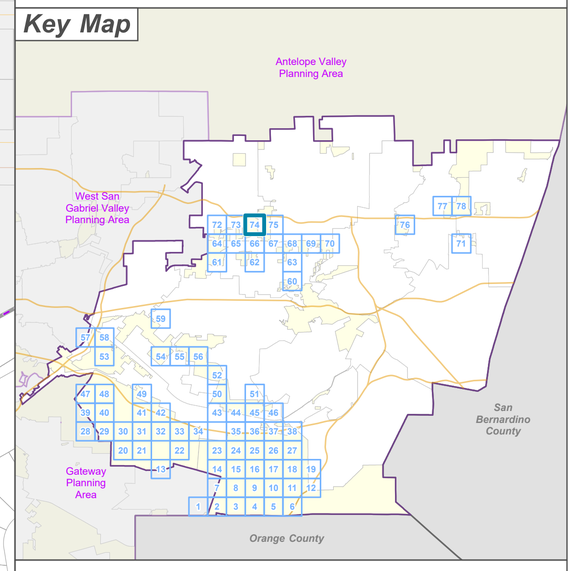

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Los Angeles County

East San Gabriel Valley Planning Area Land Use Policy Changes

Zoned District(s): Azusa - Glendora

Land Use Policy Change*

- CG - General Commercial

Base Layers

- Zoned District
- Parcels
- Unincorporated Area
- Incorporated City
- Map Series Grid

Street Types

- Freeway
- Primary
- Secondary
- Minor
- Ramp
- Private Road

*** NOTE ABOUT COMMUNITY PLANS:**

Both Hacienda Heights and Rowland Heights have land use policy categories that are changing from the Community Plan land use categories to the equivalent land use categories that were defined by the General Plan update in 2015 (eg. U1 to H5). Although these are technically changes to the land use policy, they are not mapped in this series. The only changes mapped in this series are those changes which either change the density or intensity of the use, or change to an entirely different category.

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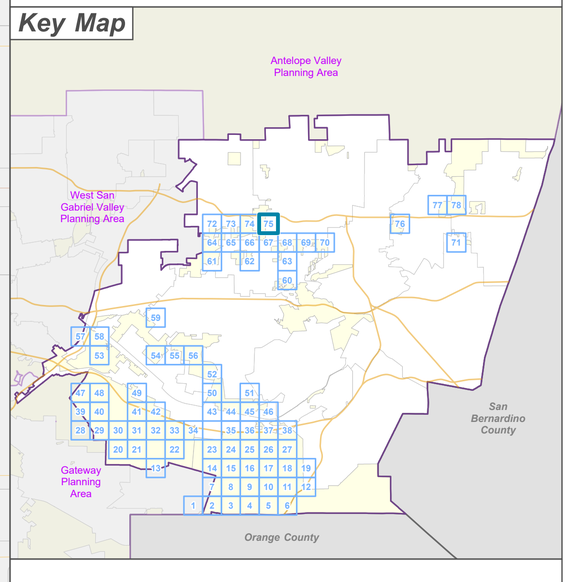

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..\PROJECTS\DRP_ADVANCE_PLANNING\area_plans\East_San_Gabriel_Valley\Area_Plan_Map_Series_ESGV\Area_Plan_Map_Series_ESGV_ZC_PA.aprx - ESGV Area Plan LUP Change

Los Angeles County

East San Gabriel Valley Planning Area Land Use Policy Changes

Zoned District(s): San Dimas

Land Use Policy Change*

- H9 - Residential 9

Base Layers

- Zoned District
- Parcels
- Unincorporated Area
- Incorporated City
- Map Series Grid

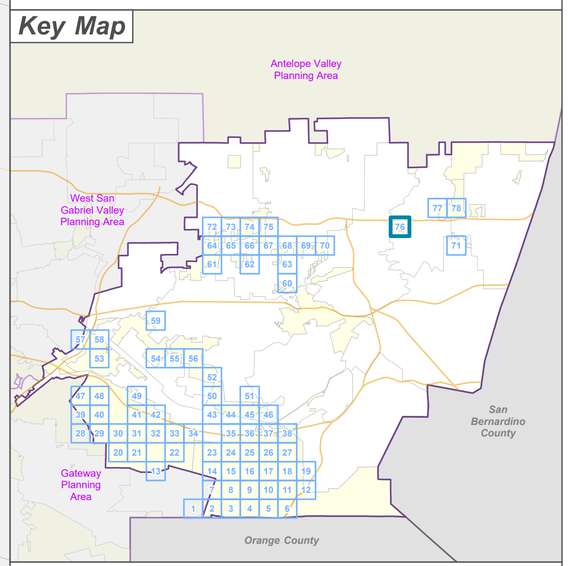
Street Types

- Freeway
- Highway
- Primary
- Secondary
- Minor
- Ramp
- Private Road

*** NOTE ABOUT COMMUNITY PLANS:**

Both Hacienda Heights and Rowland Heights have land use policy categories that are changing from the Community Plan land use categories to the equivalent land use categories that were defined by the General Plan update in 2015 (eg. U1 to H5). Although these are technically changes to the land use policy, they are not mapped in this series. The only changes mapped in this series are those changes which either change the density or intensity of the use, or change to an entirely different category.

Key Map



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Los Angeles County

East San Gabriel Valley Planning Area Land Use Policy Changes

Zoned District(s): North Claremont

Land Use Policy Change*

- H5 - Residential 5

Base Layers

- Zoned District
- Parcels
- Unincorporated Area
- Incorporated City
- Map Series Grid

Street Types

- Highway
- Secondary
- Minor

*** NOTE ABOUT COMMUNITY PLANS:**

Both Hacienda Heights and Rowland Heights have land use policy categories that are changing from the Community Plan land use categories to the equivalent land use categories that were defined by the General Plan update in 2015 (eg. U1 to H5). Although these are technically changes to the land use policy, they are not mapped in this series. The only changes mapped in this series are those changes which either change the density or intensity of the use, or change to an entirely different category.

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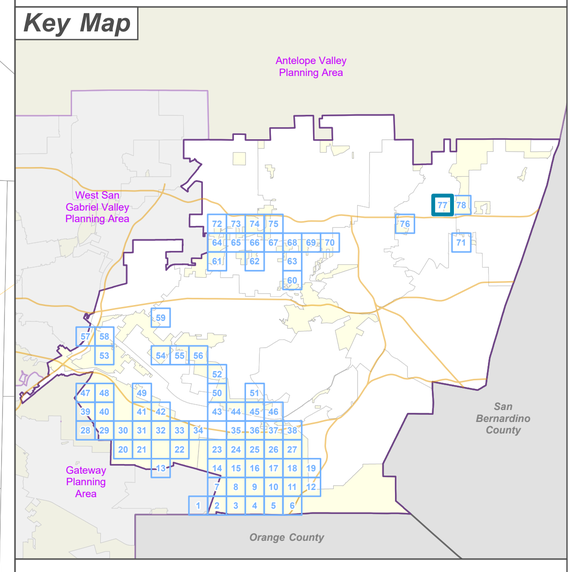

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La Verne

ZD: NORTH CLAREMONT

West Claremont

RL10 to H5

78

Oak Canyon Ln
Ridgeview Dr
Morningside Cir
Edgewood Dr
Oak Knoll Cir
Crestview Dr
Jasmine Ct
Roadrunner Dr
Sherriran St
Swift Ct
Maryann Manor
Bluejay St
Roughrider Rd
Saddle Horn Ln
Esperanza Dr
Morgan Wy
Raymond Dr
Yucca Cir
Maverick Cir
Granada Ln
Manzanita Cir
Mustang Cir
Buckskin Cir
Vinewood St
Halaga Cir
Coronado Ln
Del Mar Cir
Valley Verde Ct
Virginia Ave
Arthur Wy
Rodeo Ln
Broken Spur Rd
Baseline Rd
W Baseline Rd
Miller St
Rio St
Landeros Ave
Japonica Ave

Los Angeles County

East San Gabriel Valley Planning Area Land Use Policy Changes

Zoned District(s): North Claremont

Land Use Policy Change*
- P - Public and Semi-Public
- RL1 - Rural Land 1
- RL10 - Rural Land 10

Base Layers
- Zoned District
- Parcels
- Unincorporated Area
- Incorporated City
- Map Series Grid

Street Types
- Highway
- Minor
- Private Road

*** NOTE ABOUT COMMUNITY PLANS:**

Both Hacienda Heights and Rowland Heights have land use policy categories that are changing from the Community Plan land use categories to the equivalent land use categories that were defined by the General Plan update in 2015 (eg. U1 to H5). Although these are technically changes to the land use policy, they are not mapped in this series. The only changes mapped in this series are those changes which either change the density or intensity of the use, or change to an entirely different category.

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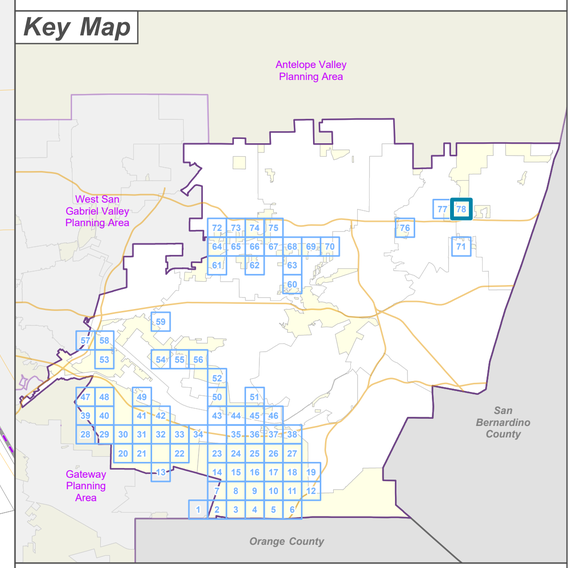

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ZONING CASE NUMBER 2022-003557-(1,5)

ORDINANCE NUMBER _____

An ordinance amending the Los Angeles County Code, Title 22 – Planning and Zoning, Section 22.06.060, changing regulations for the execution of the East San Gabriel Valley Area Plan, a component of the Los Angeles County General Plan, relating to the Azuza-Glendora Zoned District No. 61, Charter Oak Zoned District No. 87, Covina, Highlands Zoned District No. 45, Five Points Zoned District No. 99, Hacienda Heights Zoned District No. 126, Irwindale Zoned District No. 35, North Claremont Zoned District No. 79, Puente Zoned District No. 76, San Dimas Zoned District No. 70, San Jose Zoned District No. 21, South El Monte Zoned District No. 96, Walnut Zoned District No. 52, Whittier Narrows Zoned District No. 108, and Workman Mill Zoned District No. 97.

The Board of Supervisors of the County of Los Angeles ordains as follows:

SECTION 1. Section 22.06.060 of the County Code is amended by amending the maps of the Azuza-Glendora Zoned District No. 61, Charter Oak Zoned District No. 87, Covina, Highlands Zoned District No. 45, Five Points Zoned District No. 99, Hacienda Heights Zoned District No. 126, Irwindale Zoned District No. 35, North Claremont Zoned District No. 79, Puente Zoned District No. 76, San Dimas Zoned District No. 70, San Jose Zoned District No. 21, South El Monte Zoned District No. 96, Walnut Zoned District No. 52, Whittier Narrows Zoned District No. 108, and Workman Mill Zoned District No. 97 as shown on the map attached hereto.

SECTION 2. The Board of Supervisors finds that this ordinance is consistent with the East San Gabriel Valley Area Plan, a component of the Los Angeles County General Plan.

CHANGE OF PRECISE PLAN

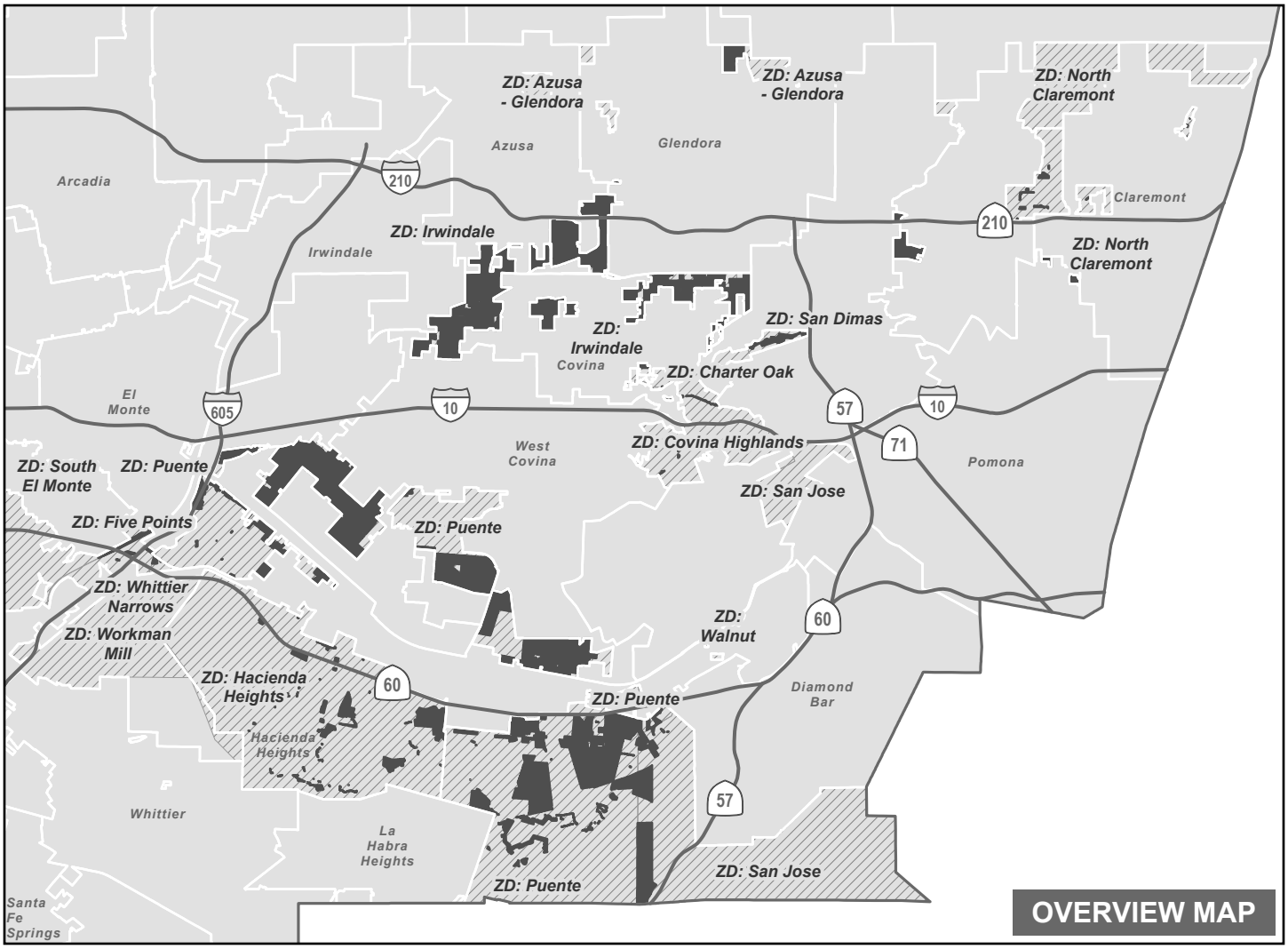
ZONED DISTRICTS: AZUSA - GLENDORA, CHARTER OAK, COVINA HIGHLANDS, FIVE POINTS, HACIENDA HEIGHTS, IRWINDALE, NORTH CLAREMENT, PUENTE, SAN DIMAS, SAN JOSE, SOUTH EL MONTE, WALNUT, WHITTIER NARROWS, WORKMAN MILL

ADOPTED BY ORDINANCE: _____

ON: _____

ZONING CASE: RPPL2022003557

AMENDING SECTION: 22.06.060 OF THE COUNTY CODE



Freeway

Zone Change Area

Selected Zoned District (ZD)

City / Unincorporated Boundary

N

0 1.5 3

Miles

THE REGIONAL PLANNING COMMISSION
COUNTY OF LOS ANGELES
MICHAEL R. HASTINGS, CHAIR
AMY J. BODEK, AICP, DIRECTOR OF REGIONAL PLANNING

3

4

5

Dartmouth Ln

Norwich Pl

A-1-5 to RPD-1-5U

A-1-5 to RPD-1-5U

ZD: PUENTE

Rowland Heights

Los Angeles County

East San Gabriel Valley Planning Area Zone Changes

Zoned District(s): Puente

Zone Change

- RPD - Residential Planned Development

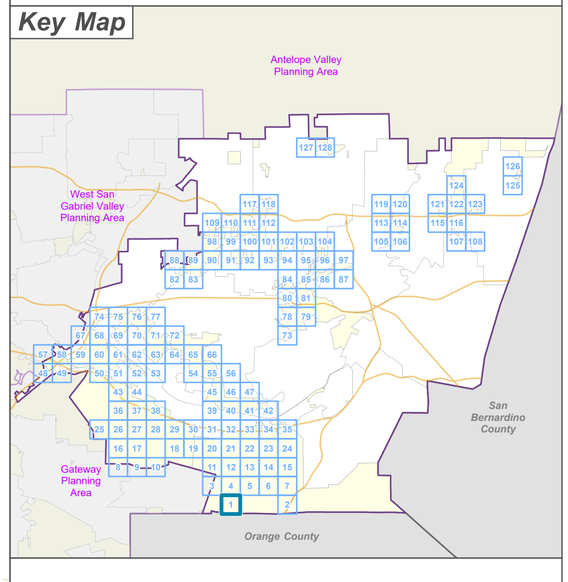
Base Layers

- Zoned District
- Parcels
- Unincorporated Area
- Map Series Grid

Street Types

- Minor
- Trail

Key Map



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6

7

A-2-1 to A-1-5

Rowland Heights

ZD: SAN JOSE

Brea Canyon Rd

Brea Canyon Rd

Brea Canyon Rd

57

South Diamond Bar

ZD: PUENTE

Brea Canyon Rd

Los Angeles County

East San Gabriel Valley Planning Area Zone Changes

Zoned District(s): Puente, San Jose

Zone Change

- A-1 - Light Agriculture

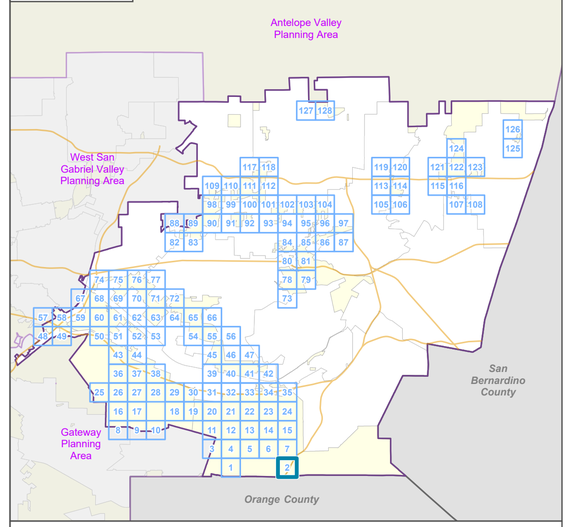
Base Layers

- Zoned District
- Parcels
- Unincorporated Area
- Map Series Grid

Street Types

- Freeway
- Primary
- Minor

Key Map



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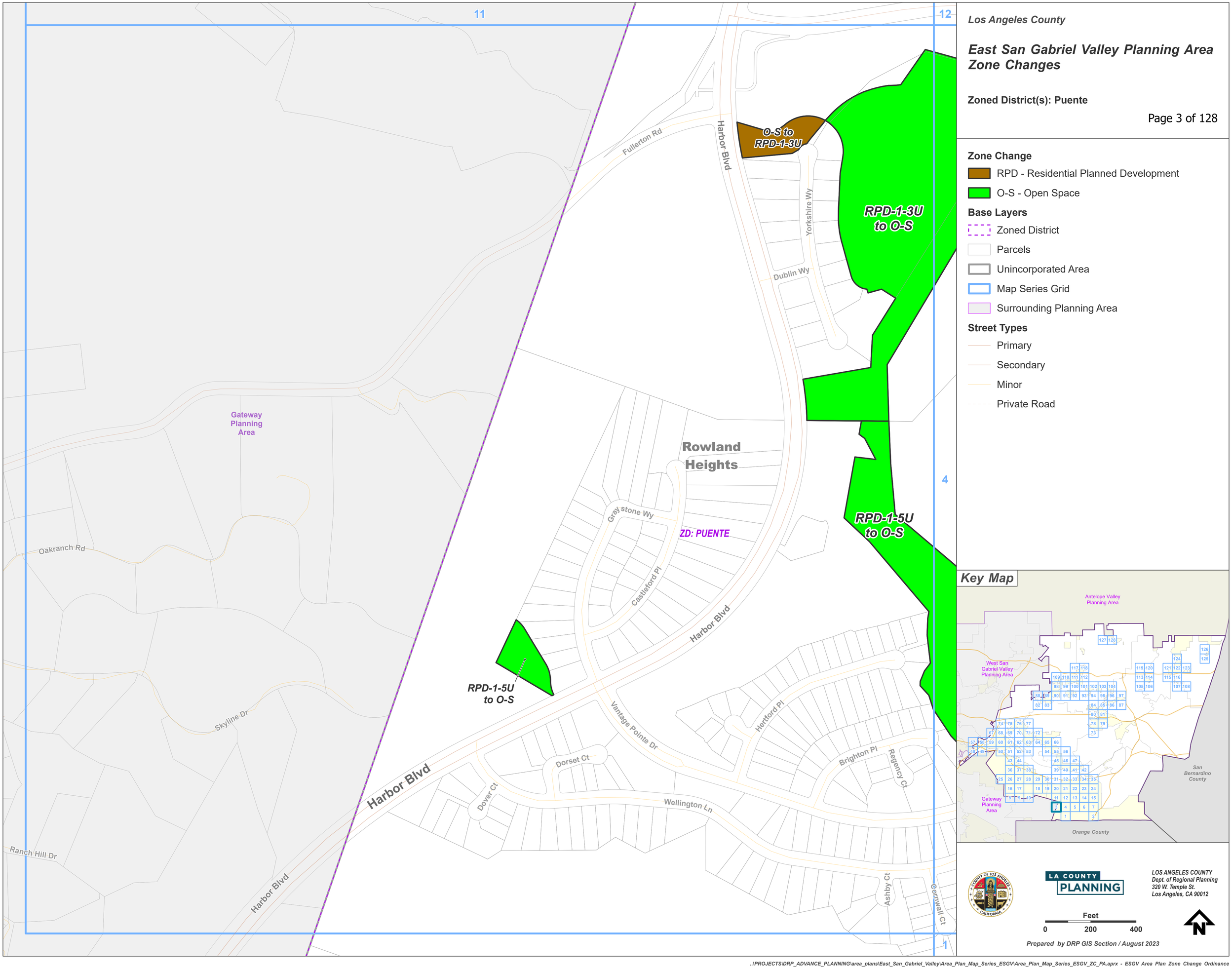


Los Angeles County

East San Gabriel Valley Planning Area Zone Changes

Zoned District(s): Puente

Zone Change

- RPD - Residential Planned Development
- O-S - Open Space

Base Layers

- Zoned District
- Parcels
- Unincorporated Area
- Map Series Grid
- Surrounding Planning Area

Street Types

- Primary
- Secondary
- Minor
- Private Road

Los Angeles County

East San Gabriel Valley Planning Area Zone Changes

Zoned District(s): Puente

Zone Change
- A-1 - Light Agriculture
- RPD - Residential Planned Development
- O-S - Open Space

Base Layers
- Zoned District
- Parcels
- Unincorporated Area
- Map Series Grid

Street Types
- Secondary
- Minor
- Trail

RPD-1-3U to O-S

A-1-6000 to O-S

A-1-6000 to O-S

RPD-1-5U to O-S

Kara Pl

Dancy St

Rowland Heights

ZD: PUENTE

RPD-1-5U to O-S

RPD-1-5U to O-S

RPD-1-5U to A-1-5

Vantage Pointe Dr

Stonegate Ln

Cromwell Wy

Waldorf Pl

Wales Ct

Ashbourne Pl

Winchester Wy

Portsmouth Wy

Normandy Wy

Dartmouth Ln

Nottingham Ln

Oxford Ct

Wellington Ln

Devonshire Wy

Norwich Pl

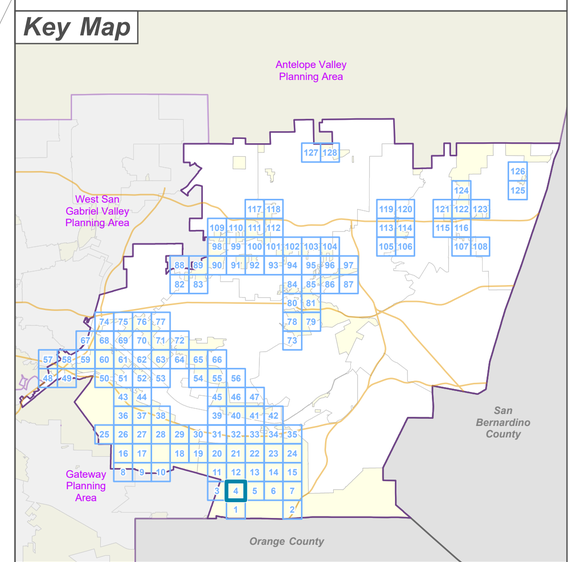
Cornwall Ct

A-1-5 to RPD-1-5U

A-1-5 to RPD-1-5U

11 12 13 3 5 1

Key Map



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Los Angeles County

East San Gabriel Valley Planning Area Zone Changes

Zoned District(s): Puente

Zone Change

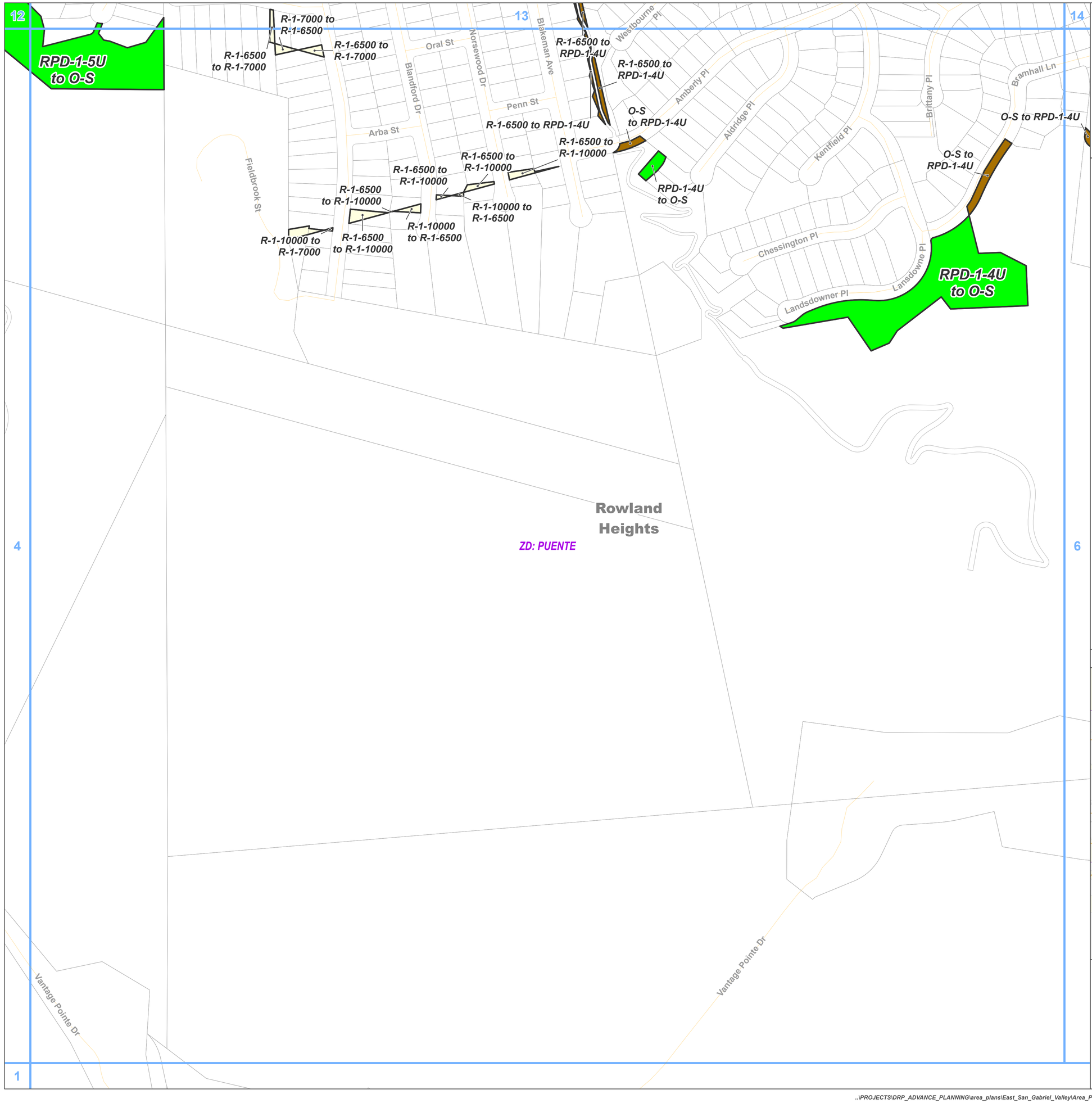
- R-1 - Single-Family Residence
- RPD - Residential Planned Development
- O-S - Open Space

Base Layers

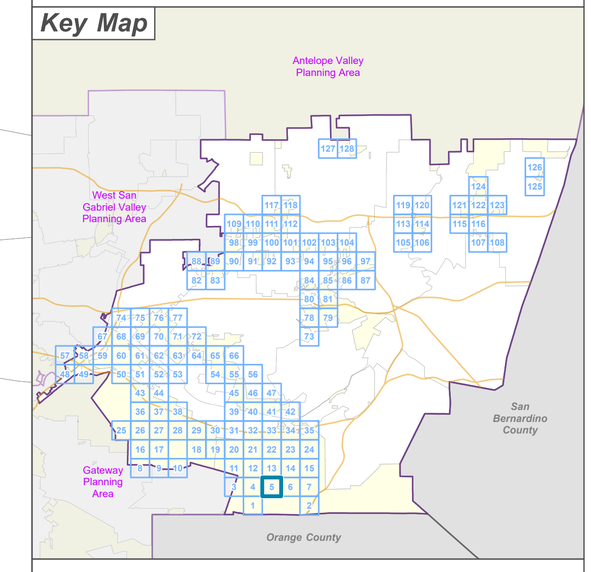
- Zoned District
- Parcels
- Unincorporated Area
- Map Series Grid

Street Types

- Minor



Key Map



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13 14 15 7 5 2

Bramhall Ln
Camden Pl
Carlton Pl

RPD-1-4U to O-S

O-S to RPD-1-4U

O-S to RPD-1-4U

Rowland Heights

ZD: PUENTE

ZD: SAN JOSE

A-2-1 to A-1-5

Los Angeles County

East San Gabriel Valley Planning Area Zone Changes

Zoned District(s): Puente, San Jose

Zone Change

- A-1 - Light Agriculture
- RPD - Residential Planned Development
- O-S - Open Space

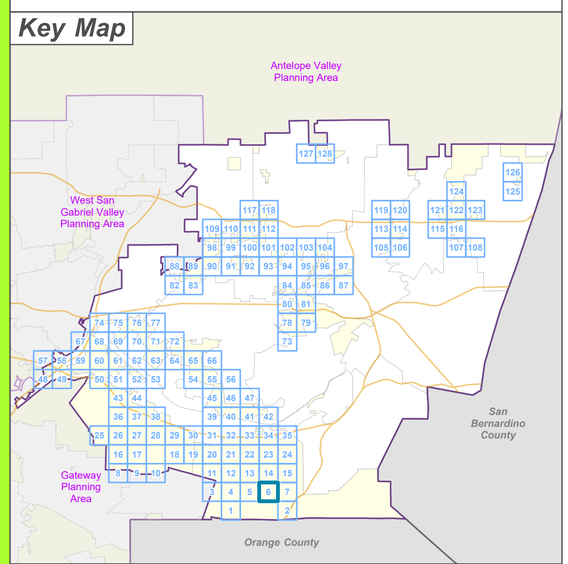
Base Layers

- Zoned District
- Parcels
- Unincorporated Area
- Map Series Grid

Street Types

- Minor

Key Map



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14

15

6

2

ZD: PUENTE

Pepperdale Dr

A-2-1 to A-1-5

Rowland Heights

ZD: SAN JOSE

Brea Canyon Rd

Brea Canyon Rd

57

South Diamond Bar

Los Angeles County

East San Gabriel Valley Planning Area Zone Changes

Zoned District(s): Puente, San Jose

Zone Change

- A-1 - Light Agriculture

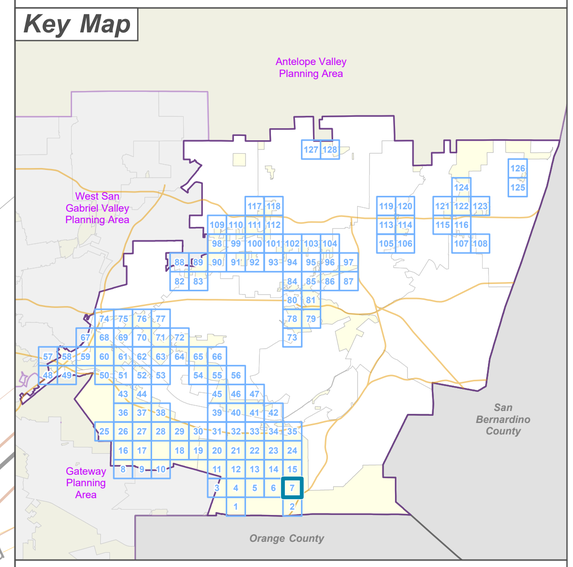
Base Layers

- Zoned District
- Parcels
- Unincorporated Area
- Map Series Grid

Street Types

- Freeway
- Primary
- Minor
- Ramp

Key Map



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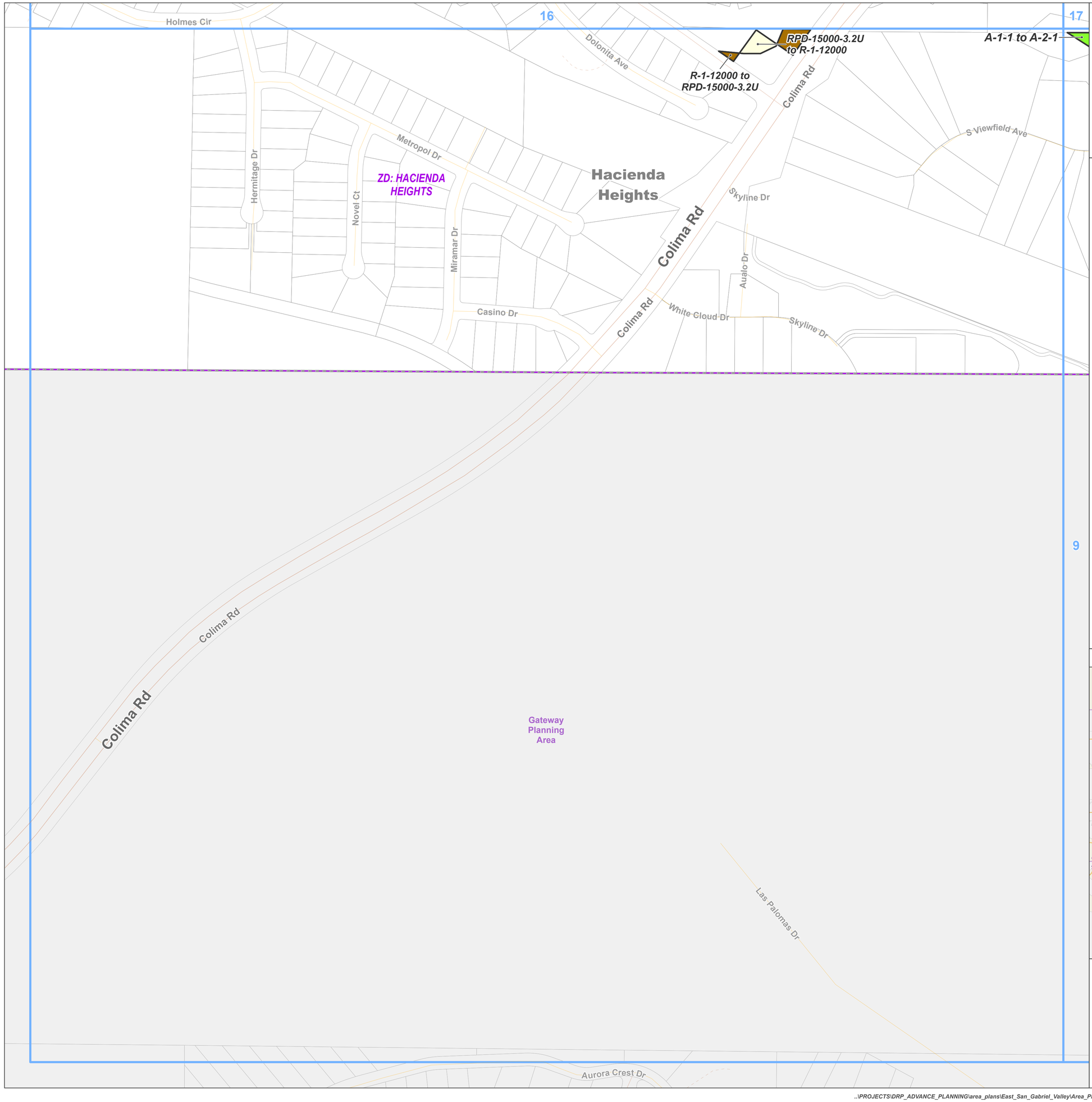
Los Angeles County

East San Gabriel Valley Planning Area Zone Changes

Zoned District(s): Hacienda Heights

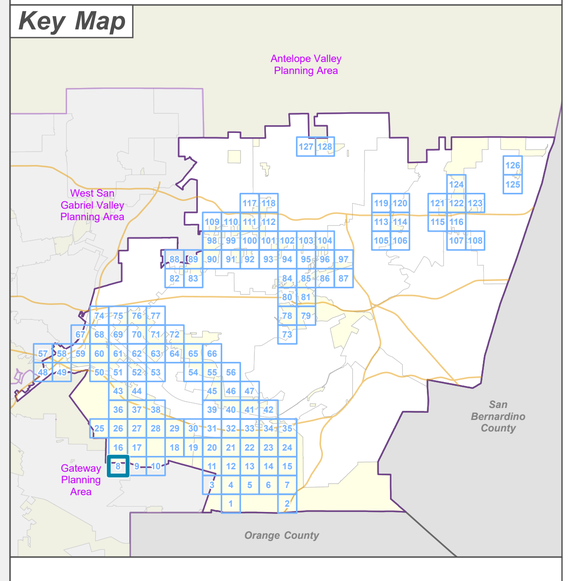


Zone Change
- A-2 - Heavy Agriculture
- R-1 - Single-Family Residence
- RPD - Residential Planned Development

Base Layers
- Zoned District
- Parcels
- Unincorporated Area
- Map Series Grid
- Surrounding Planning Area

Street Types
- Primary
- Secondary
- Minor
- Private Road

Key Map



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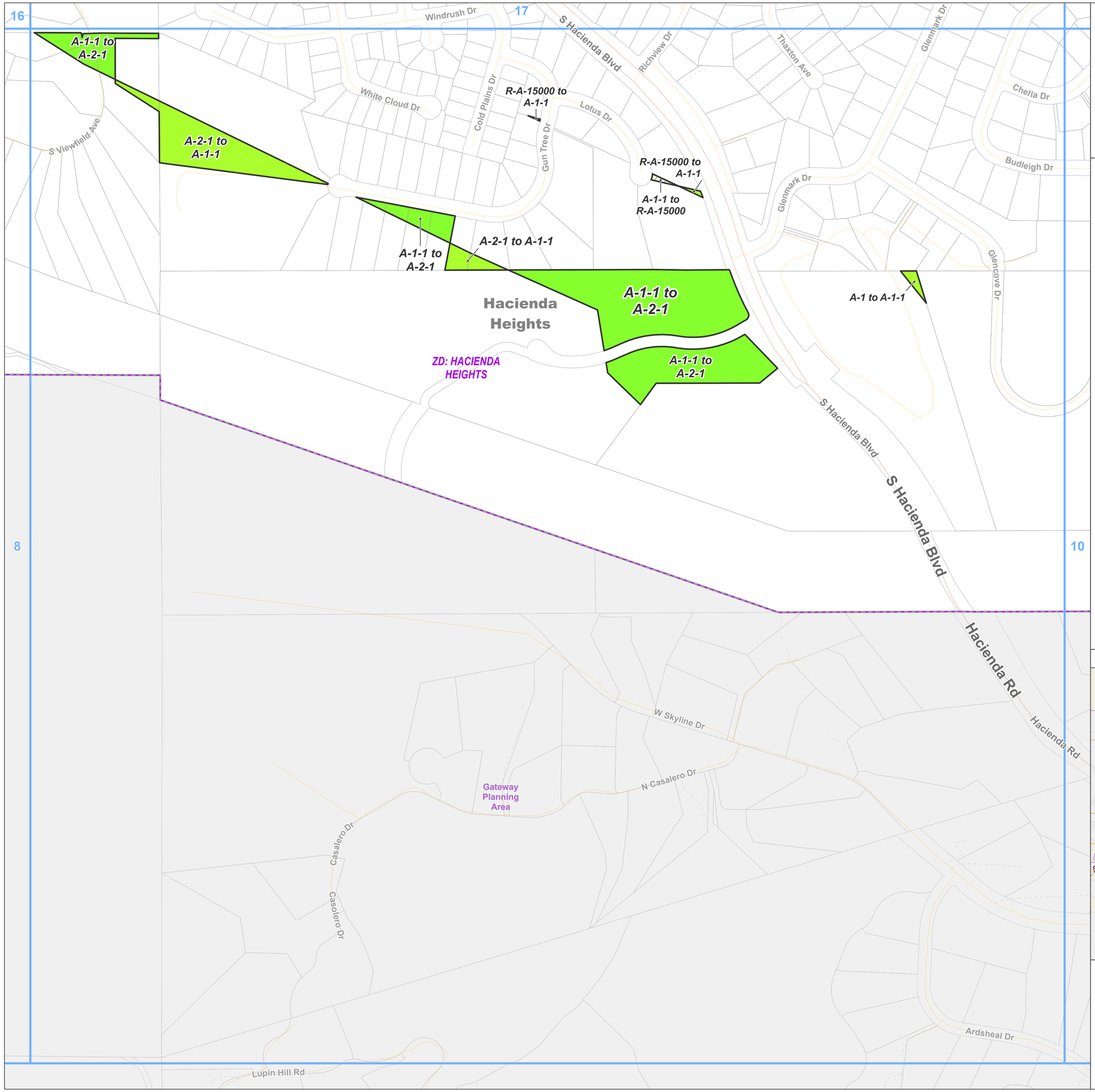
East San Gabriel Valley Planning Area Zone Changes

Zoned District(s): Hacienda Heights

Zone Change
- A-1 - Light Agriculture
- A-2 - Heavy Agriculture
- R-A - Residential Agricultural

Base Layers
- Zoned District
- Parcels
- Unincorporated Area
- Map Series Grid
- Surrounding Planning Area

Street Types
- Primary
- Minor
- Private Road



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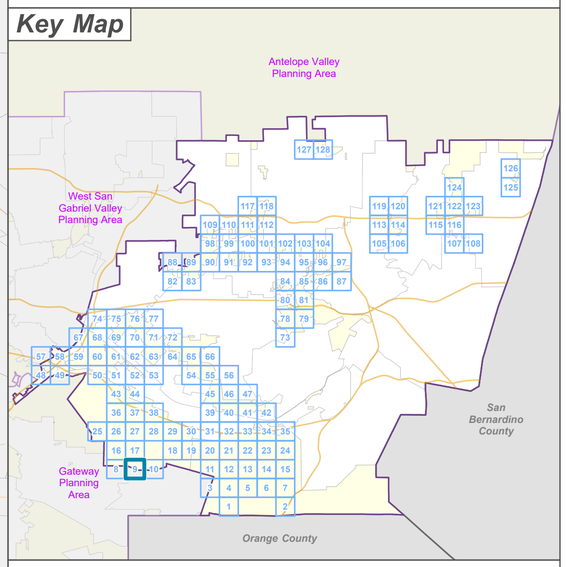

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Chella Dr

Budleigh Dr

Dulzura Dr

Punta Del Este Dr

Canarias Dr

Rio Lempa Dr

Garona Dr

Gotera Dr

Cabo Blanco Dr

Pozo Dr

El Greco Ct

Glencove Dr

High Tor Dr

Elza Dr

Casco Ct

R-A-15000 to RPD-20000-2.4U

RPD-20000-2.4U to A-1

ZD: HACIENDA HEIGHTS

A-1 to RPD-20000-2.4U

Hacienda Heights

Gateway Planning Area

Hacienda Rd

Hacienda Rd

Hacienda Blvd

Skyline Dr

W Skyline Dr

Leucadia Rd

Panchoy Pl

Ardsheal Dr

Los Angeles County

East San Gabriel Valley Planning Area Zone Changes

Zoned District(s): Hacienda Heights

Zone Change

- A-1 - Light Agriculture
- RPD - Residential Planned Development

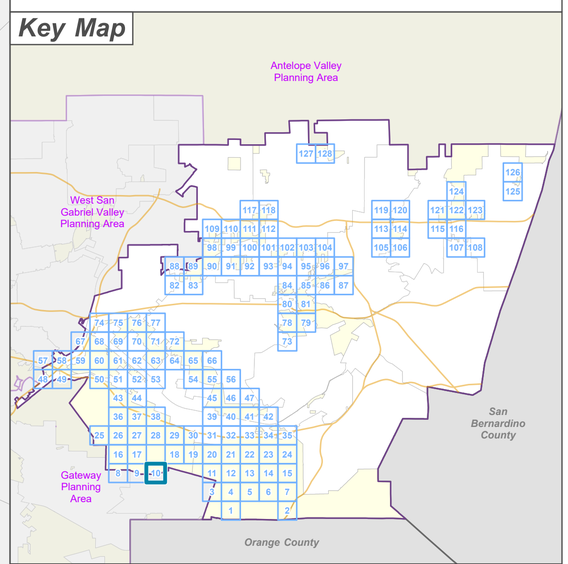
Base Layers

- Zoned District
- Parcels
- Unincorporated Area
- Map Series Grid
- Surrounding Planning Area

Street Types

- Primary
- Minor
- Private Road

Key Map



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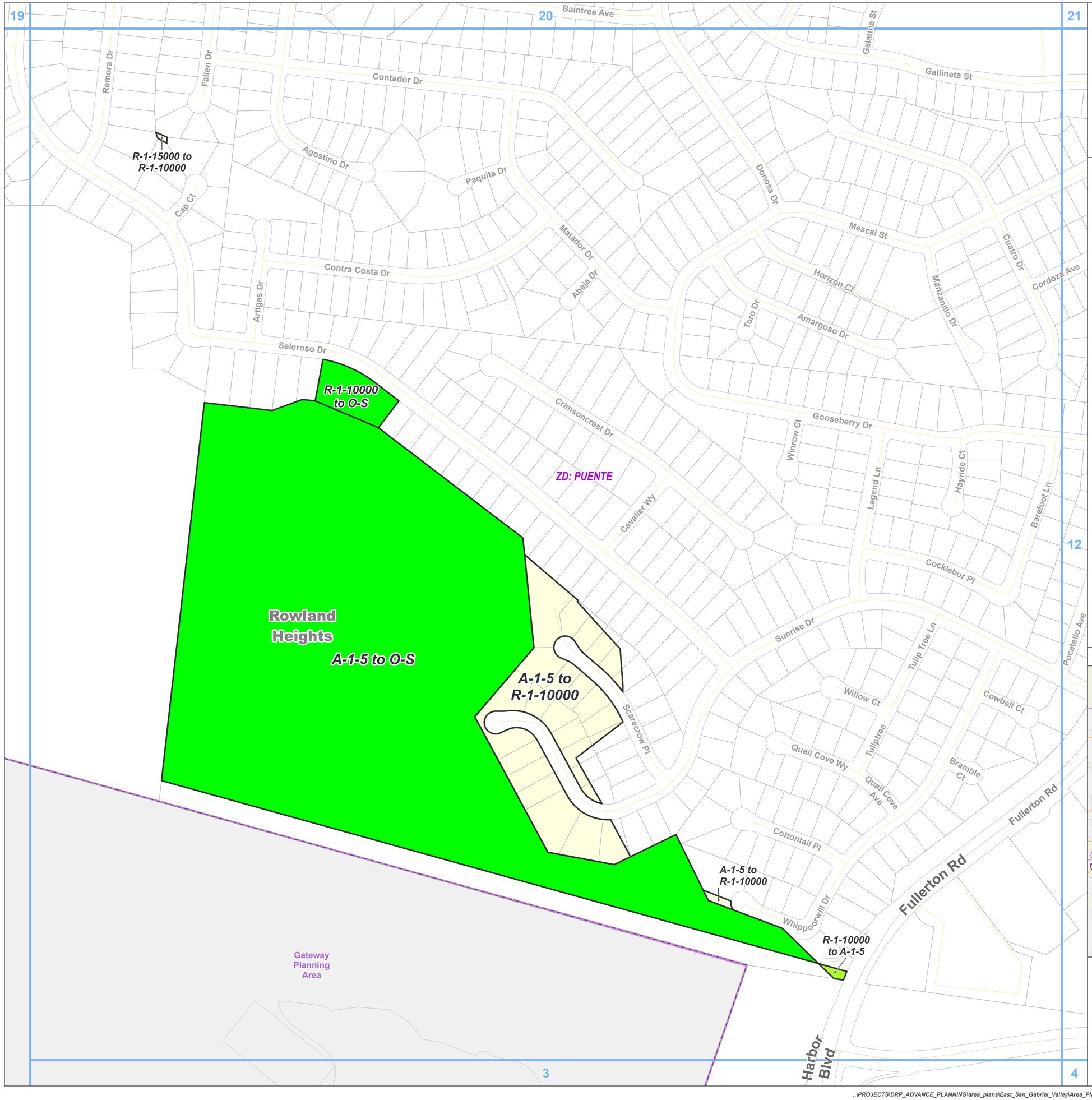
East San Gabriel Valley Planning Area Zone Changes

Zoned District(s): Puente

Zone Change
- A-1 - Light Agriculture
- R-1 - Single-Family Residence
- O-S - Open Space

Base Layers
- Zoned District
- Parcels
- Unincorporated Area
- Map Series Grid
- Surrounding Planning Area

Street Types
- Primary
- Secondary
- Minor
- Private Road



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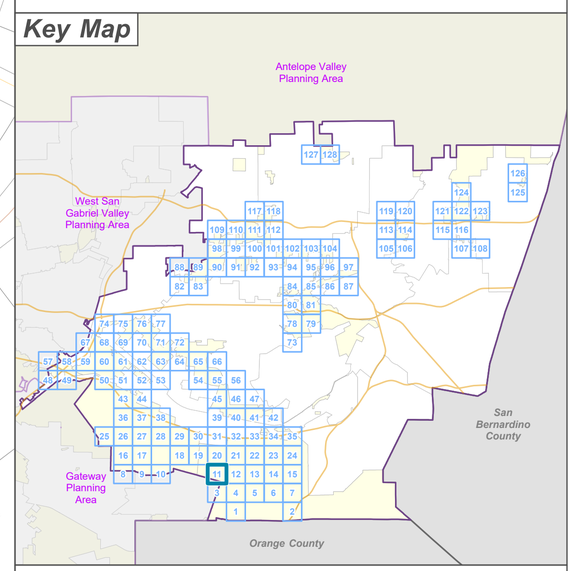

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East San Gabriel Valley Planning Area Zone Changes

Zoned District(s): Puente

Zone Change
- R-1 - Single-Family Residence
- C-1 - Restricted Business
- O-S - Open Space

Base Layers
- Zoned District
- Parcels
- Unincorporated Area
- Map Series Grid

Street Types
- Primary
- Secondary
- Minor
- Private Road

A-1-6000 to R-1-6000

A-1-6000 to C-1

A-1-6000 to O-S

RPD-1-5U to O-S

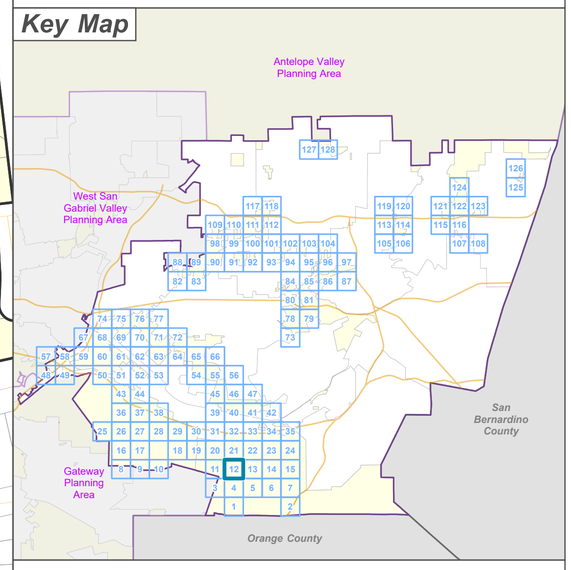
ZD: PUENTE

Rowland Heights

Villa Clara St · Gallineta St · Bellorita St · Mescal St · La Guardia St · Barroso St · Senteno St · Aguiro St · Fidalgo St · Adivino St · Lincroft St · Dragonera Dr · Plano Dr · Marimba St · Del Bonita St · Buttonwood Ln · Kara Pl · Dusk St · Sunrise Dr · Gooseberry Dr · Barefoot Ln · Cuatro Dr · Pocatello Ave · Native Ave · Cordoza Ave · Fullerton Rd · Cantaria Ave · Felicia Ave · Rocky Ct · Sandragler Dr · Rainer Ave · Gallio Ave · Recinto Ave · Abano Ave · Stubido St · Batson St · Tortosa Ave · Doubletree Ln · Abeto Ave · Kinnow Pl · Dancy St · Los Padres Dr · Mescalero St · Bellorita St

20 · 21 · 22 · 11 · 13 · 3 · 4 · 5

Key Map



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Los Angeles County

East San Gabriel Valley Planning Area Zone Changes

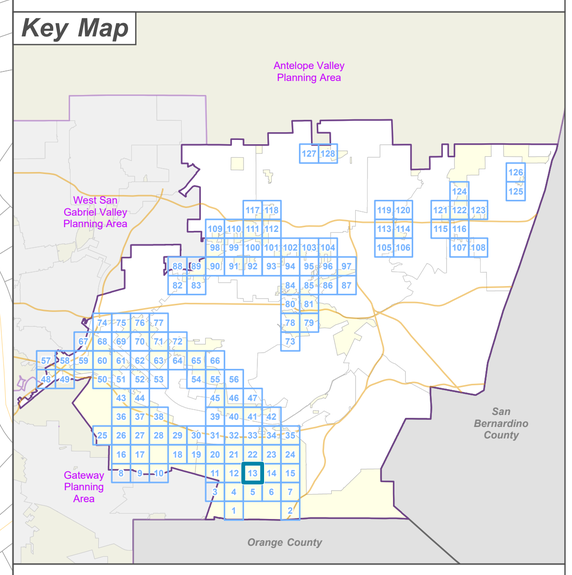
Zoned District(s): Puente

Zone Change
- R-1 - Single-Family Residence
- RPD - Residential Planned Development
- O-S - Open Space

Base Layers
- Zoned District
- Parcels
- Unincorporated Area
- Map Series Grid

Street Types
- Primary
- Secondary
- Minor
- Private Road

Key Map



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East San Gabriel Valley Planning Area Zone Changes

Zoned District(s): Puente, San Jose

Zone Change
- R-A - Residential Agricultural
- R-1 - Single-Family Residence
- RPD - Residential Planned Development
- O-S - Open Space

Base Layers
- Zoned District
- Parcels
- Unincorporated Area
- Map Series Grid

Street Types
- Secondary
- Minor
- Private Road

A-1-6000 to R-1-6000

A-1-6000 to R-1-6000

A-1-6000 to R-1-6000

A-1-6000 to R-1-6000

A-1-6000 to R-1-6000

A-1-6000 to R-1-6000

A-1-6000 to R-1-6000

A-1-6000 to R-1-6000

A-1-6000 to R-1-6000

A-1-15000 to R-A-15000

A-1-15000 to R-A-15000

A-1-15000 to R-A-15000

A-1-15000 to R-A-15000

A-1-15000 to R-A-15000

A-1-15000 to R-A-15000

A-1-15000 to R-A-15000

A-1-15000 to R-A-15000

A-1-15000 to R-A-15000

A-1-15000 to R-1-10000

R-1-10000 to O-S

RPD-1-4U to O-S

O-S to RPD-1-4U

RPD-1-4U to O-S

O-S to RPD-1-4U

RPD-1-4U to O-S

O-S to RPD-1-4U

RPD-1-4U to O-S

O-S to RPD-1-4U

RPD-1-4U to O-S

O-S to RPD-1-4U

RPD-1-4U to O-S

O-S to RPD-1-4U

RPD-1-4U to O-S

A-1-15000 to RPD-1-4U

A-1-15000 to RPD-1-4U

O-S to RPD-1-4U

RPD-1-4U to O-S

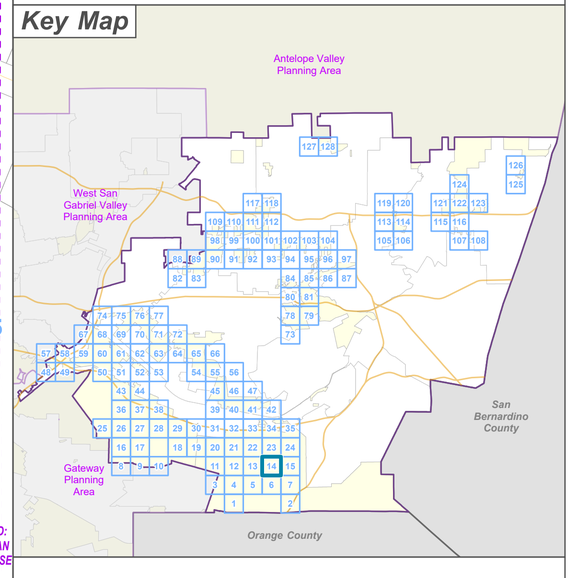
ZD: PUENTE

ZD: SAN JOSE

Rowland Heights

Rogan Ct
Electra Ave
Barroso St
Edmore Ave
Eadbury Ave
Camwood Ave
Annadel Ave
Calmette Ave
Galeview Dr
Pepperdale Dr
Alexdale Ln
Aguiro St
Carvin Ave
Alcona St
Balan Rd
Arcdale Ave
Bluehaven Dr
Flintwood Dr
Otterbein Ave
Raleo Ave
Ginger Ct
Orbit Ct
Vega Wy
Greenwillow Ln
Cloudy Ct
Oak View Ln
Allwood Ct
Windrose Dr
Brisa Ln
Nova Ct
Orion Ct
S Pepperdale Dr
Songbird Ln
Hillman Ln
Ridgeview Ave
Ivory
Hastings Pl
Carlton Pl
Brittany Pl
Bramhall Ln

Key Map



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East San Gabriel Valley Planning Area Zone Changes

Zoned District(s): Puente, San Jose

Zone Change

R-A - Residential Agricultural

Base Layers

Zoned District

Parcels

Unincorporated Area

Map Series Grid

Street Types

Secondary

Minor

Private Road

23 24 14 6 7

A-1-15000 to R-A-15000

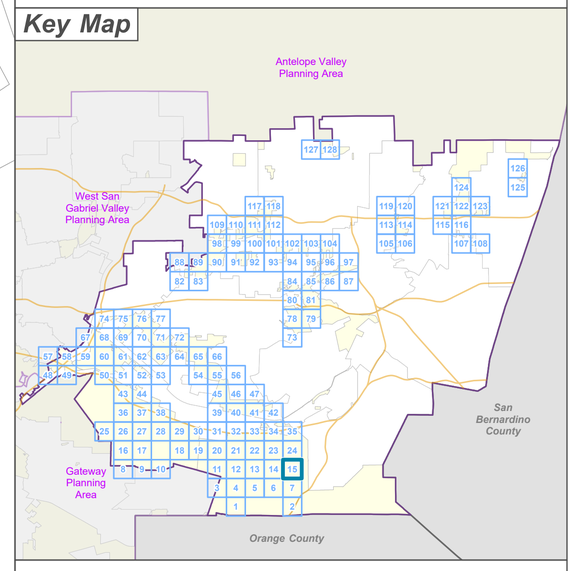
ZD: PUENTE

ZD: SAN JOSE

Rowland Heights

E Castlebar Dr
Frances
Wind River Ln
Victoria Wy
Cascade Wy
Blue Ridge Rd
Oakleaf Canyon Rd
Brea Canyon Cutoff Rd
Brea Canyon Cutoff Ct
Galeview Dr
Sirius Dr
Bomar Ct
Pepperdale Dr
Charline Pl
Thelma Ln
Joel Dr
Delfs Ln
Ruth Ct
Corrinne Ln
S Hillrise Dr
E Crestline Dr
Hillrise Dr
Portside Dr
Edgemont Pl
Rimview Pl
Robert Rd
Coraview Ln
Clay Ct
Pamela Ln
Orion Ct
S Pepperdale Dr
Carolyn Pl
May Ct
Pepperdale Dr
Herlinda Ln
Mary Ann Ln
Rudy St

Key Map



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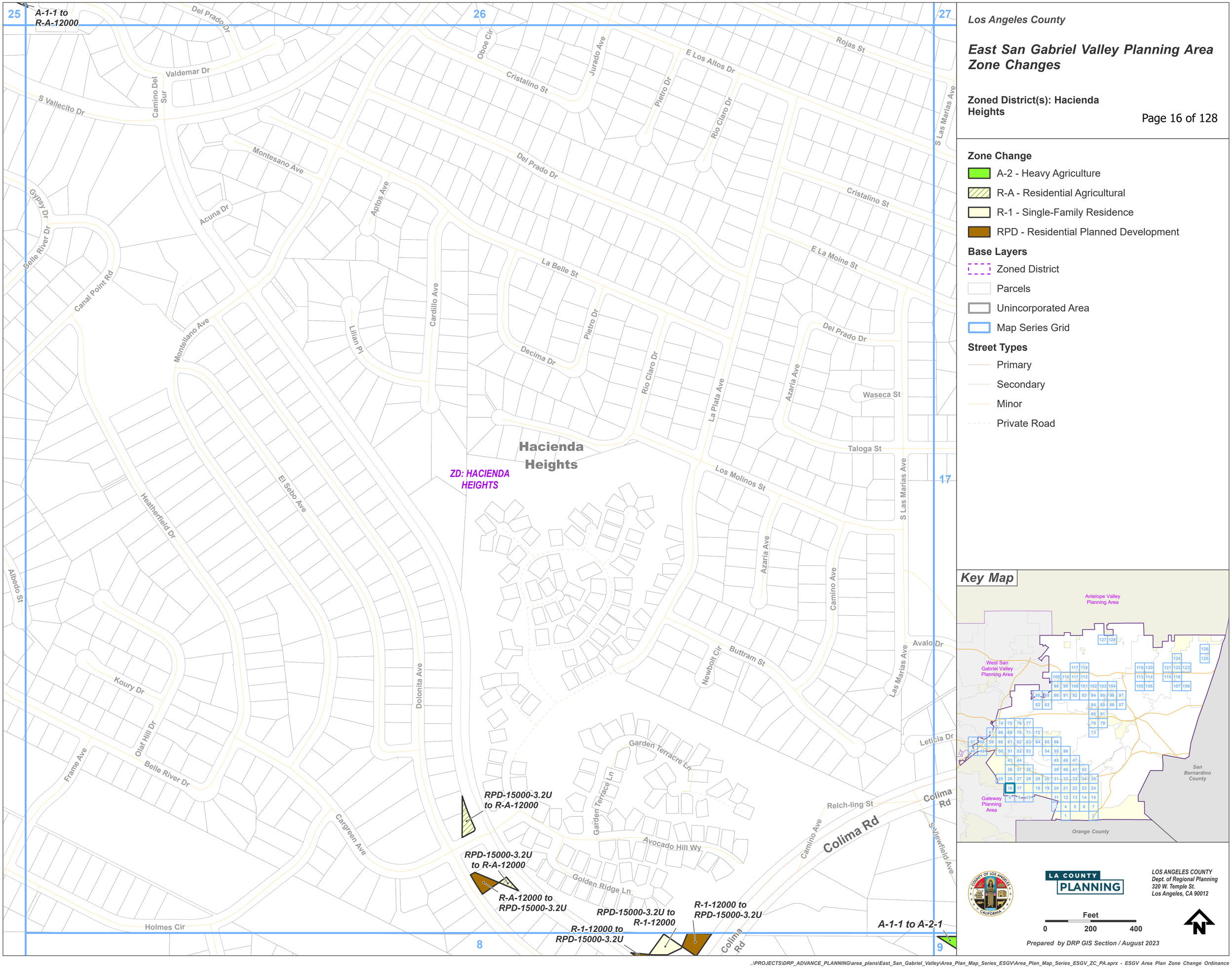

Los Angeles County

East San Gabriel Valley Planning Area Zone Changes

Zoned District(s): Hacienda Heights

Zone Change

- A-2 - Heavy Agriculture
- R-A - Residential Agricultural
- R-1 - Single-Family Residence
- RPD - Residential Planned Development

Base Layers

- Zoned District
- Parcels
- Unincorporated Area
- Map Series Grid

Street Types

- Primary
- Secondary
- Minor
- Private Road

Key Map

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Los Angeles County

East San Gabriel Valley Planning Area Zone Changes

Zoned District(s): Hacienda Heights

Zone Change

- A-2 - Heavy Agriculture
- R-A - Residential Agricultural
- R-2 - Two-Family Residence
- C-1 - Restricted Business
- CPD - Commercial Planned Development

Base Layers

- Zoned District
- Parcels
- Unincorporated Area
- Map Series Grid

Street Types

- Primary
- Secondary
- Minor
- Private Road

CPD to C-1

R-A-15000 to R-2

ZD: HACIENDA HEIGHTS

R-A-10000 to R-A-15000

R-A-15000 to R-A-10000

R-A-15000 to R-A-10000

R-A-10000 to R-A-15000

R-A-10000 to R-A-15000

R-A-15000 to R-A-10000

R-A-15000 to R-A-10000

R-A-10000 to R-A-15000

R-A-15000 to R-A-10000

R-A-10000 to R-A-15000

C-1 to CPD

CPD to C-1

A-1-1 to A-2-1

Hacienda Heights

S Hacienda Blvd

Colima Rd

Pintura Dr

Facilidad St

Rojas St

S Las Marias Ave

Fragancia Ave

Adelita Dr

Leticia Dr

Agosta Dr

Caracol Dr

Cristalino St

E La Moine St

Del Prado Dr

Taloga St

Caricia Dr

La Moine St

E La Belle St

Cold Plains Dr

Valle Contento Dr

Villa Grande Rd

E Los Altos Dr

La Subida Dr

Dodrill Dr

Deanne Dr

Teresina Dr

El Volcan Pl

Ticatica Dr

Corina Ct

Atilan Dr

Yolpa Pl

Antisana Pl

Managua Pl

Ilopango Dr

Villa Flores Dr

Orinoco Pl

Deolinda Dr

Maracaibo Pl

Allenton Ave

Leopold Ave

Barletta Dr

Avalo Dr

White Cloud Dr

S Viewfield Ave

Woodcreek Cir

Windrush Dr

Lonecrest Dr

Leander Dr

Parkland Dr

Padova Dr

Richview Dr

Thaxton Ave

Glenmark Dr

Budleigh Dr

26

27

28

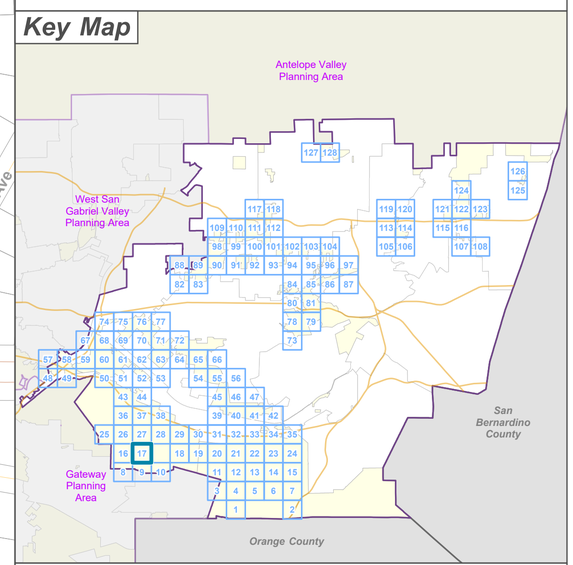
16

8

9

10

Key Map



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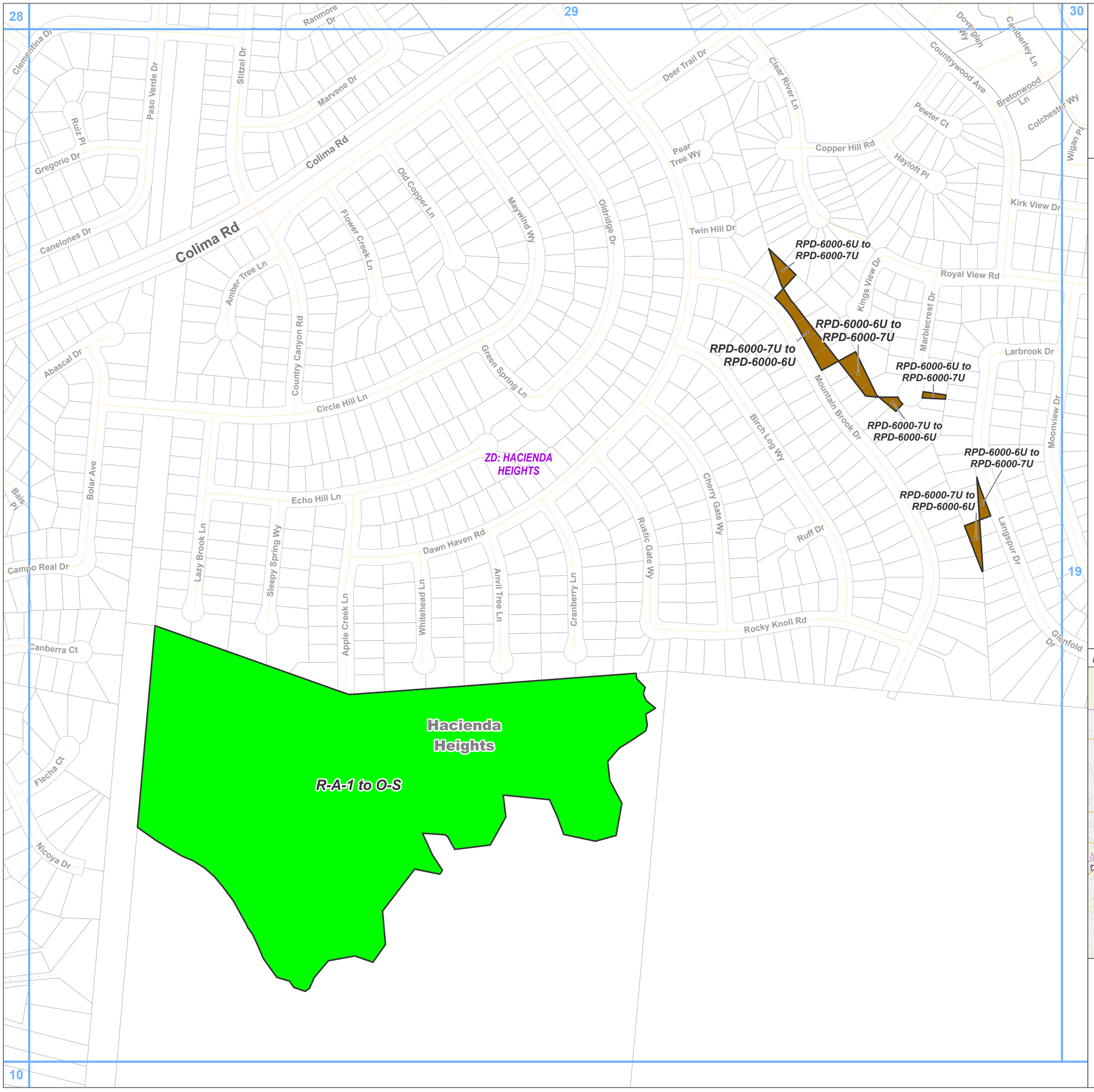


Los Angeles County

East San Gabriel Valley Planning Area Zone Changes

Zoned District(s): Hacienda Heights

Zone Change

- RPD - Residential Planned Development
- O-S - Open Space

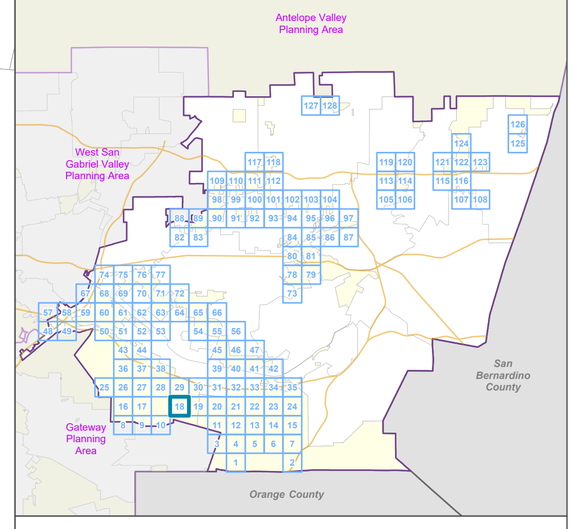
Base Layers

- Zoned District
- Parcels
- Unincorporated Area
- Map Series Grid

Street Types

- Primary
- Secondary
- Minor
- Private Road

Key Map



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Los Angeles County

East San Gabriel Valley Planning Area Zone Changes

Zoned District(s): Hacienda Heights, Puente

C-2 to MXD

C-2 to MXD

C-2 to MXD

C-3-DP-BE to MXD

R-A to RPD-6000-6U

Hacienda Heights

Rowland Heights

ZD: HACIENDA HEIGHTS

ZD: PUENTE

Brehmwood Ln
Colchester Wy
Camberley Ln
Abbess Pl
Wigan Pl
Kirk View Dr
Highwood Rd
Jodon Ct
Royal View Rd
Moonview Dr
Bracewood Dr
Wormwood Dr
Worm Wood Dr
New Pine Dr
Elberglen Dr
Radcourt Dr
Nadula Dr
Tombur Dr
Tomich Rd
Glenfold Dr
Jeslew Ct
Salerno Dr
Candela Dr
Verna Dr
Seco Ct

29 30 31 18 20 11

Zone Change

- RPD - Residential Planned Development
- MXD - Mixed Use Development

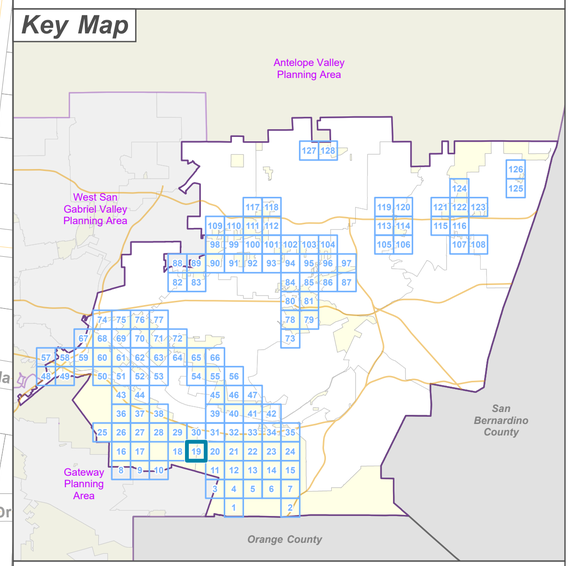
Base Layers

- Zoned District
- Parcels
- Unincorporated Area
- Map Series Grid

Street Types

- Secondary
- Minor
- Private Road

Key Map



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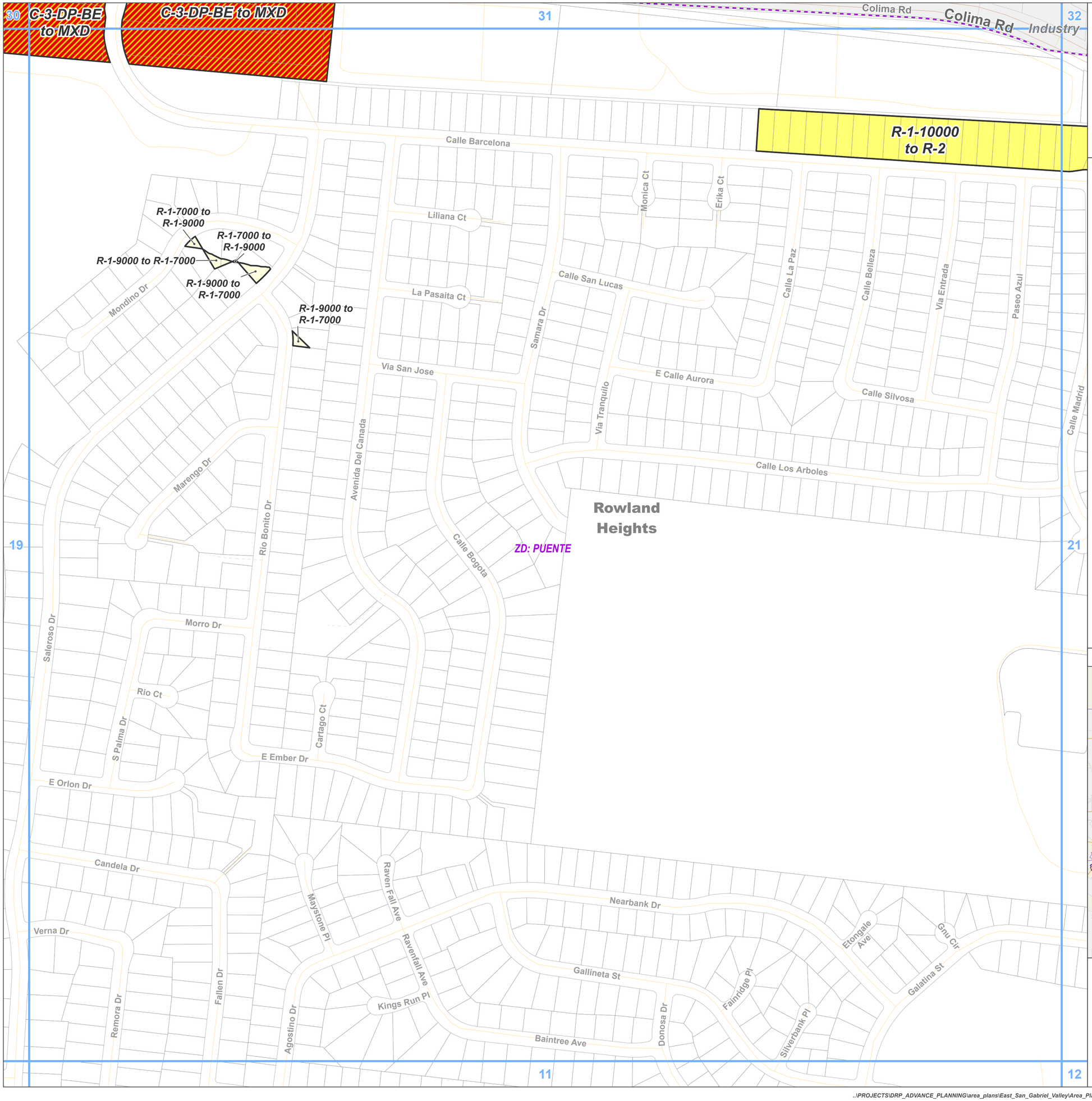


Los Angeles County

East San Gabriel Valley Planning Area Zone Changes

Zoned District(s): Puente

Zone Change

- R-1 - Single-Family Residence
- R-2 - Two-Family Residence
- MXD - Mixed Use Development

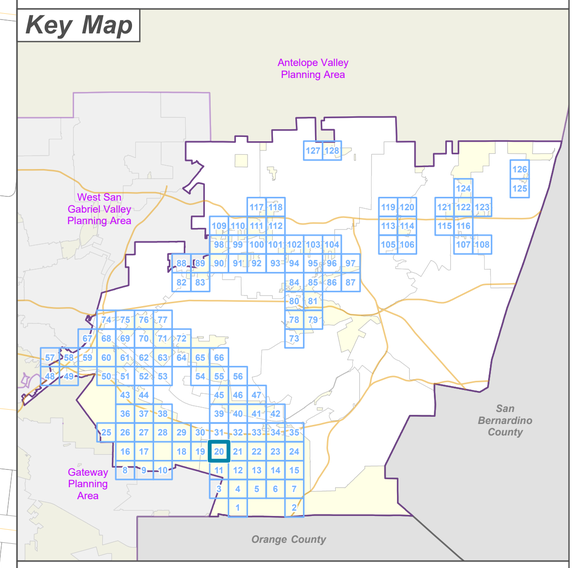
Base Layers

- Zoned District
- Parcels
- Unincorporated Area
- Incorporated City
- Map Series Grid

Street Types

- Primary
- Secondary
- Minor
- Private Road

Key Map



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Los Angeles County

East San Gabriel Valley Planning Area Zone Changes

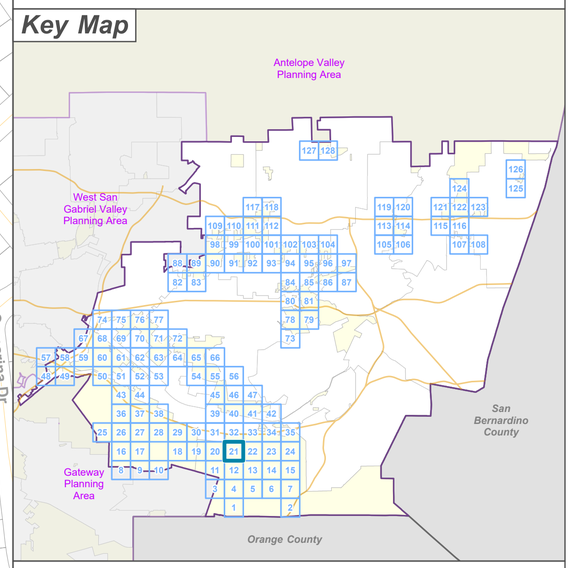
Zoned District(s): Puente

Zone Change
- R-A - Residential Agricultural
- R-1 - Single-Family Residence
- R-2 - Two-Family Residence
- R-3 - Limited Density Multiple Residence
- MXD - Mixed Use Development
- C-2 - Neighborhood Business
- C-3 - General Commercial

Base Layers
- Zoned District
- Parcels
- Unincorporated Area
- Incorporated City
- Map Series Grid

Street Types
- Primary
- Minor
- Alley
- Private Road

Key Map



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East San Gabriel Valley Planning Area Zone Changes

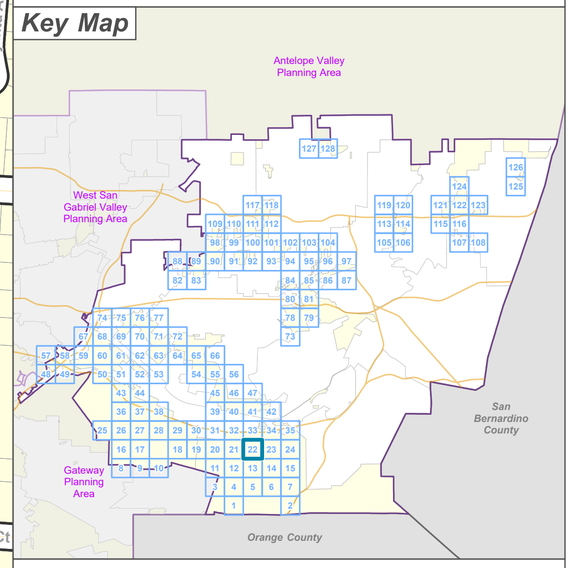
Zoned District(s): Puente

Zone Change
- A-1 - Light Agriculture
- R-1 - Single-Family Residence
- R-3 - Limited Density Multiple Residence
- MXD - Mixed Use Development

Base Layers
- Zoned District
- Parcels
- Unincorporated Area
- Map Series Grid

Street Types
- Primary
- Minor
- Alley
- Private Road

Key Map



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East San Gabriel Valley Planning Area Zone Changes

Zoned District(s): Puente, San Jose, Walnut

Zone Change

- R-A - Residential Agricultural
- R-1 - Single-Family Residence
- R-2 - Two-Family Residence
- RPD - Residential Planned Development
- MXD - Mixed Use Development
- C-2 - Neighborhood Business

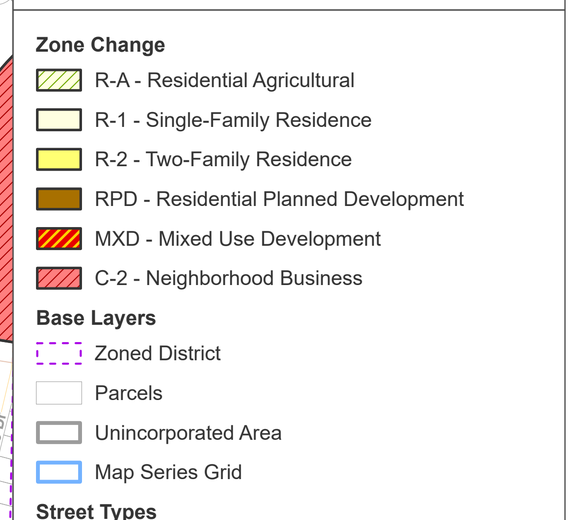
Base Layers

- Zoned District
- Parcels
- Unincorporated Area
- Map Series Grid

Street Types

- Primary
- Minor
- Private Road

Key Map



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East San Gabriel Valley Planning Area Zone Changes

Zoned District(s): Puente, San Jose, Walnut

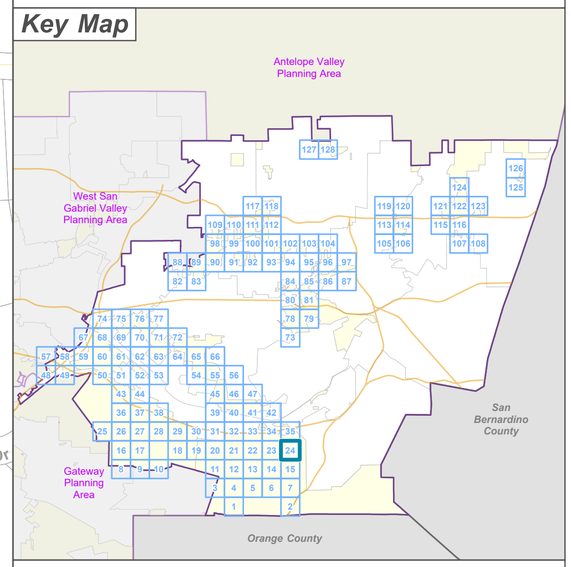
Zone Change
- A-1 - Light Agriculture
- R-A - Residential Agricultural
- R-1 - Single-Family Residence
- C-2 - Neighborhood Business
- C-R - Commercial Recreation

Base Layers
- Zoned District
- Parcels
- Unincorporated Area
- Map Series Grid

Street Types
- Primary
- Secondary
- Minor
- Private Road

A-1-10000 to R-1-10000
R-A-6000 to R-1-6000
ZD: WALNUT
A-1-15000 to R-1-15000
A-1-1 to C-R-DP
A-1-1 to C-R-DP
R-3 to A-1-1
C-2-DP-BE to C-2-DP
C-2-BE to C-2
C-2-BE to C-2
C-2-BE to C-2
A-1-20000 to R-1-10000
A-1-15000 to R-A-15000
A-1-15000 to R-A-15000
A-1-15000 to R-A-15000
A-1-15000 to R-A-15000
Rowland Heights
ZD: SAN JOSE
ZD: PUENTE
34
35
23
14
15
Fairway Dr
Colima Rd
Oakburn Dr
Delamere Dr
Brea Canyon Cutoff
Hallgreen Dr
Newbridge Cir
Walnut Leaf Dr
Merion Wy
Candle Flame Ct
Emerald Meadow Dr
Donway Dr
Wineglow Cir
Starshine Rd
Lake Canyon Dr
Rhapsody Rd
Mairemont Dr
Radclay Dr
Huntcliff Ln
Evening Breeze Dr
Pepperdale Dr
Sand Spring Dr
Julie Dr
Reedview Dr
Debann Pl
Esquiline Ave
Dacian Dr
Brea Canyon Cutoff Rd
Sartell Dr
Holcroft Dr
Bickford Dr
Rance Dr
Bing Ct
Balan Rd
Shelyn Dr
Gene Ct
Whistler Ct
Cristo Ln
Wind River Ln
Victoria Wy
Cascade Wy
Oakleaf Canyon Rd
Meteora Wy
Sheila Ct
Frances
E Castlebar Dr

Key Map



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East San Gabriel Valley Planning Area Zone Changes

Zoned District(s): Hacienda Heights

Zone Change

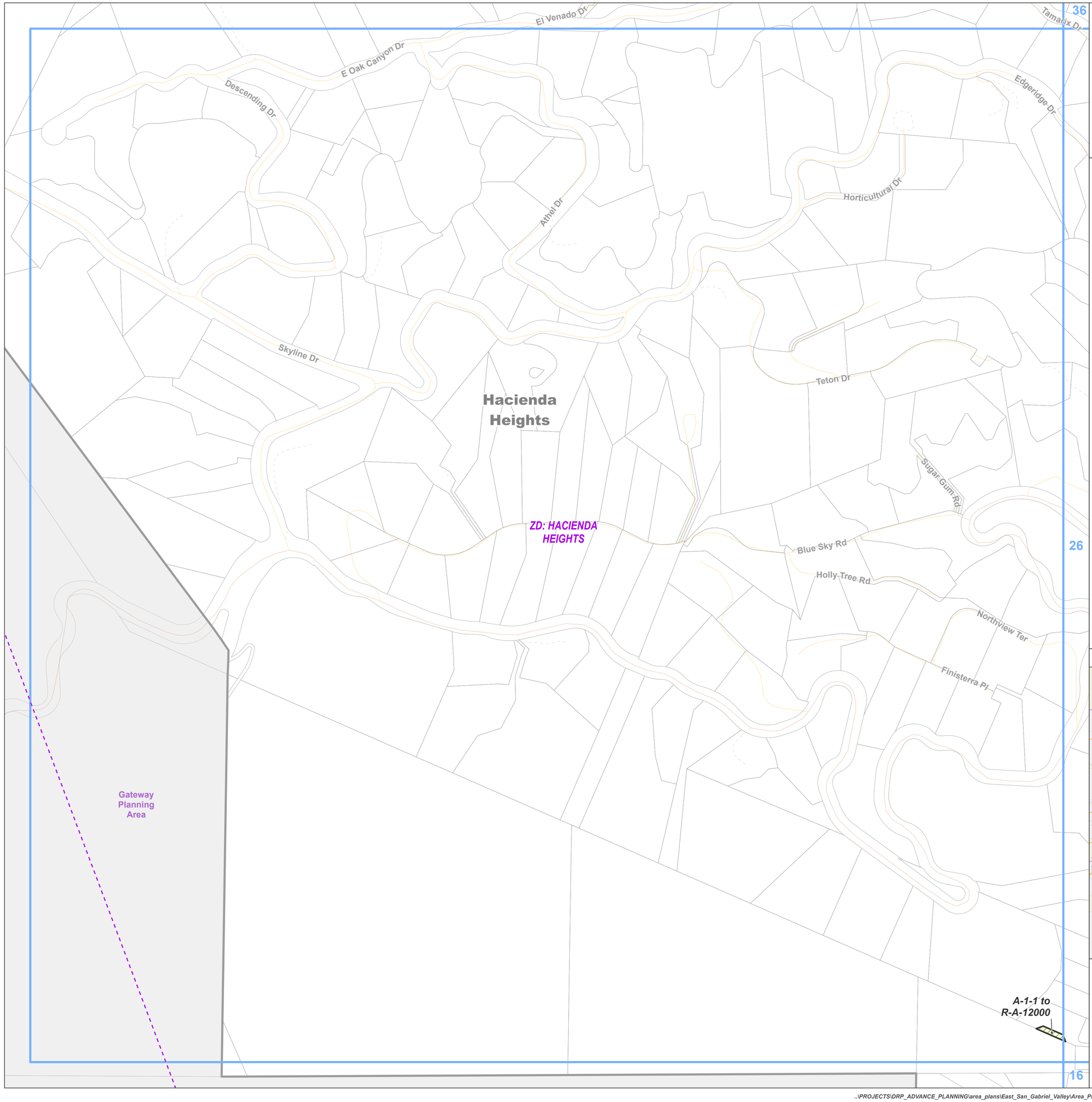
- R-A - Residential Agricultural

Base Layers

- Zoned District
- Parcels
- Unincorporated Area
- Map Series Grid
- Surrounding Planning Area

Street Types

- Secondary
- Minor
- Private Road



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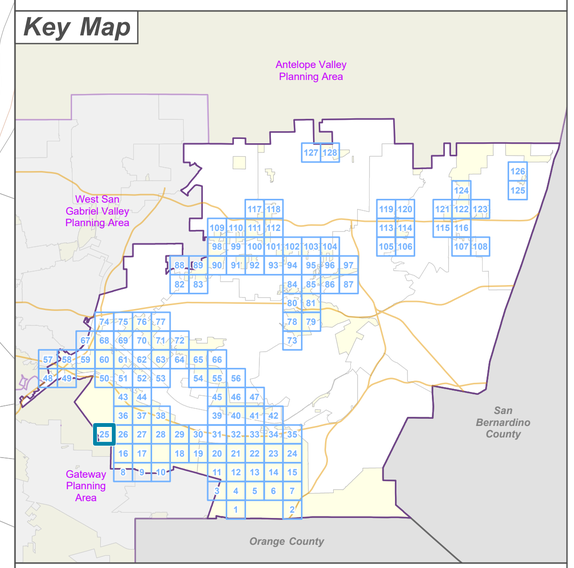

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Los Angeles County

East San Gabriel Valley Planning Area Zone Changes

Zoned District(s): Hacienda Heights

Zone Change

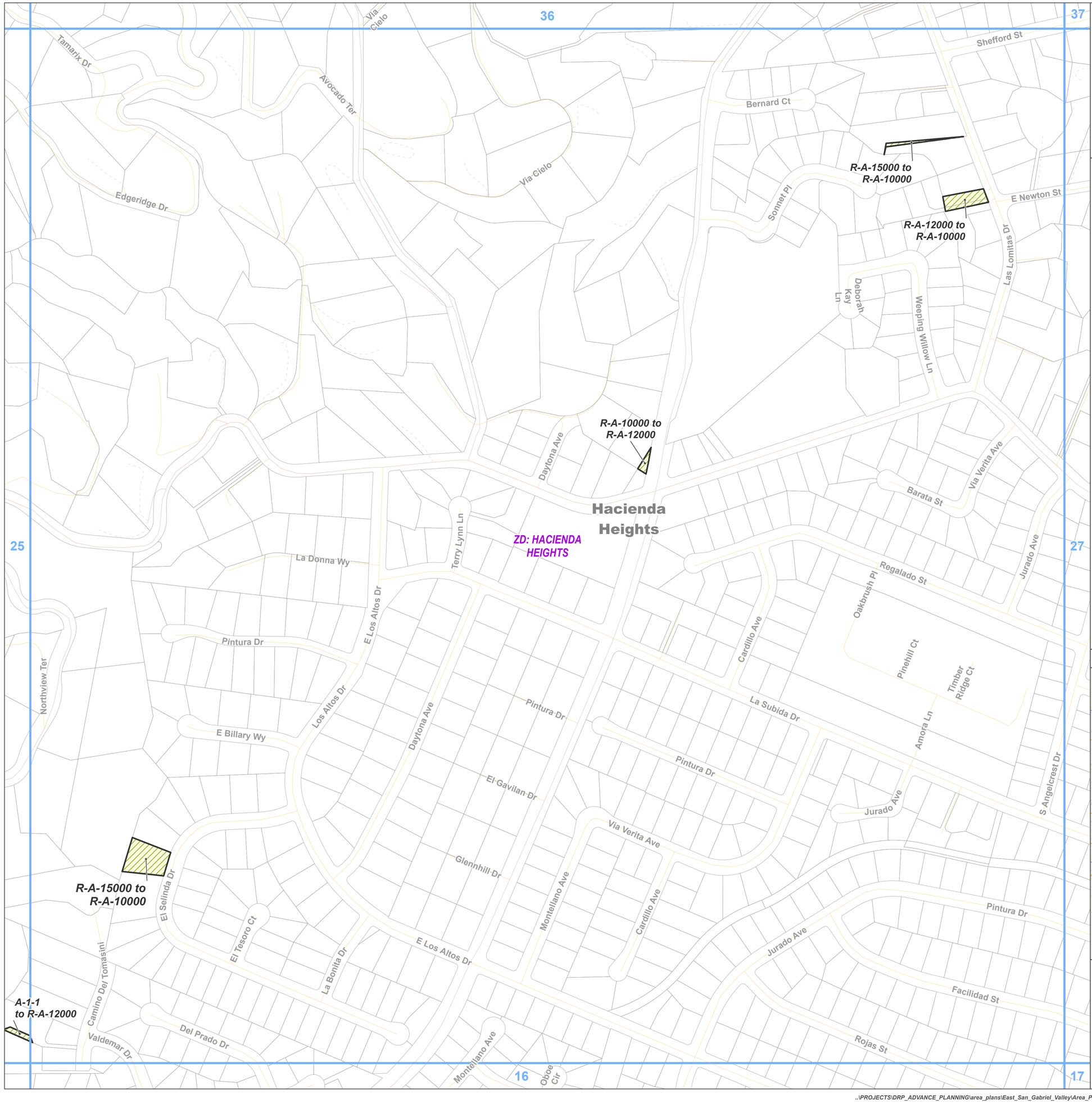
- R-A - Residential Agricultural

Base Layers

- Zoned District
- Parcels
- Unincorporated Area
- Map Series Grid

Street Types

- Secondary
- Minor
- Private Road



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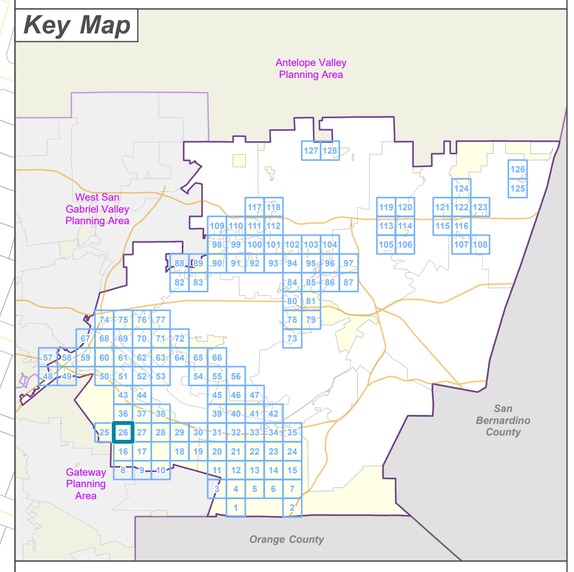

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Los Angeles County

East San Gabriel Valley Planning Area Zone Changes

Zoned District(s): Hacienda Heights

Zone Change

- R-A - Residential Agricultural
- R-2 - Two-Family Residence
- R-5 - High Density Multiple Residence
- C-1 - Restricted Business
- C-2 - Neighborhood Business
- C-3 - General Commercial

Base Layers

- Zoned District
- Parcels
- Unincorporated Area
- Map Series Grid

Street Types

- Primary
- Secondary
- Minor
- Private Road

R-A-10000 to R-A-15000

R-A-10000 to R-A-15000

R-3 to R-5

C-2-BE to C-2

ZD: HACIENDA HEIGHTS

IT to C-1

CPD to C-1

CPD to C-3

CPD to C-1

R-A-15000 to R-2

R-A-10000 to R-2

R-A-15000 to R-2

R-A-15000 to R-2

Hacienda Heights

S Hacienda Blvd

E Newton St

Shefford St

Blazing Star Dr

Ladysmith St

Rumson St

Lujon St

Larchwood Ave

Kennard St

S Farmstead Ave

S Galemont Ave

Sweet Pl

Lancewood Ave

Olympus Ave

Pontenova Ave

S Angelcrest Dr

Joan Dr

S Kwis Ave

Glenstone Ave

S Dunswell Ave

Malton Pl

Humford Ave

Senadale St

Richdale Ave

Lynbrook Ave

Wickshire Ave

La Monde St

Jurado Ave

Newhampton St

Robruce Ln

La Ronda Cir

Adelhart St

Regalado St

La Floresta Dr

La Barra Pl

El Baile Pl

Montera Dr

Los Bentos Dr

Annellen St

La Subida Dr

Dodrill Dr

Pintura Dr

Facilidad St

S Las Marias Ave

Adelita Dr

Teresita Dr

36

37

38

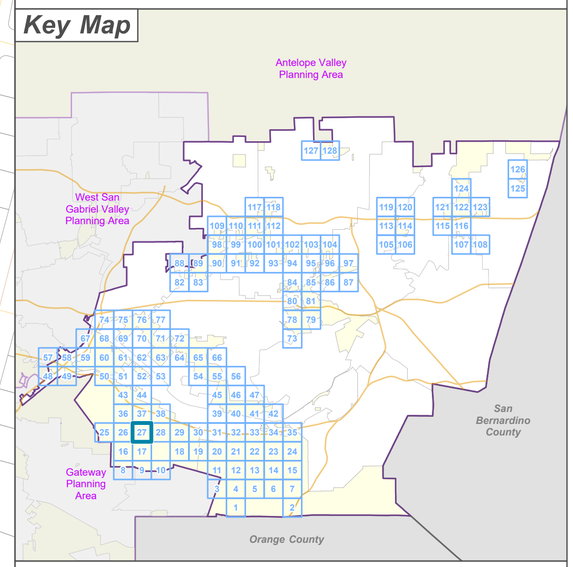
26

28

16

17

Key Map



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East San Gabriel Valley Planning Area Zone Changes

Zoned District(s): Hacienda Heights

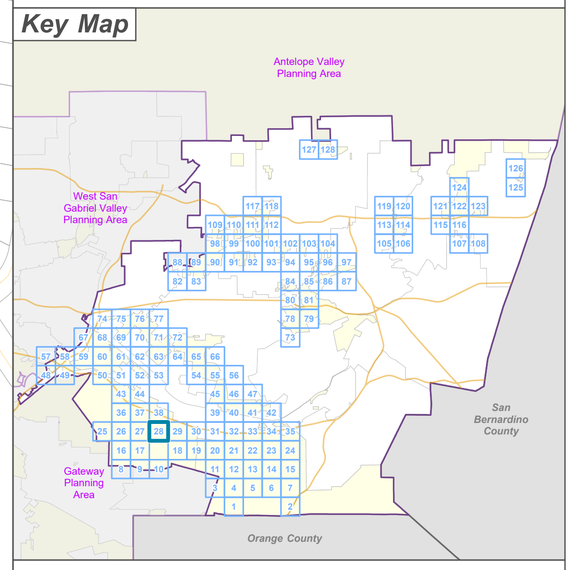
Zone Change
- R-A - Residential Agricultural
- R-1 - Single-Family Residence
- R-2 - Two-Family Residence

Base Layers
- Zoned District
- Parcels
- Unincorporated Area
- Map Series Grid

Street Types
- Secondary
- Minor
- Private Road

R-1-6000 to R-2
R-1-6000 to R-2
R-A-7500 to R-2
R-A-6000 to R-2
R-A-6000 to R-2
R-A-15000 to R-2
R-A-10000 to R-2
ZD: HACIENDA HEIGHTS
R-1-6000 to R-2
R-A-10000 to R-2
R-A-10000 to R-A-15000
R-A-15000 to R-2
R-A-10000 to R-2
R-1-6000 to R-A
R-A to R-1-6000
Hacienda Heights
37
38
27
29
17
18
Lujon St
Olympus Ave
Rumson St
Pontenova Ave
Falstone Ave
Kennard St
Ladysmith St
Sweet Pl
Craighton Ave
Kellerton Dr
Charlemont Ave
Matchleaf Ave
Armington Ave
Eastleigh Ave
Aiglen St
Sigman St
Hollis St
Barford Ave
Hinnen Ave
Lyndhurst Ave
Glenelder Ave
Cedarlane Dr
Wedgeworth Dr
Flamstead Dr
Sunny View Ter
Sea Spring Dr
Piermont Dr
Delmesa Ave
Harp Dr
Carrara Dr
Deerpeak Dr
La Ronda Cir
Montera Dr
La Monde St
Mesa Robles Dr
Vasconcs Dr
La Cana Dr
Durazno Dr
Pando Dr
Atlantida Dr
Placentia Dr
Collegio Dr
Punta Del Este Dr
Santa Bianca Dr
Salto Dr
Paseo De Rocha
Salazar Dr
Sarandi Grande Dr
Rio Branca Dr
Amelgado Dr

Key Map



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East San Gabriel Valley Planning Area Zone Changes

Zoned District(s): Hacienda Heights

Zone Change
- R-2 - Two-Family Residence
- RPD - Residential Planned Development

Base Layers
- Zoned District
- Parcels
- Unincorporated Area
- Incorporated City
- Map Series Grid

Street Types
- Freeway
- Primary
- Secondary
- Minor
- Private Road

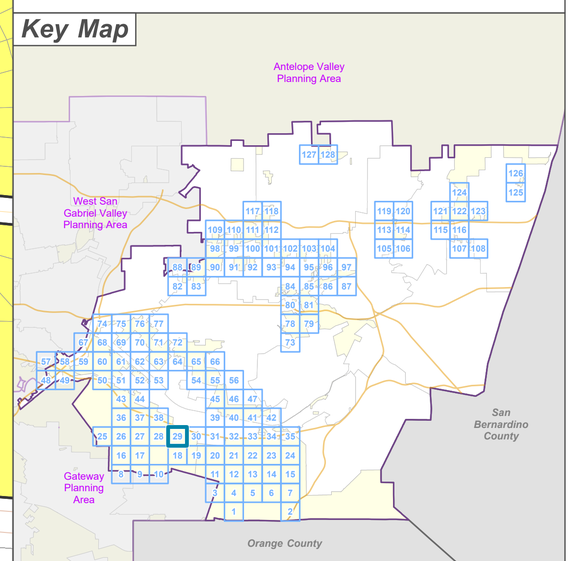
38 30 28 19 18

Industry
John Reed Ct
60
Cedarlane Dr
Fieldgate Ave
Wedgeworth Dr
Woodmont Pl
Forest Glen Dr
Fern Haven Rd
Fern Haven Dr
Bork Ave
Flower Glen Dr
Nace Pl
Naco Pl
Golden Rose Ave
Meadow Glen Wy
Eagle Park Rd
Park Lawn Rd
Ivy Hill Rd
Kennard St
Ladysmith St
Fallen Oak Rd
Eli Pl
ZD: HACIENDA HEIGHTS
Hacienda Heights
Elm Haven Dr
Clayhill Ave
Countrywood Ave
Green Coach Rd
Heather Hill Rd
Waverly Glen Wy
Summer Lawn Wy
Rada Rd
Ember Glen Rd
Dore Dr
Old Forest Rd
Salto Dr
Paso Verde Dr
Stitzel Dr
Pepper Brook Wy
Bruck Cir
Turnpost Ln
Surrey Pl
Bingham Pl
Carriage Pl
Coach Pl
Chariot Pl
Quince Cir
Elderway Dr
Oakrow Dr
Santa Bianca Dr
Country Canyon Rd
Ranmore Dr
Wain Pl
Marvene Dr
Clementina Dr
Dawnhaven Rd
Deer Trail Dr
Clear River Ln
Colima Rd
Colima Rd
Colima Rd
Regan Ct
Ewing Ct
Abbots Hall Ln
Widson Ct
Camberley Ln
Lochglen Ct
Doverglen Wy

R-A to R-2
R-A to R-2
R-A to R-2
R-A to R-2
R-A to R-2
R-A to R-2

O-S to RPD-6000-15U

Key Map



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Los Angeles County

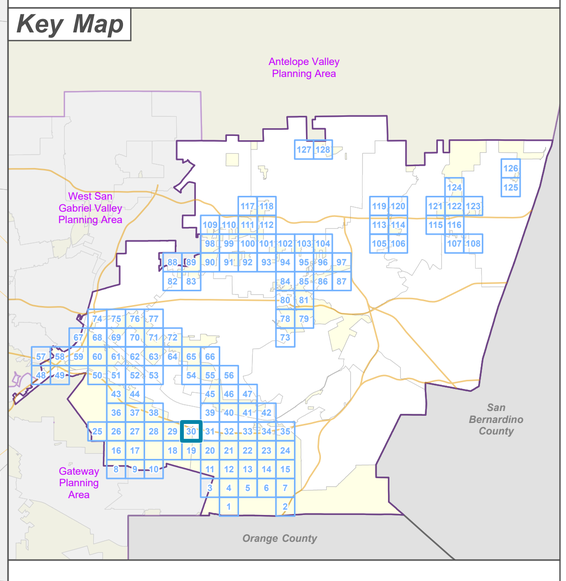
East San Gabriel Valley Planning Area Zone Changes

Zoned District(s): Hacienda Heights, Puente

Zone Change
- R-2 - Two-Family Residence
- MXD - Mixed Use Development

Base Layers
- Zoned District
- Parcels
- Unincorporated Area
- Incorporated City
- Map Series Grid

Street Types
- Freeway
- Primary
- Secondary
- Minor
- Ramp
- Private Road
- Railroad



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Los Angeles County

East San Gabriel Valley Planning Area Zone Changes

Zoned District(s): Puente

Zone Change

- MXD - Mixed Use Development

Base Layers

- Zoned District
- Parcels
- Unincorporated Area
- Incorporated City
- Map Series Grid

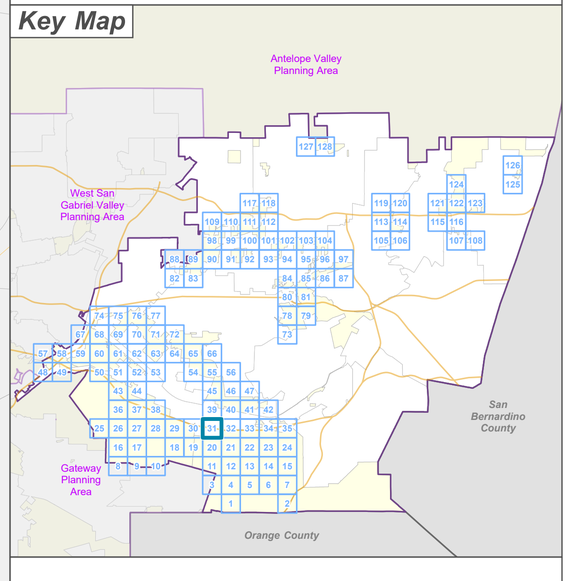
Street Types

- Freeway
- Primary
- Secondary
- Minor
- Railroad

39 40 30 32 19 20 21

Railroad St
S Hatcher Ave
E Gale Ave
Gale Ave
Ajax Cir
Industry
Albatross Rd
Hanover Rd
Walnut Hall Rd
Castleton St
Almahurst St
Keystone St
Colima Rd
Calle Barcelona
C-3-DP-BE to MXD
C-3-DP-BE to MXD
ZD: PUENTE
Rowland Heights

Key Map



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Los Angeles County

East San Gabriel Valley Planning Area Zone Changes

Zoned District(s): Puente

Zone Change
- R-1 - Single-Family Residence
- MXD - Mixed Use Development
- C-2 - Neighborhood Business

Base Layers
- Zoned District
- Parcels
- Unincorporated Area
- Incorporated City
- Map Series Grid

Street Types
- Freeway
- Primary
- Secondary
- Minor
- Ramp
- Alley
- Private Road
- Railroad

39 40 41 31 33 20 21 22

Ajax Cir
S Lawson St
Samuelson St
Fullerton Rd
Industry
Railroad St
Gale Ave
Greenbay Dr
Santar St
Desidia St
Trot Ave
S Jellick Ave
Madona St
Felicia Ave
Atina Dr
Valenza Ave
Escalada Ave
Gloriosa Ave
Destoya Ave
Ramona Ave
Valcarlos Ave
Batson Ave
Los Palacios Dr
Companario Dr
Espito St
Larkvane Rd
Seadler Dr
Cedarbreak Ave
Stoner Creek Rd
Castleton St
Colima Rd
60

Rowland Heights

A-1-6000 to R-1-6000

C-2-DP-BE to C-2-DP

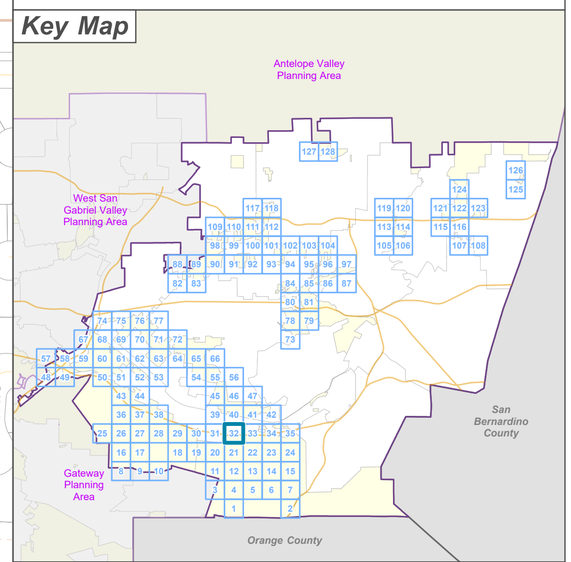
A-1-P-DP to MXD

C-2-BE-DP to MXD

C-2-BE to MXD

ZD: PUENTE

Key Map



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LA COUNTY PLANNING

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Los Angeles County

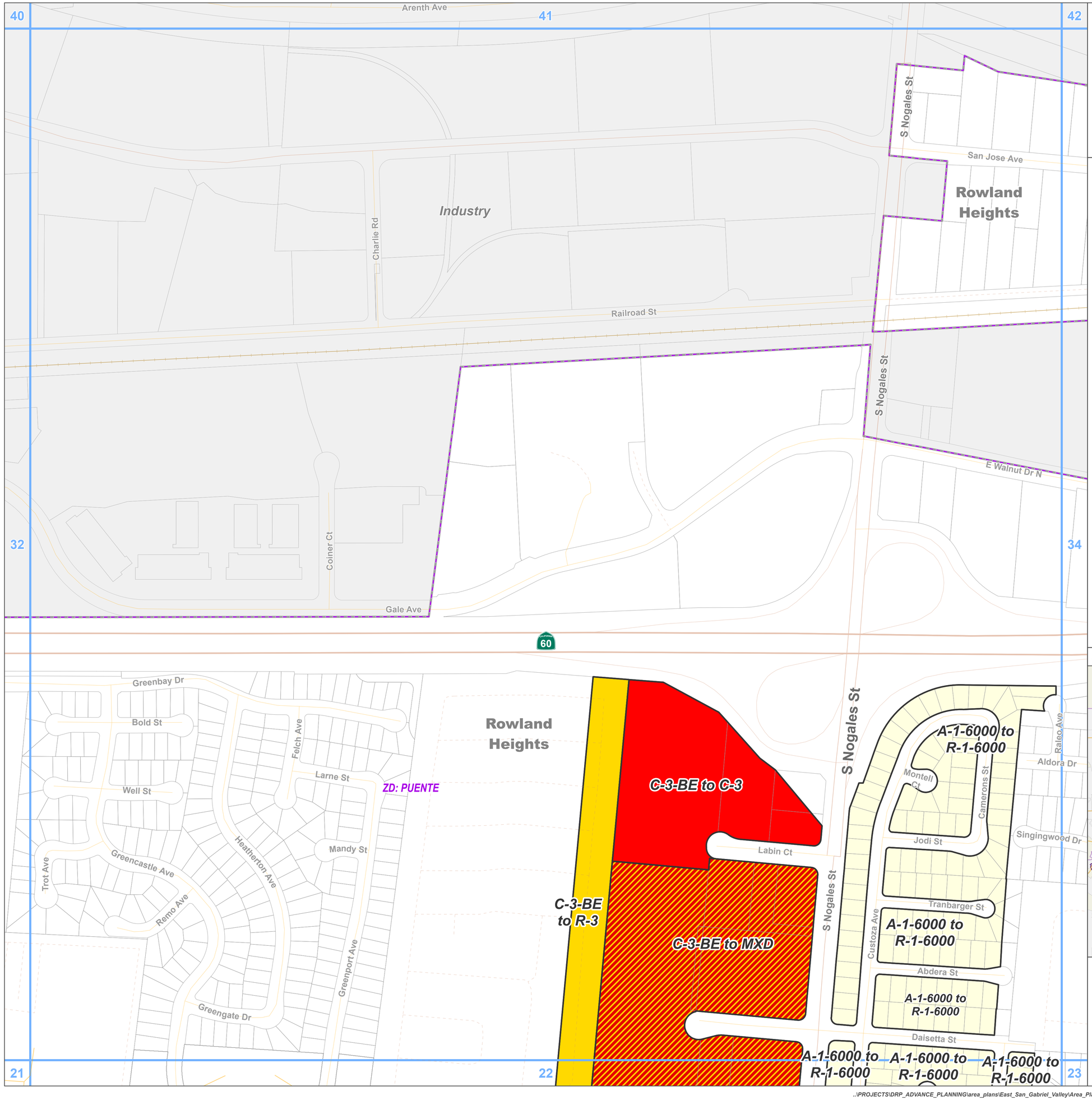
East San Gabriel Valley Planning Area Zone Changes

Zoned District(s): Puente

Zone Change
- R-1 - Single-Family Residence
- R-3 - Limited Density Multiple Residence
- MXD - Mixed Use Development
- C-3 - General Commercial

Base Layers
- Zoned District
- Parcels
- Unincorporated Area
- Incorporated City
- Map Series Grid

Street Types
- Freeway
- Primary
- Secondary
- Minor
- Ramp
- Alley
- Private Road
- Railroad



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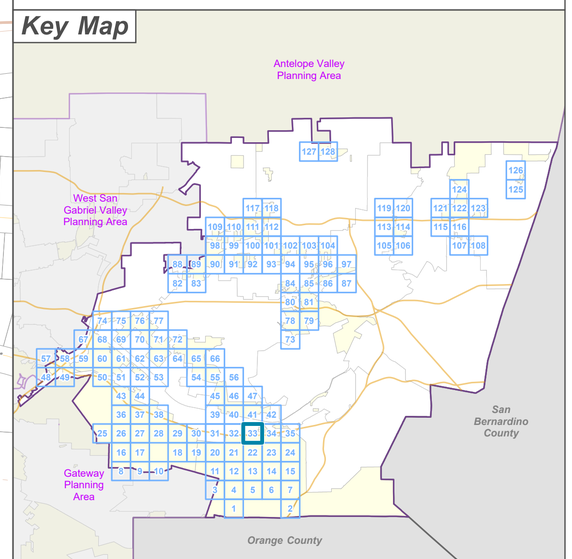

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Los Angeles County

East San Gabriel Valley Planning Area Zone Changes

Zoned District(s): Puente, Walnut

Zone Change
- R-A - Residential Agricultural
- R-1 - Single-Family Residence
- RPD - Residential Planned Development

Base Layers
- Zoned District
- Parcels
- Unincorporated Area
- Incorporated City
- Map Series Grid

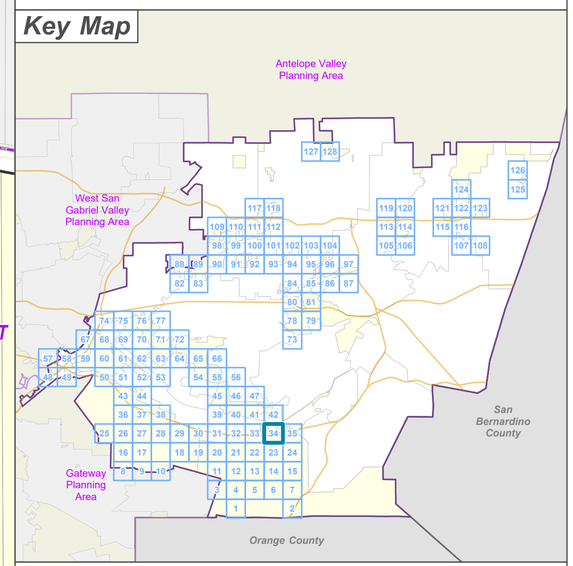
Street Types
- Freeway
- Minor
- Ramp
- Private Road
- Railroad

41 42 33 35 22 23 24

Arenth Ave
S Sentous St
San Jose Ave
S Otterbein Ave
Rowland Heights
Industry
Industry
Rowland Heights
E Walnut Dr N
60
Wright Wy
Walnut Dr
Pacific Oaks Pl
ZD: PUENTE
E Heritage Pl
Heritage Pl
Addis St
Raleo Ave
Ajanta Ave
Electra Ave
Aldora Dr
Carvin Ave
Edmore Ave
Banida Ave
E Discovery Pl
E Legacy Pl
Golden Coast Ln
Kingsmill Ave
Singingwood Dr
S Otterbein Ave
Tranbarger St
E Fortune Pl
S Cronin Dr
Cronin Dr
Waterfall Wy
Lindengrove Ave
Annadel Ave
Castlepeak St
Markstay St
Newgarden St
Searls Dr
Larmor Ave
Brea Canyon Cutoff
Sacklo Ave
Delamere Dr
ZD: WALNUT

A-1-6000 to R-1-6000
R-1-6000 to RPD-6000-7U
RPD-6000-7U to R-1-6000
A-1-6000 to R-1-6000
A-1-6000 to R-1-6000
A-1-6000 to R-1-6000
A-1-6000 to R-1-6000
A-1-6000 to R-1-6000
A-1-6000 to R-1-6000
A-1-6000 to R-1-6000
A-1-6000 to R-1-6000
A-1-6000 to R-1-6000
A-1-6000 to R-1-6000
A-1-7500 to R-1-6000
A-1-6000 to R-A-7500
A-1-7500 to R-A-7500
A-1-7500 to R-1-6000
A-1-7500 to R-1-6000
A-1-7500 to R-A-7500
A-1-6000 to R-A-7500
A-1-7500 to R-A-6000
R-A-6000 to R-1-6000
A-1-6000 to R-A-6000
A-1-6000 to R-1-6000

Key Map



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Los Angeles County

East San Gabriel Valley Planning Area Zone Changes

Zoned District(s): Puente, San Jose, Walnut

Zone Change
- A-1 - Light Agriculture
- R-A - Residential Agricultural
- R-1 - Single-Family Residence
- RPD - Residential Planned Development
- C-R - Commercial Recreation

Base Layers
- Zoned District
- Parcels
- Unincorporated Area
- Incorporated City
- Map Series Grid

Street Types
- Freeway
- Primary
- Secondary
- Minor
- Ramp
- Railroad

42

34

23

24

Fairway Dr

Business Pkwy

Industry

E Walnut Dr N

Tucker Ln

E Walnut Dr N

Yellow Brick Rd

Flintgate Dr

Diamond Bar

Walnut Dr

Damietta Dr

E Walnut Dr

Moscada Ave

Calbourne Dr

Acfold Dr

A-1-10000 to A-1-1

A-1-1 to RPD-5000-15U

Prosa Ct

Divino Dr

Ahtena Dr

Padrino Ave

Quiroz Ct

Centre Dr

Iluso Ave

Tarta Ct

Walnut Dr

A-1-7500 to R-A-7500

ZD: WALNUT

Tierra Luna

Tierra Siesta

Tierra Cima

Colima Rd

Brea Canyon Cutoff

Bellavista Dr

Heathridge Cir

A-1-10000 to R-1-10000

A-1-7500 to R-A-7500

A-1-10000 to A-1-1

Katrine Cir

Oakburn Dr

Rowland Heights

ZD: SAN JOSE

Wyn Ter

Leanne Ter

Kingsglen Cir

A-1-1 to A-1-10000

A-1-1 to C-R-DP

A-1-1 to C-R-DP

A-1-7500 to R-1-6000

A-1-7500 to R-A-6000

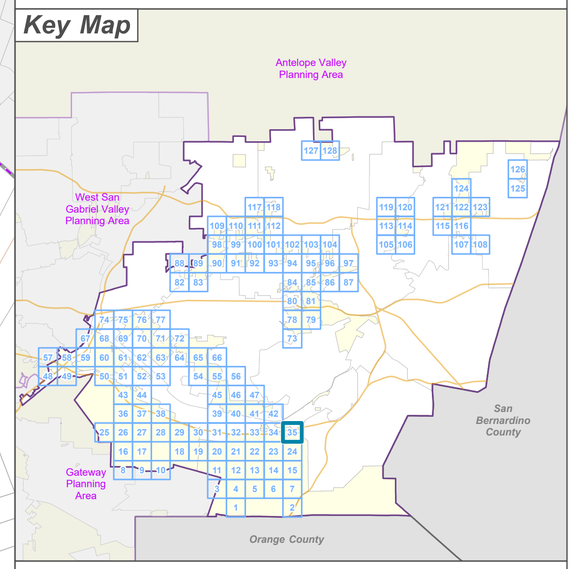
A-1-15000 to R-1-15000

Colima Rd

R-3 to A-1-1

Walnut Leaf Dr

Key Map



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Los Angeles County

East San Gabriel Valley Planning Area Zone Changes

Zoned District(s): Hacienda Heights

Zone Change

- R-A - Residential Agricultural

Base Layers

- Zoned District
- Parcels
- Unincorporated Area
- Map Series Grid

Street Types

- Freeway
- Primary
- Secondary
- Minor
- Private Road

R-A-7500 to R-A-10000

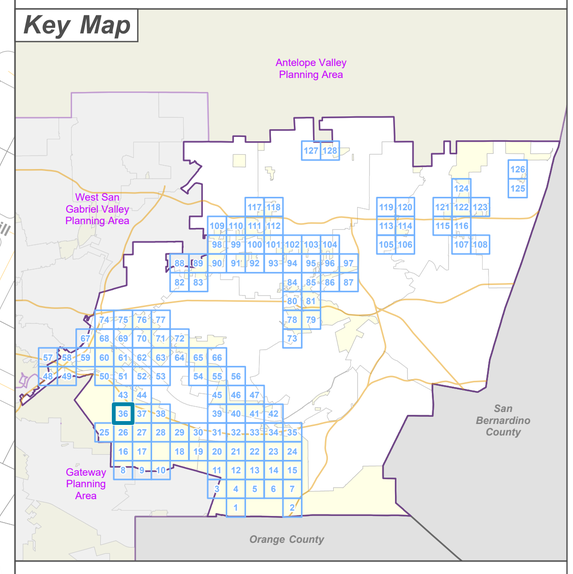
Hacienda Heights

ZD: HACIENDA HEIGHTS

Wedgeworth Dr
Bycroft St
Palm Ave
Hedgepath Ave
Finegrove Ave
Latchford Ave
Ridley Ave
Cobie Ave
Lujon St
Calkin St
Adna Ave
Darley Ave
Adalia Ave
Golden View Dr
New Vista Pl
S 9th Ave
Mountain Spring St
Wedgeworth Dr
La Mesita Dr
Janlu Ave
Turnbull Canyon Rd
Hollis St
E Los Robles Ave
Orange Grove Ave
Country Knoll Pl
Drumhill Dr
Las Tunas Dr
Rockfold Dr
Elkhill Dr
E Manzanita Dr
Copper Lantern Dr
Deerhaven Dr
Silver Lantern Dr
Las Lomitas Dr
Avocado Ter
Avocado Terrace Private Rd
E Oak Canyon Dr
Edgeridge Dr
Via Cielo
Tamarix Dr
Shefford St

43 44 37 25 26 27

Key Map



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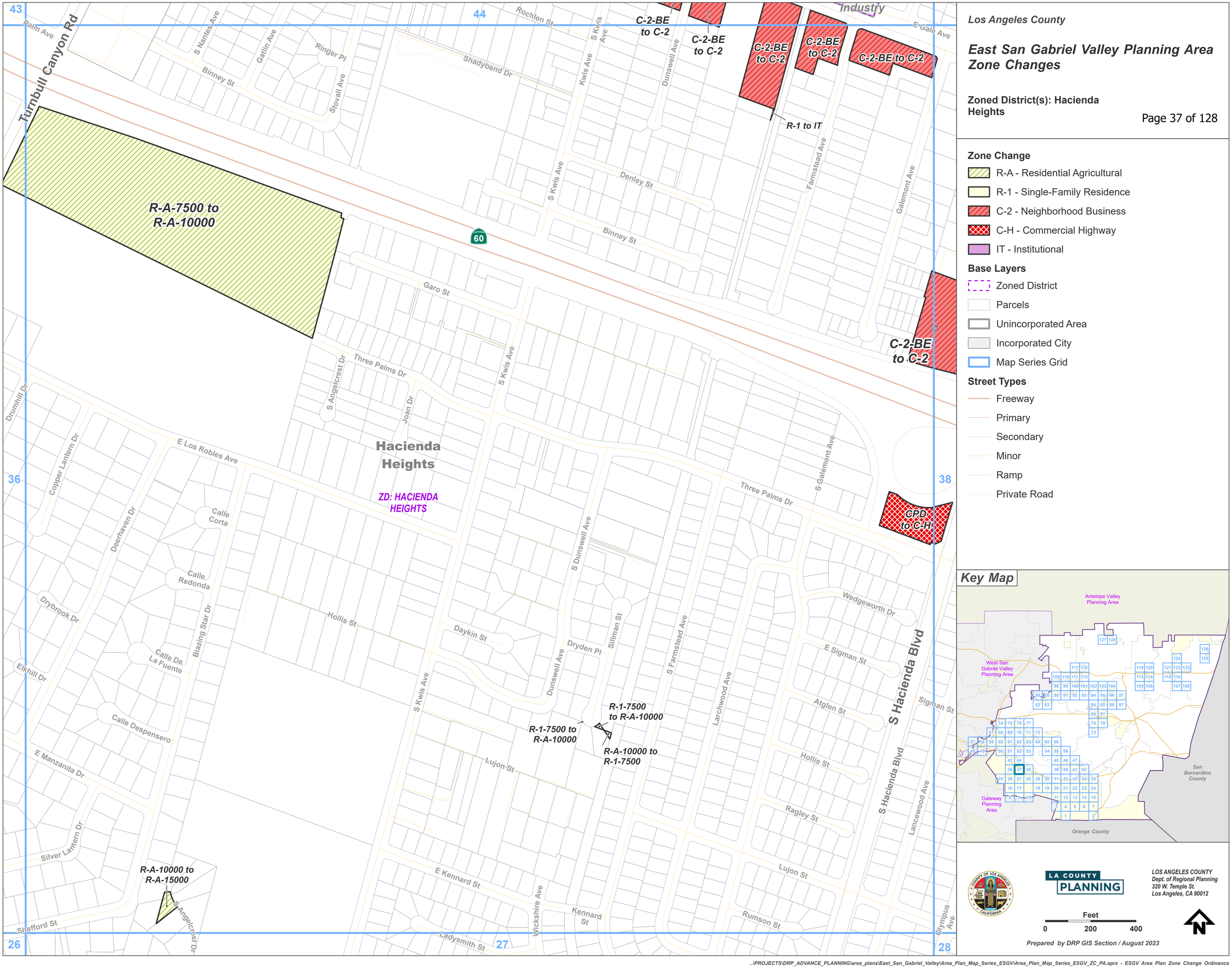

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Los Angeles County

East San Gabriel Valley Planning Area Zone Changes

Zoned District(s): Hacienda Heights

Zone Change

- R-1 - Single-Family Residence
- C-2 - Neighborhood Business
- C-H - Commercial Highway

Base Layers

- Zoned District
- Parcels
- Unincorporated Area
- Incorporated City
- Map Series Grid

Street Types

- Freeway
- Primary
- Secondary
- Minor
- Ramp
- Private Road
- Railroad

C-2-BE to C-2

C-2-BE to C-2

C-1-DP to R-1-6000

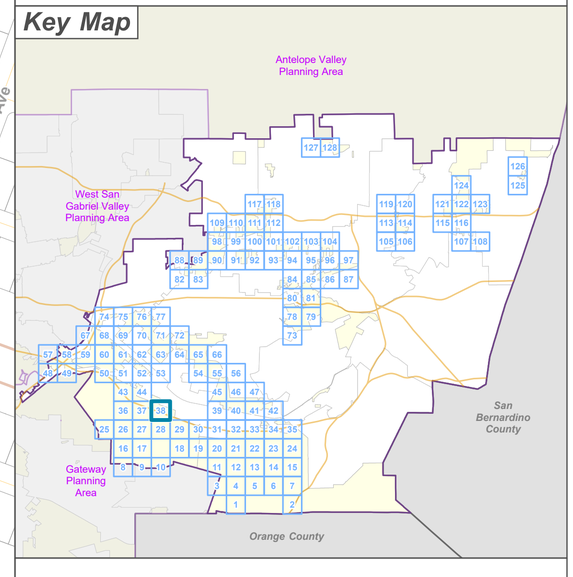
CPD to C-H

ZD: HACIENDA HEIGHTS

Industry

Hacienda Heights

Key Map



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East San Gabriel Valley Planning Area Zone Changes

Zoned District(s): Puente

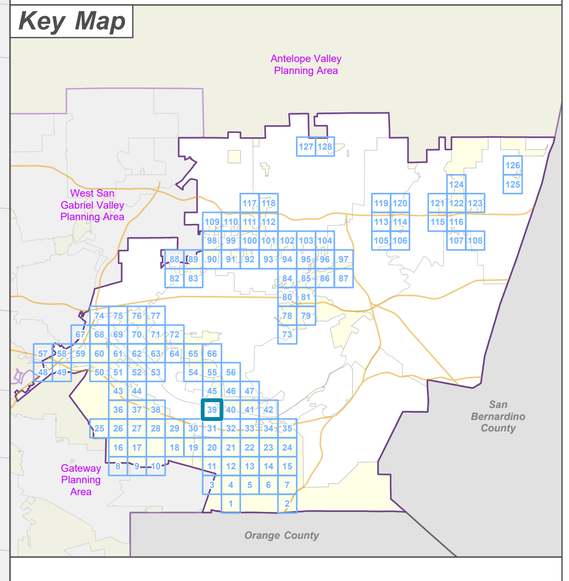
Zone Change
- M-1.5 - Restricted Heavy Manufacturing
- B-1 - Buffer Strip

Base Layers
- Zoned District
- Parcels
- Unincorporated Area
- Incorporated City
- Map Series Grid

Street Types
- Primary
- Secondary
- Minor
- Railroad



Key Map



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East San Gabriel Valley Planning Area Zone Changes

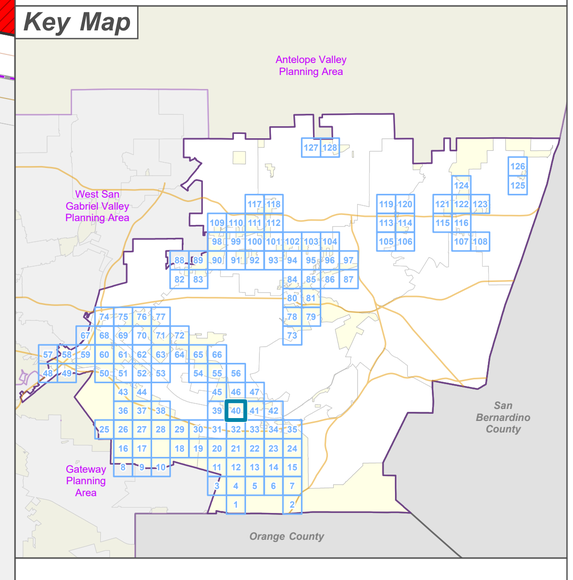
Zoned District(s): Puente

Zone Change
- R-1 - Single-Family Residence
- C-M - Commercial Manufacturing
- M-1 - Light Manufacturing
- M-1.5 - Restricted Heavy Manufacturing
- B-1 - Buffer Strip
- O-S - Open Space

Base Layers
- Zoned District
- Parcels
- Unincorporated Area
- Incorporated City
- Map Series Grid

Street Types
- Primary
- Secondary
- Minor
- Alley
- Railroad

Key Map



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Los Angeles County

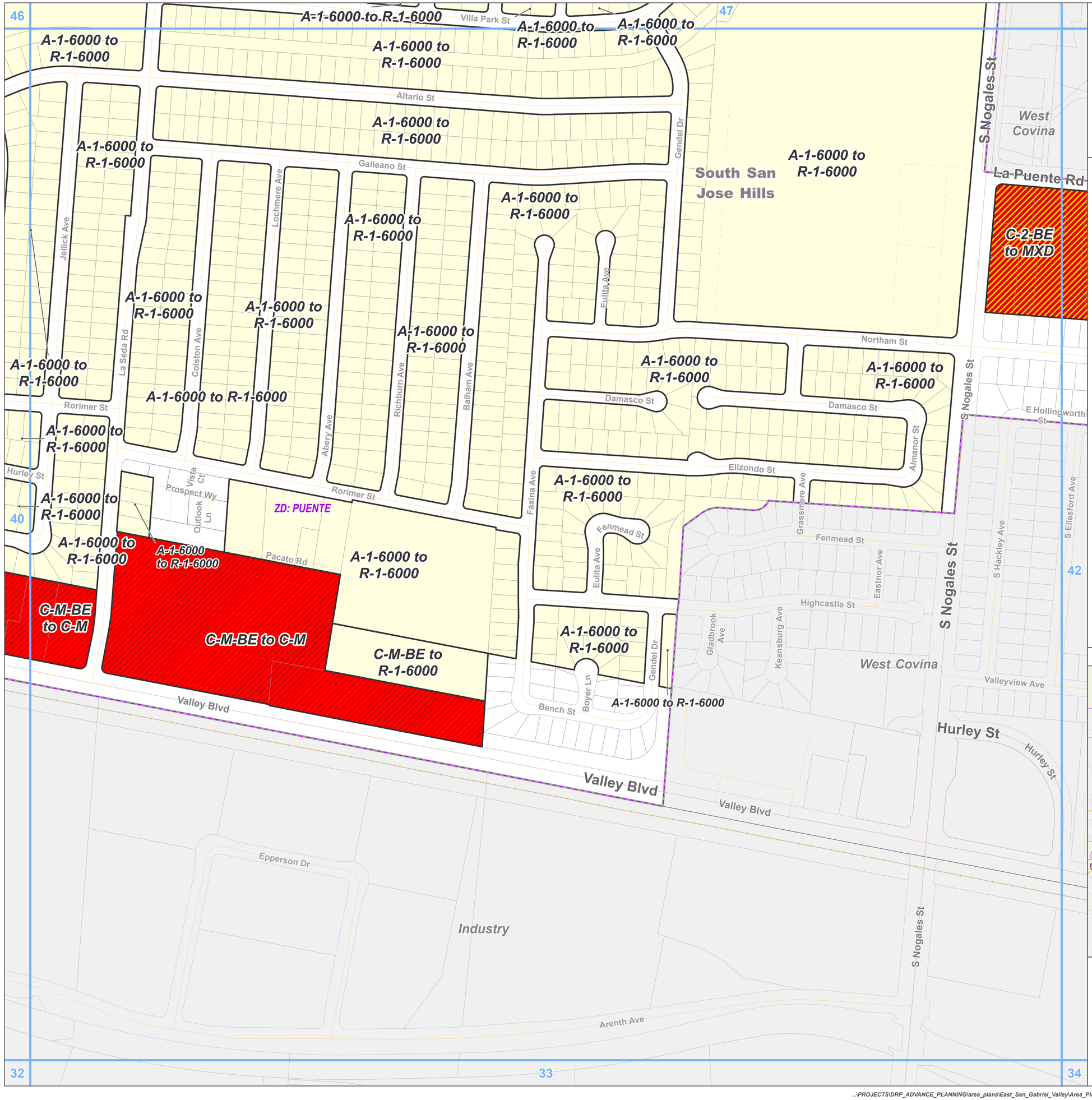
East San Gabriel Valley Planning Area Zone Changes

Zoned District(s): Puente

Zone Change
- R-1 - Single-Family Residence
- MXD - Mixed Use Development
- C-M - Commercial Manufacturing

Base Layers
- Zoned District
- Parcels
- Unincorporated Area
- Incorporated City
- Map Series Grid

Street Types
- Primary
- Minor
- Private Road
- Railroad



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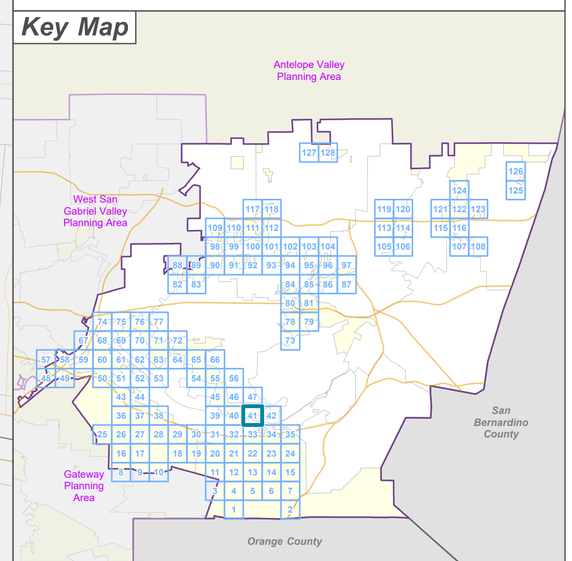

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East San Gabriel Valley Planning Area Zone Changes

Zoned District(s): Puente, Walnut

Zone Change

- MXD - Mixed Use Development

Base Layers

- Zoned District
- Parcels
- Unincorporated Area
- Incorporated City
- Map Series Grid

Street Types

- Primary
- Minor
- Private Road
- Railroad

C-2-BE to MXD

ZD: PUENTE

South San Jose Hills

West Covina

Walnut

South Walnut

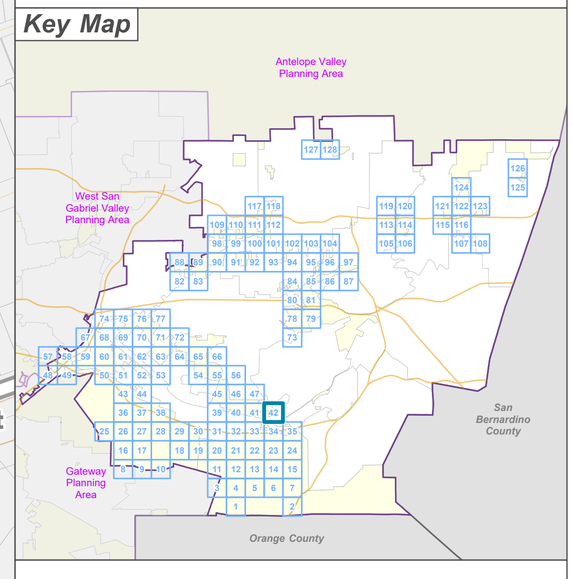
Industry

Rowland Heights

La Puente Rd
La Puente Rd
La Puente Rd
La Puente Rd
Hemlock Ln
Onyx Wy
Redwood Ln
Woodside Park Dr
Trish Wy
N Addleman Ave
E Elberland St
Abelian Ave
N Capron Ave
Northam St
E Campton St
Northam St
S Ellesford Ave
Frankfurt Ave
S Darney Ave
Valleyview Ave
Valley View St
S Darney Ave
E Levelglen Dr
E Townsite Dr
E Pinefalls Dr
Levelglen Dr
E Quinnell Dr
E Pinefalls Dr
S Ferntower Ave
E Quinnell Dr
S Morganfield Ave
S Nearpoint Dr
E Goodwick Dr
E Hollingworth St
E Merrygrove St
S Manderly Ave
E Vermillion St
Valley View Ave
S Forecastle Ave
E Calle Baja Dr
Camino De Teodoro
Terraza Ter
Camino El Esplanade
Vista Rambla
Lencho Pl
Mackel Ter
Cerro Wy
Paseo De Sevilla
E Point Cedar Dr
Ball Dr
Camino De Rosa
Lanesboro Dr
Terrace Dr
Hideaway Dr
View Dr
Tiffany Ln
Somerset Dr
Scenic Dr
Clubhouse Dr
Friendly Ln
S Sentous Ave
Hurley St
Valley Blvd
Valley Blvd
Valley Blvd
Valley Blvd
Valley Blvd
San Jose Ave

41
33
34
35

Key Map



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Los Angeles County

East San Gabriel Valley Planning Area Zone Changes

Zoned District(s): Hacienda Heights

Zone Change

- C-1 - Restricted Business

Base Layers

- Zoned District
- Parcels
- Unincorporated Area
- Incorporated City
- Map Series Grid

Street Types

- Freeway
- Secondary
- Minor
- Ramp
- Private Road
- Railroad

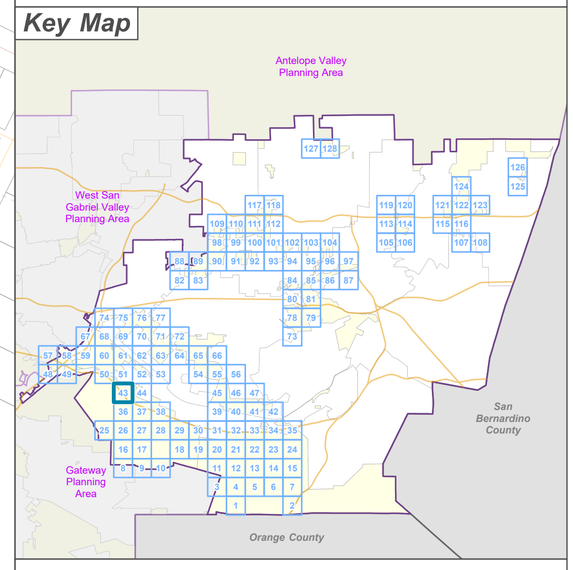
CPD to C-1

ZD: HACIENDA HEIGHTS

Hacienda Heights

Industry

Key Map



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East San Gabriel Valley Planning Area Zone Changes

Zoned District(s): Hacienda Heights

Zone Change
- C-1 - Restricted Business
- C-2 - Neighborhood Business

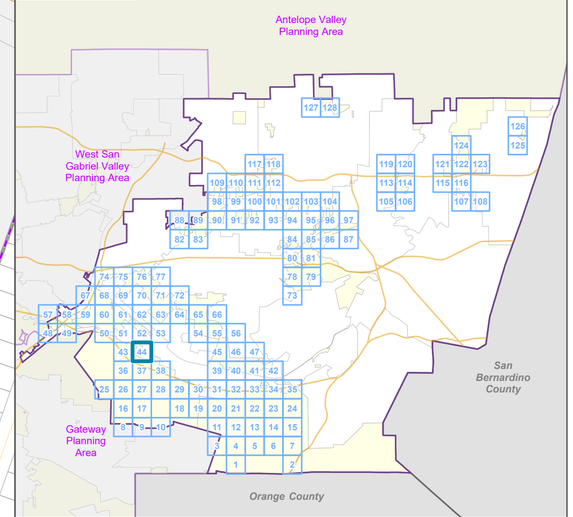
Base Layers
- Zoned District
- Parcels
- Unincorporated Area
- Incorporated City
- Map Series Grid

Street Types
- Primary
- Secondary
- Minor
- Private Road
- Railroad

51 52 53 43 36 37 38

Turnbull Canyon Rd
Salt Lake Ave
Don Julian Rd
9th Ave
E Poplar Ave
Clark Ave
R-1 to C-1
Industry
Valencia Ave
Marwood St
Walbrook Dr
Hacienda Heights
Folger St
Rochlen St
S Eldon Ave
S Nantes Ave
ZD: HACIENDA HEIGHTS
Shadybend Dr
Gatlin Ave
Stovall Ave
Angelcrest Dr
Rochlen St
Denley St
Binney St
Palm Ave
S Kwis Ave
Dunswell Ave
Larchwood Ave
E Gale Ave
C-2-BE to C-2

Key Map



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East San Gabriel Valley Planning Area Zone Changes

Zoned District(s): Puente

Zone Change
- R-A - Residential Agricultural
- R-1 - Single-Family Residence

Base Layers
- Zoned District
- Parcels
- Unincorporated Area
- Incorporated City
- Map Series Grid

Street Types
- Primary
- Secondary
- Minor
- Alley
- Private Road

54 55 56 46 39 40

A-1-5 to R-1-5

A-1-6000 to R-1-5

A-1-6000 to R-A-6000

ZD: PUENTE

Industry

La Puente

South San Jose Hills

N Azusa Ave

S Azusa Ave

Wintonwood Ln

Glenloch Ave

Lew Ave

Zenith Ave

Hemphill St

N Sandalwood Ave

Villa Corta St

N Winton Ave

Vanguard Ave

N Hambledon Ave

N Backton Ave

Redbud Pl

Gemini St

Boulay St

Calcutta St

Glenthorne St

Renault St

Tadmore St

Villa Park St

Northam St

Salais St

Hurley St

Backton Ave

Bainford Ave

S Shipman Ave

S Hambledon Ave

S Winton Ave

S Backton Ave

Shipman Ave

Alderton Ave

Trier Ave

Industry Hills Pkwy

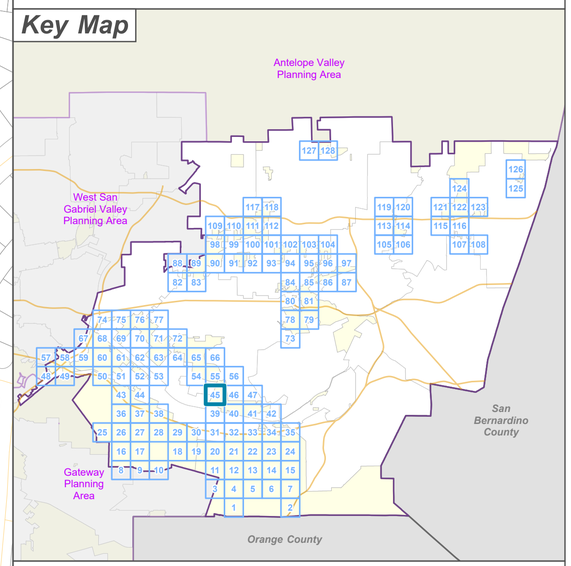
Villa Park St

Azalea Ct

Leverett Ave

Azusa Wy

Key Map



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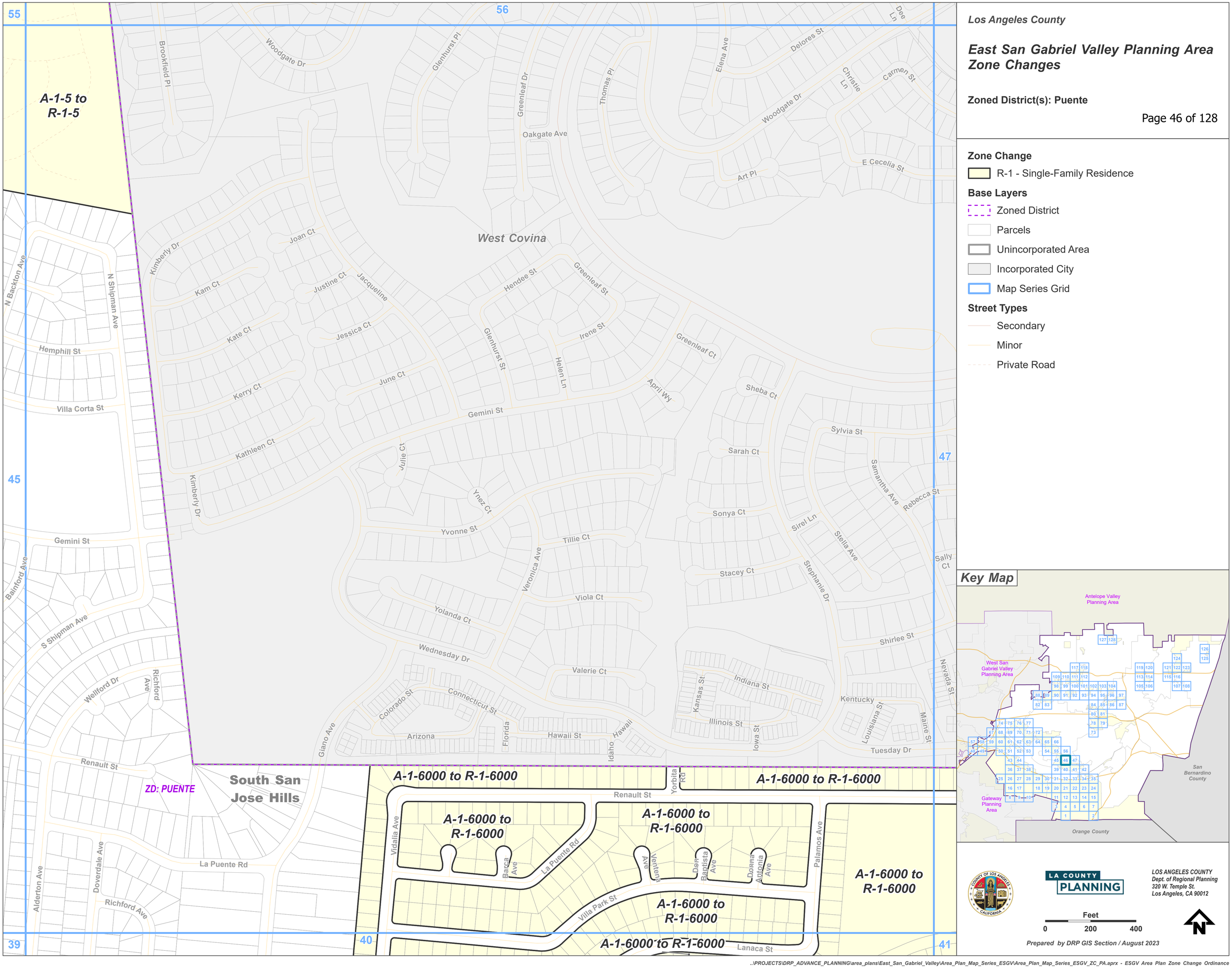

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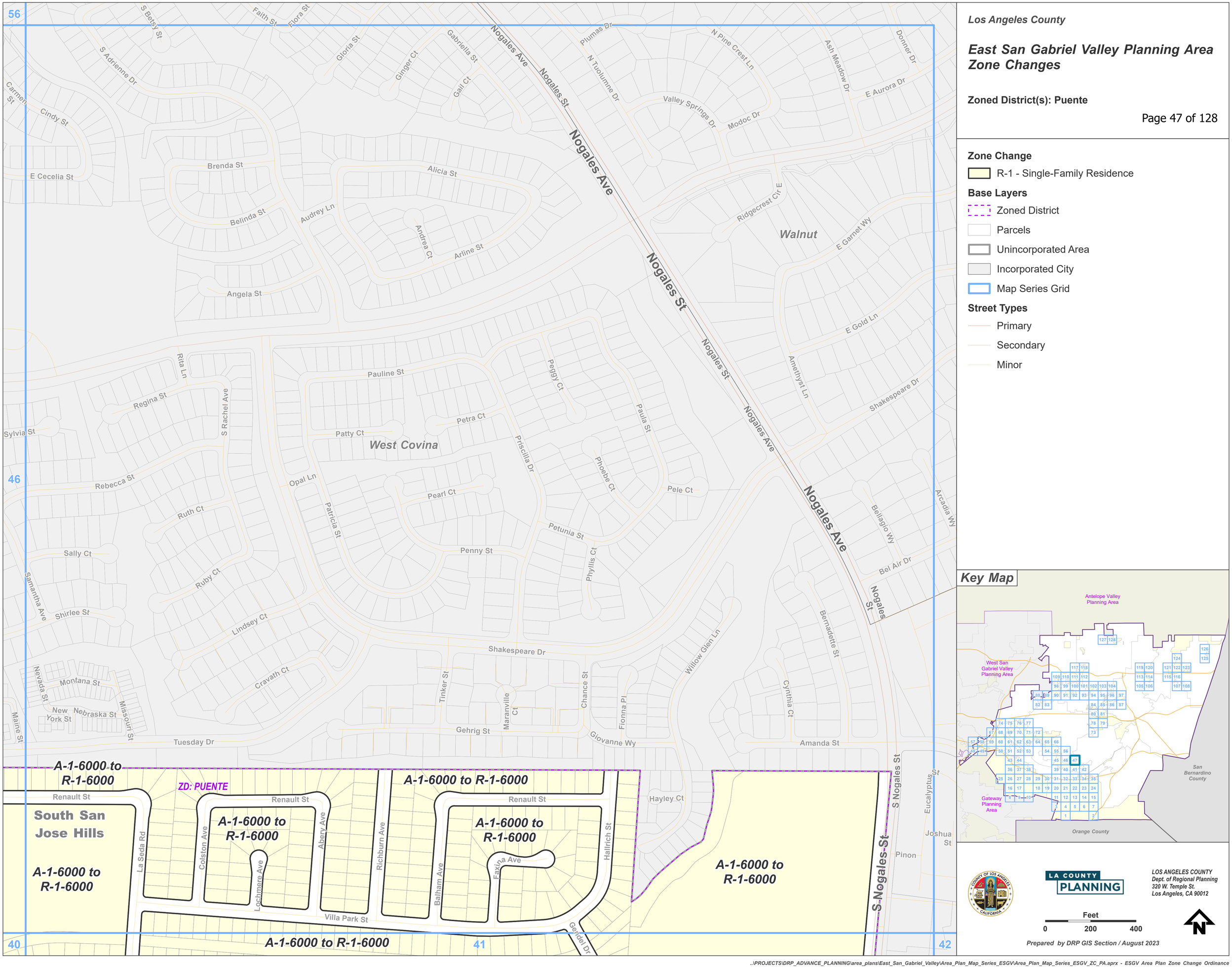

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Los Angeles County

East San Gabriel Valley Planning Area Zone Changes

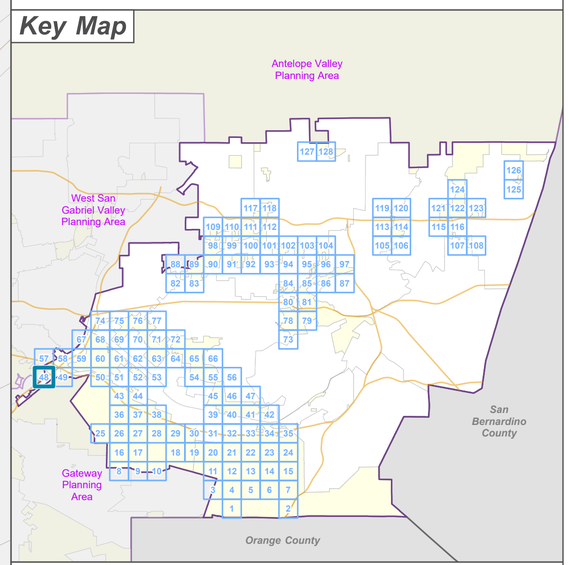
Zoned District(s): Whittier Narrows, Workman Mill

Zone Change
- C-2 - Neighborhood Business

Base Layers
- Zoned District
- Parcels
- Unincorporated Area
- Incorporated City
- Map Series Grid
- Surrounding Planning Area

Street Types
- Freeway
- Primary
- Minor
- Ramp
- Railroad
- Trail

Key Map



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Los Angeles County

East San Gabriel Valley Planning Area Zone Changes

Zoned District(s): Puente, Workman Mill

C-2-BE to C-2

A-1-20000 to R-A-7500

A-1-20000 to R-1-20000

ZD: WORKMAN MILL

ZD: PUENTE

Pellissier Village

North Whittier

Avocado Heights

Industry

Gateway Planning Area

Workman Mill Rd

Pellissier Rd

Pellissier Pl

Kaydel Rd

Famosa St

Cambray Dr

Gala St

Dela St

Holford St

Emma St

Paseo Verde

Whittier Woods Cir

Whittier Woods Dr

Camino Del Rey

Via Del Sol Ave

Via Sur Ave

Crossroads Pkwy N

Crossroads Pkwy S

605

60

57

58

59

48

Zone Change

- R-A - Residential Agricultural
- R-1 - Single-Family Residence
- C-2 - Neighborhood Business

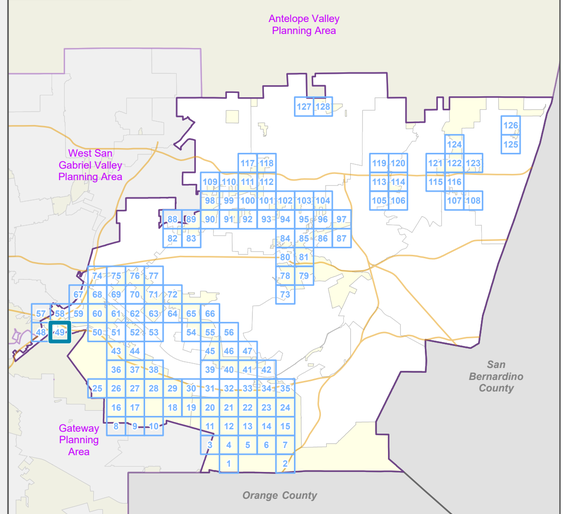
Base Layers

- Zoned District
- Parcels
- Unincorporated Area
- Incorporated City
- Map Series Grid
- Surrounding Planning Area

Street Types

- Freeway
- Primary
- Minor
- Ramp
- Railroad

Key Map



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Los Angeles County

East San Gabriel Valley Planning Area Zone Changes

Zoned District(s): Hacienda Heights, Puente

59 60 61 51 43

R-1-7200 to R-1-10000

R-1-10000 to R-1-7200

A-1-20000 to A-1-10000

A-1-10000 to A-1-20000

Loumont St
Dovey Ave
Redlen Ave
Pamela Kay Ln
Laurie Ln
3rd Ave
4th
Avocado Heights
S Siesta Ave
Porto Rico Dr
Lomitas Ave
Lonestar St
Rosella St
Forestview Ave
Larkport Ave
4th Ave
Cow Creek Ct
Trailside Dr
5th Ave
Industry
Industry
60
Hacienda Heights

ZD: PUENTE

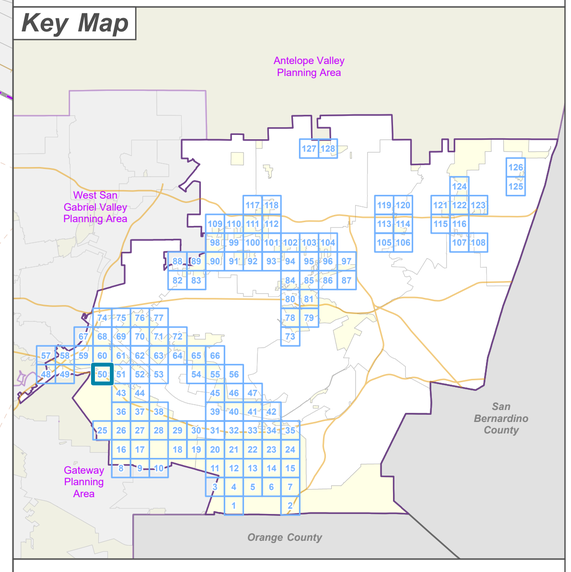
ZD: HACIENDA HEIGHTS

Zone Change
- A-1 - Light Agriculture
- R-1 - Single-Family Residence

Base Layers
- Zoned District
- Parcels
- Unincorporated Area
- Incorporated City
- Map Series Grid

Street Types
- Freeway
- Minor
- Private Road
- Railroad

Key Map



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Los Angeles County

East San Gabriel Valley Planning Area Zone Changes

Zoned District(s): Hacienda Heights, Puente

Zone Change

- MPD - Manufacturing-Industrial Planned

Base Layers

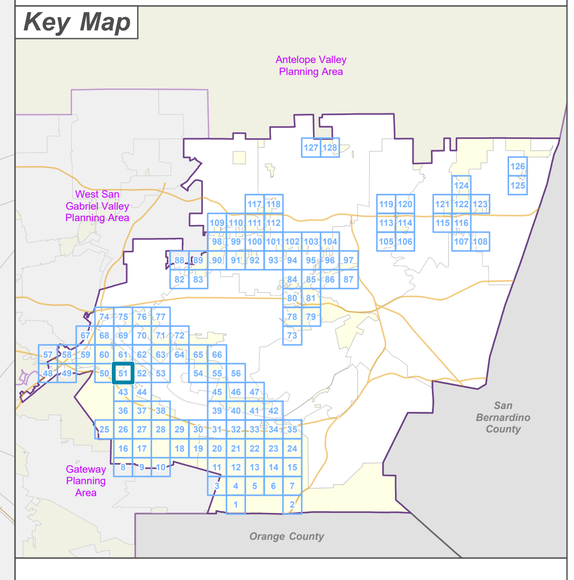
- Zoned District
- Parcels
- Unincorporated Area
- Incorporated City
- Map Series Grid

Street Types

- Freeway
- Secondary
- Minor
- Private Road
- Railroad



Key Map



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Los Angeles County

East San Gabriel Valley Planning Area Zone Changes

Zoned District(s): Hacienda Heights, Puente

Zone Change
- M-1 - Light Manufacturing
- M-1.5 - Restricted Heavy Manufacturing

Base Layers
- Zoned District
- Parcels
- Unincorporated Area
- Incorporated City
- Map Series Grid

Street Types
- Primary
- Secondary
- Minor
- Railroad

61 62 63 51 53 43 44

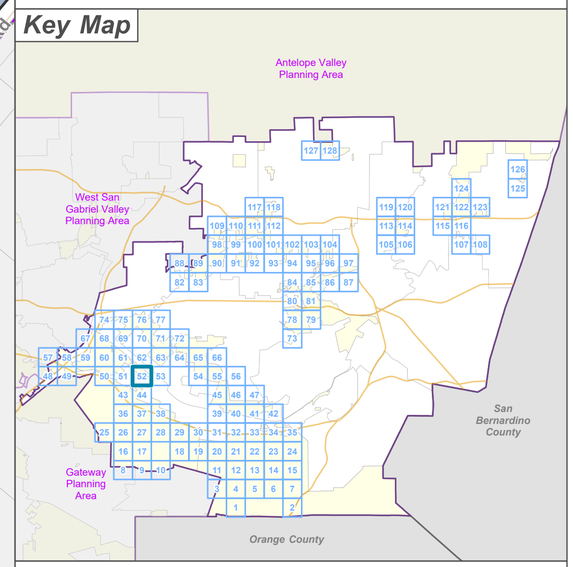
La Puente
Industry
Avocado Heights
Industry
Hacienda Heights

Valley Blvd
Proctor Ave
8th Ave
E Nelson Ave
9th Ave
Don Julian Rd
Turnbull Canyon Rd
Turnbull Canyon Rd

ZD: PUENTE
ZD: HACIENDA HEIGHTS

M-1.5-BE-IP to M-1.5-BE-IP-GZ
R-3-P to M-1.5-BE
C-3-BE to M-1.5-BE
M-1-BE-IP to M-1-BE-IP-GZ
M-1.5 to M-1.5-BE
M-1-BE to M-1-BE-GZ
M-1-BE-IP to M-1-BE-IP-GZ
M-1-BE-IP to M-1-BE-IP-GZ

Key Map



LA COUNTY PLANNING

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Los Angeles County

East San Gabriel Valley Planning Area Zone Changes

Zoned District(s): Puente

Zone Change
- R-1 - Single-Family Residence
- M-1 - Light Manufacturing

Base Layers
- Zoned District
- Parcels
- Unincorporated Area
- Incorporated City
- Map Series Grid

Street Types
- Primary
- Secondary
- Minor
- Private Road
- Railroad

62 63 64 52 44

A-1-6000 to R-1-6000

ZD: PUENTE

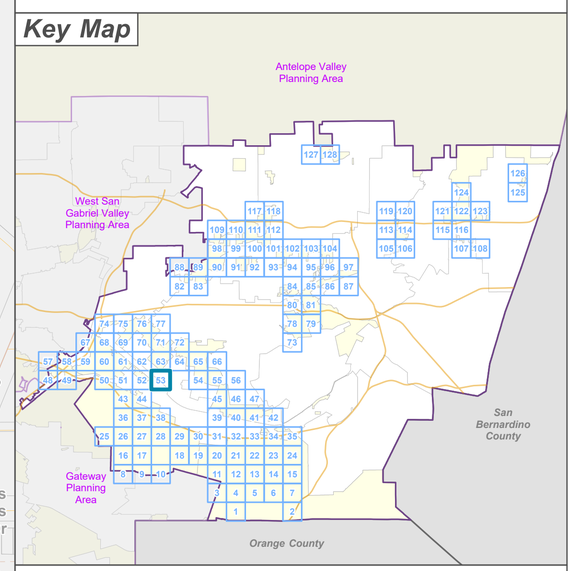
M-1-BE-IP to M-1-BE-IP-GZ

La Puente

Industry

Beckner St, Cadbrook Dr, Aldgate Ave, Melham Ave, Flagstaff St, N Unruh Ave, Las Vecinas Dr, Moccasin St, Prichard St, N Eldon Ave, E Nelson Ave, Perth Ave, Maypop Ave, Lassalette St, E Temple Ave, Temple Ave, Ivanell Ave, Hartsville St, N Nantes Ave, Hutchcroft St, Ector St, Giordano St, N Hacienda Blvd, Santo Oro Ave, Gaylawn Ct, Turnbull Canyon Rd, Valley Blvd, Stafford St, Hudson Ave, Hacienda Blvd, S Hacienda Blvd, Glendora Ave, Las Vecinas Dr, E Rowland St, N 1st St, Sotro St

Key Map



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East San Gabriel Valley Planning Area Zone Changes

Zoned District(s): Puente

Zone Change

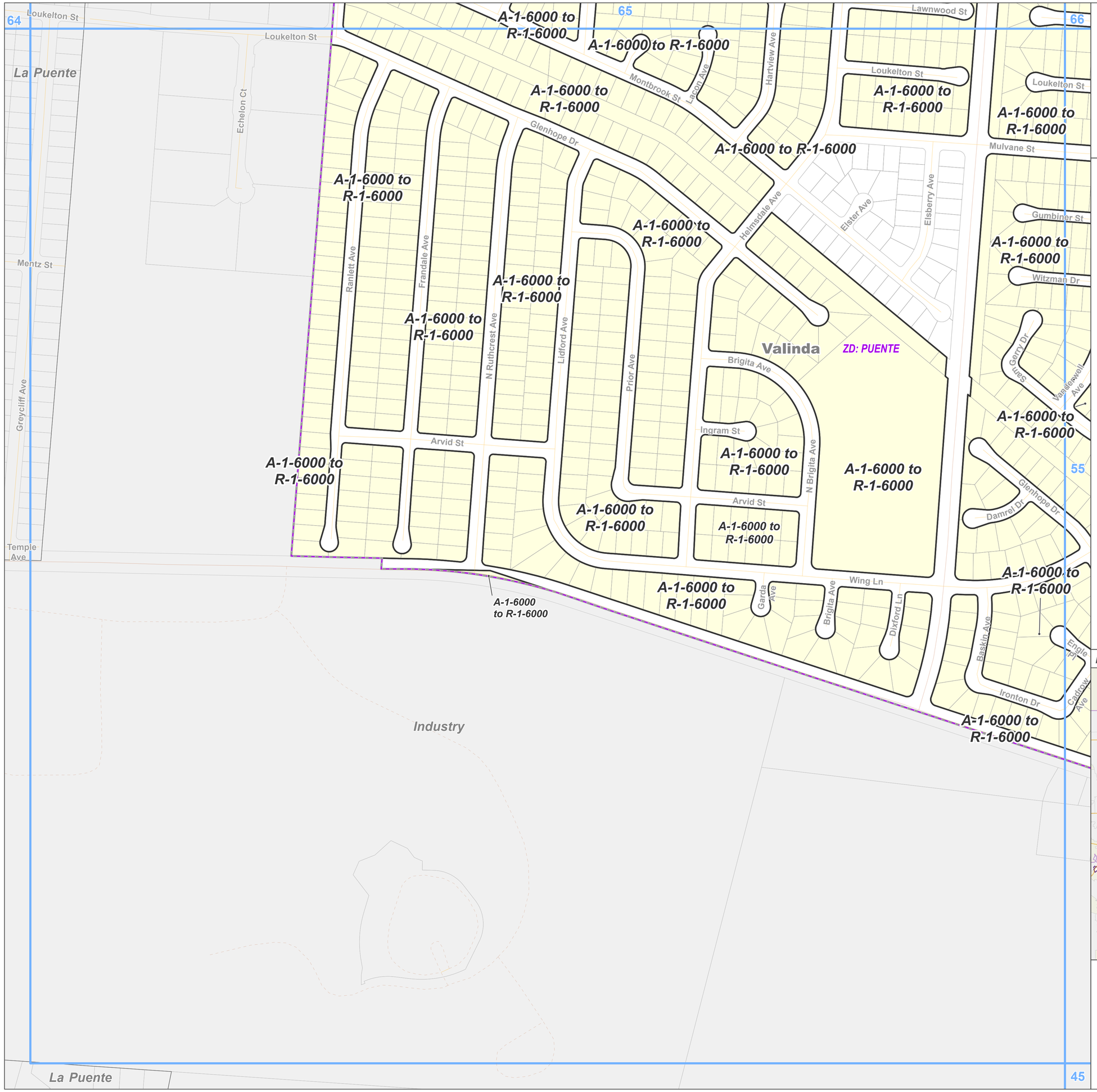
- R-1 - Single-Family Residence

Base Layers

- Zoned District
- Parcels
- Unincorporated Area
- Incorporated City
- Map Series Grid

Street Types

- Secondary
- Minor
- Private Road



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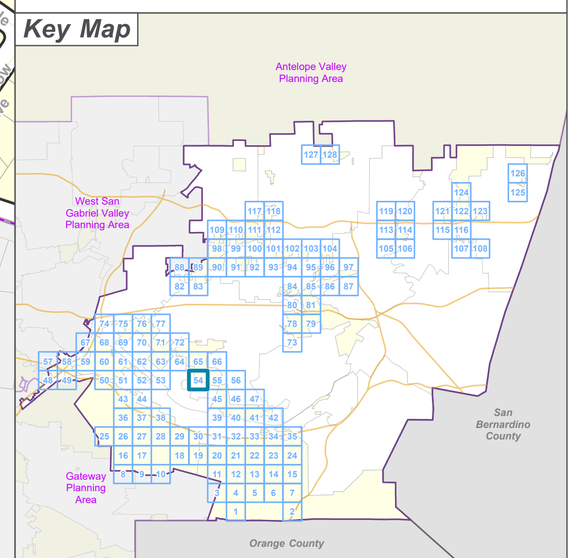

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East San Gabriel Valley Planning Area Zone Changes

Zoned District(s): Puente

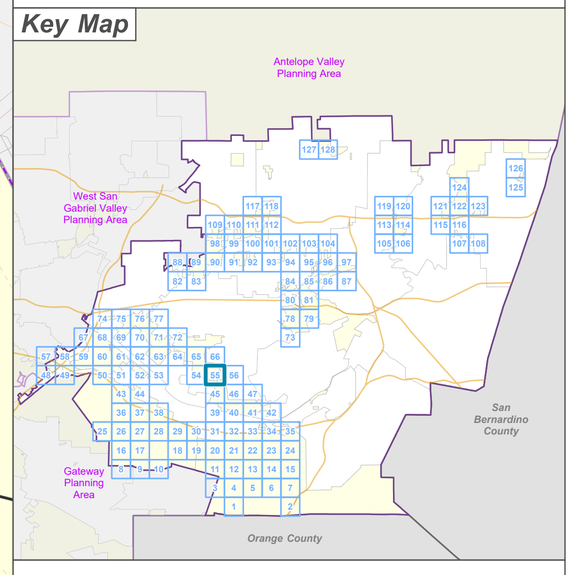
Zone Change
- R-1 - Single-Family Residence
- MXD - Mixed Use Development
- C-1 - Restricted Business
- C-2 - Neighborhood Business

Base Layers
- Zoned District
- Parcels
- Unincorporated Area
- Incorporated City
- Map Series Grid

Street Types
- Primary
- Secondary
- Minor
- Private Road

A-1-6000 to R-1-6000
C-1 to MXD
C-2-BE to C-2
A-1-5 to C-1
A-2-5 to C-1
A-2-5 to R-1-5
A-1-5 to R-1-5
ZD: PUENTE
Valinda
West Covina
South San Jose Hills
Industry
Lawnwood St
Grand View Ln
Loukelton St
Galecrest Ave
Pocono St
Lawnwood St
Amar Rd
S Azusa Ave
E Amar Rd
Mulvane St
Gumbiner St
Ashcomb Dr
Witzman Dr
Vanderwell Ave
Glengray St
Rimgrove Dr
Larkham Dr
Broadvale Dr
Sam Gerry Dr
Roxley Dr
Wing Ln
Mangate Ave
Dunsview Ave
Raminda Ave
Roxdale Ave
Abell Ct
Millstone Dr
Glenhope Dr
Bandon Ave
Cedrow Ave
Engle Pl
N Azusa Ave
65
66
54
56
45
46

Key Map



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East San Gabriel Valley Planning Area Zone Changes

Zoned District(s): Puente

Zone Change

- R-1 - Single-Family Residence

Base Layers

- Zoned District
- Parcels
- Unincorporated Area
- Incorporated City
- Map Series Grid

Street Types

- Primary
- Secondary
- Minor
- Private Road

66

55

45

46

47

E Amar Rd

E Nanette Ave

Nanette Ave

Nikki Ct

Naomi St

S Nadine St

Nina St

Nancy St

Temple Ave

Natalie Ave

Ridgewood Dr

Lisa St

Lynn Ct

Lydia St

Lainie St

Woodiane Dr

Woodridge Cir

Fairridge Cir

Glenridge Cir

Oakridge Cir

Westport St

S Lois St

Leanna Dr

E Loraine St

Amar Rd

Woodgate Dr

Dawnridge Pl

Altamira Cir

Altamira Dr

Courtnay Cir

Lakemoor Pl

S Moorland Pl

Brynwood Pl

Greenleaf Dr

Erin Ct

Evangelina Ave

Evelyn Ave

Erica Ave

Elena Ave

Dorothy St

Delia Pl

Dee Ln

Delores St

Strathmore Pl

Brookfield Pl

Greenborough Pl

Hillsborough Pl

Greenbriar Pl

Stonehaven Pl

Tory St

Pam Pl

Glenhurst Pl

Thomas Pl

West Covina

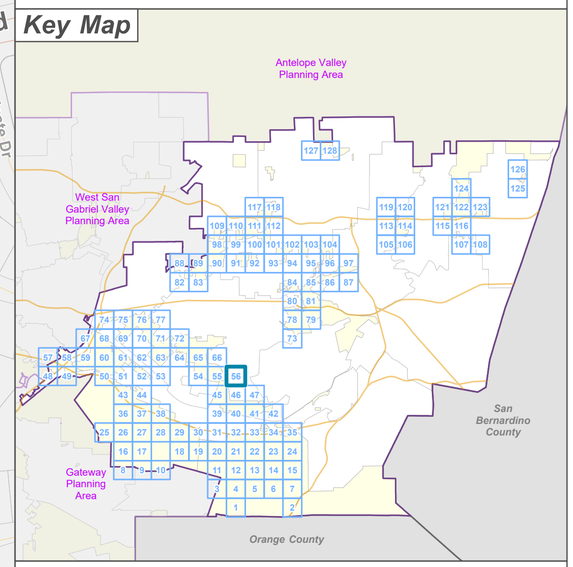
A-2-5 to R-1-5

South San Jose Hills

A-1-5 to R-1-5

ZD: PUENTE

Key Map



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Los Angeles County

East San Gabriel Valley Planning Area Zone Changes

Zoned District(s): Five Points, South El Monte, Whittier Narrows, Workman Mill

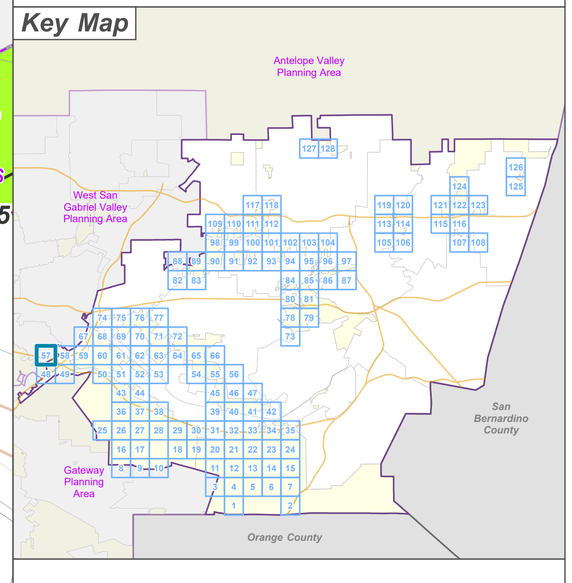
Zone Change
- A-1 - Light Agriculture
- C-2 - Neighborhood Business

Base Layers
- Zoned District
- Parcels
- Unincorporated Area
- Map Series Grid
- Surrounding Planning Area

Street Types
- Freeway
- Primary
- Minor
- Ramp
- Trail



Key Map



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Los Angeles County

East San Gabriel Valley Planning Area Zone Changes

Zoned District(s): Five Points, Puente, South El Monte, Workman Mill

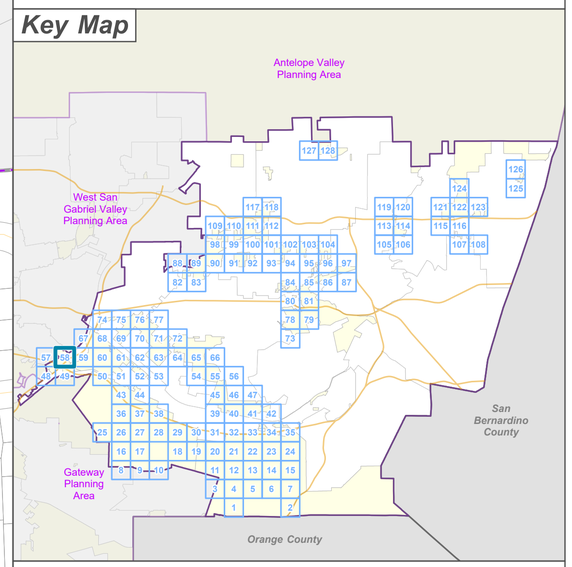
Zone Change
- A-1 - Light Agriculture
- A-2 - Heavy Agriculture
- R-A - Residential Agricultural
- R-1 - Single-Family Residence
- C-2 - Neighborhood Business

Base Layers
- Zoned District
- Parcels
- Unincorporated Area
- Incorporated City
- Map Series Grid
- Surrounding Planning Area

Street Types
- Freeway
- Primary
- Minor
- Ramp
- Private Road



Key Map



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Los Angeles County

East San Gabriel Valley Planning Area Zone Changes

Zoned District(s): Puente

Zone Change
- R-1 - Single-Family Residence

Base Layers
- Zoned District
- Parcels
- Unincorporated Area
- Incorporated City
- Map Series Grid
- Surrounding Planning Area

Street Types
- Freeway
- Primary
- Minor
- Private Road

West San Gabriel Valley Planning Area

Industry

ZD: PUENTE

Avocado Heights

A-1-7200 to R-1-7200

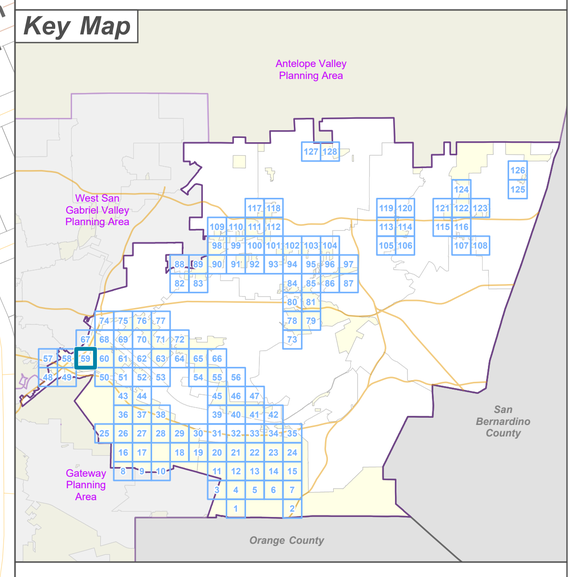
A-1-7200 to R-1-7200

Bonwood Rd
Silverbay Ave
S Coleford Ave
S Belgreen Dr
Valaressa Ln
Delamare Dr
Channelwood Dr
Lacewood Dr
Gemwood Dr
Coleford Ave
Fairplain Ave
Goodhart Ave
Hansford Ave
Grossmont Dr
Bark Dr
El Capitan Ct
San Angelo Ave
Levelwood St
Peckam Dr
Santa Mariana Ave
Alanwood Rd
Hilbert Ave
Karns Ave
Basetdale Ave
Vinemead Dr
S Cunningham Dr
Eaglemount Dr
S Caraway Dr
Arciero Dr
Dovey Ave
Oakman Dr
Workman Mill Rd
Bunbury Dr
Guinea Dr
Elsah Ave
Fontenoy Ave
Garin Ave
Honan Ave
Duryea Ave
Ankerton St
Loumont St
Rolling Greens Wy

605

67 68 58 60 49 50

Key Map



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Los Angeles County

East San Gabriel Valley Planning Area Zone Changes

Zoned District(s): Puente

Zone Change
- R-1 - Single-Family Residence
- C-H - Commercial Highway
- M-1 - Light Manufacturing
- MPD - Manufacturing-Industrial Planned

Base Layers
- Zoned District
- Parcels
- Unincorporated Area
- Incorporated City
- Map Series Grid

Street Types
- Primary
- Minor
- Private Road

M-1-BE to M-1-BE-GZ

MPD to MPD-GZ

A-1-P to C-H

A-1-20000 to R-1-7200

R-1-7200 to R-1-10000

R-1-10000 to R-1-7200

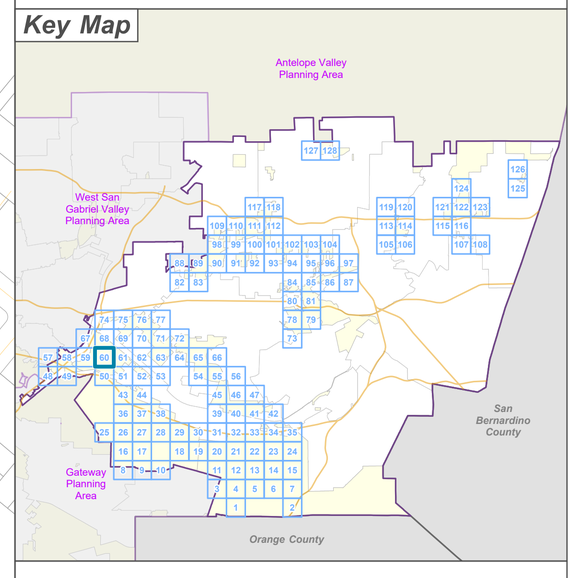
ZD: PUENTE

Avocado Heights

Industry

Workman Mill Rd

Key Map



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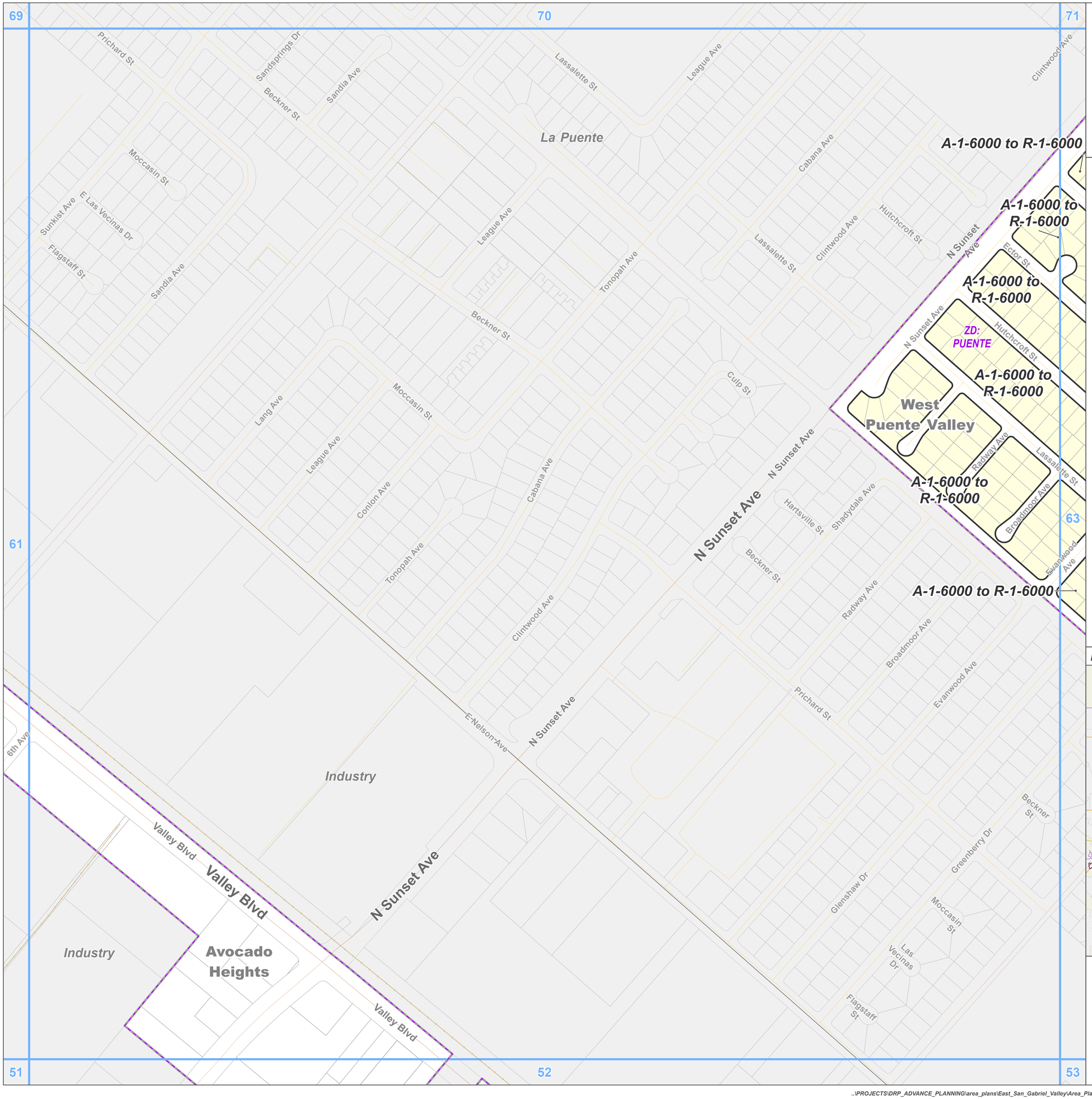


Los Angeles County

East San Gabriel Valley Planning Area Zone Changes

Zoned District(s): Puente

Zone Change

- R-1 - Single-Family Residence

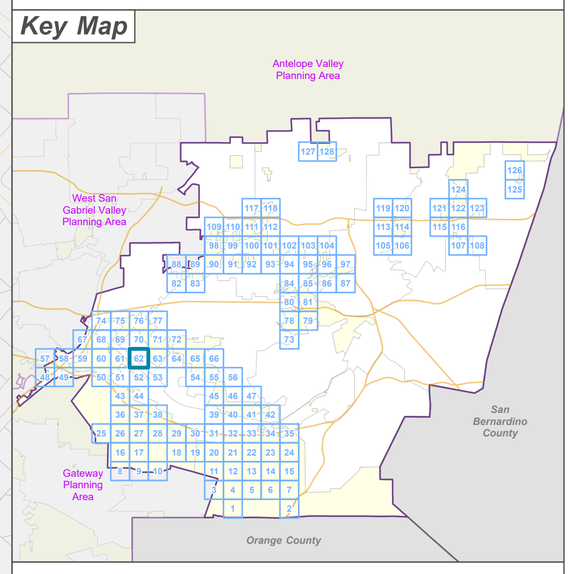
Base Layers

- Zoned District
- Parcels
- Unincorporated Area
- Incorporated City
- Map Series Grid

Street Types

- Primary
- Secondary
- Minor
- Railroad

Key Map



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East San Gabriel Valley Planning Area Zone Changes

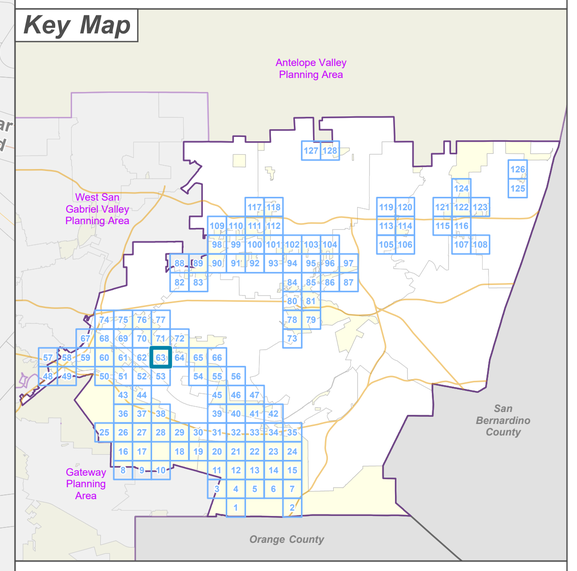
Zoned District(s): Puente

Zone Change
- R-1 - Single-Family Residence
- O-S - Open Space

Base Layers
- Zoned District
- Parcels
- Unincorporated Area
- Incorporated City
- Map Series Grid

Street Types
- Primary
- Secondary
- Minor

Key Map



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Los Angeles County

East San Gabriel Valley Planning Area Zone Changes

Zoned District(s): Puente

Zone Change
- R-1 - Single-Family Residence
- MXD - Mixed Use Development

Base Layers
- Zoned District
- Parcels
- Unincorporated Area
- Incorporated City
- Map Series Grid

Street Types
- Primary
- Secondary
- Minor
- Private Road

A-1-6000 to R-1-6000

A-1-6000 to R-1-6000

P-R to MXD

C-2-BE to MXD

ZD: PUENTE

West Puente Valley

La Puente

Valinda

Industry

N Hacienda Blvd

Amar Rd

Fairgrove Ave

Hayland St

E Blackwood St

Klamath St

E Cadwell St

Cadwell St

Pocono St

Lawnwood St

Loukelton St

Mulvane St

Blackwood St

Meadowside St

Harvestmoon St

Melham Ave

Aldgate Ave

Egan Ave

Ragus Ave

N Unruh Ave

Gaylawn Ct

Elliot Ave

N Stimson Ave

Ballista Ave

Bannon Ave

Del Valle Ave

Larimore Ave

Aileron Ave

Fickewirth Ave

Rygate Ave

Gilwood Ave

Molinar Ave

N Larimore Ave

Ocala Ave

Lanny Ave

Peggy Ave

63

65

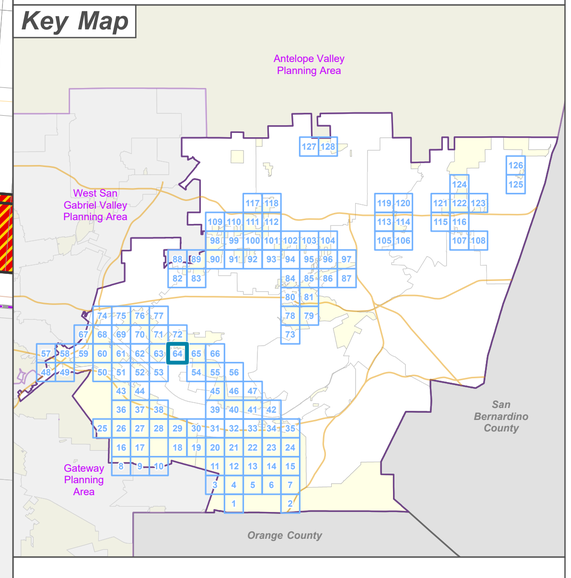
71

72

53

54

Key Map



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East San Gabriel Valley Planning Area Zone Changes

Zoned District(s): Puente

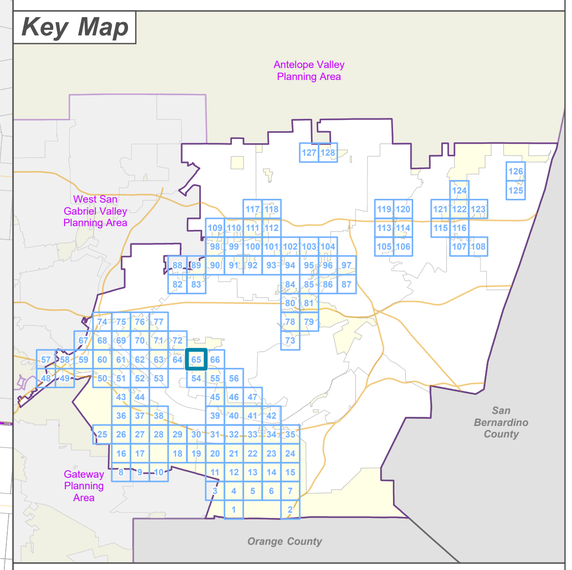
Zone Change
- R-1 - Single-Family Residence
- MXD - Mixed Use Development

Base Layers
- Zoned District
- Parcels
- Unincorporated Area
- Incorporated City
- Map Series Grid

Street Types
- Primary
- Secondary
- Minor
- Private Road



Key Map



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East San Gabriel Valley Planning Area Zone Changes

Zoned District(s): Puente

Zone Change

- R-1 - Single-Family Residence

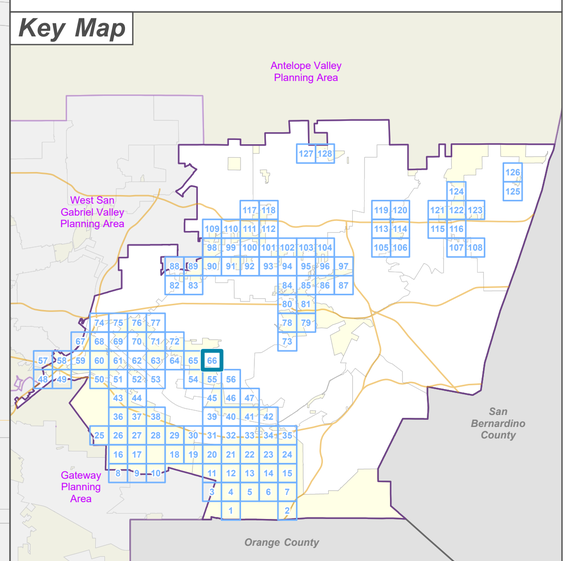
Base Layers

- Zoned District
- Parcels
- Unincorporated Area
- Incorporated City
- Map Series Grid

Street Types

- Primary
- Secondary
- Minor
- Private Road

Key Map



ZD: PUENTE

Valinda

West Covina

A-1-6000 to R-1-6000

65 54 55 56

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East San Gabriel Valley Planning Area Zone Changes

Zoned District(s): Puente

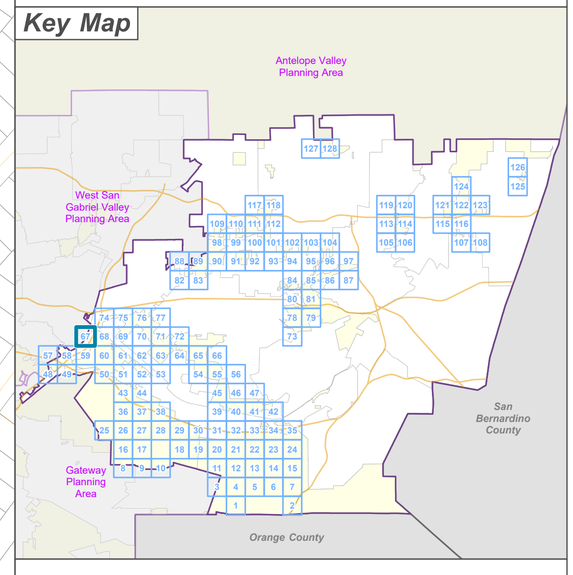
Zone Change
- A-1 - Light Agriculture
- O-S - Open Space

Base Layers
- Zoned District
- Parcels
- Unincorporated Area
- Incorporated City
- Map Series Grid
- Surrounding Planning Area

Street Types
- Freeway
- Primary
- Minor
- Ramp
- Private Road
- Railroad

C-1 to A-1-10000
C-1 to O-S
R-1-6000 to O-S
A-1-10000 to O-S
A-1-10000 to O-S
ZD: PUENTE
Avocado Heights
Industry
West San Gabriel Valley Planning Area
Dunfee Ave
Denholm Dr
Dahlia Ave
Magnolia St
Caminar Ave
Bryce Rd
Poinsettia St
Parkway Dr
Peach
Cedar
Birch
Oak
Ash
N Riverside
Elmwood
Burkett Rd
Elliott Ave
Greenwood
N Brookside
Cascade N
Fawndale
Country Club
Alpine
Morehouse St
Woodvale
Cascade S
S Brookside
S Parkwood
Redwood
S Riverside
Felipe St
Redstone St
Pine Cone
Evergreen
Acorn
Balsa
Klingerman St
Plum
Cherry
Dogwood
Bonwood Rd
Silverbay Ave
Valley Blvd
Ramada Ave
Proctor St
S San Fidel Ave
S Rall Ave
S San Angelo Ave
Obar Dr
Don Julian Rd
Peckam Dr
605
74
68
58
59
60

Key Map



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Los Angeles County

East San Gabriel Valley Planning Area Zone Changes

Zoned District(s): Puente

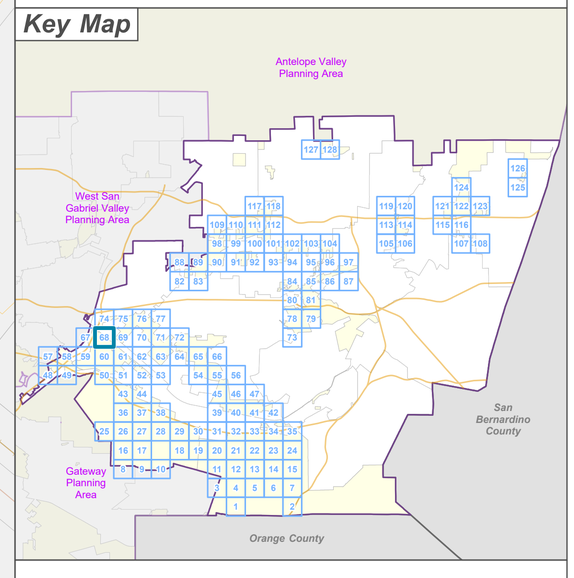
Zone Change
- MXD - Mixed Use Development
- M-1 - Light Manufacturing
- O-S - Open Space

Base Layers
- Zoned District
- Parcels
- Unincorporated Area
- Incorporated City
- Map Series Grid

Street Types
- Freeway
- Primary
- Minor
- Ramp
- Private Road
- Railroad



Key Map



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Los Angeles County

East San Gabriel Valley Planning Area Zone Changes

Zoned District(s): Puente

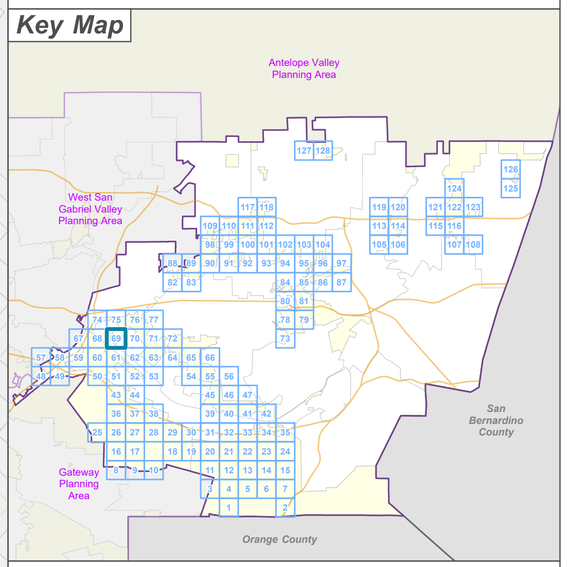
Zone Change
- R-1 - Single-Family Residence
- M-1 - Light Manufacturing
- O-S - Open Space

Base Layers
- Zoned District
- Parcels
- Unincorporated Area
- Incorporated City
- Map Series Grid

Street Types
- Primary
- Secondary
- Minor
- Private Road
- Railroad



Key Map



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Los Angeles County

East San Gabriel Valley Planning Area Zone Changes

Zoned District(s): Puente

Zone Change

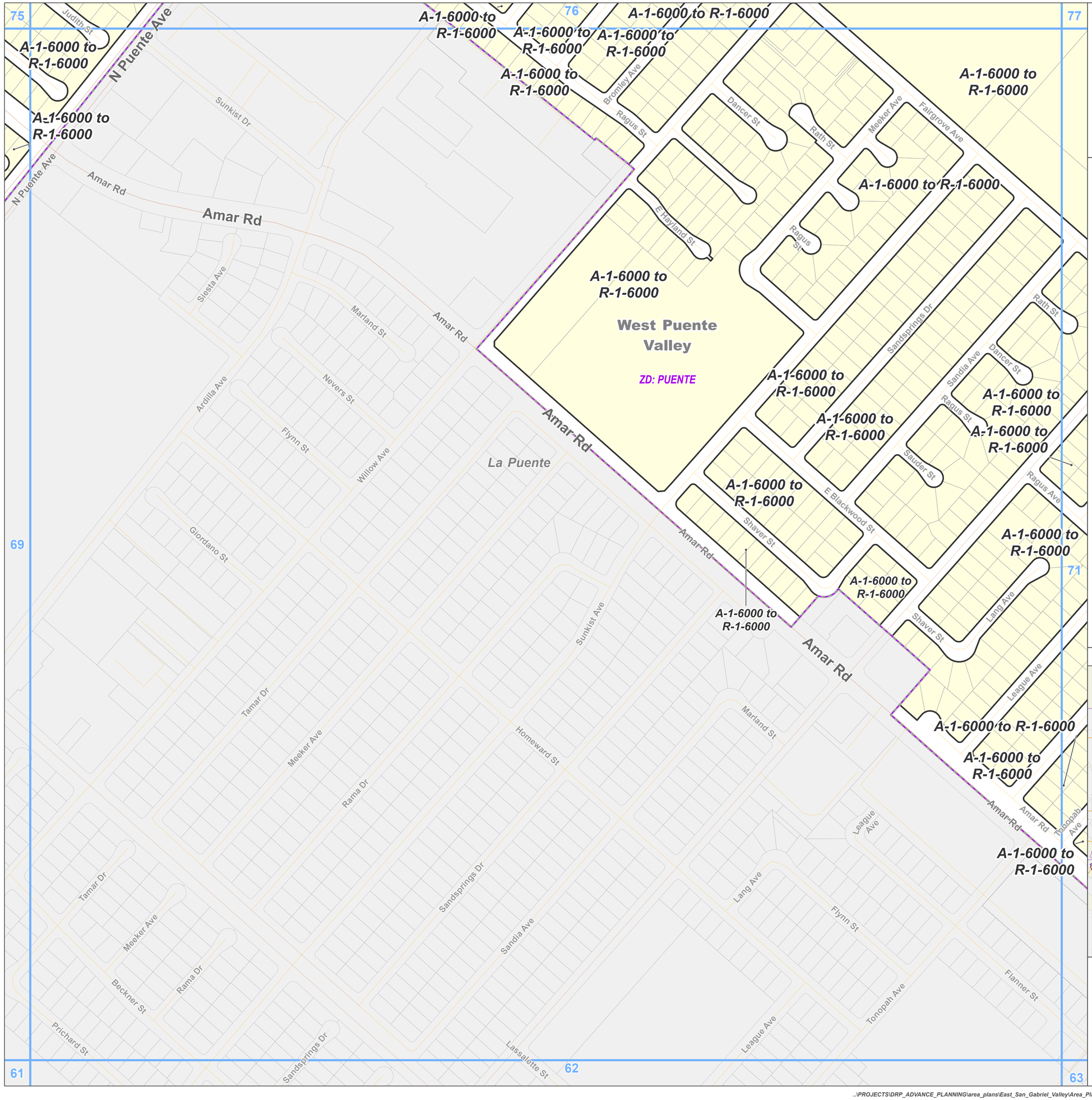
- R-1 - Single-Family Residence

Base Layers

- Zoned District
- Parcels
- Unincorporated Area
- Incorporated City
- Map Series Grid

Street Types

- Primary
- Secondary
- Minor



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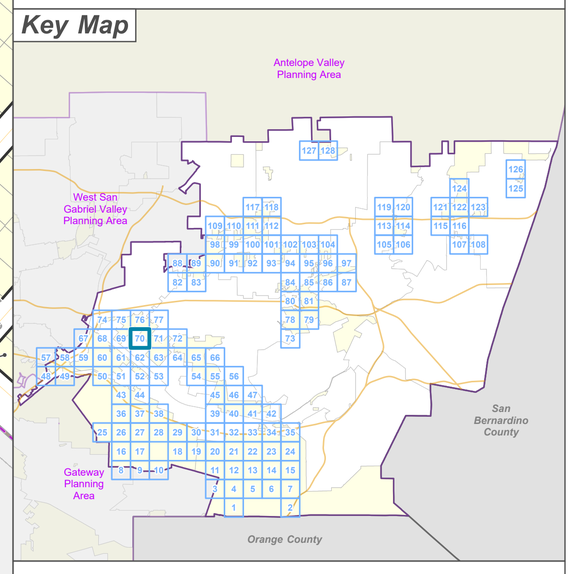

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East San Gabriel Valley Planning Area Zone Changes

Zoned District(s): Puente

Zone Change
- R-1 - Single-Family Residence
- C-3 - General Commercial

Base Layers
- Zoned District
- Parcels
- Unincorporated Area
- Incorporated City
- Map Series Grid

Street Types
- Primary
- Secondary
- Minor



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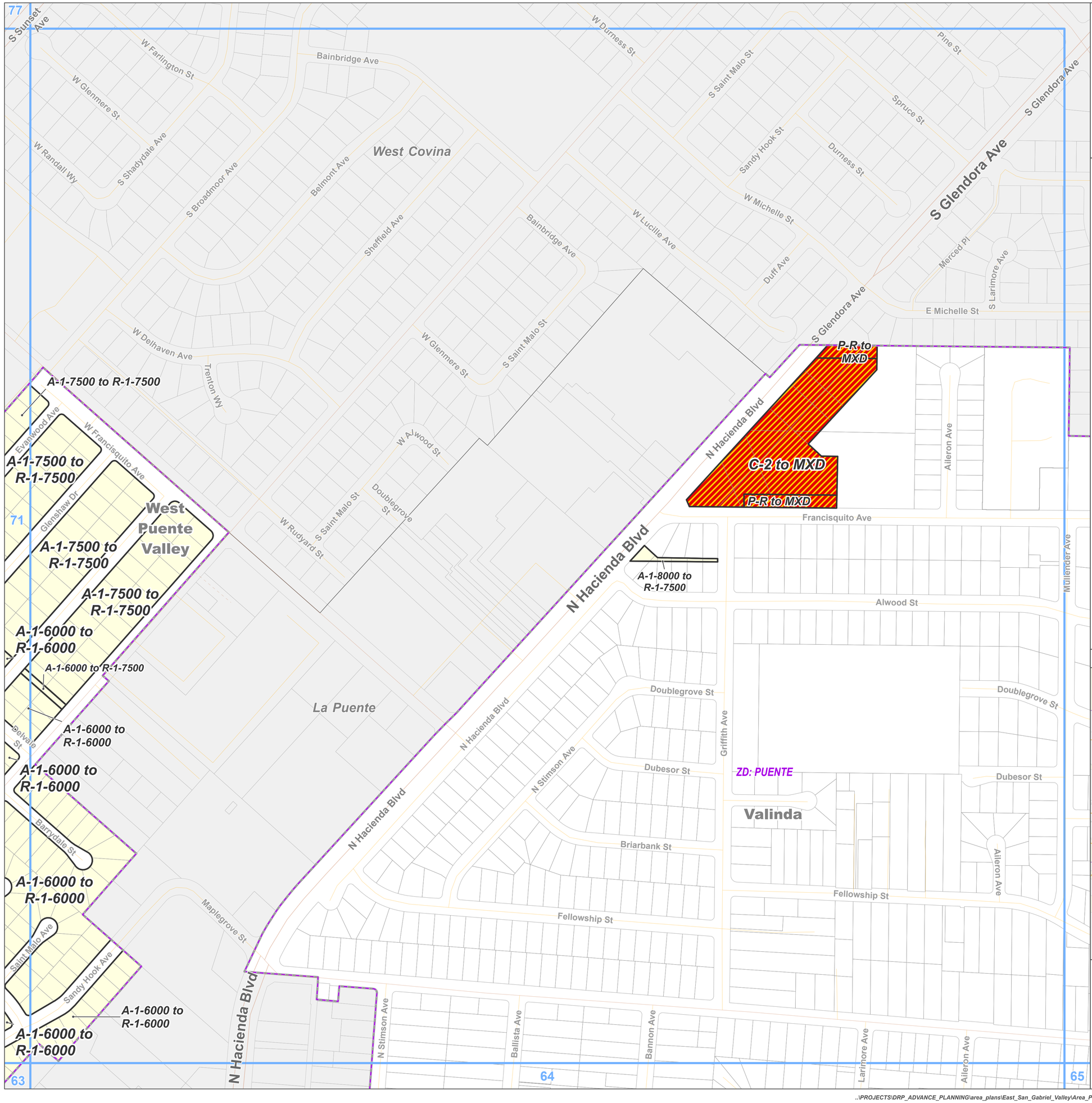
East San Gabriel Valley Planning Area Zone Changes

Zoned District(s): Puente

Zone Change
- R-1 - Single-Family Residence
- MXD - Mixed Use Development

Base Layers
- Zoned District
- Parcels
- Unincorporated Area
- Incorporated City
- Map Series Grid

Street Types
- Primary
- Secondary
- Minor
- Private Road



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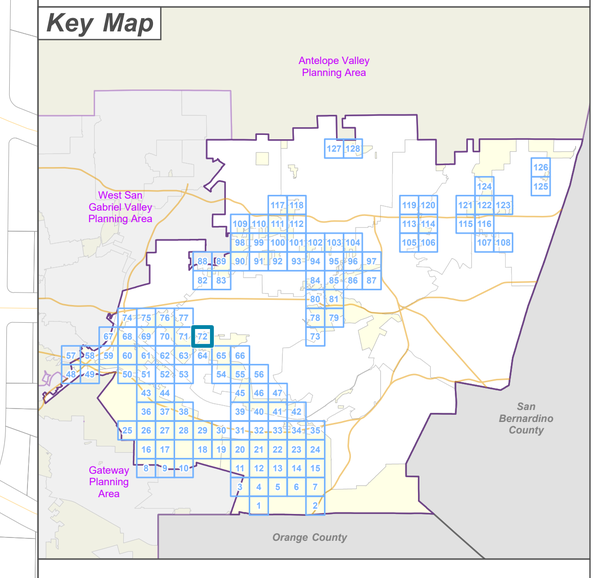

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Los Angeles County

East San Gabriel Valley Planning Area Zone Changes

Zoned District(s): Covina Highlands

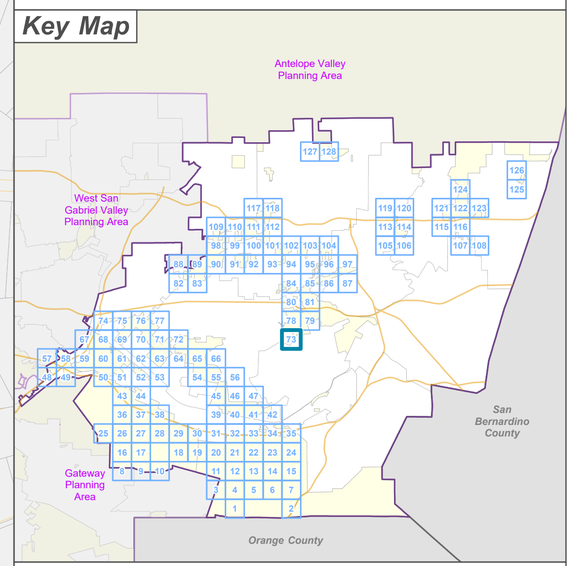
Zone Change
- A-1 - Light Agriculture

Base Layers
- Zoned District
- Parcels
- Unincorporated Area
- Incorporated City
- Map Series Grid

Street Types
- Primary
- Minor
- Private Road



Key Map



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East San Gabriel Valley Planning Area Zone Changes

Zoned District(s): Puente

Zone Change

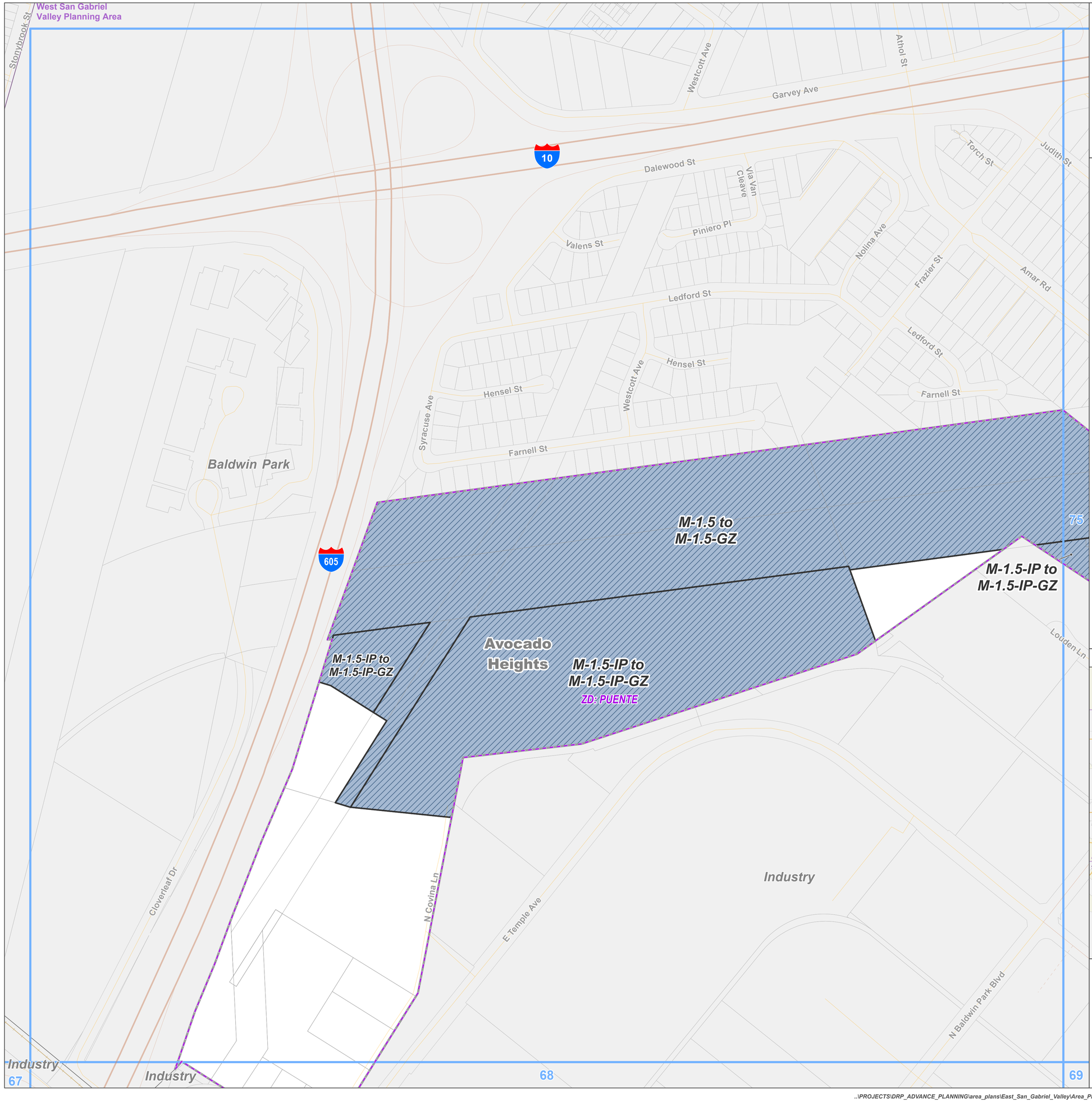
- M-1.5 - Restricted Heavy Manufacturing

Base Layers

- Zoned District
- Parcels
- Unincorporated Area
- Incorporated City
- Map Series Grid
- Surrounding Planning Area

Street Types

- Freeway
- Secondary
- Minor
- Ramp
- Private Road
- Railroad



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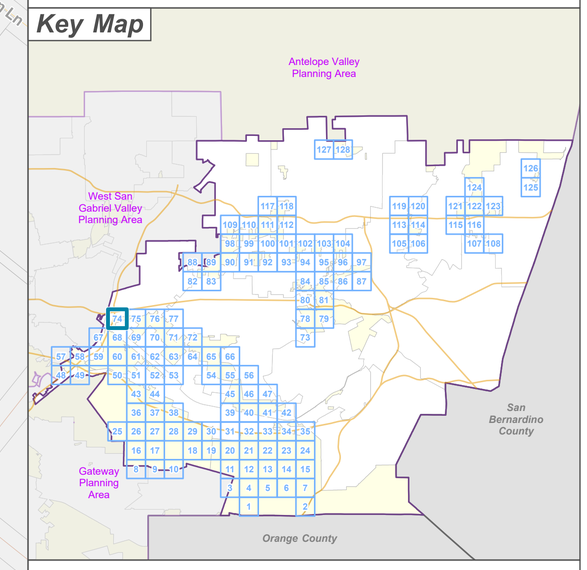

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East San Gabriel Valley Planning Area Zone Changes

Zoned District(s): Puente

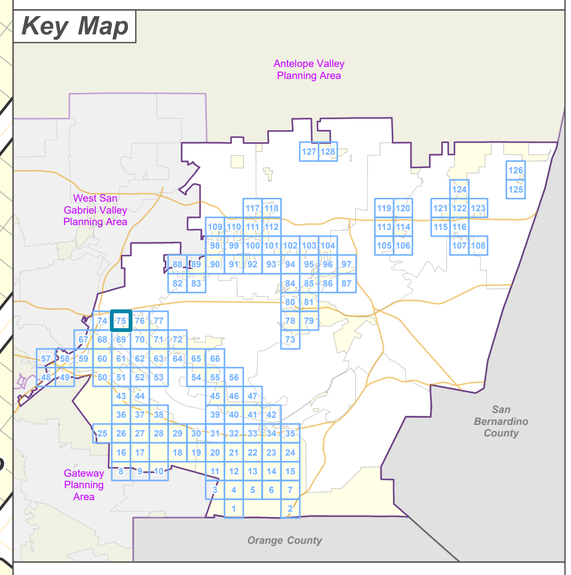
Zone Change
- R-1 - Single-Family Residence
- M-1.5 - Restricted Heavy Manufacturing

Base Layers
- Zoned District
- Parcels
- Unincorporated Area
- Incorporated City
- Map Series Grid

Street Types
- Freeway
- Primary
- Secondary
- Minor
- Ramp
- Private Road
- Railroad

Garvey Ave
Garvey Ave
Dalewood St
10
Frazier St
Maine Ave
Judith St
Leoria St
Bess Ave
Baldwin Park
Hamburger Ln
Virginia Ave
Shaver St
Amar Rd
Judith St
A-1-6000 to R-1-6000
R-A-20000 to R-1-20000
Avocado Heights
Daum Dr
M-1.5 to M-1.5-GZ
74
M-1.5-IP to M-1.5-IP-GZ
Amar Rd
Amar Rd
Canal Pl
Louden Ln
Industry
R-A-20000 to R-1-20000
R-A-20000 to R-1-20000
West Puente Valley
A-1-6000 to R-1-6000
Rath St
A-1-6000 to R-1-6000
R-A-20000 to R-1-20000
76
N Feather Ave
Orange Blossom Ave
N Ahern Dr
ZD: PUENTE
Vineland Ave
N Stichman Ave
A-1-6000 to R-1-6000
A-1-6000 to R-1-6000
Le Borgne Ave
A-1-6000 to R-1-6000
R-A-20000 to R-1-20000
N Big Dalton Ave
A-1-6000 to R-1-6000
Amar Rd
Millbury Ave
Judith St
A-1-6000 to R-1-6000
A-1-6000 to R-1-6000
A-1-6000 to R-1-6000
A-1-6000 to R-1-6000
A-1-6000 to R-1-6000
N Stichman Ave
Le Borgne Ave
N Big Dalton Ave
Amar Rd
Flanner St
A-1-6000 to R-1-6000
A-1-6000 to R-1-6000
Ector St
West Puente Valley
68
69
70

Key Map



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East San Gabriel Valley Planning Area Zone Changes

Zoned District(s): Puente

Zone Change

- R-1 - Single-Family Residence

Base Layers

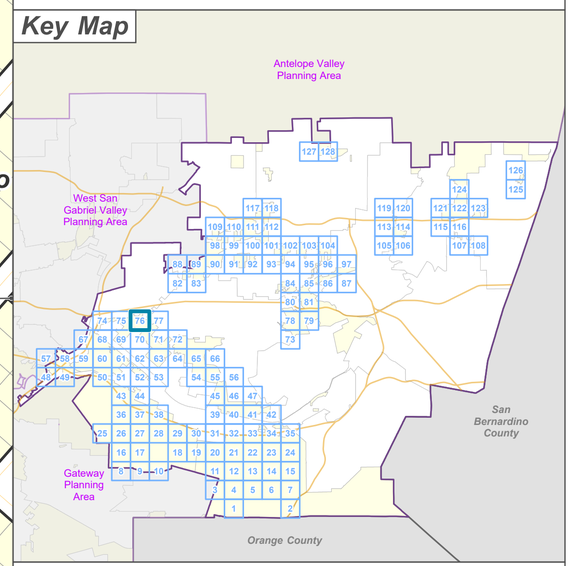
- Zoned District
- Parcels
- Unincorporated Area
- Incorporated City
- Map Series Grid

Street Types

- Primary
- Secondary
- Minor
- Railroad



Key Map



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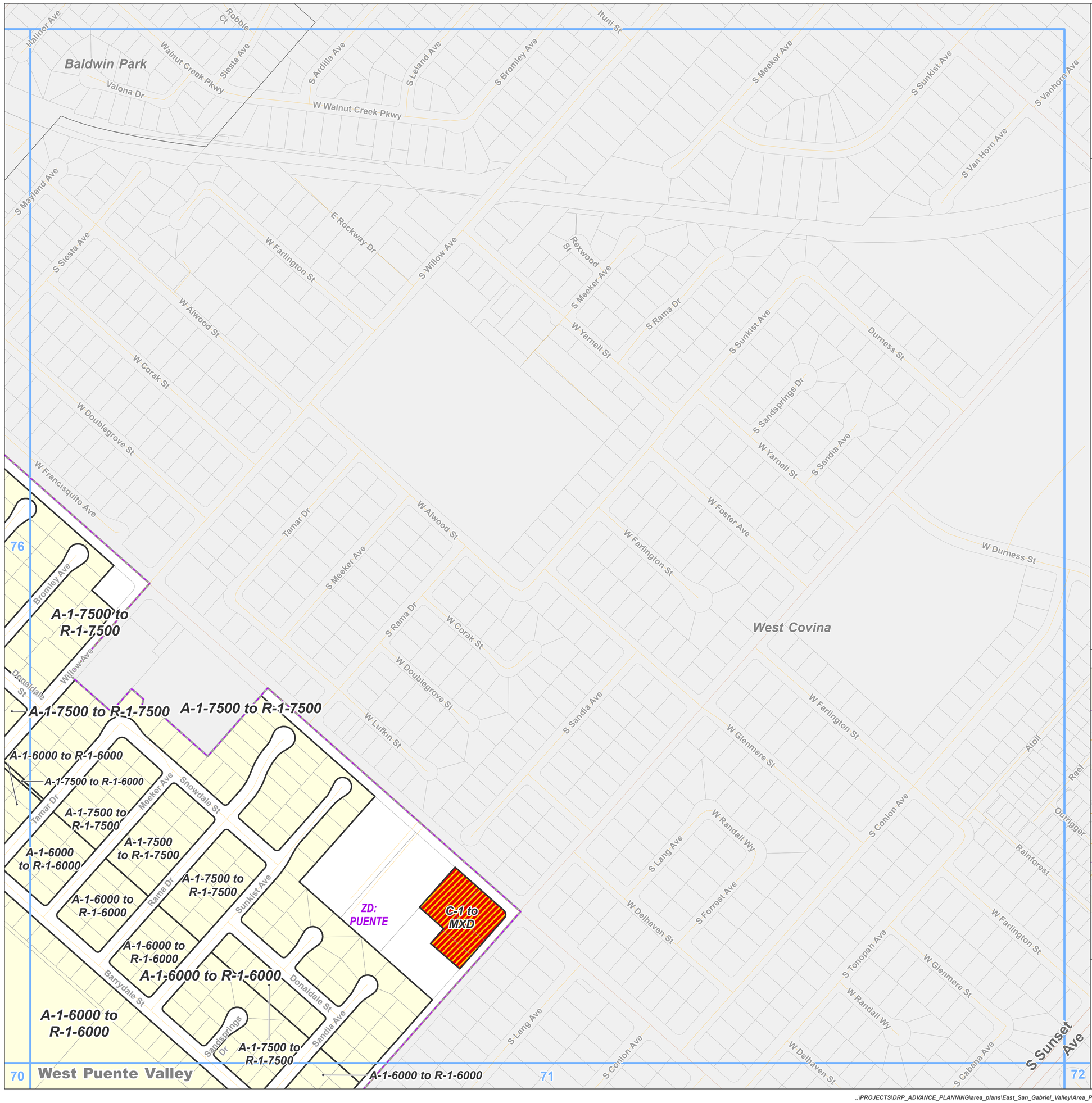
East San Gabriel Valley Planning Area Zone Changes

Zoned District(s): Puente

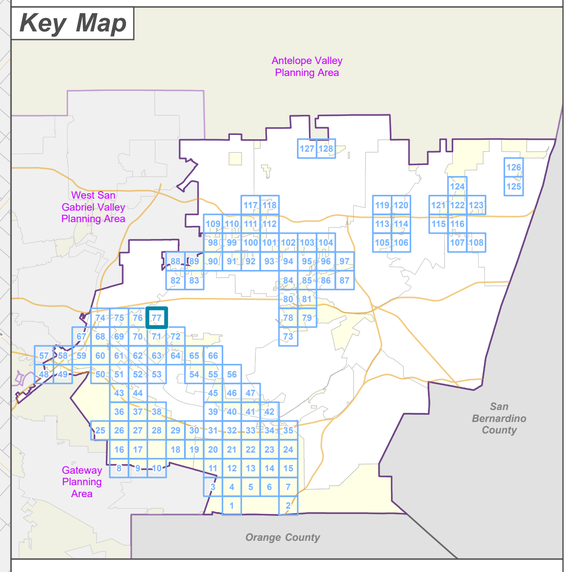
Zone Change
- R-1 - Single-Family Residence
- MXD - Mixed Use Development

Base Layers
- Zoned District
- Parcels
- Unincorporated Area
- Incorporated City
- Map Series Grid

Street Types
- Primary
- Secondary
- Minor



Key Map



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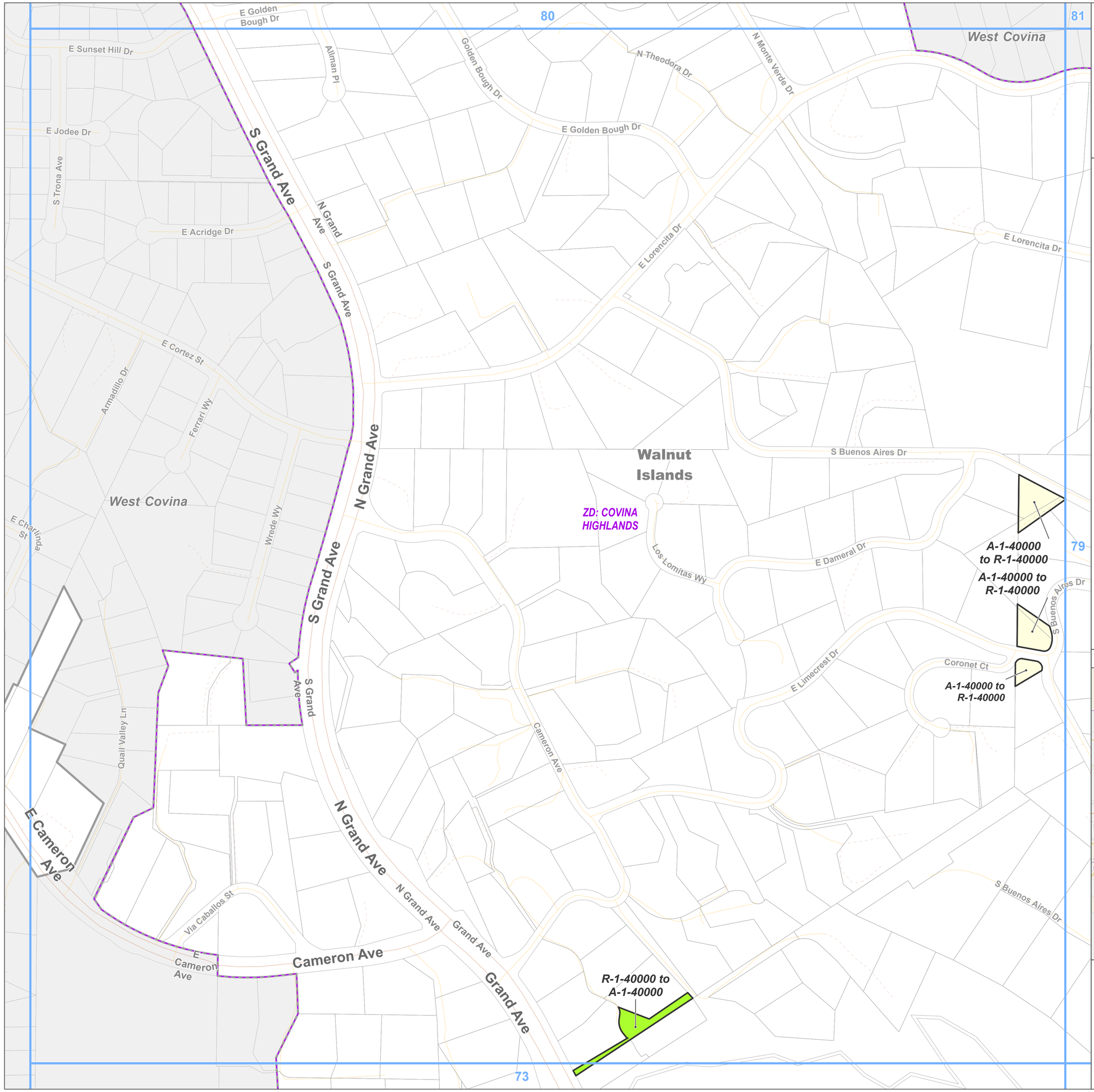
East San Gabriel Valley Planning Area Zone Changes

Zoned District(s): Covina Highlands

Zone Change
- A-1 - Light Agriculture
- R-1 - Single-Family Residence

Base Layers
- Zoned District
- Parcels
- Unincorporated Area
- Incorporated City
- Map Series Grid

Street Types
- Primary
- Minor
- Private Road



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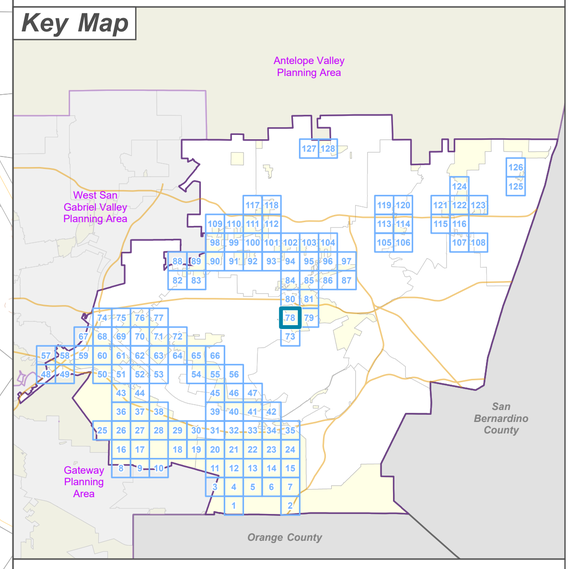

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East San Gabriel Valley Planning Area Zone Changes

Zoned District(s): Covina Highlands

Zone Change

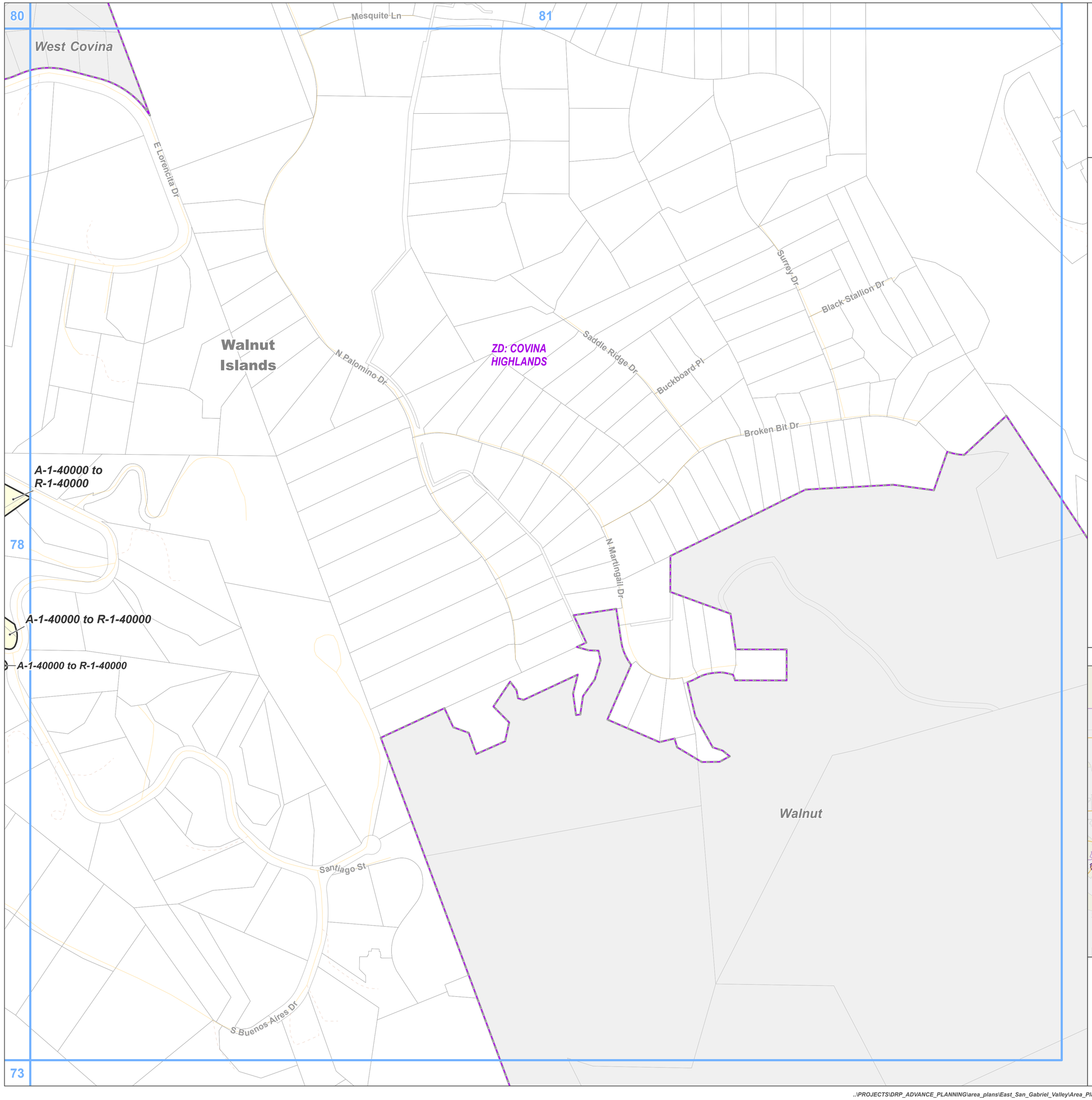
- R-1 - Single-Family Residence

Base Layers

- Zoned District
- Parcels
- Unincorporated Area
- Incorporated City
- Map Series Grid

Street Types

- Minor
- Private Road



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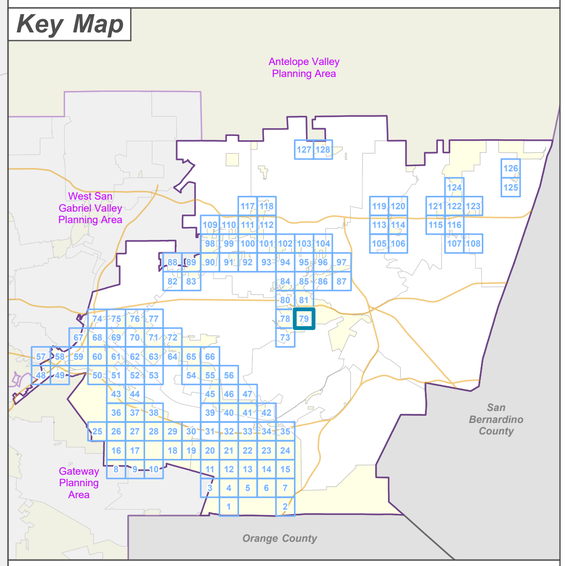

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East San Gabriel Valley Planning Area Zone Changes

Zoned District(s): Charter Oak, Covina Highlands

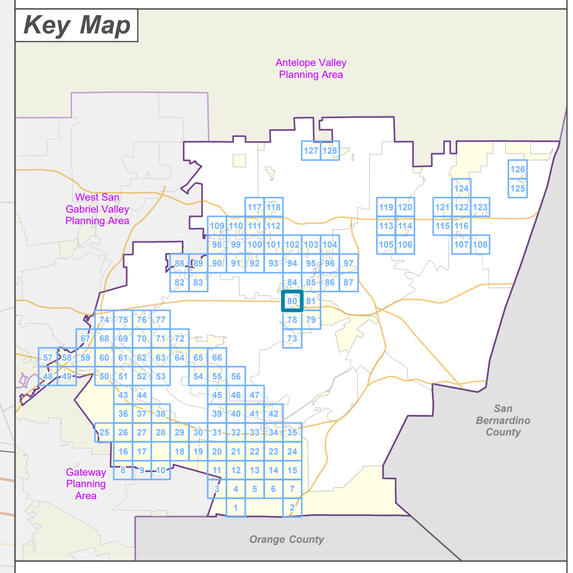
Zone Change
- A-1 - Light Agriculture
- R-A - Residential Agricultural

Base Layers
- Zoned District
- Parcels
- Unincorporated Area
- Incorporated City
- Map Series Grid

Street Types
- Freeway
- Primary
- Minor
- Ramp
- Private Road

R-A-10000 to A-1-10000
A-1-10000 to R-A-10000
R-A-10000 to A-1-10000
R-A-10000 to A-1-20000
ZD: CHARTER OAK
A-1-20000 to A-1-40000
R-A-10000 to A-1-20000
ZD: COVINA HIGHLANDS
Walnut Islands
Covina
West Covina
84
85
81
78
79
10

Key Map



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East San Gabriel Valley Planning Area Zone Changes

Zoned District(s): Charter Oak, Covina Highlands

Zone Change

- A-1 - Light Agriculture

Base Layers

- Zoned District
- Parcels
- Unincorporated Area
- Incorporated City
- Map Series Grid

Street Types

- Freeway
- Minor
- Private Road

84 85 86

80

78 79

Rancho Rio Bonita Rd
Rancho La Carlota Rd
Rancho Del Monico Rd
Rancho Santoro Dr
Jalapa Dr
Rancho Simi Dr
Rancho Los Nogales Dr
Rancho La Merced Dr
E Rancho Los Cerritos Rd
E Rancho San Jose Dr
Rancho El Encino Dr
E Covina Hills Rd
E Holt Ave
E Via Verde
E Exbury Pl
E Garvey Ave S
N Palomino Dr
Horseshoe Cir
Mesquite Ln

Covina
San Dimas
Walnut Islands
West Covina

ZD: CHARTER OAK

ZD: COVINA HIGHLANDS

A-1-20000 to A-1-40000

A-1-20000 to A-1-40000

A-1-40000 to A-1-20000

A-1-20000 to A-1-40000

A-1-40000 to A-1-20000

A-1-20000 to A-1-40000

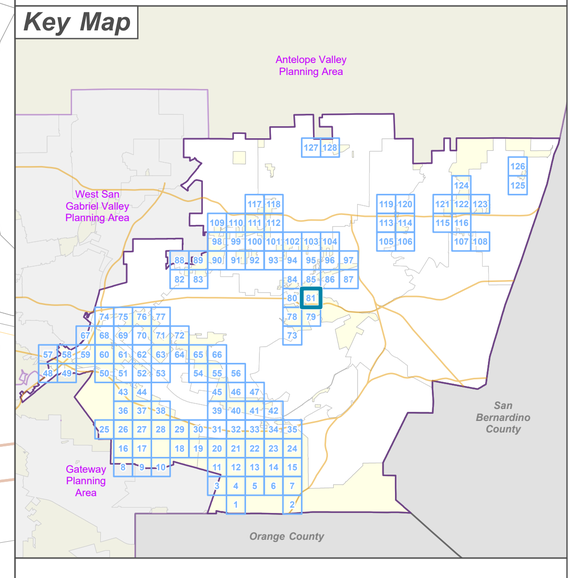
A-1-40000 to A-1-20000

A-1-20000 to A-1-40000

A-1-20000 to A-1-40000

10

Key Map



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Los Angeles County

East San Gabriel Valley Planning Area Zone Changes

Zoned District(s): Irwindale

Zone Change

- R-1 - Single-Family Residence

Base Layers

- Zoned District
- Parcels
- Unincorporated Area
- Incorporated City
- Map Series Grid

Street Types

- Primary
- Secondary
- Minor

East Irwindale

A-1-6000 to R-1-6000

A-1-6000 to R-1-6000

R-A-7000 to R-1-7000

ZD: IRWINDALE

Ramona Blvd

E Badillo St

W Badillo St

W Grovecenter St

W Ranchero St

W El Dorado St

W Alisal St

W Louisa Ave

W Puente Ave

Root St

W Eldred Ave

W Chetney Dr

W Swanee Ln

W Howellhurst Dr

W Padre Dr

W Thelborn St

Pacific Ave

Puente Ave

Baldwin Park

West Covina

Adams Dr

Kenoak Dr

W Kenoak Dr

David St

Willow Ave

Sharons Wy

N Morris Ave

Badillo Cir

Big Dalton Ave

Dexter St

La Sena Ave

Cleary Dr

Millbury Ave

Alvine Ln

Navilla Pl

Central Ave

Jeremie St

Chetney Dr

Ardilla Ave

Swanee Ln

Howellhurst Dr

Halinor Ln

Chevalier Ave

Mayland Ave

N La Sena Ave

N Chalburn Ave

N Lang Ave

N Frijo St

N Conlon Ave

N Orange Ave

N Nora Ave

N Willow Ave

N Leland Ave

Lang Ave

Frijo Ave

Conlon Ave

Nora Ave

E Badillo Ave

E Badillo

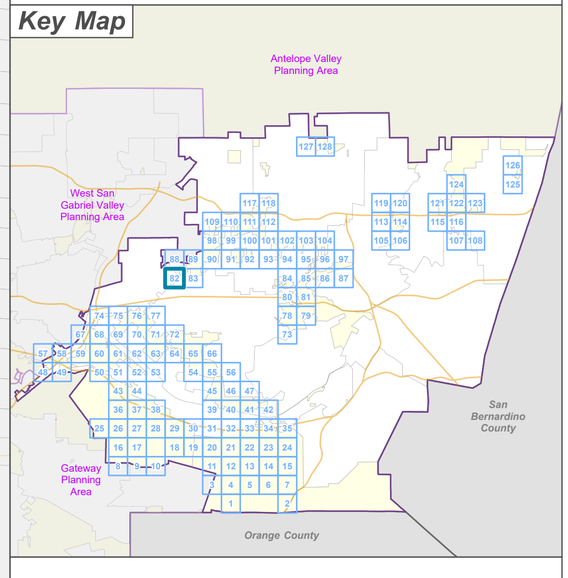
E Grovecenter St

88

89

83

Key Map



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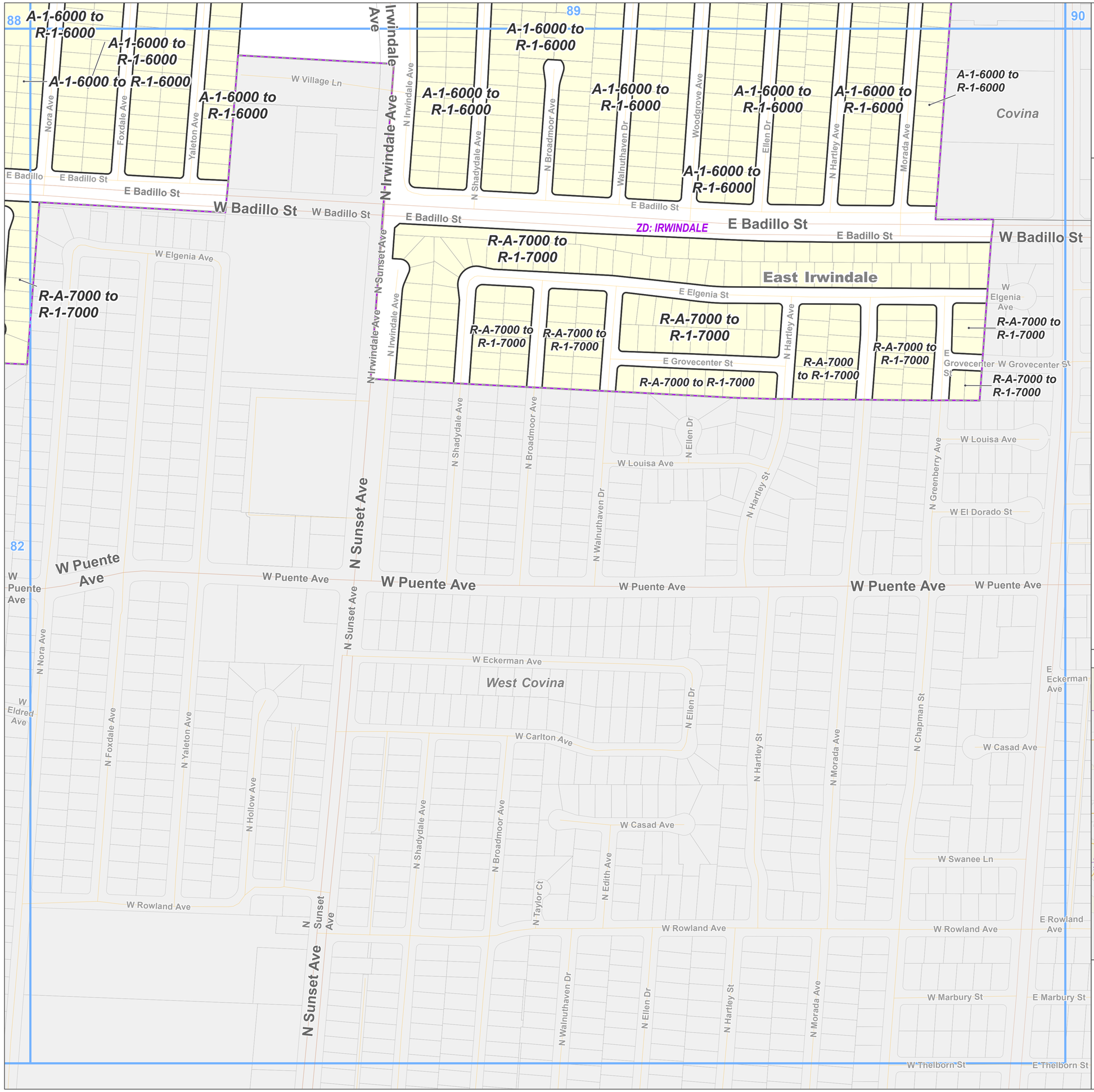
Zoned District(s): Irwindale

Zone Change
- R-1 - Single-Family Residence

Base Layers
- Zoned District
- Parcels
- Unincorporated Area
- Incorporated City
- Map Series Grid

Street Types
- Primary
- Secondary
- Minor



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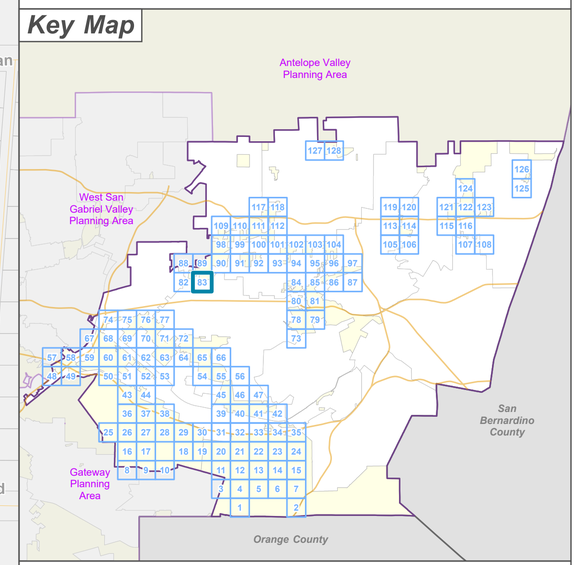

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Los Angeles County

East San Gabriel Valley Planning Area Zone Changes

Zoned District(s): Charter Oak, Covina Highlands

Zone Change
- A-1 - Light Agriculture
- R-A - Residential Agricultural

Base Layers
- Zoned District
- Parcels
- Unincorporated Area
- Incorporated City
- Map Series Grid

Street Types
- Primary
- Secondary
- Minor
- Private Road

A-1-7500 to R-A-7500

A-1-7500 to R-A-7500

R-A-10000 to A-1-10000

A-1-10000 to R-A-10000

ZD: CHARTER OAK

ZD: COVINA HIGHLANDS

Covina

Walnut Islands

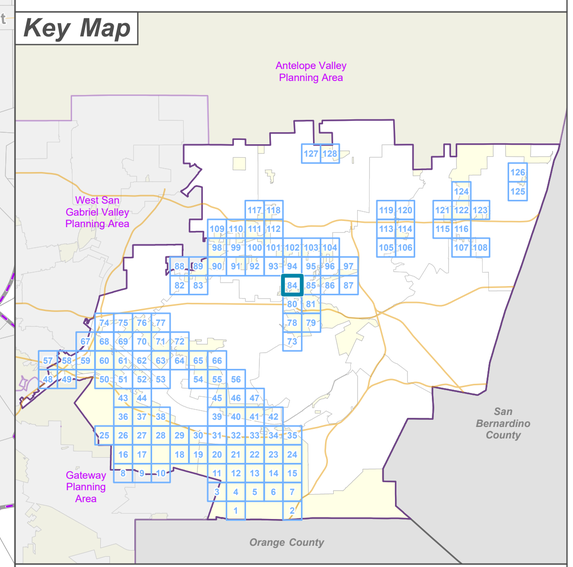
Walnut Islands

Walnut Islands

93 94 95 85 80 81

N Grand Ave · S Grand Ave · E Badillo St · E Wanamaker Dr · N Glendora Ave · Adams Park Dr · N Shadyglen Dr · N Westridge Ave · N Bender Ave · N Dodsworth Ave · N Jenifer Ave · N Nearglen Ave · N Wilson Ave · N Mangrove Ave · N Banna Ave · Rimhurst Ave · Old E Badillo St · E Grovecenter St · S Ashton Dr · E Algrove St · S Wilson Ave · Wilbur Ave · E Dexter St · E Puente St · Shouse Ave · Level St · Banna Ave · E Navilla Pl · S Farber Ave · Nearglen Ave · Calmgrove Ave · Danehurst Ave · N Madill Ave · Heffner Hill Rd · Knollcrest Dr · Squire Dr · Deepview Ln · E Deepview Dr · N Linton Dr · Gila Dr · N Muse Dr · N San Joaquin Rd · Solano Pl · E Rambling Rd · S Chaparro Rd · S Corrida Dr · E Rowland St · E Covina Hills Rd

Key Map



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Los Angeles County

East San Gabriel Valley Planning Area Zone Changes

Zoned District(s): Charter Oak

Zone Change
- R-1 - Single-Family Residence

Base Layers
- Zoned District
- Parcels
- Unincorporated Area
- Incorporated City
- Map Series Grid

Street Types
- Primary
- Secondary
- Minor
- Private Road

A-1-10000 to R-1-10000

A-1-10000 to R-1-10000

A-1-10000 to R-1-10000

ZD: CHARTER OAK

Charter Oak

Covina

San Dimas

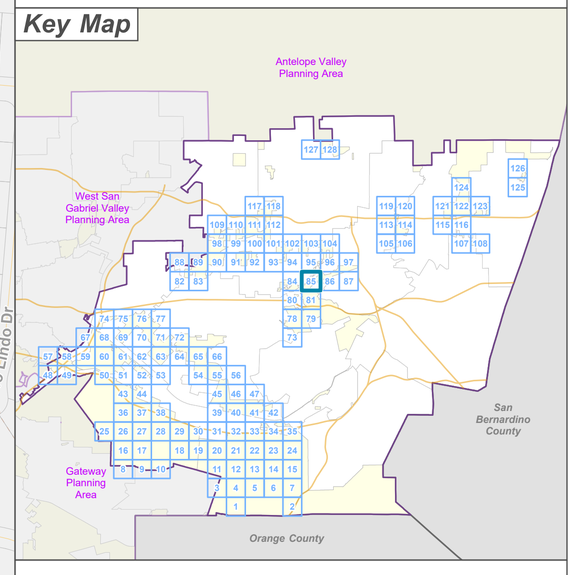
West San Dimas

Walnut Islands

94 95 96 84 86 80 81

E Palm Dr
E Adams Park Dr
E Badillo St
E Wanamaker Dr
N Banna Ave
Kinsella Ave
N Starglen Dr
N Darfield Ave
Henton Ave
E Lomira Dr
Stephora Ave
N Stephora Ave
Garsden Ave
Wanamaker Dr
Nieyman Ave
Liverpool Ct
Scarborough Ln
Old E Badillo St
E Renshaw St
Paseo Valle Vista
Manchester Rd
Kingsbridge Ct
N Oak Twig Ln
E Grovecenter St
S Starglen Dr
E Algrove St
E Dexter St
N Woodhurst Dr
E Mesarica Rd
E Puente St
Level St
Rancho Culebra Dr
E Rancho Culebra Dr
E Rancho Grande Dr
Rancho Los Nogales Dr
S Rancho Alegre Dr
S Rancho Lindo Dr
Rancho Tujunga Dr
Jalapa Dr
Rancho Simi Dr
S Rancho Del Monico Rd
Rancho La Floresta Rd
Rancho Del Monico Rd
Rancho Rio Bonita Rd
Ranch Rio Bonita Rd
Rancho La Carlota Rd
E Rancho Los Cerritos Rd
Rancho La Merced Dr

Key Map



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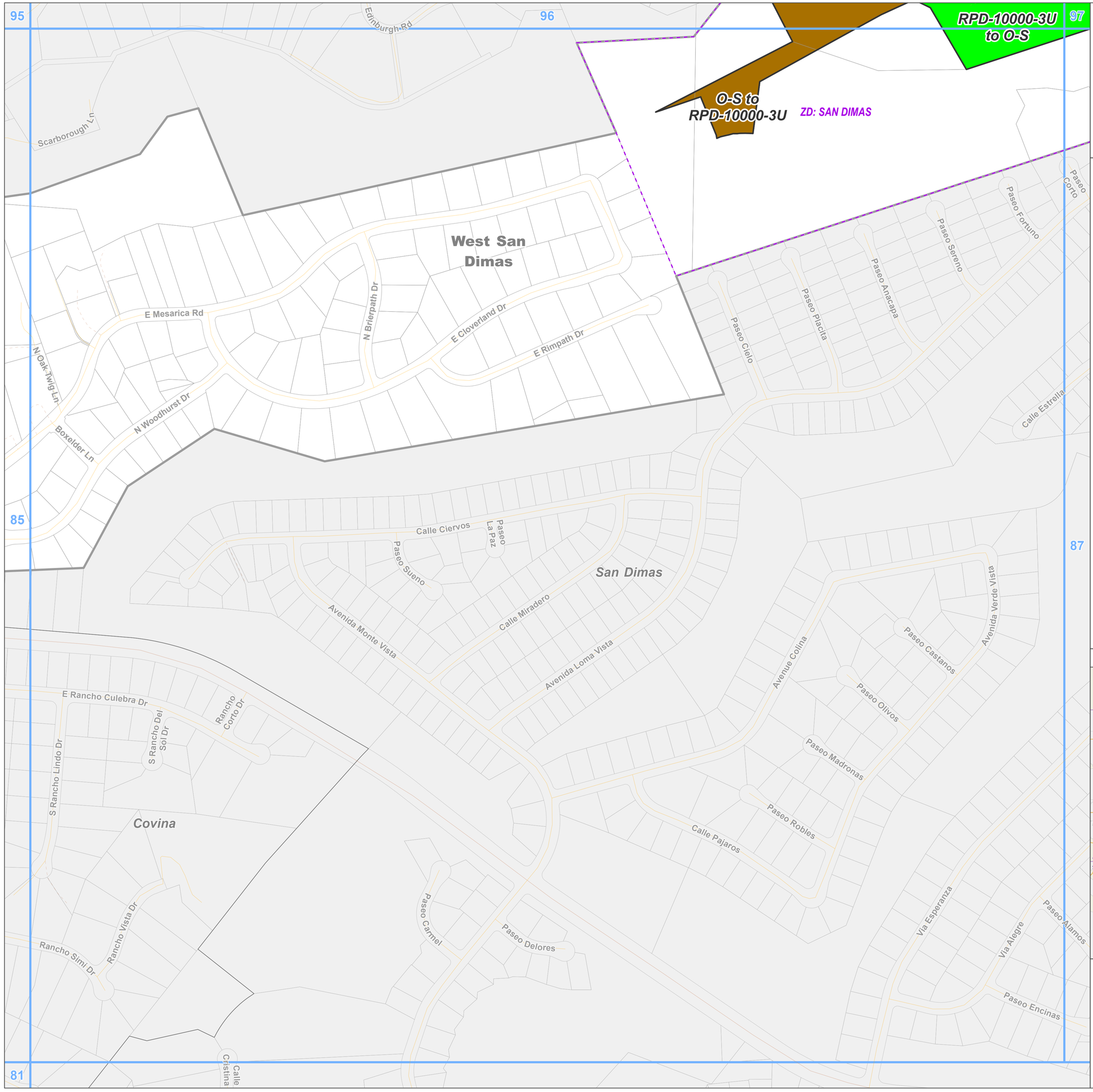
East San Gabriel Valley Planning Area Zone Changes

Zoned District(s): San Dimas

Zone Change
- RPD - Residential Planned Development
- O-S - Open Space

Base Layers
- Zoned District
- Parcels
- Unincorporated Area
- Incorporated City
- Map Series Grid

Street Types
- Secondary
- Minor
- Private Road



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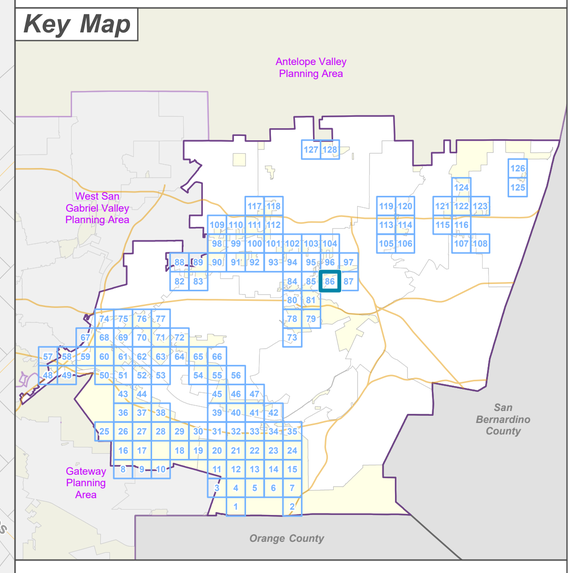

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East San Gabriel Valley Planning Area Zone Changes

Zoned District(s): San Dimas

Zone Change

- O-S - Open Space

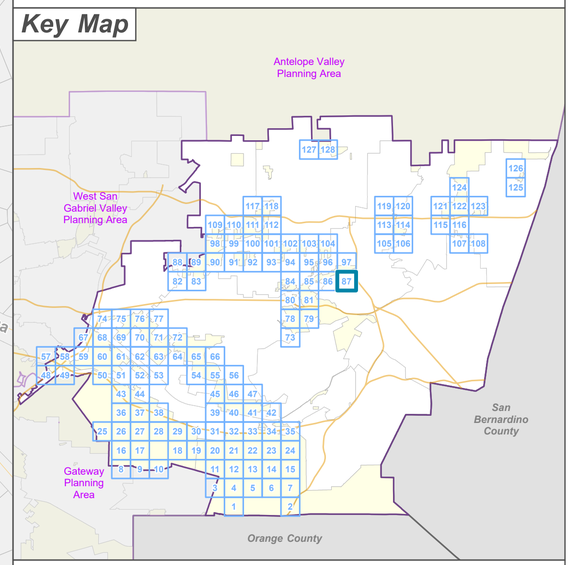
Base Layers

- Zoned District
- Parcels
- Unincorporated Area
- Incorporated City
- Map Series Grid

Street Types

- Freeway
- Primary
- Secondary
- Minor
- Private Road

Key Map



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Los Angeles County

East San Gabriel Valley Planning Area Zone Changes

Zoned District(s): Irwindale

Zone Change

- R-1 - Single-Family Residence

Base Layers

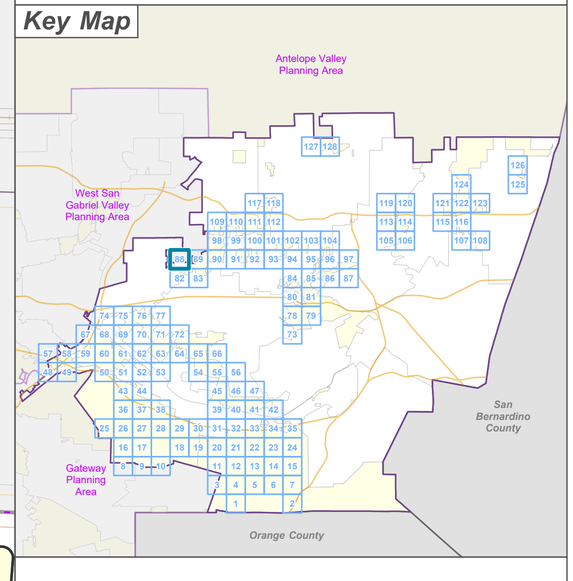
- Zoned District
- Parcels
- Unincorporated Area
- Incorporated City
- Map Series Grid
- Surrounding Planning Area

Street Types

- Primary
- Secondary
- Minor
- Railroad

Baldwin Park
Olive St
Borel St
Elton St
Azusa Canyon Rd
4th St
Huston St
Frailo Ave
West San Gabriel Valley Planning Area
Cypress St
89
Mountain Spring Rd
Dalton Hill Rd
Palm Valley Ln
Running Brooke Wy
Sierra Cannyon Rd
N Azusa Canyon Rd
West Covina
W San Bernardino Rd
E San Bernardino Rd
East Irwindale
A-1-6000 to R-1-6000
ZD: IRWINDALE
W Palm Dr
N Morris Ave
W Adams Dr
Adams Dr
Willow Ave
Puente Ave
Elton St
Auction Ave
W Ramona Blvd
W San Bernardino Rd
Ramona Blvd
Baldwin Park
82
83

Key Map



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Los Angeles County

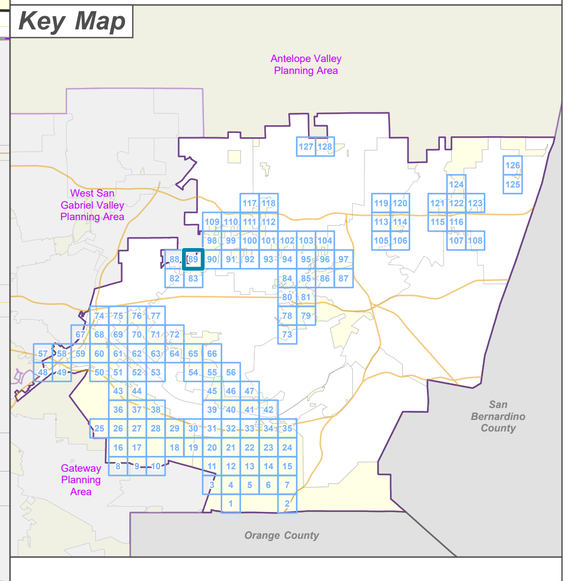
East San Gabriel Valley Planning Area Zone Changes

Zoned District(s): Irwindale

Zone Change
- R-1 - Single-Family Residence
- R-3 - Limited Density Multiple Residence

Base Layers
- Zoned District
- Parcels
- Unincorporated Area
- Incorporated City
- Map Series Grid
- Surrounding Planning Area

Street Types
- Primary
- Secondary
- Minor
- Railroad



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Los Angeles County

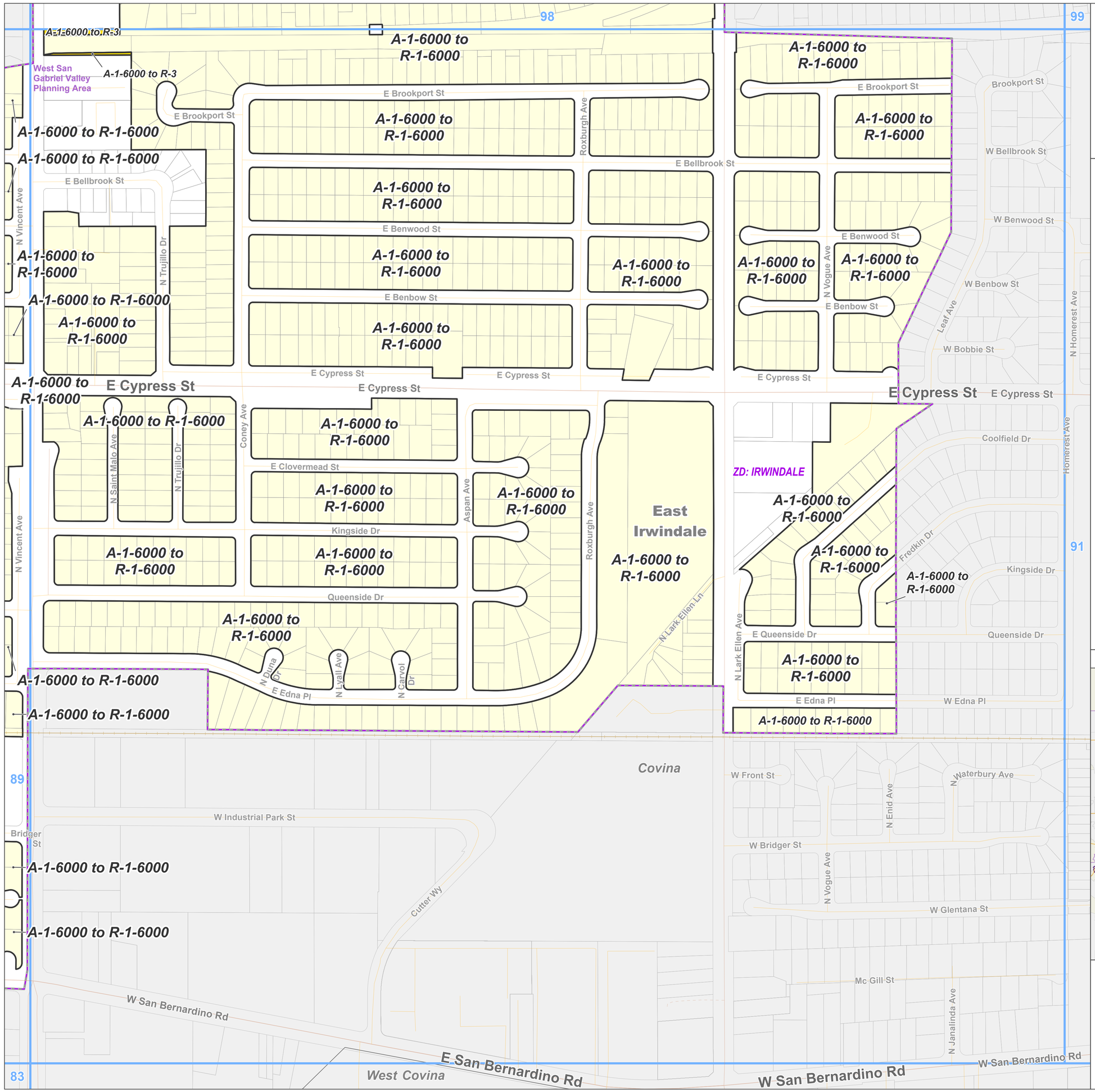
East San Gabriel Valley Planning Area Zone Changes

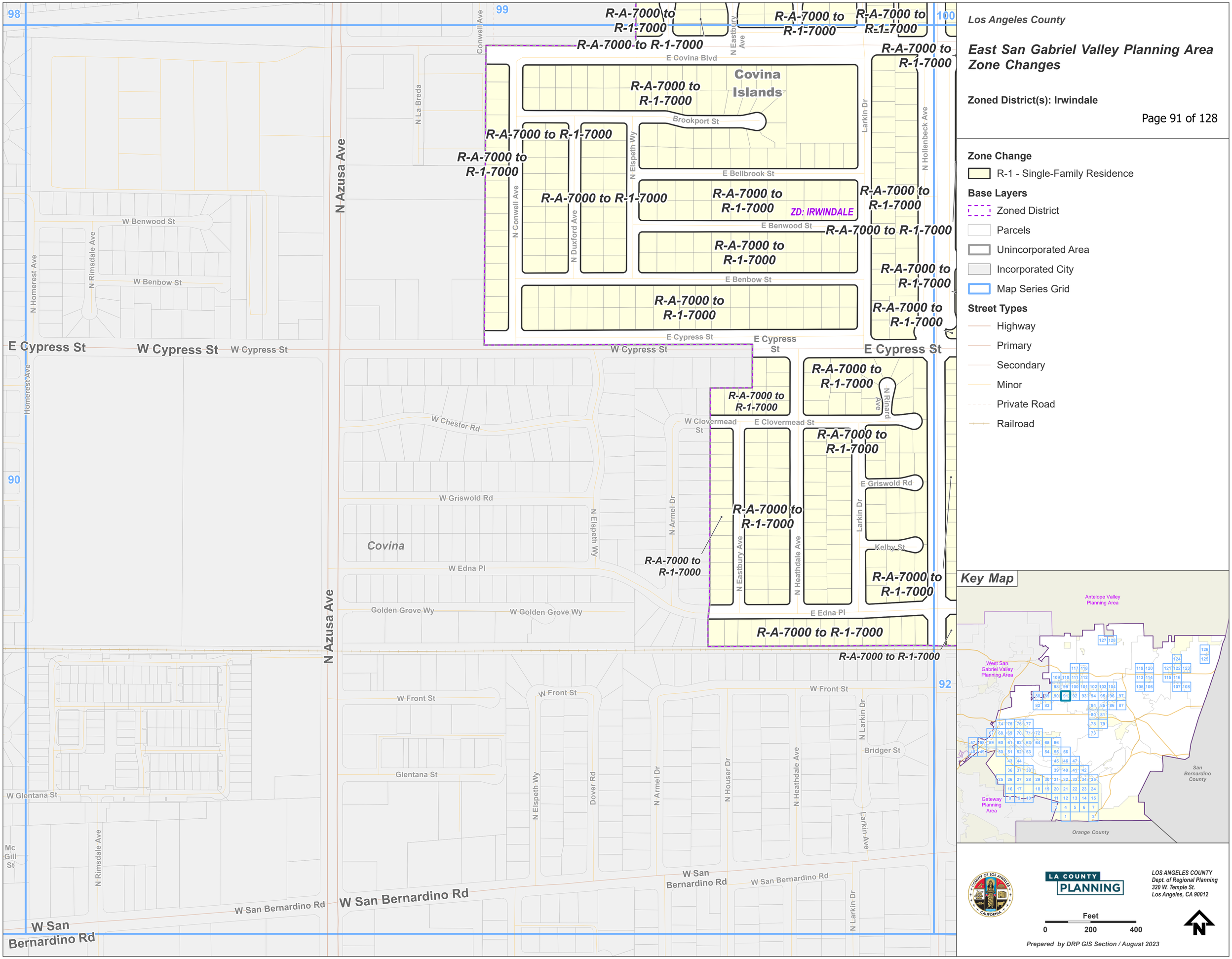
Zoned District(s): Irwindale

Zone Change
- R-1 - Single-Family Residence
- R-3 - Limited Density Multiple Residence

Base Layers
- Zoned District
- Parcels
- Unincorporated Area
- Incorporated City
- Map Series Grid
- Surrounding Planning Area

Street Types
- Primary
- Secondary
- Minor
- Private Road
- Railroad


A-1-6000 to R-3
West San Gabriel Valley Planning Area
A-1-6000 to R-3
A-1-6000 to R-1-6000
A-1-6000 to R-1-6000
A-1-6000 to R-1-6000



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Los Angeles County

East San Gabriel Valley Planning Area Zone Changes

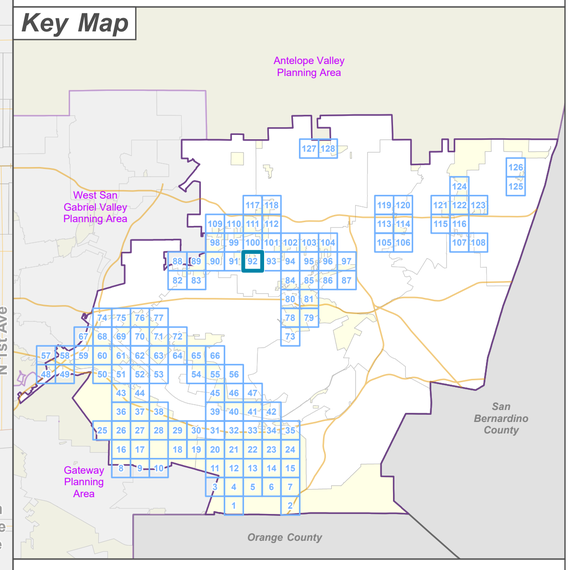
Zoned District(s): Irwindale

Zone Change
- R-1 - Single-Family Residence
- R-3 - Limited Density Multiple Residence

Base Layers
- Zoned District
- Parcels
- Unincorporated Area
- Incorporated City
- Map Series Grid

Street Types
- Primary
- Secondary
- Minor
- Railroad

Key Map



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Los Angeles County

East San Gabriel Valley Planning Area Zone Changes

Zoned District(s): Charter Oak

Zone Change

- R-1 - Single-Family Residence
- R-2 - Two-Family Residence
- MXD - Mixed Use Development
- C-2 - Neighborhood Business

Base Layers

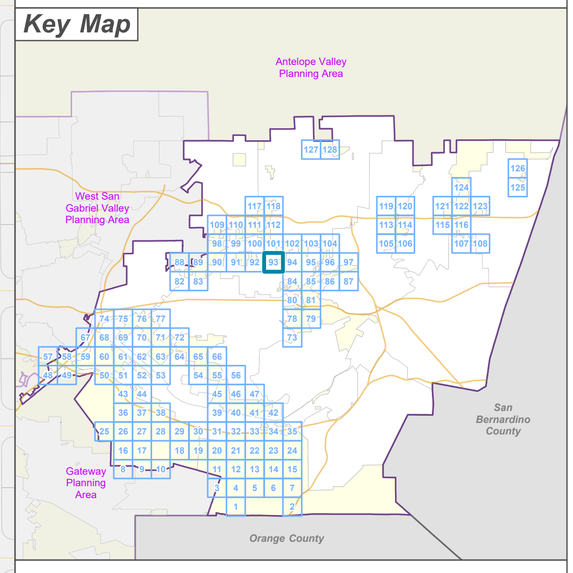
- Zoned District
- Parcels
- Unincorporated Area
- Incorporated City
- Map Series Grid

Street Types

- Primary
- Secondary
- Minor
- Private Road
- Railroad

A-1-7500 to R-2
A-1-7500 to R-2
A-1-7500 to R-2
A-1-7500 to R-2
C-2-BE to C-2
C-2-BE to MXD
C-3-BE to MXD
A-1-7500 to R-1-7500
A-1-7500 to R-1-7500
Charter Oak
A-1-7500 to R-1-7500
ZD: CHARTER OAK
A-1-7500 to R-1-7500
A-1-7500 to R-1-7500

Key Map



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East San Gabriel Valley Planning Area Zone Changes

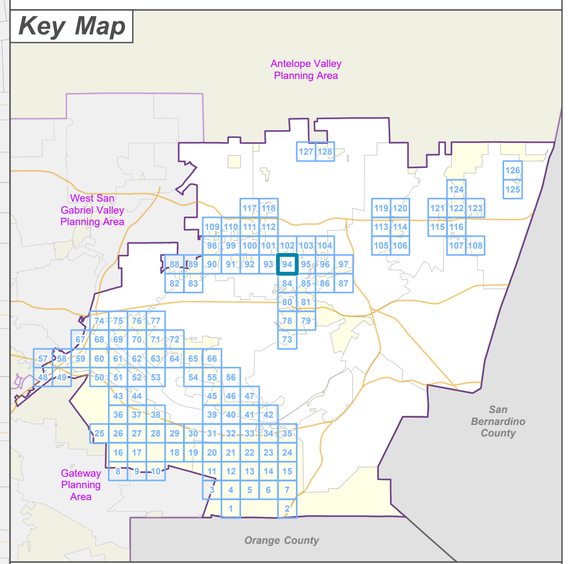
Zoned District(s): Charter Oak

Zone Change
- R-1 - Single-Family Residence
- R-2 - Two-Family Residence
- MXD - Mixed Use Development
- C-2 - Neighborhood Business
- C-3 - General Commercial
- O-S - Open Space

Base Layers
- Zoned District
- Parcels
- Unincorporated Area
- Incorporated City
- Map Series Grid

Street Types
- Primary
- Secondary
- Minor
- Private Road
- Railroad

Key Map



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Zoned District(s): Charter Oak

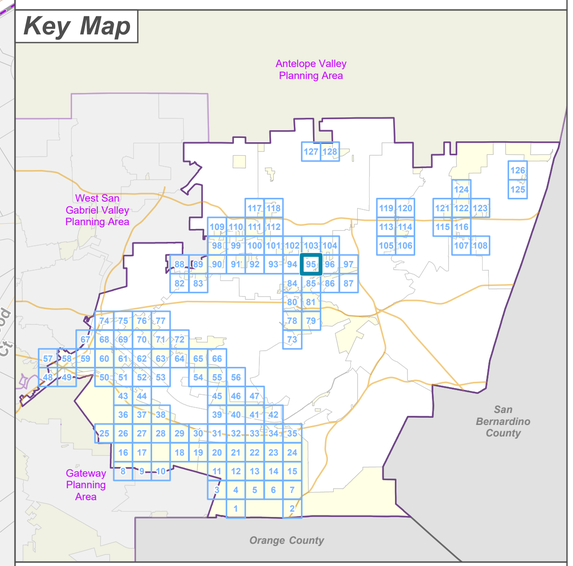
Zone Change
- R-1 - Single-Family Residence
- O-S - Open Space

Base Layers
- Zoned District
- Parcels
- Unincorporated Area
- Incorporated City
- Map Series Grid

Street Types
- Primary
- Secondary
- Minor
- Private Road
- Railroad

A-1-7500 to O-S
A-1-7500 to R-1-7500
A-1-10000 to R-1-10000
R-1-8500 to R-1-8000
ZD: CHARTER OAK
Charter Oak
Covina
San Dimas
E Covina Blvd
E Brookport St
E Benwood St
E Benbow St
E Cypress St
E Farland St
E Haller St
E Badillo St
E Edgecomb St
E Ruddock St
E Palm Dr
E Wingate St
Sachs Pl
E Colver Pl
Retford St
E Bellbrook St
N Darfield Ave
N Garsden Ave
N Lyman Ave
N Charter Dr
N Reeder Ave
Greer Ave
Barston Ave
Grammont Ave
N Sunflower Ave
Sherwood Ct
N Kidder Ave
N Henton Ave
Greenpark Ave
Farland St
N Stephora Ave
Garsden Ave
Charter Dr
Kinsella Ave
N Refford Knoll
N Banna Ave
Stephora Ave
102
103
104
94
96
84
85
86

Key Map



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Dept. of Regional Planning
320 W. Temple St.
Los Angeles, CA 90012

LA COUNTY PLANNING

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Los Angeles County

East San Gabriel Valley Planning Area Zone Changes

Zoned District(s): Charter Oak, San Dimas

Zone Change
- R-1 - Single-Family Residence
- RPD - Residential Planned Development
- O-S - Open Space

Base Layers
- Zoned District
- Parcels
- Unincorporated Area
- Incorporated City
- Map Series Grid

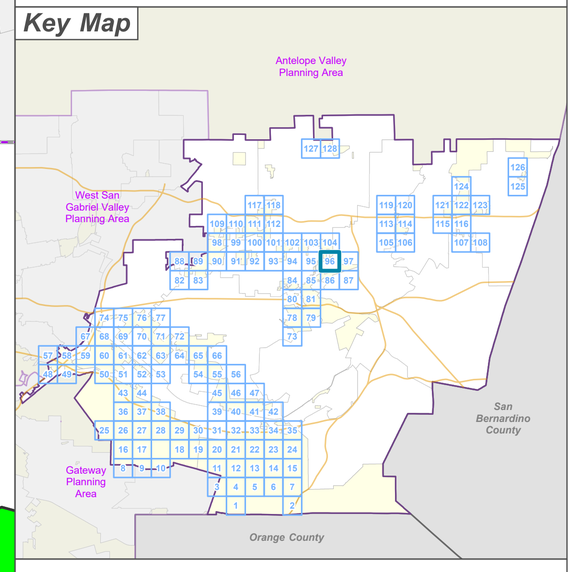
Street Types
- Primary
- Secondary
- Minor
- Private Road

A-1-7500 to R-1-7500
A-1-7500 to R-1-7500
R-A-7500 to R-1-7500
R-A-7500 to R-1-7500
A-1-7500 to R-1-7500
A-1-7500 to R-1-7500
ZD: CHARTER OAK
A-1-7500 to R-1-7500
Charter Oak
R-A-7500 to R-1-7500
Charter Oak
A-1-10000 to R-1-10000
A-1-10000 to R-1-10000
ZD: SAN DIMAS
West San Dimas
RPD-10000-3U to O-S
O-S to RPD-10000-3U

Covina
San Dimas
Brookport St
Glenoak Ave
E Bellbrook St
Bellbrook St
Asherton Ave
E Benwood St
E Benbow St
E Cypress St
Glen Arden Ave
E Covina Blvd
W Covina Blvd
W Badillo St
E Badillo St
N Castleview Ave
E Benbow St
S Treanor Ave
W Benbow St
W Cypress St
Blackrock Ct
Greystone Ct
Kimberly Ave
Rockhill Dr
Olive Hill
Wickham Ct
Tiverton Ct
Oxford Ct
Sheffield Ct
Greenwich Rd
Castlebury Ct
Cypress Wy
Windsor Dr
Somerset Dr
Berkshire Ct
Carlisle Ct
Prescott Ave
Airedale Ct
Thames Ct
Stonehenge Dr
Martingale Ct
Silver Bit Ct
Whitney Ct
Essex Rd
Cardiff Rd
Pembroke Rd
N Sunflower Ave
Nottingham Ln
Sherwood Ct
Hampshire Ct
Wellington Rd
Middleton Rd
Bishop Ln
Saint James Ct
Yorkshire Ct
Gainsborough Rd
Queensborough Dr
Valley Ctr
Edinburgh Rd

103 104 95 97 85 86 87

Key Map



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Los Angeles County

East San Gabriel Valley Planning Area Zone Changes

Zoned District(s): San Dimas

Zone Change

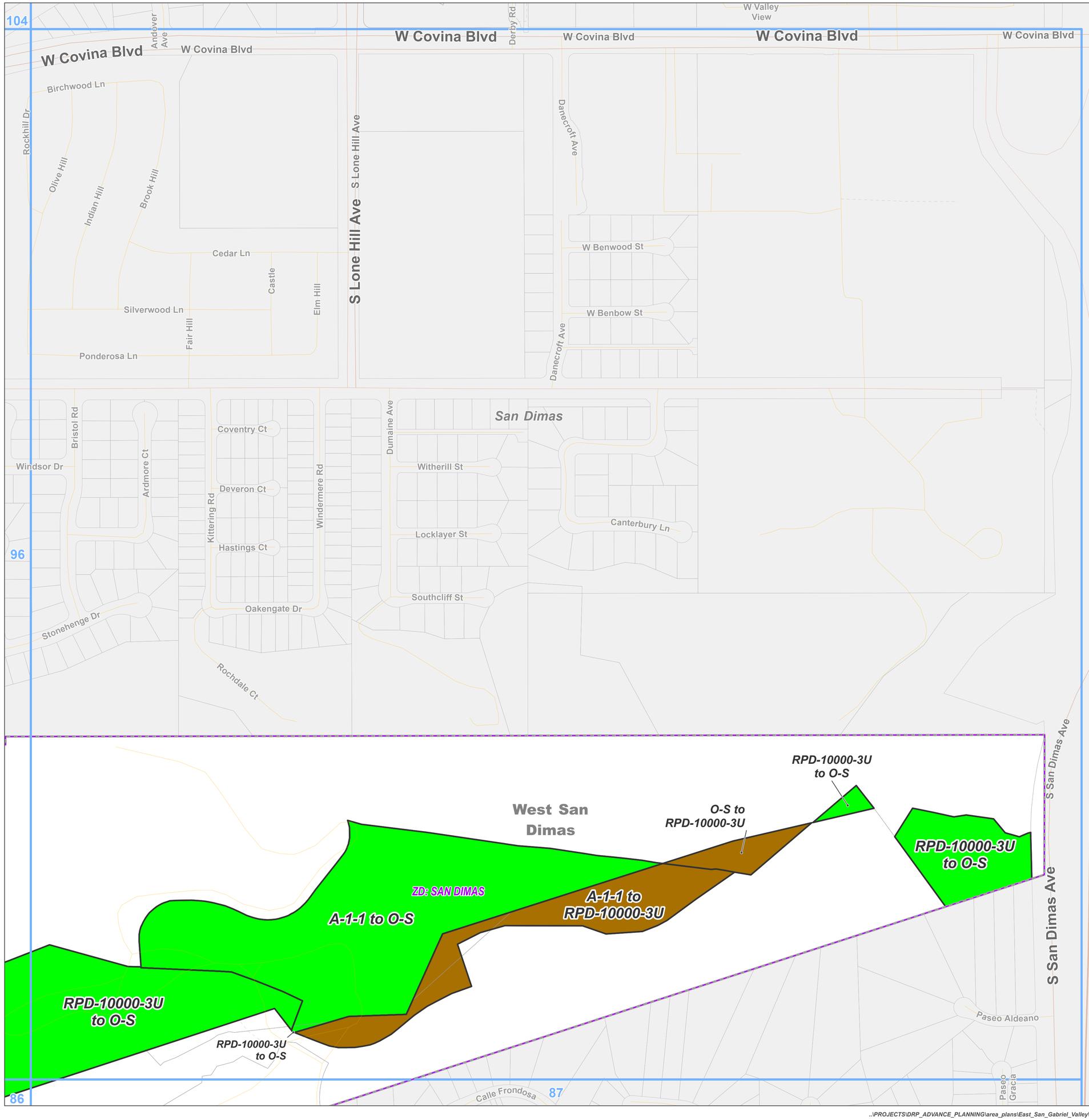
- RPD - Residential Planned Development
- O-S - Open Space

Base Layers

- Zoned District
- Parcels
- Unincorporated Area
- Incorporated City
- Map Series Grid

Street Types

- Freeway
- Primary
- Secondary
- Minor
- Ramp
- Private Road



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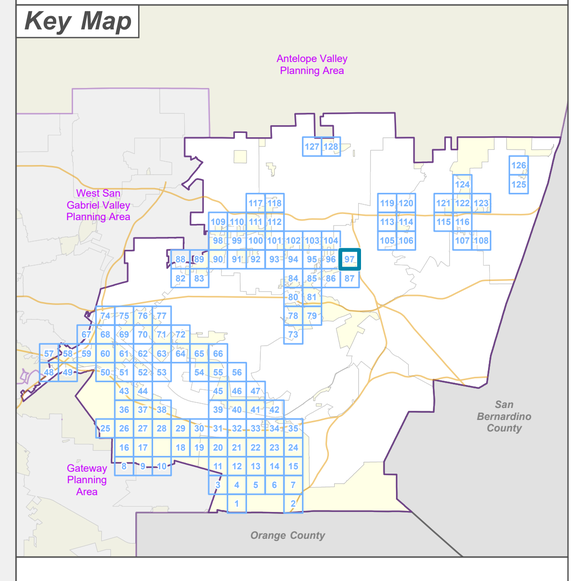

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Los Angeles County

East San Gabriel Valley Planning Area Zone Changes

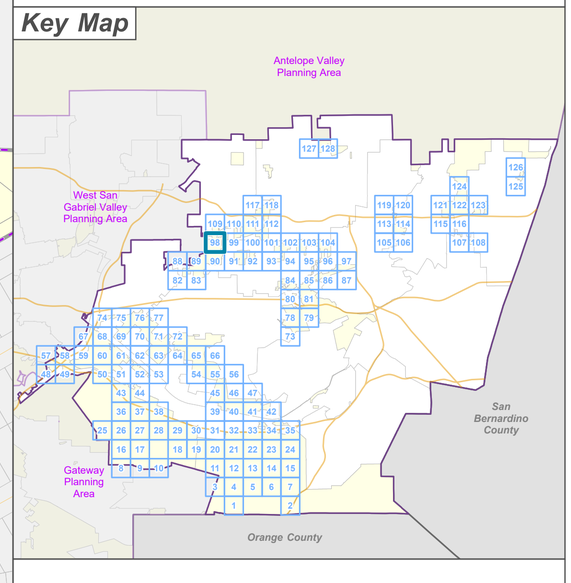
Zoned District(s): Irwindale

Zone Change
- R-1 - Single-Family Residence
- R-2 - Two-Family Residence
- R-3 - Limited Density Multiple Residence
- C-1 - Restricted Business
- C-2 - Neighborhood Business
- C-3 - General Commercial
- IT - Institutional

Base Layers
- Zoned District
- Parcels
- Unincorporated Area
- Incorporated City
- Map Series Grid
- Surrounding Planning Area

Street Types
- Highway
- Primary
- Secondary
- Minor
- Private Road

Key Map



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East San Gabriel Valley Planning Area Zone Changes

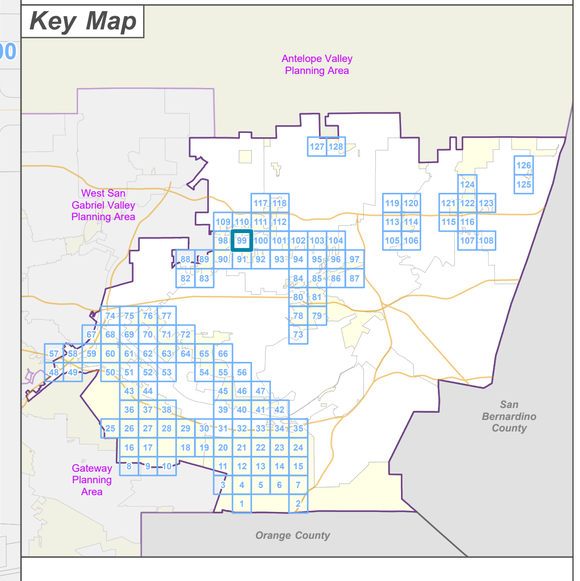
Zoned District(s): Irwindale

Zone Change
- R-1 - Single-Family Residence
- R-2 - Two-Family Residence
- IT - Institutional

Base Layers
- Zoned District
- Parcels
- Unincorporated Area
- Incorporated City
- Map Series Grid

Street Types
- Highway
- Primary
- Secondary
- Minor
- Private Road

Key Map



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Los Angeles County

East San Gabriel Valley Planning Area Zone Changes

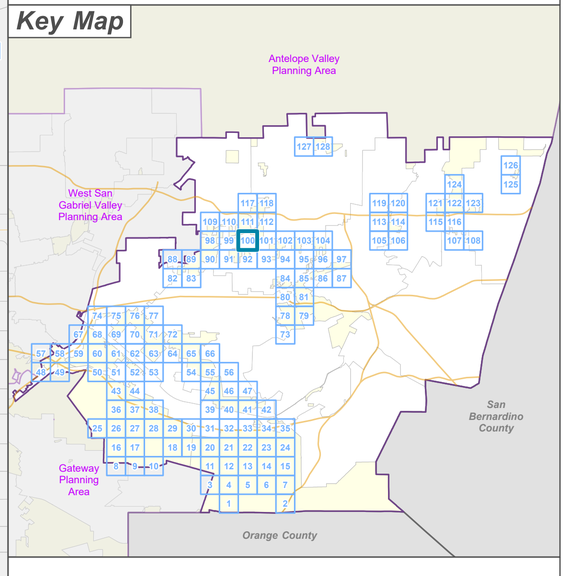
Zoned District(s): Azusa - Glendora, Irwindale

Zone Change
- R-1 - Single-Family Residence
- IT - Institutional

Base Layers
- Zoned District
- Parcels
- Unincorporated Area
- Incorporated City
- Map Series Grid

Street Types
- Primary
- Secondary
- Minor

Key Map



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Los Angeles County

East San Gabriel Valley Planning Area Zone Changes

Zoned District(s): Azusa - Glendora, Charter Oak

R-A-7500 to R-1-7500

A-1-6000 to R-1-7500

A-1-6000 to R-1-6000

A-1-7500 to C-1

ZD: AZUSA - GLENDORA

A-1-7500 to R-1-7500

A-1-7500 to R-2

C-2-BE to MXD

R-3 to R-4

ZD: CHARTER OAK

Covina Islands

Glendora

Covina

Charter Oak

Newburgh St
E Weather Rd
E Laxford Rd
Woodcroft St
E Arrow Hwy
W Arrow Hwy
W Bonita Ave
W Laxford St
W Woodcroft Ave
W Carter Dr
Millburgh Ave
E Stephanie Dr
E Calora St
E Nubia St
E Groverdale St
E Tudor St
E Greenhaven St
E Cienega Ave
E Covina Blvd
Covina Blvd
Arrow Grand Cir
Briargate Ln
Grandview Ave
N Oakbank Dr
Calera Ave
N Fairvalley Ave
N Calera Ave
N Traymore Ave
Baranca Ave
N Prospero Dr
S Prospero Dr
Starcrest Dr
N Starcrest Dr
S Vecino Ave
N Vecino Dr
Dale Rd
S Burton Rd
N Brightview Dr
N Delay Ave
N De Lay Ave
S Grand Ave
N Grand Ave

111 112 100 102 92 93 94

Zone Change

- R-1 - Single-Family Residence
- R-2 - Two-Family Residence
- R-4 - Medium Density Multiple Residence
- MXD - Mixed Use Development
- C-1 - Restricted Business

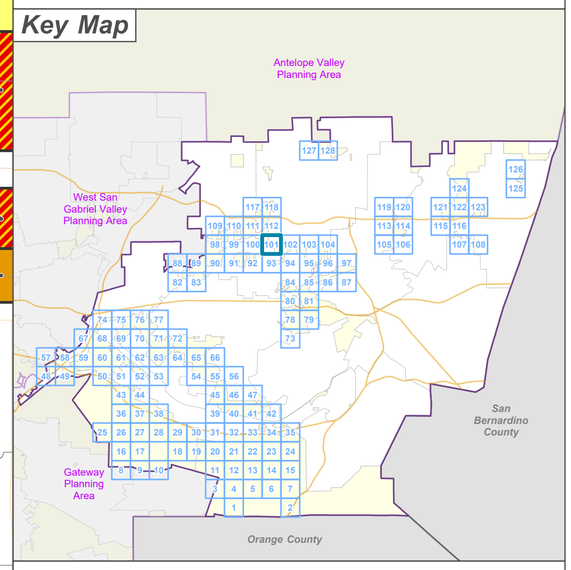
Base Layers

- Zoned District
- Parcels
- Unincorporated Area
- Incorporated City
- Map Series Grid

Street Types

- Primary
- Secondary
- Minor

Key Map



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Los Angeles County

East San Gabriel Valley Planning Area Zone Changes

Zoned District(s): Charter Oak

Zone Change

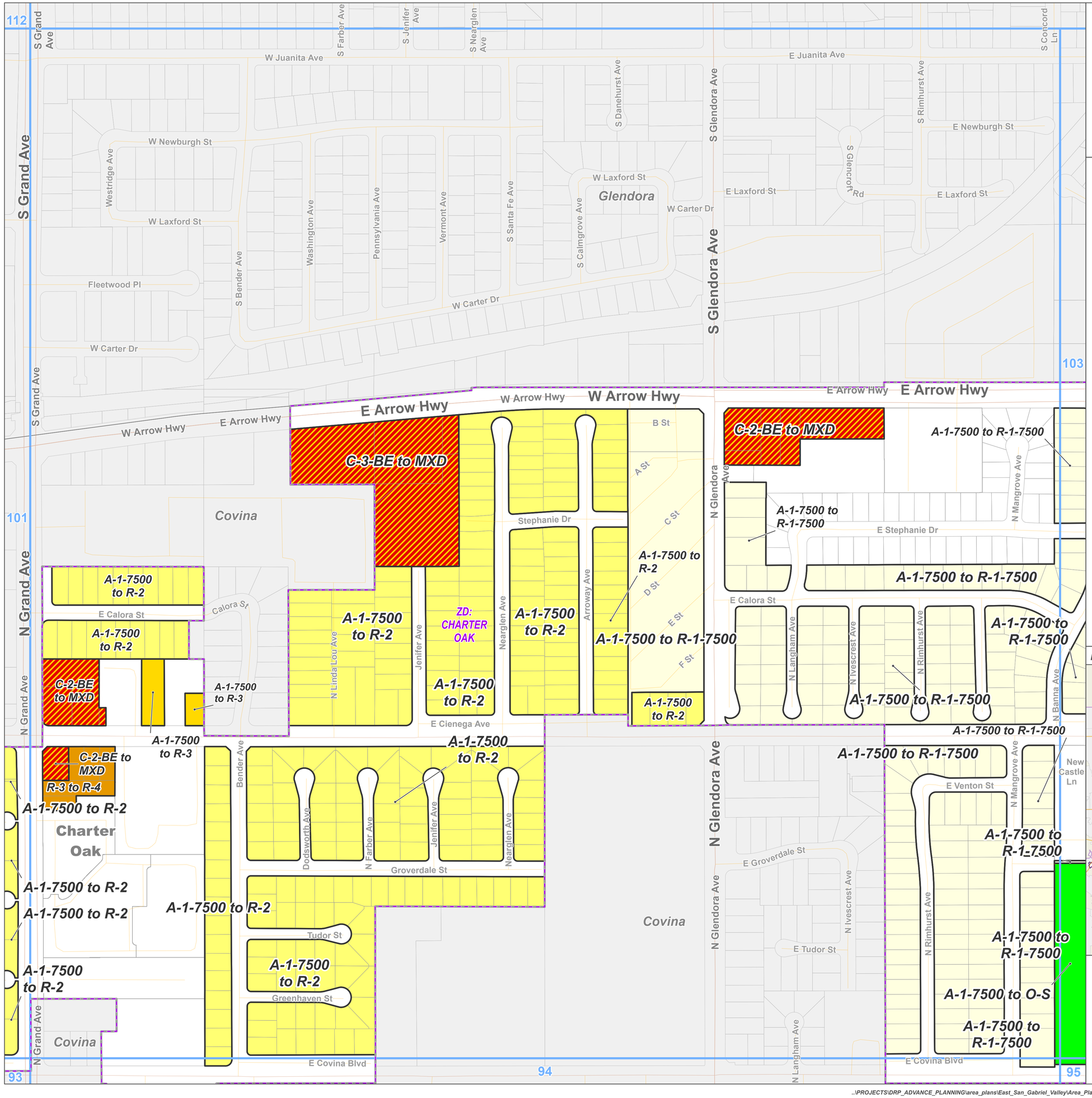
- R-1 - Single-Family Residence
- R-2 - Two-Family Residence
- R-3 - Limited Density Multiple Residence
- R-4 - Medium Density Multiple Residence
- MXD - Mixed Use Development
- O-S - Open Space

Base Layers

- Zoned District
- Parcels
- Unincorporated Area
- Incorporated City
- Map Series Grid

Street Types

- Primary
- Secondary
- Minor



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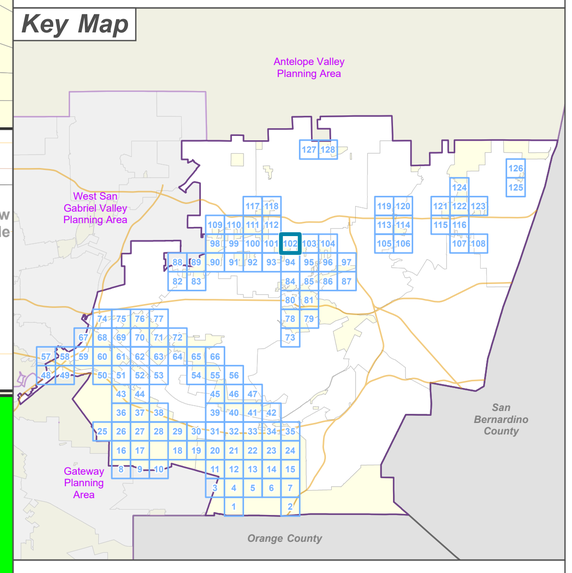

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Los Angeles County

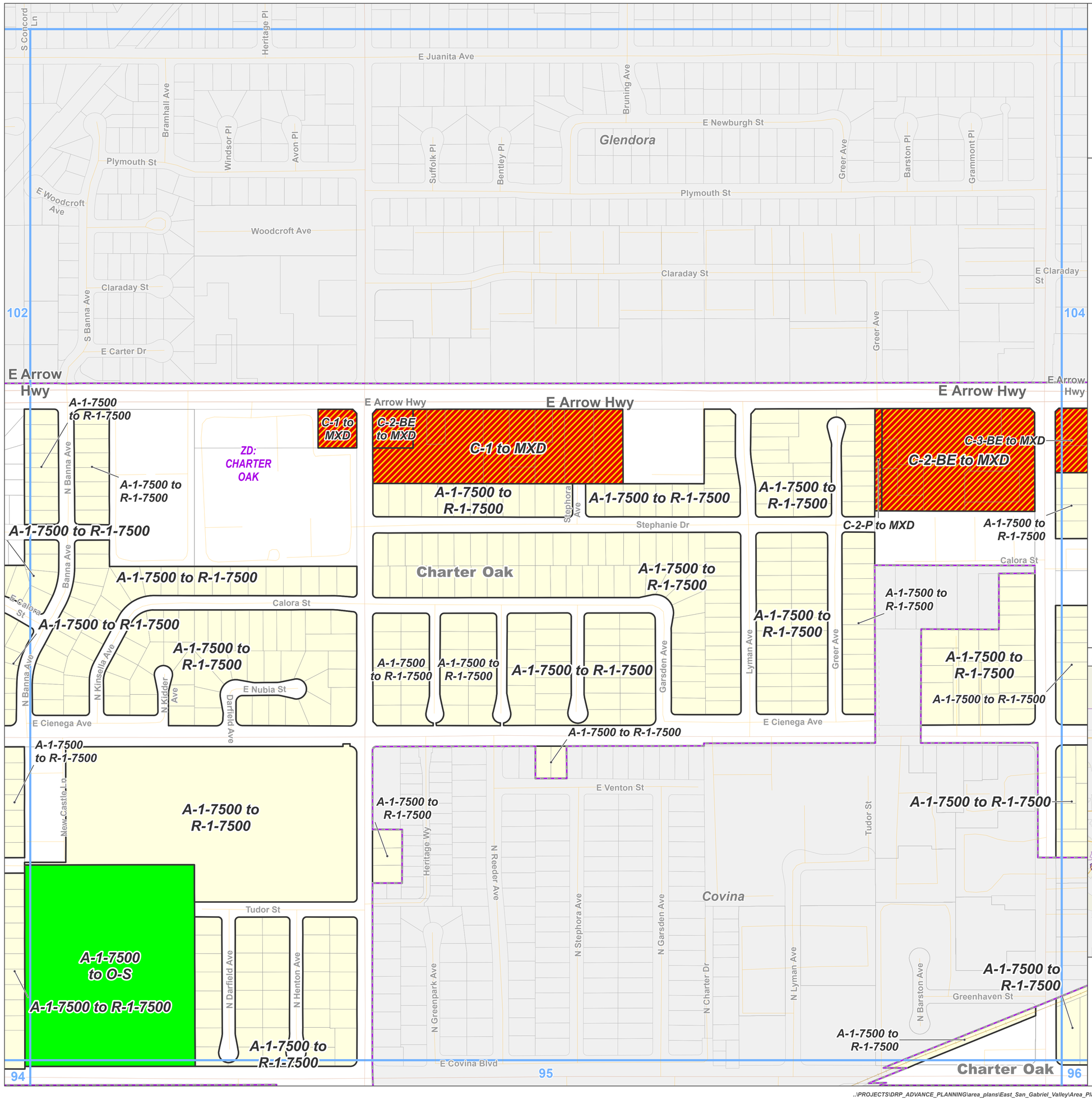
East San Gabriel Valley Planning Area Zone Changes

Zoned District(s): Charter Oak

Zone Change
- R-1 - Single-Family Residence
- MXD - Mixed Use Development
- O-S - Open Space

Base Layers
- Zoned District
- Parcels
- Unincorporated Area
- Incorporated City
- Map Series Grid

Street Types
- Primary
- Secondary
- Minor
- Private Road
- Railroad



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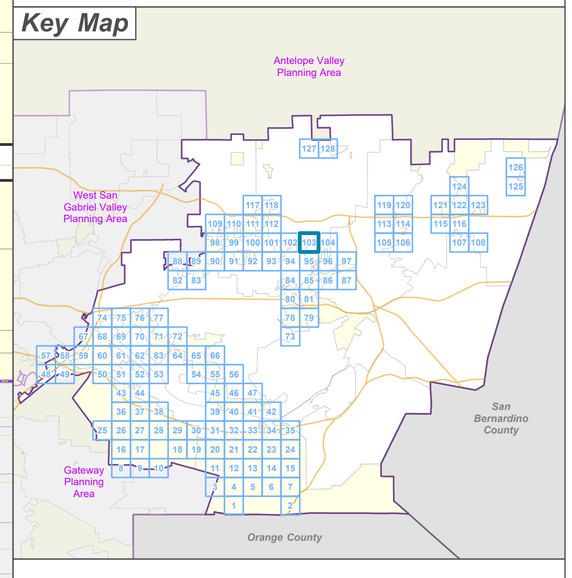

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Los Angeles County

East San Gabriel Valley Planning Area Zone Changes

Zoned District(s): Charter Oak, San Dimas

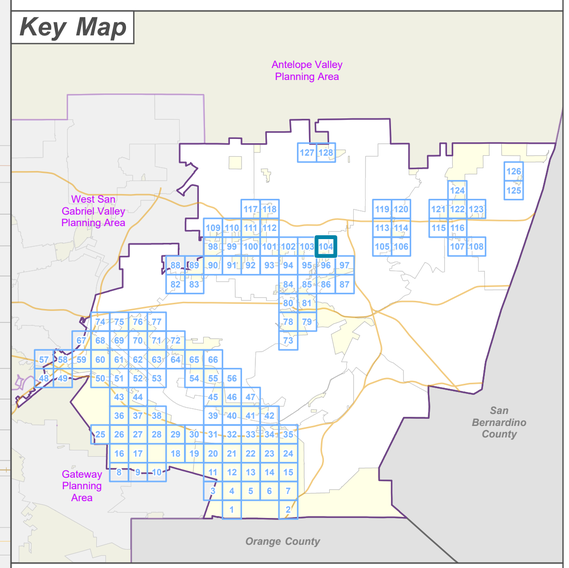
Zone Change
- R-1 - Single-Family Residence
- R-2 - Two-Family Residence
- MXD - Mixed Use Development

Base Layers
- Zoned District
- Parcels
- Unincorporated Area
- Incorporated City
- Map Series Grid

Street Types
- Primary
- Secondary
- Minor
- Private Road
- Railroad

E Arrow Hwy
E Arrow Hwy
E Arrow Hwy
E Arrow
W Arrow Hwy
W Arrow Hwy
E Juanita Ave
W Juanita Ave
S Burnaby Dr
N Shellman Ave
E Plymouth Ct
E Plymouth St
S Burnaby Dr
S Bradford Dr
S Treanor Ave
S Willow Ave
S Chelsea Pl
Glendora
E Claraday St
Carew St
Nugget Ct
Kennedy Rd
Stanwick Dr
N Rennell Ave
S Candish Ave
Strawberry Ln
Glenview Ln
Goldrush Dr
Sutter Ct
W Saint George Dr
Ford Wy
103
C-3-BE to MXD
C-3-BE to MXD
A-1-7500 to R-1-7500
Charter Oak
Calora St
A-1-7500 to R-1-7500
A-1-7500 to R-1-7500
A-1-7500 to R-2
E Nubia St
A-1-7500 to R-1-7500
N Asherton Ave
N Glen Arden Ave
N Treanor Ave
ZD: SAN DIMAS
A-1-7500 to R-1-7500
ZD: CHARTER OAK
A-1-7500 to R-1-7500
N Burnaby Dr
Glen Arden Ave
R-A-7500 to R-1-7500
Willow Ave
Castleview Ave
Venton St
Tudor St
W Tudor St
Covina
Greenhaven St
Greenhaven St
N Burnaby Dr
Glen Arden Ave
Candish Ave
San Dimas
Castleview Ave
E Cloverton St
E Covina Blvd
A-1-7500 to R-1-7500
R-A-7500 to R-1-7500
95
96
97
Bentley Ct
Ingleton Ave
Abbey Ct
Shire Ct
S Rennell Ave
Eaton Rd
San Dimas
Elm
Pine
Olive
Peach
Apple
Fir
Maple
Darwood Ave
S Shellman Ave
Kimberly Ave
Oakglen Ct
S San Oaks Dr
Greenhaven St
S Darwood Ave
S Shellman Ave
Kimberly Ave
Hansel Ln

Key Map



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Los Angeles County

East San Gabriel Valley Planning Area Zone Changes

Zoned District(s): San Dimas

R-A-7500 to R-1-7500

ZD: SAN DIMAS

Zone Change

- R-1 - Single-Family Residence

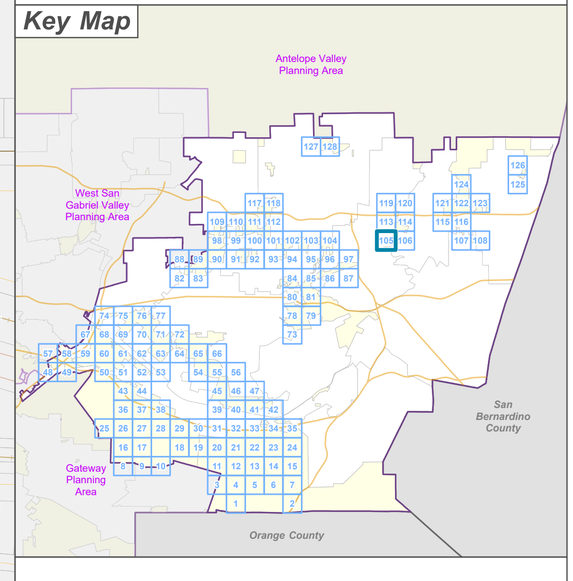
Base Layers

- Zoned District
- Parcels
- Unincorporated Area
- Incorporated City
- Map Series Grid

Street Types

- Primary
- Secondary
- Minor
- Private Road
- Railroad

Key Map



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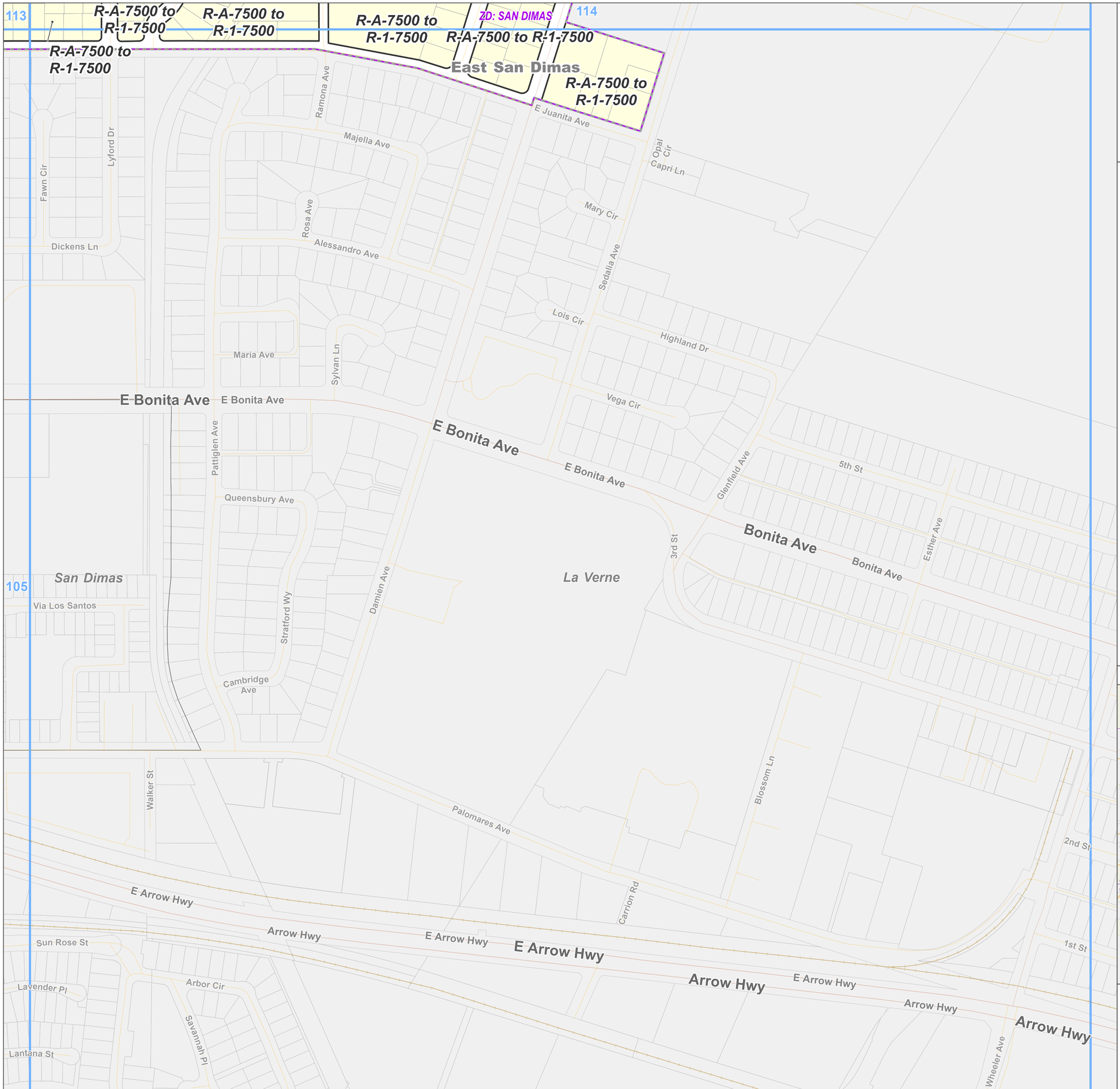


Los Angeles County

East San Gabriel Valley Planning Area Zone Changes

Zoned District(s): San Dimas

Zone Change

- R-1 - Single-Family Residence

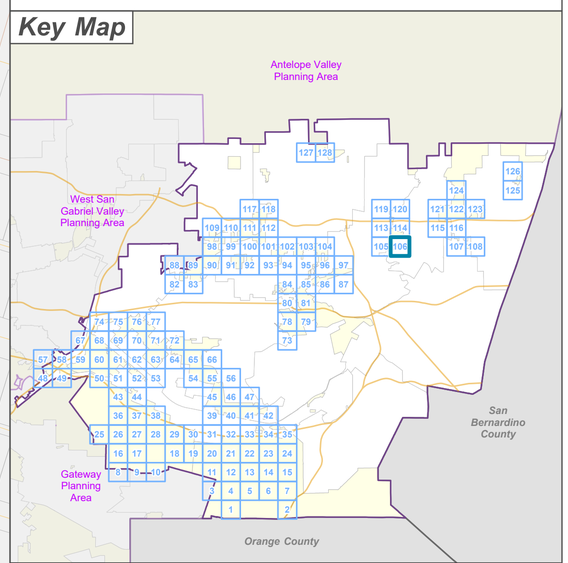
Base Layers

- Zoned District
- Parcels
- Unincorporated Area
- Incorporated City
- Map Series Grid

Street Types

- Primary
- Secondary
- Minor
- Railroad

Key Map



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Los Angeles County

East San Gabriel Valley Planning Area Zone Changes

Zoned District(s): North Claremont

115 116 108

A-1-10000 to R-1-10000

ZD: NORTH CLAREMONT

North Pomona

La Verne

Claremont

Pomona

Foothill Blvd

W Foothill Blvd

E Foothill Blvd

N Garey Ave

Deerfield Pl

Live Oak Dr

Williams Ave

Serrano Pl

Falcon St

Emerald Ln

Jade Wy

Ruby Wy

Coral Wy

Opal Ln

Fuego Ave

Robin Wy

Drake St

Markway Ln

Ivy Ct

Dawn View Ave

Crest Cove

French Ln

W Grove St

Shasta St

Gladstone St

Whitney Ave

Highgate Ave

Hickory Ave

Gayridge St

Grayburn St

Gramercy St

Glencrest St

Gladstone St

W Harrison Ave

Arcana Ct

Abbott St

Aldama Ave

Eton Pl

Lublin St

Browning Ave

Fanshaw Ave

Foxbury Ave

Fortner Wy

Vamana St

Valera Ave

E Grove St

Verdugo St

Merrifield Ave

Foxpark Dr

Silverdale Dr

Sumner Ave

Battram St

Hollander St

Hammond St

Stanwood Ave

Edwin St

Mural Dr

W Richbrook Dr

Flaxton St

Silverleaf Ct

Emory Wy

Outer Dr

Crane

Finch

Dove

Swan

Berrian St

Reims St

W Reims St

Fort Lewis Dr

Sumner Ave

Zone Change

- R-1 - Single-Family Residence

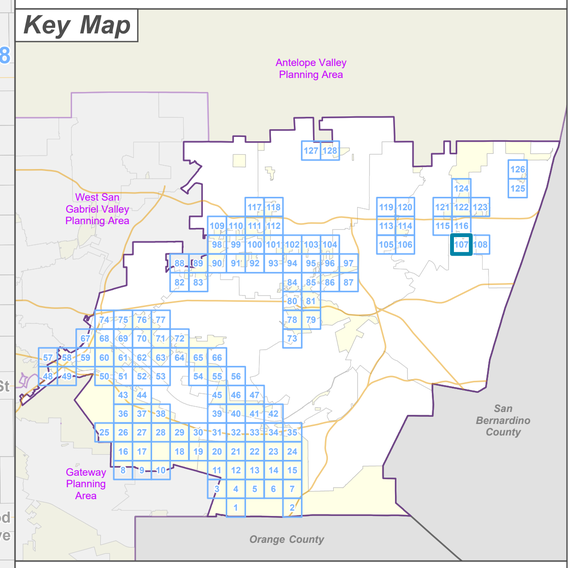
Base Layers

- Zoned District
- Parcels
- Unincorporated Area
- Incorporated City
- Map Series Grid

Street Types

- Highway
- Primary
- Secondary
- Minor
- Private Road

Key Map



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Los Angeles County

East San Gabriel Valley Planning Area Zone Changes

Zoned District(s): North Claremont

Zone Change

- R-1 - Single-Family Residence

Base Layers

- Zoned District
- Parcels
- Unincorporated Area
- Incorporated City
- Map Series Grid

Street Types

- Highway
- Primary
- Secondary
- Minor

116

107

A-1-10000 to R-1-10000

A-1-10000 to R-1-10000

A-1-10000 to R-1-10000

A-1-10000 to R-1-10000

ZD: NORTH CLAREMONT

North Pomona

Claremont

Pomona

Parkwood Ln

Towne Park Cir

Mural Dr

Lynoak Dr

N Towne Ave

Whittier Ave

Ottawa Dr

W Ottawa Dr

Niagara Ave

N Ashland Ave

N Wells Ave

N Tulane Rd

W Wellesley Dr

W Richmond Dr

W Reed Dr

W Purdue Dr

N Regis Ave

Santa Barbara Dr W

E Foothill Blvd

W Foothill Blvd

W 12th St

Stephen Ave

W Richbrook Dr

Woodbend Dr

Silverdale Dr

Foxpark Dr

Amador St

W Santa Clara Ave

Duke Ave

Campus Ave

Whitman Ave

Delta Pl

Vanderbilt Ave

W 11th St

Alley 10

W 10th St

Alley 14

W 9th St

Alley 16

W 8th St

W 7th St

E Grove St

Culmore St

Butte St

Pomona Ct

Lansbury Ave

Sweetland St

Edwin St

Hollander St

Stanwood Ave

Jayson Ct

Huston St

Sterling St

Stanton St

Rex Ct

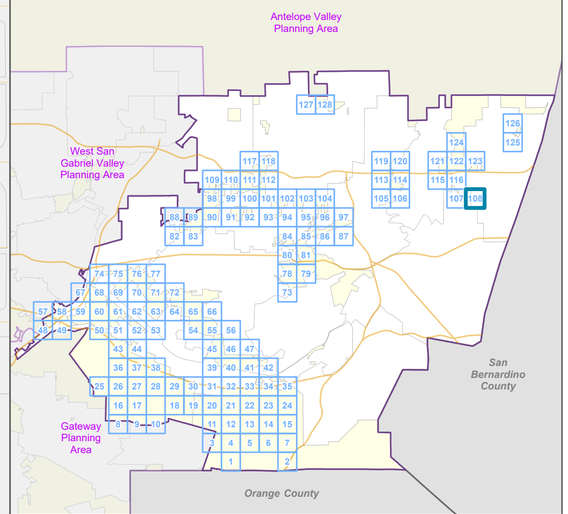
Rhodelia Ave

Northwestern Ave

California Dr

N Cambridge Ave

Key Map



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East San Gabriel Valley Planning Area Zone Changes

Zoned District(s): Irwindale

Zone Change

- R-1 - Single-Family Residence
- R-2 - Two-Family Residence
- C-3 - General Commercial
- IT - Institutional
- O-S - Open Space

Base Layers

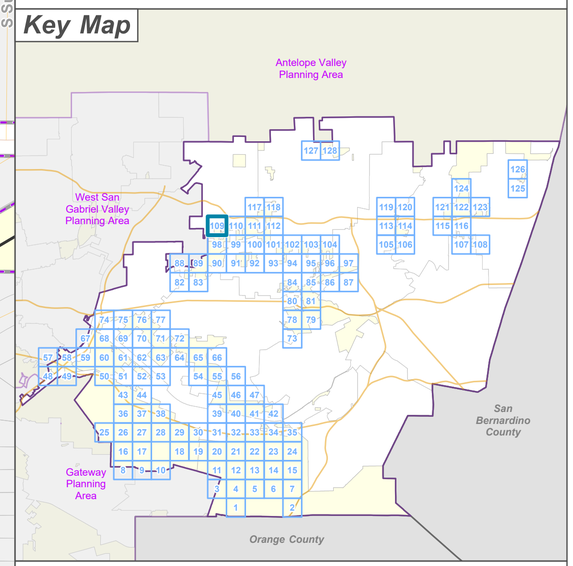
- Zoned District
- Parcels
- Unincorporated Area
- Incorporated City
- Map Series Grid
- Surrounding Planning Area

Street Types

- Secondary
- Minor
- Private Road

W 1st St
Parkside St
Parkside Ave
Zamara St
Torreon Ave
S Aspan Ave
Jerez St
Jerez Ave
S Virginia Ave
S Louise Ave
S Lemon Ave
S Orange Ave
San Gabriel Pl
110
Momax Ave
Aspan Ave
Jackson Ave
Solem Ave
Solem St
W Paramount St
Azusa
S Mira Loma Dr
S Jackson Ave
S Aspan Ave
S Virginia Ave
S Vernon Ave
S Louise Ave
Grandview Dr
S Enid Ave
S Orange Ave
S Sunset Ave
S Clydebank Ave
Aspan Ave
A-1 to R-1
N Gareloch Ave
Astell Ave
N Roxburgh Ave
C-3-BE to C-3
C-3-BE to C-3
Carbon St
Adobe St
Boulder St
Diamond St
E Payson St
A-1-6000 to R-1-6000
A-1-6000 to R-1-6000
E Orkney St
N Clydebank Ave
ZD: IRWINDALE
A-1 to O-S
Kirkwall Rd
Lark Ellen Ave
A-1 to R-1
W Kirkwall Rd
A-1 to R-1-6000
N Enid Ave
N Banewall Ave
N Leaf Ave
East Irwindale
E Renwick Rd
Renwick Rd
A-1 to IT
A-1-6000 to IT
N Roxburgh Ave
S Lark Ellen Ave
E Newburgh St
A-1-6000 to R-2
98
99
West San Gabriel Valley Planning Area

Key Map



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Los Angeles County

East San Gabriel Valley Planning Area Zone Changes

Zoned District(s): Azusa - Glendora, Irwindale

Zone Change
- R-1 - Single-Family Residence
- R-2 - Two-Family Residence
- C-2 - Neighborhood Business
- IT - Institutional

Base Layers
- Zoned District
- Parcels
- Unincorporated Area
- Incorporated City
- Map Series Grid

Street Types
- Freeway
- Highway
- Primary
- Secondary
- Minor
- Ramp

R-A-6000 to R-1-6000

R-A-6000 to R-1-6000

ZD: AZUSA - GLENDORA

ZD: IRWINDALE

East Irwindale

A-1 to R-1

A-1-6000 to R-1-6000

C-2-BE to C-2

A-1-6000 to R-1-6000

A-1-6000 to R-1-6000

A-1-6000 to R-1-6000

A-1-6000 to R-1-6000

A-1-6000 to R-1-6000

A-1-6000 to R-1-6000

A-1-6000 to R-1-6000

A-1-6000 to R-1-6000

A-1-6000 to R-1-6000

A-1-6000 to R-1-6000

A-1-6000 to R-1-6000

A-1-6000 to R-1-6000

A-1-6000 to IT

A-1-6000 to R-2

A-1-6000 to IT

A-1-6000 to IT

A-1-6000 to IT

A-1-6000 to R-1-6000

A-1-6000 to R-1-6000

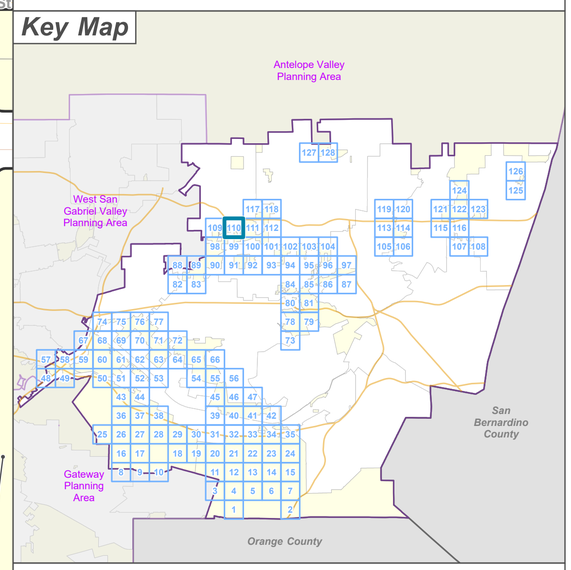
A-1-6000 to R-1-6000

A-1-6000 to R-2

Azusa

Covina Islands

Key Map



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Los Angeles County

East San Gabriel Valley Planning Area Zone Changes

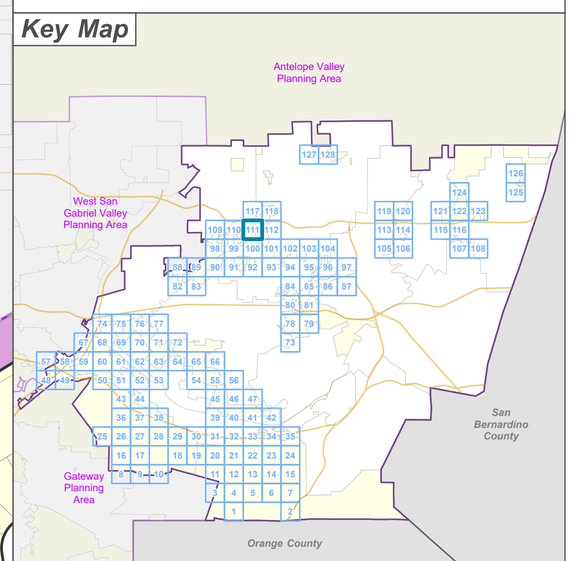
Zoned District(s): Azusa - Glendora, Irwindale

Zone Change
- R-1 - Single-Family Residence
- IT - Institutional

Base Layers
- Zoned District
- Parcels
- Unincorporated Area
- Incorporated City
- Map Series Grid

Street Types
- Freeway
- Primary
- Secondary
- Minor
- Ramp

Key Map



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Los Angeles County

East San Gabriel Valley Planning Area Zone Changes

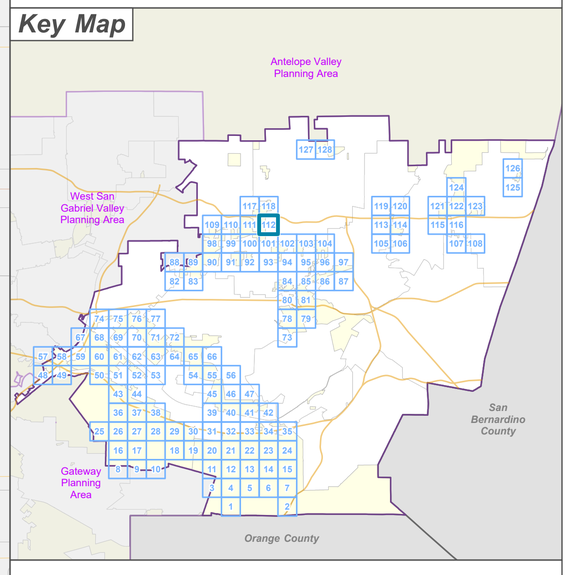
Zoned District(s): Azusa - Glendora

Zone Change
- R-1 - Single-Family Residence
- C-1 - Restricted Business
- IT - Institutional
- O-S - Open Space

Base Layers
- Zoned District
- Parcels
- Unincorporated Area
- Incorporated City
- Map Series Grid

Street Types
- Freeway
- Primary
- Secondary
- Minor
- Ramp
- Private Road

Key Map



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Los Angeles County

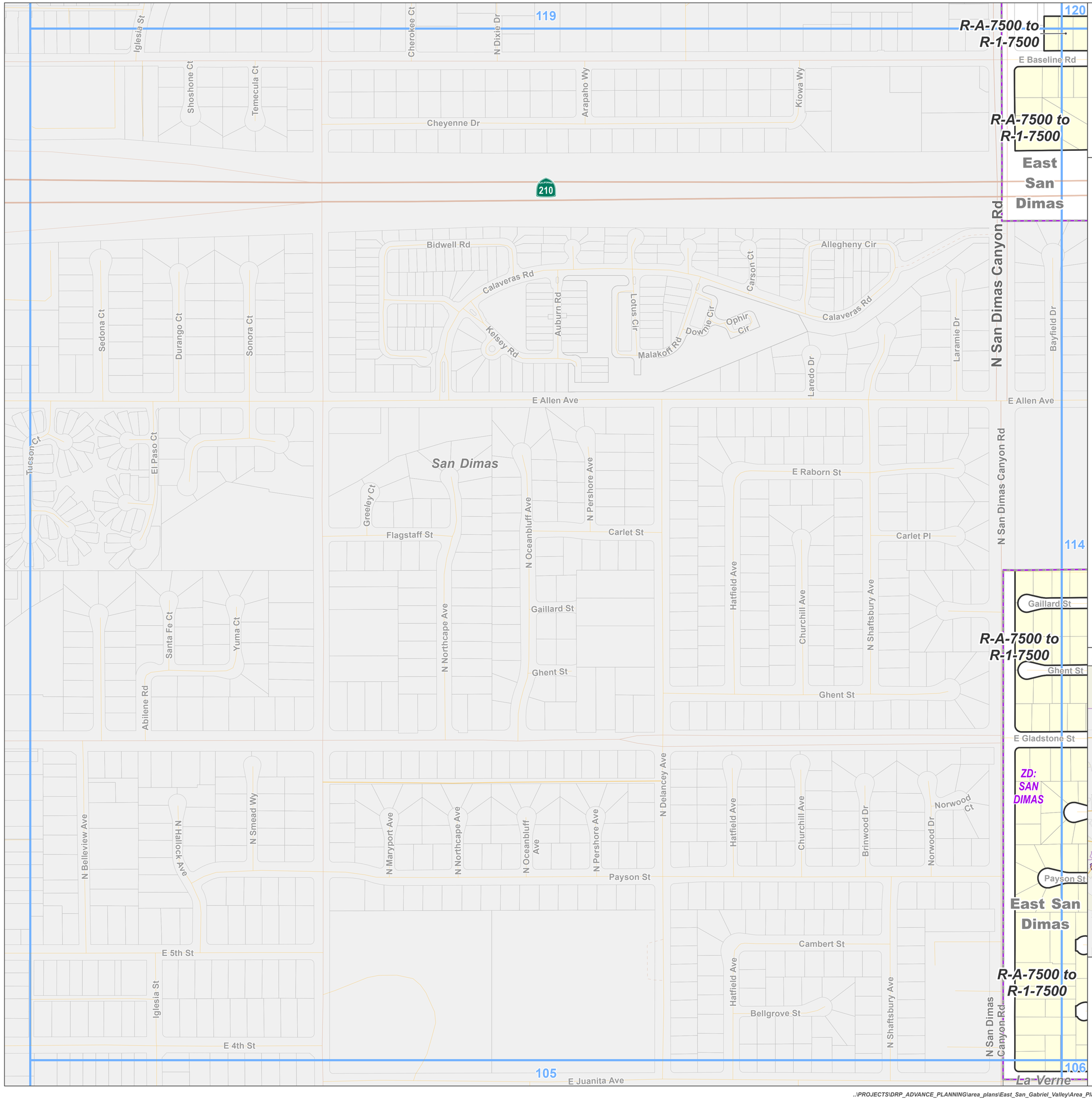
East San Gabriel Valley Planning Area Zone Changes

Zoned District(s): San Dimas

Zone Change
- R-1 - Single-Family Residence

Base Layers
- Zoned District
- Parcels
- Unincorporated Area
- Incorporated City
- Map Series Grid

Street Types
- Freeway
- Primary
- Secondary
- Minor
- Ramp
- Alley
- Private Road



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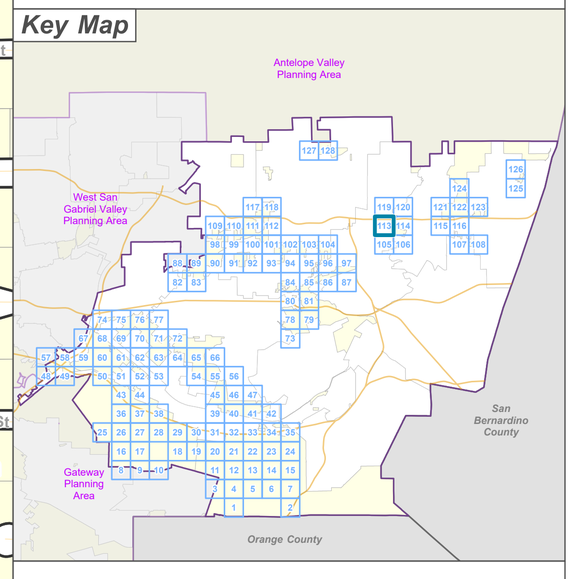

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Los Angeles County

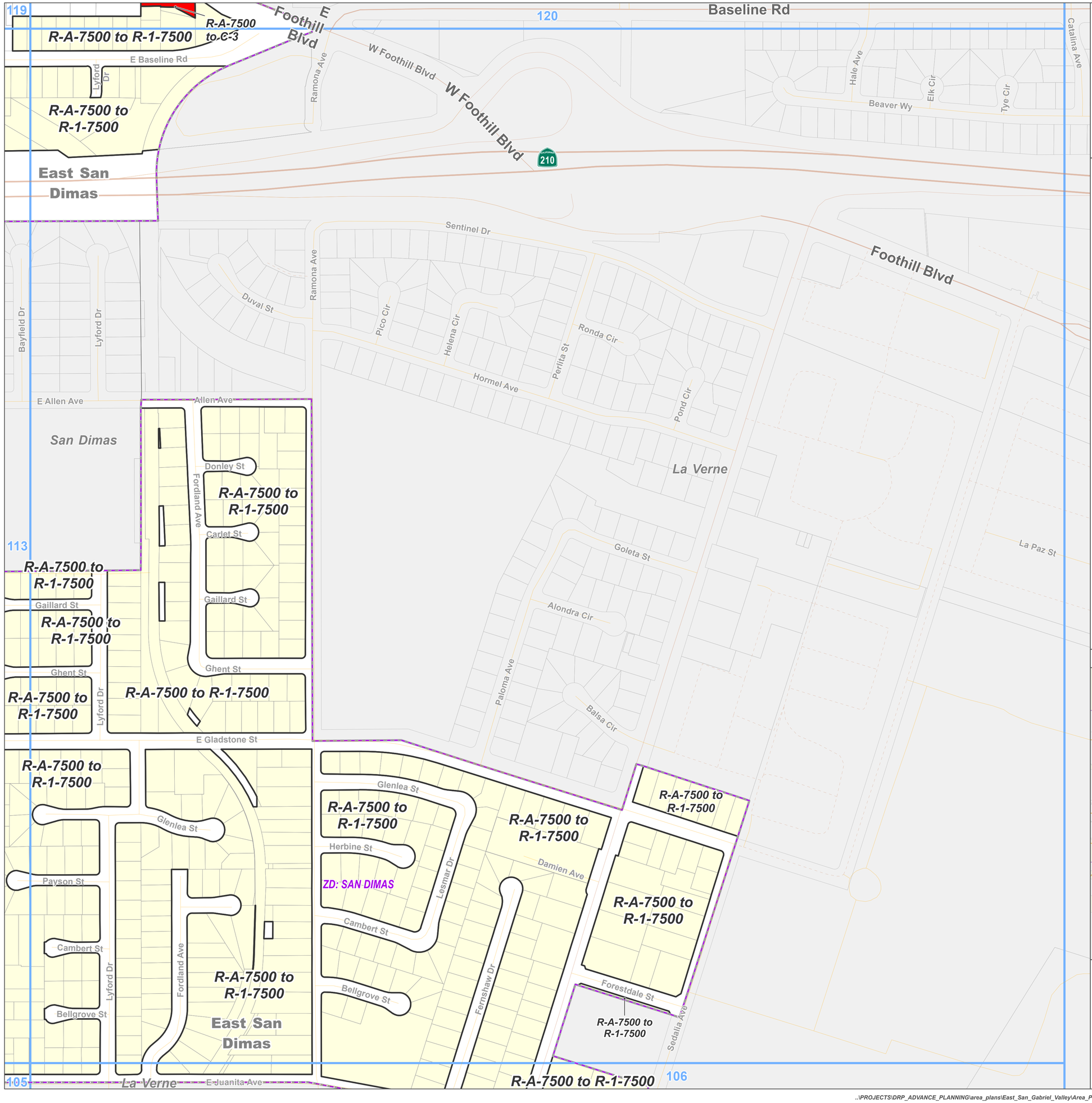
East San Gabriel Valley Planning Area Zone Changes

Zoned District(s): San Dimas

Zone Change
- R-1 - Single-Family Residence
- C-3 - General Commercial

Base Layers
- Zoned District
- Parcels
- Unincorporated Area
- Incorporated City
- Map Series Grid

Street Types
- Freeway
- Highway
- Primary
- Secondary
- Minor
- Ramp
- Private Road



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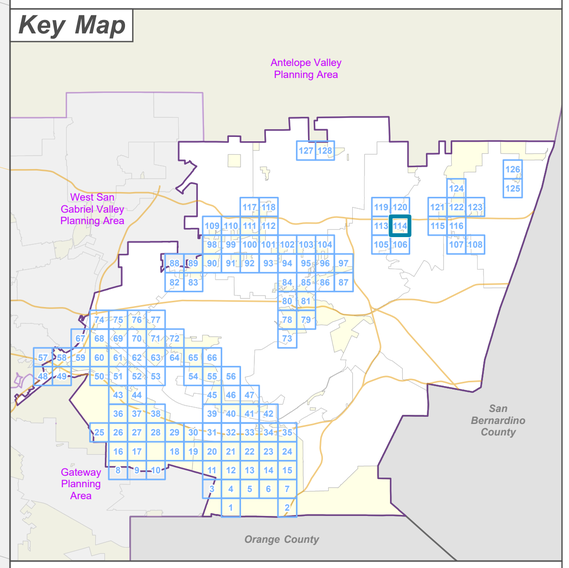

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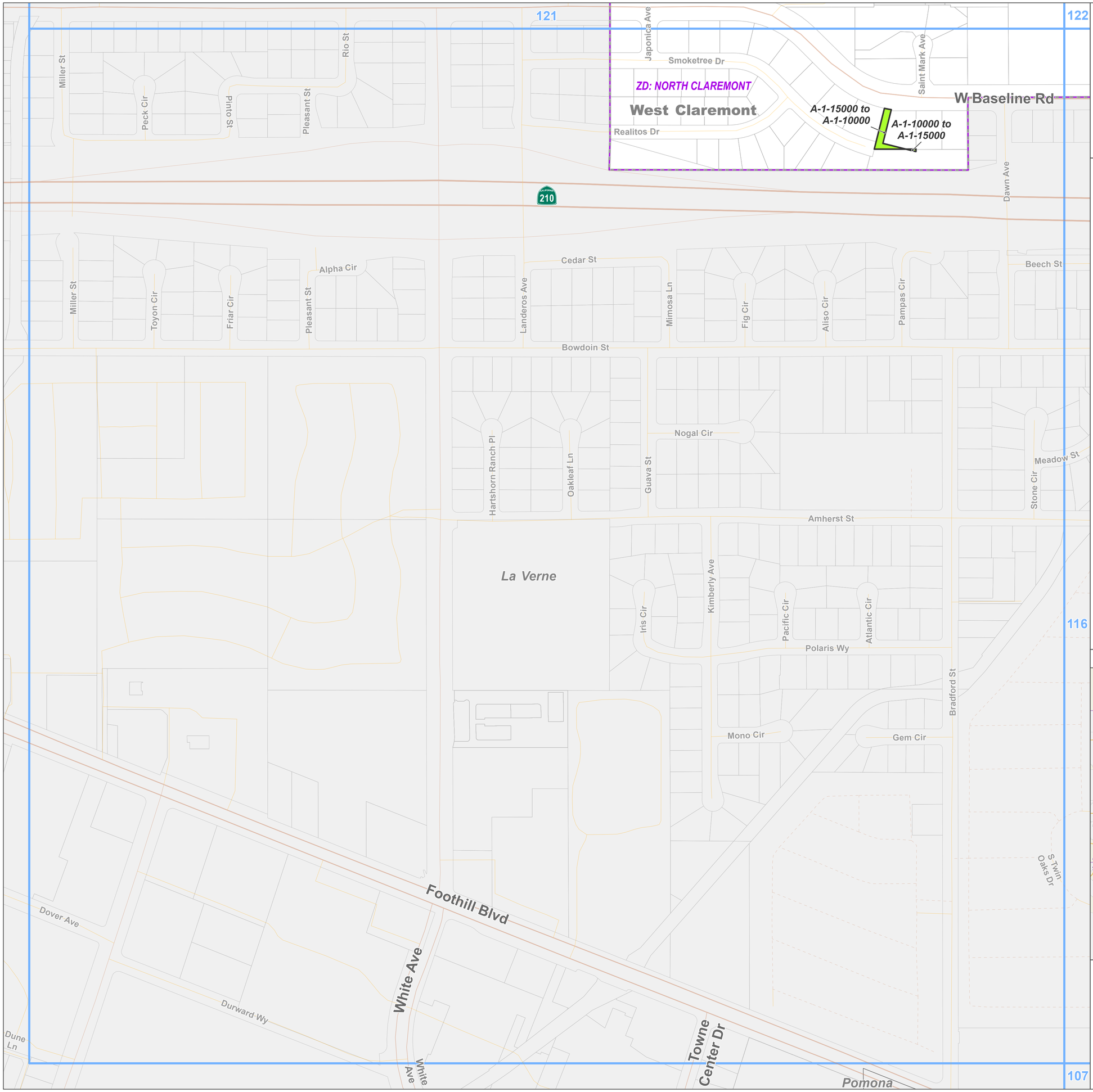
Los Angeles County

East San Gabriel Valley Planning Area Zone Changes

Zoned District(s): North Claremont



Zone Change

- A-1 - Light Agriculture

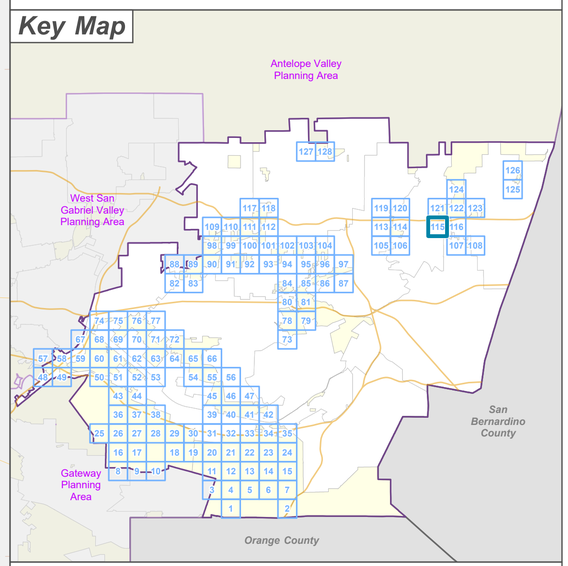
Base Layers

- Zoned District
- Parcels
- Unincorporated Area
- Incorporated City
- Map Series Grid

Street Types

- Freeway
- Highway
- Primary
- Secondary
- Minor
- Ramp
- Private Road

Key Map



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Los Angeles County

East San Gabriel Valley Planning Area Zone Changes

Zoned District(s): North Claremont

Zone Change
- R-1 - Single-Family Residence

Base Layers
- Zoned District
- Parcels
- Unincorporated Area
- Incorporated City
- Map Series Grid

Street Types
- Freeway
- Highway
- Secondary
- Minor
- Private Road

121 122 123 115 107 108

West Claremont

ZD: NORTH CLAREMONT

A-1-10000 to R-1-10000

North Pomona

W Baseline Rd E Baseline Rd W Baseline Rd

210

Live Oak Canyon Rd

E College Wy Hillen Dr Shepherd Wy Lockhaven Wy Ridgefield Dr

Beech St Bloom Dr Boise Ln Bogan Dr Ball Dr Almond St

Bowdoin St College Wy Meadow St Pepperdine Ct Piedmont Mesa Rd Lane Ct

Amherst St Tenango Ave La Junta Dr Oak Hollow Rd

La Verne Claremont Chatham Ct Clemson Ave

Williams Ave Florac Ave Las Casas Ave

Smith Dr W Smith Dr Smith Dr E Smith Dr Carthage Ct Hillsdale Dr Drew Pl

Meadowlark Ln White Oaks Ln N Twin Oaks Dr New Bedford Ave Northampton Ave Sumner Ave Teasdale Dr

Cedarview Dr Arlington Dr Shelter Grove Dr Mural Dr

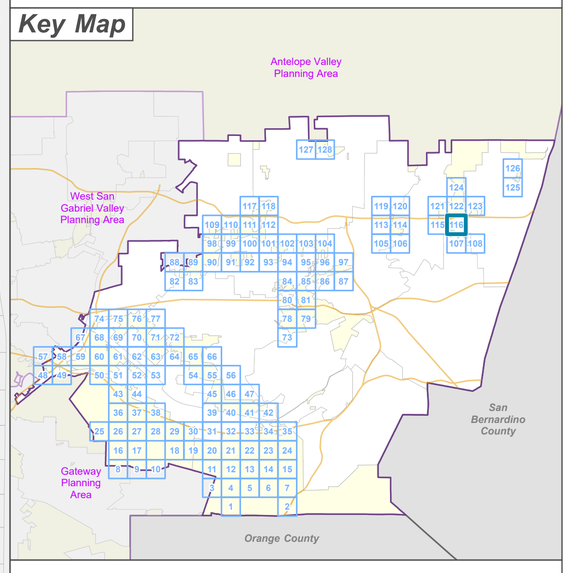
Live Oak Dr Turning Bend Dr Requa Ave Lealma Ave

S Twin Oaks Dr Valley View Pl Valley Oak Ln Canyon Oak Cir Pomona Scarlet Oak Cir White Oak Dr

Briarcroft Rd W Briarcroft Rd

Mesa Oak Ln Deerfield Pl Outer Dr Finch Pomona Fort Lewis Dr Mural Dr

Key Map



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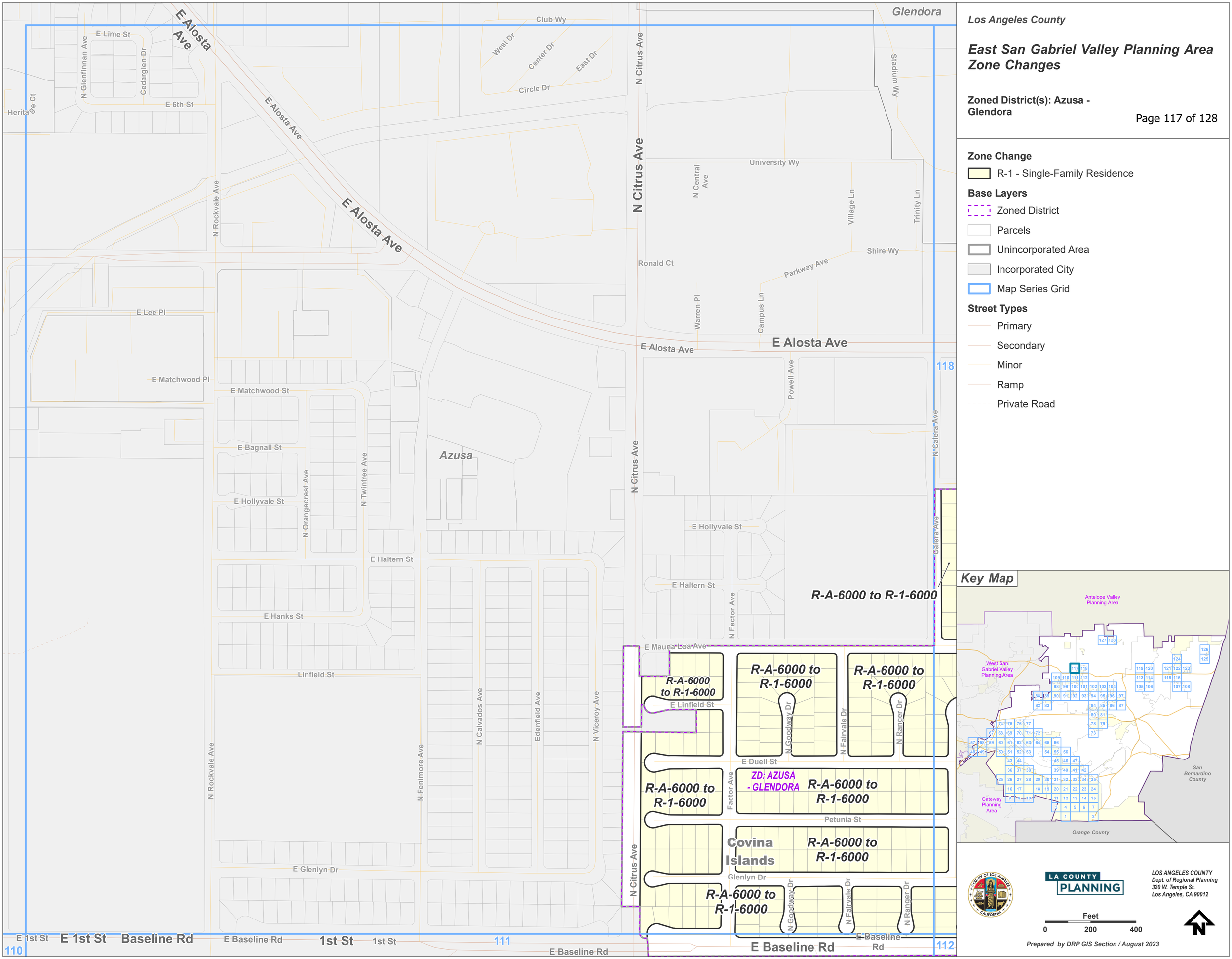

Los Angeles County

East San Gabriel Valley Planning Area Zone Changes

Zoned District(s): Azusa - Glendora

Page 117 of 128

Zone Change

- R-1 - Single-Family Residence

Base Layers

- Zoned District
- Parcels
- Unincorporated Area
- Incorporated City
- Map Series Grid

Street Types

- Primary
- Secondary
- Minor
- Ramp
- Private Road

Key Map

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Los Angeles County

East San Gabriel Valley Planning Area Zone Changes

Zoned District(s): Azusa - Glendora

Zone Change

- R-1 - Single-Family Residence

Base Layers

- Zoned District
- Parcels
- Unincorporated Area
- Incorporated City
- Map Series Grid

Street Types

- Primary
- Secondary
- Minor

R-A-8000 to R-1-8000

Covina Islands

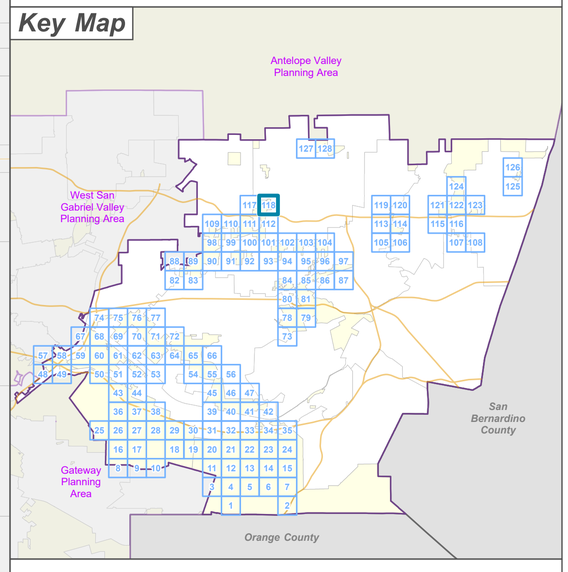
R-A-8000 to R-1-8000

R-A-6000 to R-1-6000

Covina Islands

ZD: AZUSA - GLENDORA

Key Map



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Los Angeles County

East San Gabriel Valley Planning Area Zone Changes

Zoned District(s): San Dimas

Zone Change

R-1 - Single-Family Residence

Base Layers

Zoned District

Parcels

Unincorporated Area

Incorporated City

Map Series Grid

Street Types

Primary

Secondary

Minor

Private Road

San Dimas

La Verne

East San Dimas

Sycamore Canyon Rd

Maverick Dr

N San Dimas Ave

Red Bluff

Butterfield Ave

Prairie Dr

Marshall Ct

Rodeo Ct

Longhorn Rd

E Foothill Blvd

E Oberg St

Penn St

Iglesia St

Cherokee Ct

N Dixie Dr

Deer Creek Rd

Stone Creek Rd

Vermillon Creek Rd

Lodi Creek Rd

Sandi Creek Rd

Sand Creek Rd

Hidden Creek Rd

Canyon Hill Rd

Dalton Rd

N San Dimas Canyon Rd

Dogwood Dr

Canyon Park Ln

N San Dimas Canyon

120

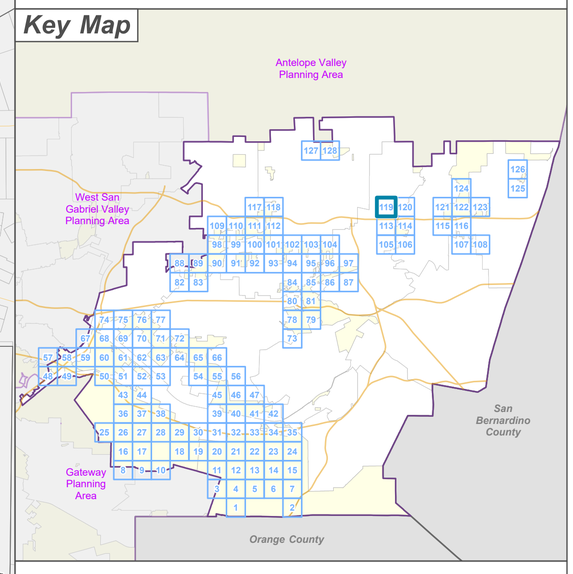
113

114

ZD: SAN DIMAS

R-A-7500 to R-1-7500

Key Map



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Los Angeles County

East San Gabriel Valley Planning Area Zone Changes

Zoned District(s): San Dimas

Zone Change

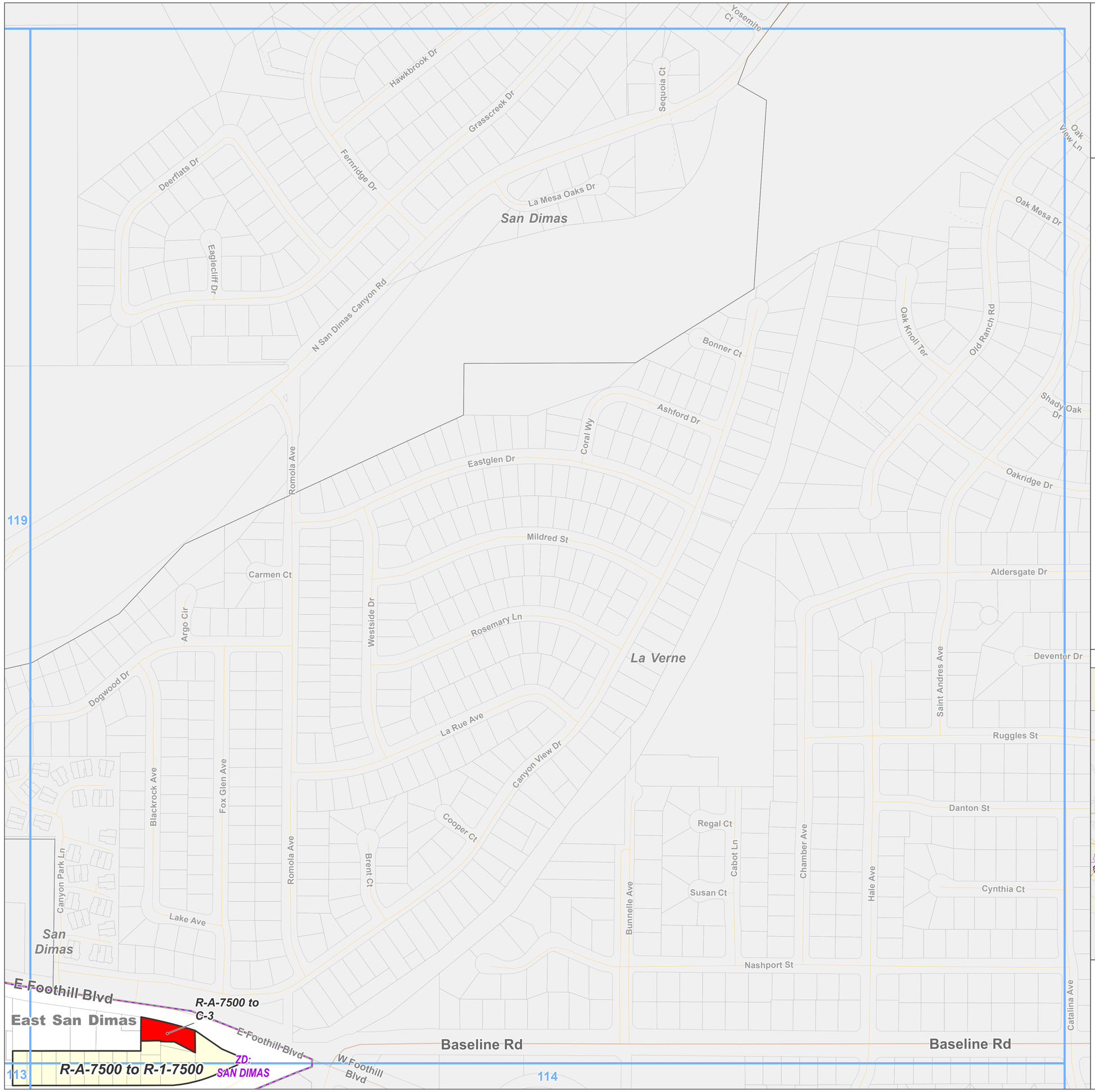
- R-1 - Single-Family Residence
- C-3 - General Commercial

Base Layers

- Zoned District
- Parcels
- Unincorporated Area
- Incorporated City
- Map Series Grid

Street Types

- Highway
- Primary
- Minor
- Ramp
- Private Road



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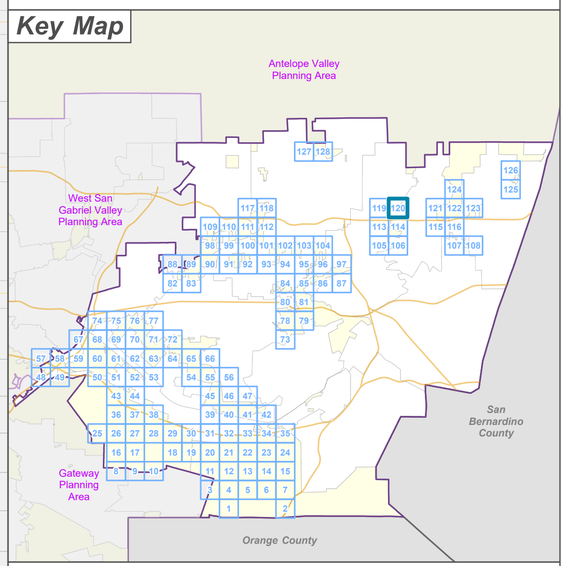

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Los Angeles County

East San Gabriel Valley Planning Area Zone Changes

Zoned District(s): North Claremont

Zone Change

- A-1 - Light Agriculture

Base Layers

- Zoned District
- Parcels
- Unincorporated Area
- Incorporated City
- Map Series Grid

Street Types

- Highway
- Secondary
- Minor

A-1-10000 to A-1-15000

A-1-15000 to A-1-10000

A-1-15000 to A-1-10000

A-1-15000 to A-1-10000

ZD: NORTH CLAREMONT

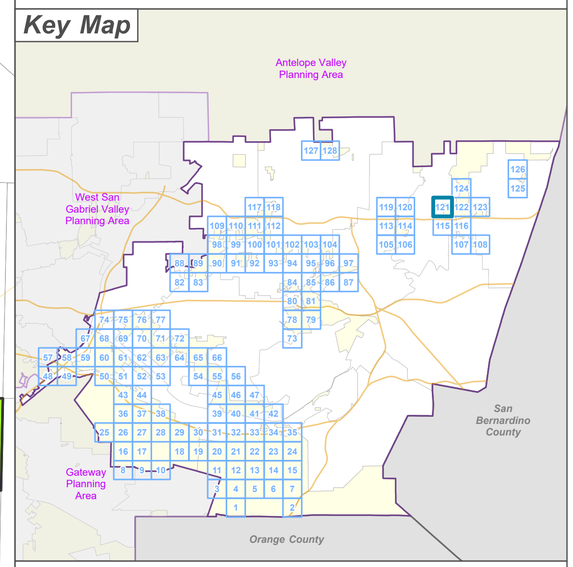
La Verne

West Claremont

Oak Canyon Ln
Ridgeview Dr
Morningside Cir
Edgewood Dr
Oak Knoll Cir
Crestview Dr
Jasmine Ct
Roadrunner Dr
Sherman St
Swift Ct
Maryann Manor
Bluejay St
Roughrider Rd
Saddle Horn Ln
Broken Spur Rd
Esperanza Dr
Morgan Wy
Raymond Dr
Yucca Cir
Maverick Cir
Granada Ln
Manzanita Cir
Mustang Cir
Buckskin Cir
Vinewood St
Halaga Cir
Coronado Ln
Del Mar Cir
Valley Verde Ct
Virginia Ave
Arthur Wy
Rodeo Ln
Baseline Rd
W Baseline Rd
Miller St
Rio St
Landeros Ave
Japonica Ave

122
115
116
124

Key Map



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Los Angeles County

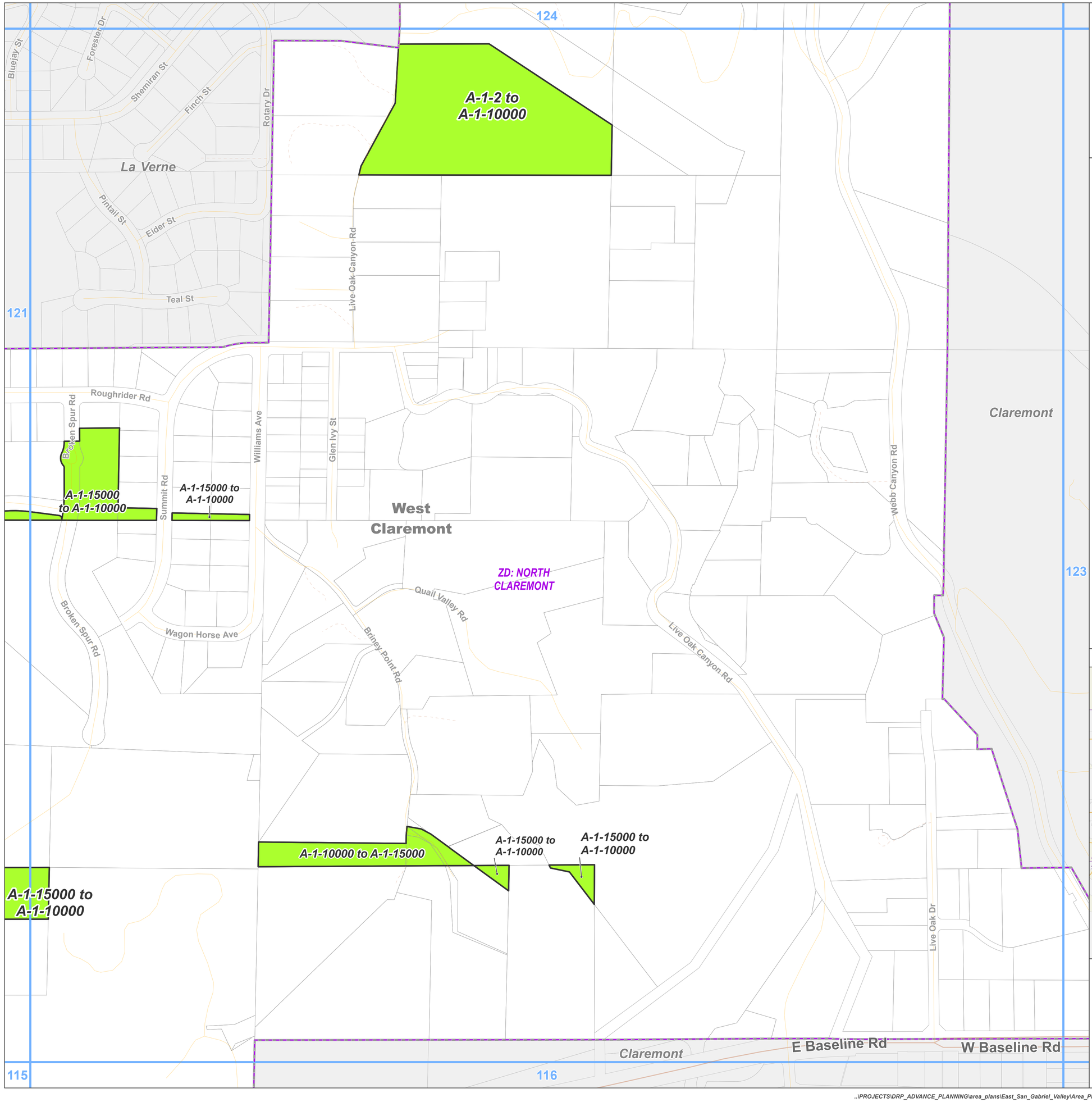
East San Gabriel Valley Planning Area Zone Changes

Zoned District(s): North Claremont

Zone Change
- A-1 - Light Agriculture

Base Layers
- Zoned District
- Parcels
- Unincorporated Area
- Incorporated City
- Map Series Grid

Street Types
- Highway
- Minor
- Private Road



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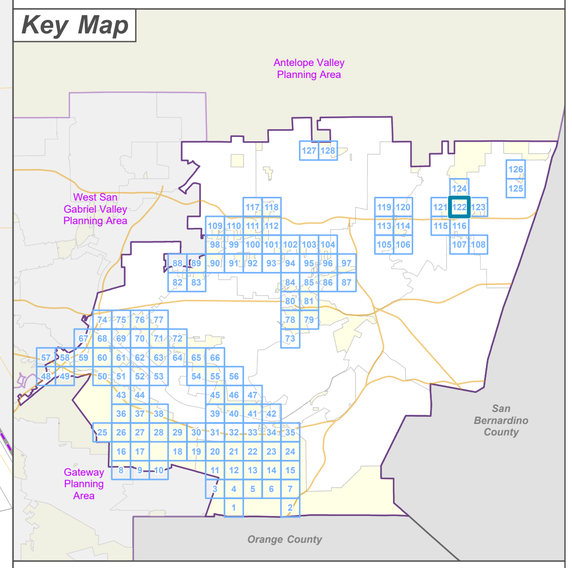

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East San Gabriel Valley Planning Area Zone Changes

Zoned District(s): North Claremont

Zone Change
- A-1 - Light Agriculture

Base Layers
- Zoned District
- Parcels
- Unincorporated Area
- Incorporated City
- Map Series Grid

Street Types
- Highway
- Primary
- Secondary
- Minor
- Private Road
- Trail

Claremont

West Claremont

West Claremont

ZD: NORTH CLAREMONT

A-1-2 to A-1-15000

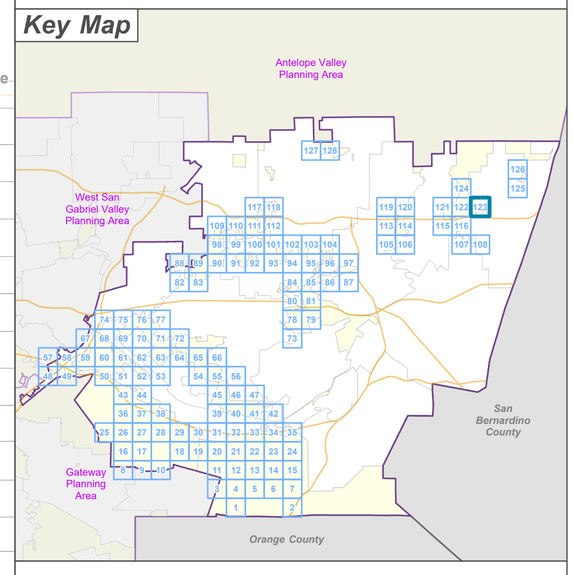
A-1-10000 to A-1-15000

A-1-15000 to A-1-10000

Napa Ct
San Andres Wy
San Angelo Dr
Guanajuato Dr
Valparaiso Dr
N Mountain Ave
Thompson Creek Rd
Silver Tree St
Rockmont Ave
Calspar St
W Sage St
Sage St
Glenville Dr
Silver Tree Rd
Marymount Ln
Providence Pl
Catania Pl
Glen Wy
La Sierra Wy
Saint Catherine Wy
Rockmont Ave
Saint John Pl
Webb Canyon Rd
Oak Ln
Rhodelia Ave
E Baseline Rd Extended
E Baseline Rd
W Baseline Rd
E Baseline Rd
W Baseline Rd
Sumner Ave
N Towne Ave
Newberry Ln

124
122
116

Key Map



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East San Gabriel Valley Planning Area Zone Changes

Zoned District(s): North Claremont

Zone Change

- A-1 - Light Agriculture

Base Layers

- Zoned District
- Parcels
- Unincorporated Area
- Incorporated City
- Map Series Grid

Street Types

- Minor
- Private Road
- Trail

Northeast La Verne

West Claremont

ZD: NORTH CLAREMONT

La Verne

Claremont

Brassie Ln

Sparrow St

Esperanza Dr

Starline St

Marsh Hawk Pl

Oriole Ave

Barn Owl Wy

Clayton Ct

Blue Heron Pl

Thrush Pl

Sheniran St

Wren Ct

Falconberg Dr

Live Oak Canyon Rd

Miller Ranch Rd

Webb Canyon Rd

Gambrel Gate

Lakeview Dr

Forester Dr

Rotary Dr

Bluejay St

Finch St

A-1-2 to A-1-10000

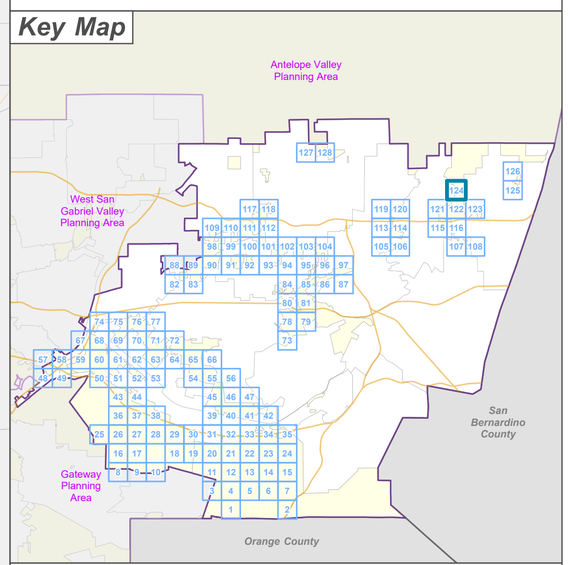
A-1-2 to A-1-10000

121

122

123

Key Map



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East San Gabriel Valley Planning Area Zone Changes

Zoned District(s): North Claremont

Zone Change

- A-1 - Light Agriculture

Base Layers

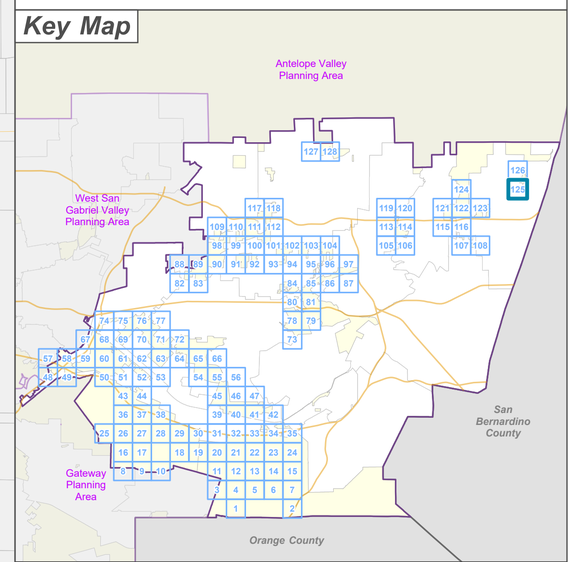
- Zoned District
- Parcels
- Unincorporated Area
- Incorporated City
- Map Series Grid

Street Types

- Primary
- Minor
- Private Road



Key Map



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East San Gabriel Valley Planning Area Zone Changes

Zoned District(s): North Claremont

Zone Change
- A-1 - Light Agriculture
- R-1 - Single-Family Residence

Base Layers
- Zoned District
- Parcels
- Unincorporated Area
- Incorporated City
- Map Series Grid

Street Types
- Primary
- Minor
- Private Road
- Trail

Claremont

W Fork Palmer Mtwy
Palmer Canyon Rd
Padua Ave
Cobal Canyon Mtwy
Burbank Mtwy
Via Padova
Appalachian
Mount Baldy Rd
Moody Pl
New Hampshire Ave
Olive Hill Dr
125

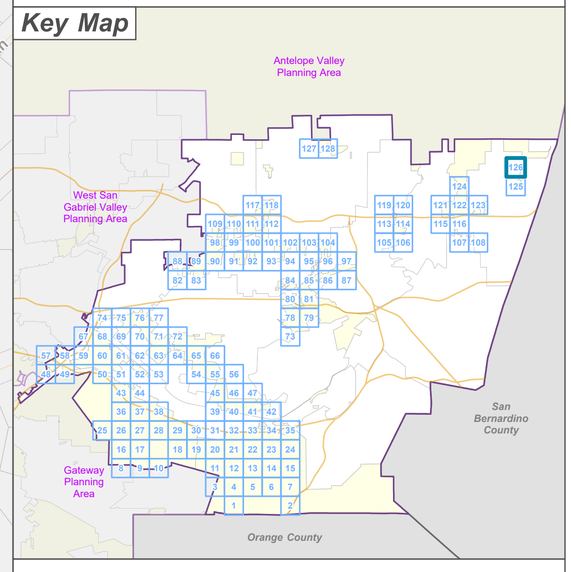
A-1-15000 to R-1

ZD: NORTH CLAREMONT

North Claremont

R-1 to A-1-15000

Key Map



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Los Angeles County

East San Gabriel Valley Planning Area Zone Changes

Zoned District(s): Azusa - Glendora

Antelope Valley Planning Area

R-A-5 to O-S

R-A-5 to O-S

ZD: AZUSA - GLENDORA

128

Glendora

Glencoe Heights Dr

N Englewild Dr

Kregmont Dr

Zone Change

- O-S - Open Space

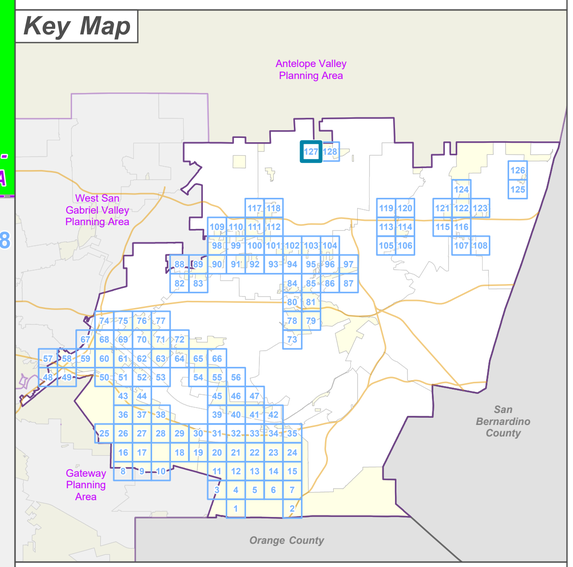
Base Layers

- Zoned District
- Parcels
- Unincorporated Area
- Incorporated City
- Map Series Grid
- Surrounding Planning Area

Street Types

- Secondary
- Minor
- Private Road

Key Map



LA COUNTY PLANNING

LOS ANGELES COUNTY
Dept. of Regional Planning
320 W. Temple St.
Los Angeles, CA 90012

Feet

0 200 400

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Los Angeles County

East San Gabriel Valley Planning Area Zone Changes

Zoned District(s): Azusa - Glendora

Antelope Valley Planning Area

R-A-5 to O-S

Glendora Islands

R-A-5 to O-S

ZD: AZUSA - GLENDORA

R-A-5 to O-S

R-A-5 to A-1-1

Glendora

Lower Monroe Rd

Glendora

127

Colby Trail Mtwy

Big Dalton Canyon Rd

Zone Change

- A-1 - Light Agriculture
- O-S - Open Space

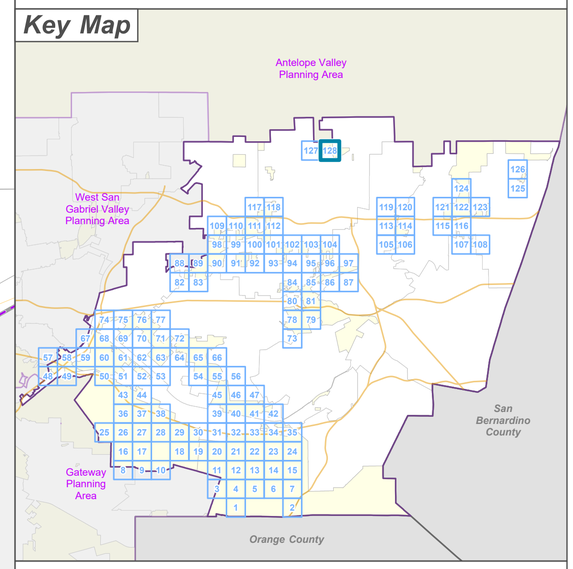
Base Layers

- Zoned District
- Parcels
- Unincorporated Area
- Incorporated City
- Map Series Grid
- Surrounding Planning Area

Street Types

- Secondary
- Minor
- Private Road

Key Map



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Los Angeles, CA 90012

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ORDINANCE NO. _____

An ordinance amending Title 22 – Planning and Zoning of the Los Angeles County Code to implement the goals and policies of the East San Gabriel Valley Area Plan by reorganizing existing standards into the new areawide East San Gabriel Valley Planning Area Standards District, adding new regulations, updating existing standards and permitting requirements, and making technical corrections to Title 22 for clarification and ease of implementation.

Section 1 Chapter 22.06 hereby amended to read as follows:

…

22.06.040 – Supplemental Districts

Supplemental districts are established according to Table 22.06.040-A, below. The regulations of each such supplemental district shall supersede the specific regulations of the basic zone to which the district is added in the manner indicated for each type of district.

TABLE 22.06.040-A: SUPPLEMENTAL DISTRICTS	
Abbreviation	Full Name
EQD	Equestrian District
Setback District	Setback District
Flood Protection District	Flood Protection District
Noise Insulation	Noise Insulation Program
~~CSD~~	~~Community Standards District~~
ROLD	Rural Outdoor Lighting District

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…

Section 2 Chapter 22.70 hereby amended to read as follows:

…

22.70.040 – Established Equestrian Districts

Established EQDs are listed in Table 22.70.040-A, below. These EQDs are shown on the Zoning Map and are incorporated with all provisions specified in each respective ordinance of adoption.

TABLE 22.70.040-A: ESTABLISHED EQUESTRIAN DISTRICTS			
Equestrian Zone Number	District Name	Ordinance of Adoption	Date of Adoption
EQD-1	Rancho Potrero De Felipe Lugo	11297	1-27-1976
EQD-2	West Altadena	11301	2-17-1976
EQD-3	Pellissier Village	11384	7-27-1976
EQD-4	Kinneloa Mesa	11515	4-26-1977
~~EQD-5~~	~~Trailside Ranch~~	~~11690~~	~~4-4-1978~~
EQD-6	Beverly Acres	11841	12-28-1978
EQD-7	Avocado Heights	91-0054Z	4-9-1991

22.70.050-Development Standards

…

C. Equestrian District Specific Development Standards.

…

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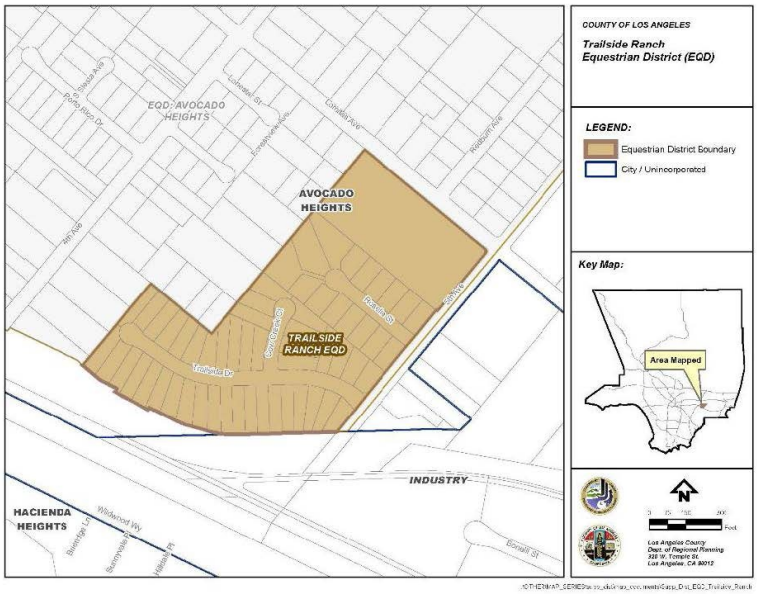
5. ~~Trailside Ranch. The maximum number of animals in EQD-5: Trailside Ranch shall comply with Table 22.70.050-E and Figure 22.70.050-E: Trailside Ranch, below.~~

~~TABLE 22.70.050-E: EQD-5: TRAILSIDE RANCH~~	
~~Net Size of Lot~~	~~Maximum Number of Animals Permitted Per Lot~~
~~10,000 square feet~~	~~2~~
~~10,001 square feet and over~~	~~1 additional animal per each additional 5,000 square feet~~



~~FIGURE 22.70.050-E: TRAILSIDE RANCH~~

…

7. Avocado Heights. EQD-7: Avocado Heights shall comply with this Subsection C.7.

   a. Number of Animals. The maximum number of animals shall comply with Table 22.70.050-G and Figure 22.70.050-G: Avocado Heights, below.

~~TABLE 22.70.050-G: EQD-7: AVOCADO HEIGHTS~~	
~~Net Size of Lot~~	~~Maximum Number of Animals Permitted Per Lot~~
~~10,000—14,999 square feet~~	~~2~~
~~Over 15,000 square feet~~	~~1 additional animal per each additional 5,000 square feet~~

TABLE 22.70.050-G: EQD-7: Avocado Heights	
Net Size of Lot	Maximum Number of Animals Permitted Per Lot
10,000 square feet	2
10,001 square feet and over	1 additional animal per each additional 5,000 square feet

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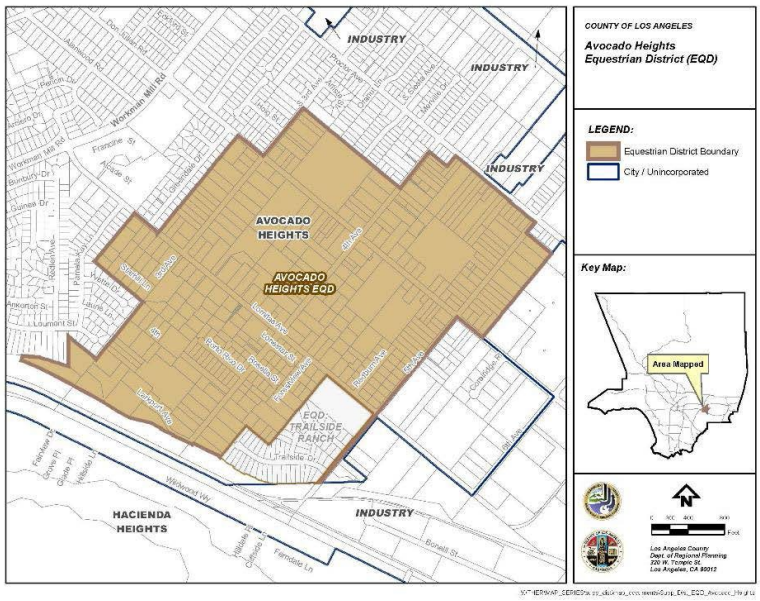
b. Additional Regulations. In Zone B-1:

i. Animals shall not be maintained; and

ii. Trails shall not be established.



~~FIGURE 22.70.050-G: AVOCADO HEIGHTS~~

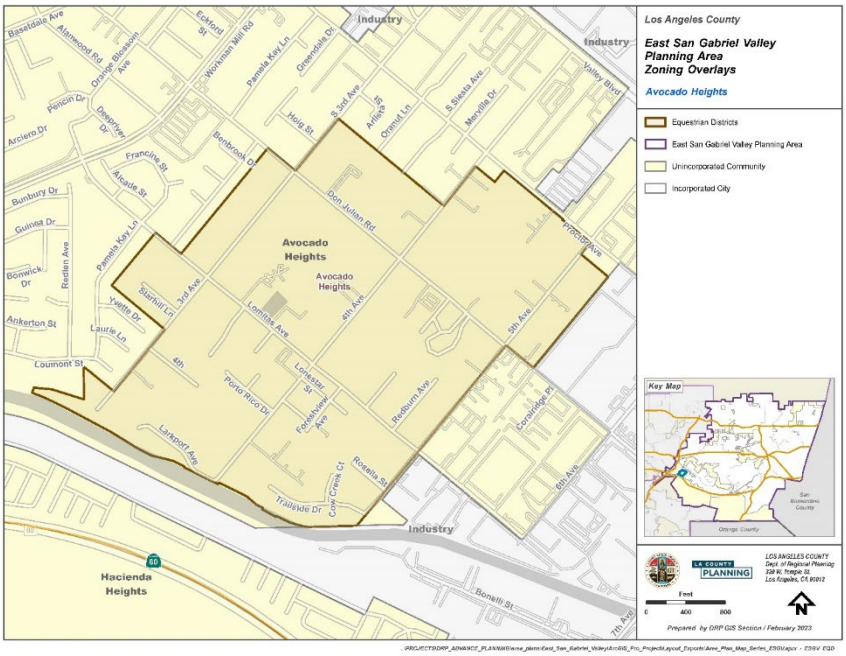


FIGURE 22.70.050-G: AVOCADO HEIGHTS

SECTION 3 Chapter 22.72 is hereby amended to read as follows**:**

...

22.72.020 - Front Yard Setback Districts.

Established Front Yard Setback Districts are listed in Table 22.72.020-A, below. Front Yard Setback Districts are shown on the Zoning Map and are incorporated with all provisions specified in each respective ordinance of adoption.

TABLE 22.72.020-A: FRONT YARD SETBACK DISTRICTS			
District Number	District Name	Ordinance of Adoption	Date of Adoption
1	City Terrace	2179	11-25-1932
3	Walnut Park	2189	12-12-1932
4	Southwest	2190	12-12-1932
5	Second Unit Eastside	2191	12-12-1932
6	First Unit Eastside	2426	3-5-1934
7	Altadena Unit No. 1	3757	1-14-1941
8	Altadena Unit No. 2	3854	5-20-1941
9	E. Pasadena Unit No. 1	3900	7-15-1941
12	Altadena Unit No. 3	5541	5-9-1950

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TABLE 22.72.020-A: FRONT YARD SETBACK DISTRICTS			
District Number	District Name	Ordinance of Adoption	Date of Adoption
13	Whittier Downs, Dist. No. 43, Tr. No. 10411	5600	9-19-1950
~~14~~	~~Southwest Puente~~	~~6526~~	~~8-24-1954~~

22.72.030 - District Maps.

The boundaries of the Setback Districts are shown on Figures 22.72.030-A through P, at the end of this Chapter.

...

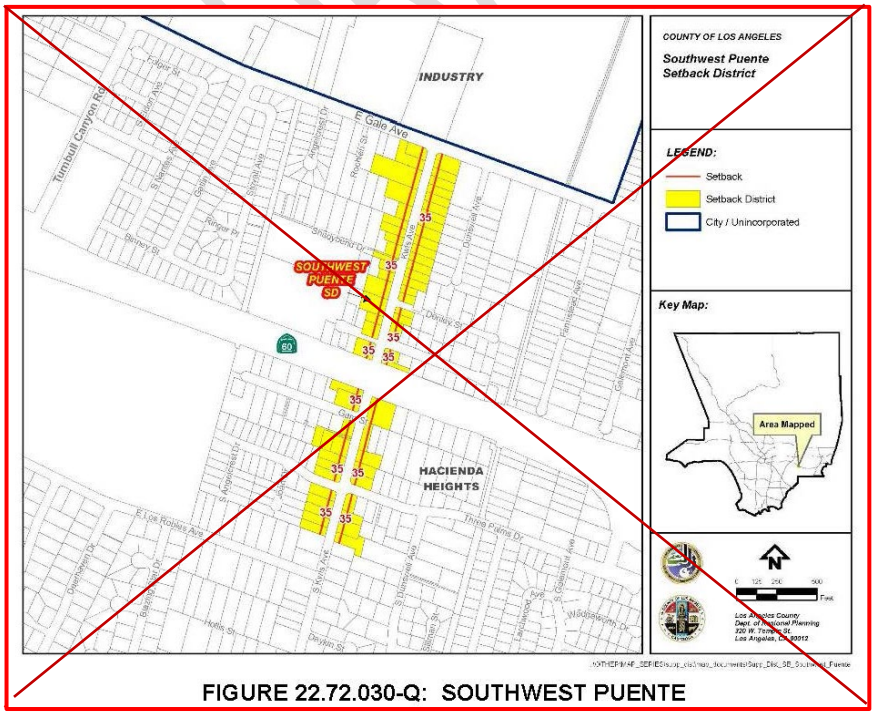

FIGURE 22.72.030-Q: SOUTHWEST PUENTE

...

Section 4 Chapter 22.121 is hereby amended to read as follows:

…

22.121.030 Applicability.

Notwithstanding any contrary provisions in this Title 22, the provisions of this Chapter, in conjunction with Chapter 22.166 (Housing Permits), apply as follows. ~~*all housing developments, excluding mobilehome parks, and including projects to substantially rehabilitate and convert an existing commercial building to residential uses, or the substantial rehabilitation of an existing multifamily dwelling, as defined in section 65863.4 (d) of the California Government Code, where the result of the rehabilitation would be a net increase in available dwelling units, that meet all of the following*~~:

A. Unless as specified otherwise in Subsection B, below, all housing developments, excluding mobilehome parks, and including projects to substantially rehabilitate and convert an existing commercial building to residential uses, or the substantial rehabilitation of an existing multifamily dwelling, as defined in section 65863.4 (d) of the California Government Code, where the result of the rehabilitation would be a net increase in available dwelling units, that meet all of the following:

~~*A.*~~ *1*. Has at least five or more baseline dwelling units;

~~*B.*~~ *2*. Is located in a submarket area, with the following exceptions:

~~*1.*~~ *a*. Rental projects or condominium projects located in the South Los Angeles or Antelope Valley submarket areas; or

~~*2.*~~ *b*. Rental projects located in the East Los Angeles/Gateway submarket area; and

~~C~~ 3. Is not located within an area subject to an affordable housing requirement pursuant to a development agreement, specific plan, or local policy.

B. All housing developments located on parcels that are:

1. Included in the 2021-2029 Housing Element as one of the following:

a. Nonvacant, identified to accommodate very low- or lower-income units in the Sites Inventory, and have been included in the 2014-2021 Housing Element;

b. Vacant, identified to accommodate very low- or lower-income units in the Sites Inventory, and have been included in both the 2008-2014 and the 2014-2021 Housing Elements; or

c. Sites that are rezoned to accommodate very low- or lower-income units; and

2. *In one of the following unincorporated communities:*

a. Avocado Heights;

b. Charter Oak;

c. East Irwindale;

d. Hacienda Heights;

e. North Whittier;

f. Rowland Heights;

g. South San Jose Hills;

~~a~~h. *South Whittier-Sunshine Acres;* ~~*or*~~

i. Valinda;

j. West Puente Valley; or

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~~b~~k. *West Whittier-Los Nietos.*

Section 5 Chapter 22.222 is hereby amended to read as follows:

…

22.222.160 – Notification Radius

A. Standard Radius. Notice shall be mailed to all owners of property located within a 500-foot radius of the exterior boundaries of the subject property noted on the application, as shown on the County's last equalized assessment roll. For example, see Figure 22.222.160-A, below.

FIGURE 22.222.160-A: NOTIFICATION RADIUS

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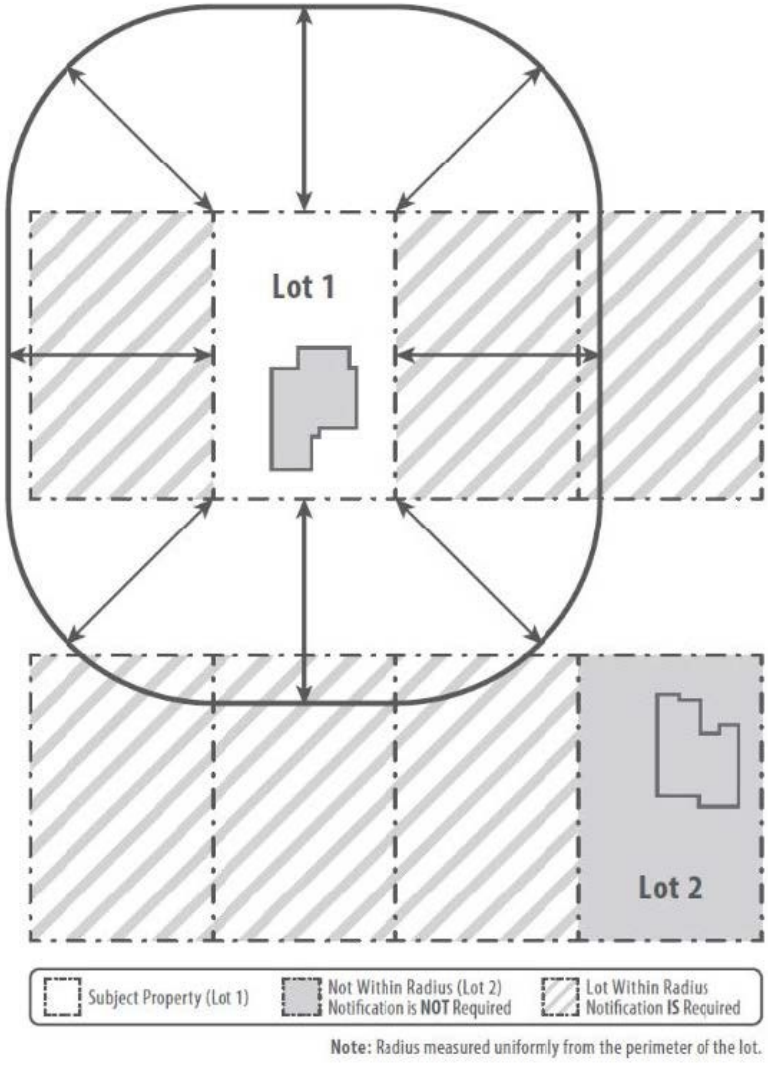

B. Additional Radius. Notwithstanding Subsection A, above, notice shall be mailed to all owners of property located within a 1,000-foot radius of the exterior boundaries of the subject property noted on the application, as shown on the County's last equalized assessment roll, unless a more specific radius is required by this Title 22, for properties in the following areas:

1. Fifth Supervisorial District.

~~2. The Community of Avocado Heights within the Puente Zoned District.~~

2. The East San Gabriel Valley Planning Area

3. Workman Mill Zoned District.

4. South San Gabriel Zoned District.

SECTION 6 Division 10 is hereby amended to read as follows:

Division 10. PLANNING AREA AND COMMUNITY STANDARDS DISTRICTS

Chapter 22.300 INTRODUCTORY PROVISIONS

22.300.010 Purpose

Planning Area Standards Districts (PASDs) and Community Standards Districts (CSDs) are established as supplemental districts to provide, where useful and appropriate, special development standards to:

A. To aAssist in implementing special development requirements and/or land use limitations previously adopted by the County in neighborhood, community, area, specific, and local coastal plans for particular unincorporated areas of Los Angeles County, to address special problems that are unique to those geographic areas; and

B. To fFacilitate development and new land uses that are more responsive to community objectives for the preservation, guided evolution and enhancement, and/or transformation of existing physical character and/or economic conditions than would otherwise be possible through the application of countywide standards alone.

22.300.020 - Application of Planning Area Standards Districts and Community Standards Districts to Property.

A. Types and Priority of Regulations Provided by a CSD. The adoption and application to property of a CSD in compliance with this Division shall also comply with the procedures defined by Chapter 22.68 (Supplemental Districts), and may include the CSD defining and providing one or more of the following three categories of regulations:

1. Community-Wide Development Standards. These are standards that apply to all proposed development and new land uses on any lot within the area covered by the CSD. If a community-wide development standard appears to conflict with a basic zone

development standard, the community-wide development standard shall supersede the basic zone standard;

2. Zone-Specific Development Standards. These are standards that apply only to proposed development or a new land use on a lot covered by a specific zone within the community. If a zone-specific development standard appears to conflict with a community-wide development standard, the zone-specific standard shall supersede the community-wide standard; and
3. Area-Specific Development Standards. These are standards that apply only to lots within one or more specific geographic areas of a CSD. Where an area-specific development standard differs from either a community-wide or zone-specific development standard, the area-specific standard shall supersede all others.

B. Additional Regulations

1. Density Bonus or Inclusionary Housing. Notwithstanding any contrary provisions in this Volume II, any CSD regulations specified in Subsection A, above, may be waived or modified through a Housing Permit (Chapter 22.166), pursuant to Chapter 22.120 (Density Bonus) or Chapter 22.121 (Inclusionary Housing).

2. Accessory Dwelling Units and Junior Accessory Dwelling Units. Where the regulations in Section 22.140.640 (Accessory Dwelling Units and Junior Accessory Dwelling Units) are contrary to the provisions in a CSD regulating the same matter, the provisions in the CSD shall prevail, unless specified otherwise in Section 22.140.640 (Accessory Dwelling Units and Junior Accessory Dwelling Units).

3. 3.

4. Compact Lot Subdivisions. Any CSD provisions pertaining to a required yard shall apply to the equivalent perimeter yard of a

~~compact lot subdivision pursuant to Section 22.140.585.F.18 (Yard Provisions in Specific Plans and Community Standards Districts).~~

~~C. Exceptions.~~

~~1. Green Zone Districts. Where the regulations in Chapter 22.84 (Green Zone Districts) are contrary to the provisions in this Division 10, the more restrictive provisions shall prevail, except for Section 22.84.C.1.i (Perimeter Identification Sign).~~

A. Hierarchy of Regulations. Standards within Division 10 are organized hierarchically within a category according to their applicable area or zone. Except as specified otherwise in this Title 22, where there is a conflict between two standards regulating the same matter:

1. The standard in a category listed in Subsection A.2, below, supersedes the contrary standard that would apply to the base zone; and
2. The standard within a category that is lower on the following list supersedes the contrary standard that is contained in any category above it.

    a. PASD Area-Wide Development Standards.

    b. PASD Zone-Specific Development Standards.

    c. CSD Area-Wide Development Standards.

    d. CSD Zone-Specific Development Standards.

    e. Sub-Area-Wide Specific Development Standards.

    f. Sub-Area Zone-Specific Development Standards.

B. Relationships to Other Title 22 Provisions

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1. Specific Plans. Except as specified otherwise, regulations in a Specific Plan shall supersede any contrary provisions in this Division 10.

2. Supplemental Districts. Except as specified otherwise, regulations in a Supplemental District listed in Table 22.06.040-A shall supersede any contrary provisions in this Division 10.

3. Accessory Dwelling Units (ADU) and Junior Accessory Dwelling Units. Where the regulations in Section 22.140.640 (Accessory Dwelling Units and Junior Accessory Dwelling Units) are contrary to the provisions in a CSD regulating the same matter, the provisions in the CSD shall prevail, unless specified otherwise in Section 22.140.640 (Accessory Dwelling Units and Junior Accessory Dwelling Units).

4. Compact Lot Subdivisions. Any Division 10 provisions pertaining to a required yard shall apply to the equivalent perimeter yard of a compact lot subdivision pursuant to Section 22.140.585.F.18 (Yard Provisions in Specific Plans and Community Standards Districts).

5. Green Zone. Where the regulations in Chapter 22.84 (Green Zone) are contrary to the provisions in this Division 10, the more restrictive provisions shall prevail, except that any required perimeter identification signs or informational signs shall contain information required by both Section 22.84.040.C.1.j (Perimeter Identification Sign) and this Division 10.

C. Modifications Authorized. Development Standards specified in this Division 10 may be modified subject to Chapter 22.160 (Conditional Use Permits, Minor) except where the project is subject to:

1. Chapter 22.158 (Conditional Use Permits);

2. Chapter 22.166 (Housing Permits);

3. Chapter 22.176 (Minor Parking Deviation);

4. Chapter 22.178 (Parking Permit); or

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5. Other modification procedures specified in this Division 10.

22.300.030 Planning Area and Community Standards Districts Established.

Planning Area Standards Districts (PASDs) and Community Standards Districts (CSDs) are hereby established for the following unincorporated areas of Los Angeles County, the boundaries of which shall be identified on the Official County Zoning Map:

TABLE 22.300.030-A: PLANNING AREA STANDARDS DISTRICTS

Planning Area Standards District	***Chapter***	***PASD Adoption Date***
Metro Planning Area	22.364	--
East San Gabriel Valley Area	22.366	--

TABLE 22.300.030-~~A~~B: COMMUNITY STANDARDS DISTRICTS

Community Standards District	***Chapter***	***CSD Adoption Date***
Acton	22.302	11/21/1995
Agua Dulce	22.304	7/30/1985
Altadena	22.306	8/11/1998
~~Avocado Heights~~	~~22.308~~	~~10/28/2003~~
Baldwin Hills	22.310	10/28/2008

TABLE 22.300.030-A<u>B</u>: COMMUNITY STANDARDS DISTRICTS		
Castaic Area	22.312	11/30/2004
Cerritos Island	22.314	7/31/2010
<u>Chapman Woods</u>	*<u>22.362</u>*	*<u>Pending</u>*
~~*East Los Angeles*~~	~~*22.316*~~	~~*4/28/1988*~~
East Pasadena – East San Gabriel	22.318	7/23/2002
~~*East Rancho Dominguez*~~	~~*22.320*~~	~~*5/21/1985*~~
Elizabeth Lake and Lake Hughes	22.322	6/30/2009
Green Valley	22.354	8/10/2021
~~*Florence-Firestone*~~	~~*22.324*~~	~~*6/22/2004*~~
Juniper Hills	22.326	6/26/2007
La Crescenta-Montrose	22.328	1/30/2007
<u>Lake Los Angeles</u>	*<u>22.360</u>*	<u>--</u>
Leona Valley	22.330	2/16/1993
<u>Pearblossom</u>	*<u>22.356</u>*	<u>--</u>
~~Rowland Heights~~	~~22.332~~	~~11/27/2001~~
San Francisquito Canyon	22.334	11/10/2009
Santa Monica Mountains North Area	22.336	8/20/2002

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TABLE 22.300.030-A**B**: COMMUNITY STANDARDS DISTRICTS		
South San Gabriel	22.338	2/27/2001
Southeast Antelope Valley	22.340	6/26/2007
Stonyvale	22.342	8/23/2011
Three Points – Liebre Mountain	22.358	1/11/2022
Twin Lakes	22.344	5/9/1991
~~*Walnut Park*~~	~~*22.346*~~	~~*9/24/1987*~~
~~*West Athens-Westmont*~~	~~*22.348*~~	~~*7/31/1990*~~
~~*West Rancho Dominguez-Victoria*~~	~~*22.350*~~	~~*11/14/2000*~~
~~*Willowbrook*~~	~~*22.352*~~	~~*3/15/1994*~~

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Section 7 Chapter 22.308 is hereby deleted in its entirety:

Chapter 22.308 **(Reserved)** ~~**AVOCADO HEIGHTS COMMUNITY STANDARDS DISTRICT**~~

Section 8 Chapter 22.332 is hereby deleted in its entirety:

Chapter 22.332 **(Reserved)** ~~**ROWLAND HEIGHTS COMMUNITY STANDARDS DISTRICT**~~

Section 9 Chapter 22.366 is hereby added to read as follows:

Chapter 22.366 EAST SAN GABRIEL VALLEY PLANNING AREA STANDARDS DISTRICT

22.366.010 – Purpose.

The East San Gabriel Valley Planning Area Standards District (PASD) is established to enhance the character of the 24 unincorporated communities within the East San Gabriel Valley Planning Area. The PASD implements the goals and policies of the East San Gabriel Valley Area Plan (Area Plan) to achieve growth and development consistent with the communities' vision for sustainable natural environment, attractive built environment and community character, thriving commercial areas, and walkable, pleasant neighborhoods.

22.366.020 – Definitions. (Reserved.)

22.366.030 – Planning Area Standards District Map.

The boundaries of this PASD are shown on Figure 22.366.030-A: East San Gabriel Valley PASD Boundary.

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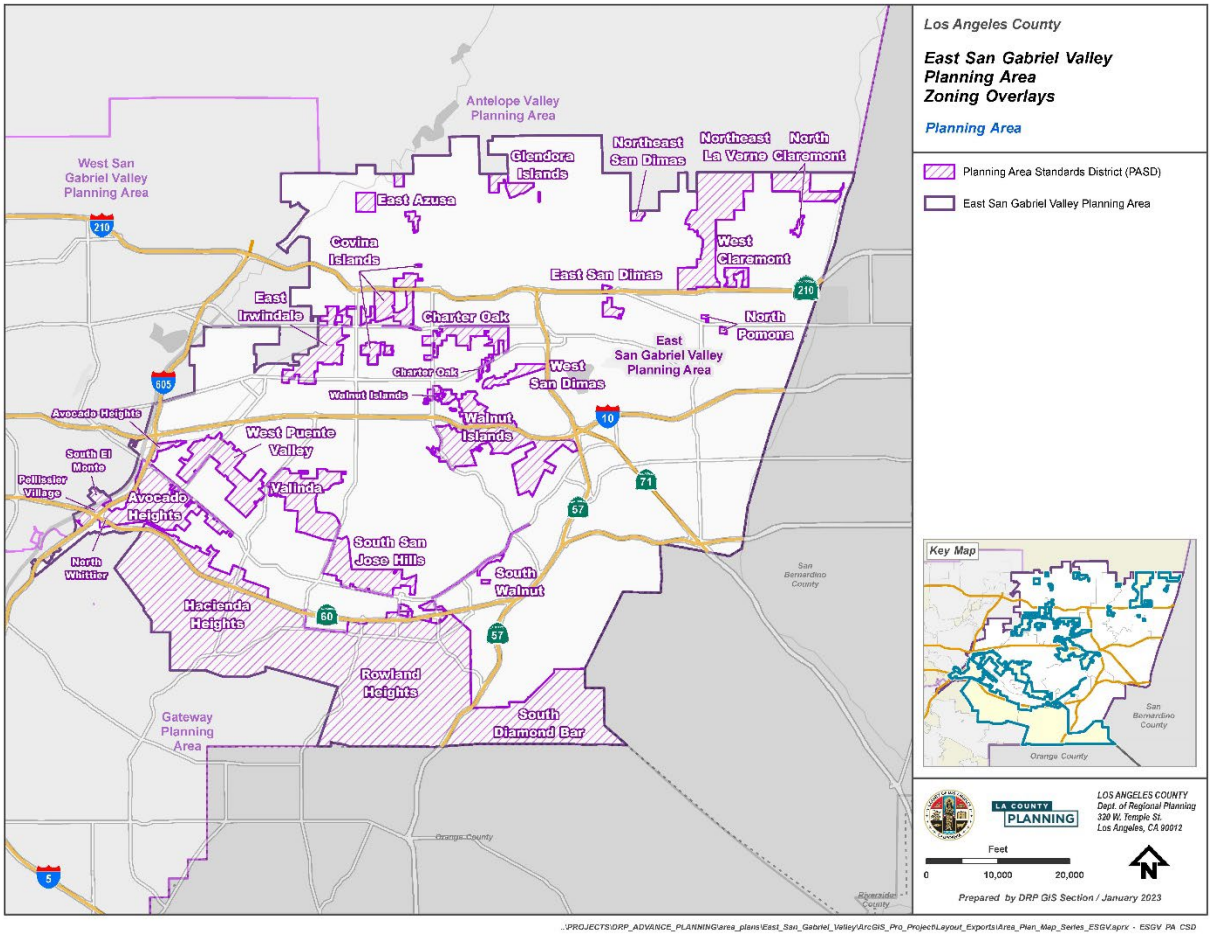

Figure 22.366.030-A: East San Gabriel Valley PASD Boundary.

22.366.040 – Applicability.

A. Applicability. Except as otherwise specifically provided herein, the provisions of this Title 22 shall apply.

B. General Applicability. The regulations for the PASD contained in this Chapter shall apply to all new development projects for which a complete application has been filed on or after the effective date of the ordinance containing these new regulations.

C. Additions, Repairs, or Modifications to Existing Development.

1. The PASD regulations shall apply to any new addition, repair, or renovation of an existing structure, except:

a. Maintenance or repair of an existing building or structure necessary to ensure the safe and habitable condition for ordinary and intended use.

b. The remodeling of interior space of a structure that does not cause any of the structure's windows to be eliminated and does not increase the gross square footage of the structure's nonresidential floor area, the number of rooms available for lodging uses, or the number of dwelling units in the structure.

2. In any case where the addition cumulatively increases the existing floor area of any building or structure by more than 50 percent, then the entire development shall be subject to this PASD.

22.366.050 – Application and Review Procedures. (Reserved.)

22.366.060 – PASD Area-Wide Development Standards.

A. Significant Ridgelines

1. Significant Ridgelines in East San Gabriel Valley are designated by the Director as those which, in general, are highly visible and dominate the landscape. (See the figure maps for the East San Gabriel Valley Area Plan Significant Ridgelines.)

2. The highest point of a structure shall be located at least 50 vertical feet and 50 horizontal feet from a Significant Ridgeline.

3. No part of a proposed structure shall block the view of a Significant Ridgeline from a designated Scenic Route.

4. Where structures on a lot cannot meet the standards prescribed by Subsection A.2 and A.3 above, a Variance (Chapter 22.194) shall be required. In addition to the requirements of Section 22.194.050 (Findings and Decision), these additional findings shall be made:

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a. Alternative sites within the project area have been considered and eliminated from consideration based on physical infeasibility or the potential for substantial habitat damage and destruction;

b. The proposed development is limited to 18 feet in height above existing or finished grade (whichever is lower) and maintains the maximum view of the related Significant Ridgeline through the use of design features that include, but are not limited to reduced building footprint area, clustered structures, shape, materials, and color which allow the structure to blend in with the natural setting, minimized grading, and locally-indigenous vegetation to soften the view of development from the identified public viewing areas;

c. The proposed development shall utilize native species present on site for landscaping as identified in the project's biological documentation. The Director shall maintain a list of appropriate landscaping materials required to satisfy this provision, to be used if the site does not have appreciable native vegetation as outlined in the project's biological documentation; and

d. Avoidance of impacts to scenic resources through site selection and design alternatives is the preferred method over landscape or building material screening. Landscape or building material screening shall not substitute for project alternatives including re-siting or reducing the height or bulk of structures.

B. Biological Resources. Projects subject to a Conditional Use Permit (Chapter 22.158) on a property containing native vegetation shall prepare a biological inventory containing the following information:

1. Biological survey and map (drawn to scale) of biological resources and physical site features on the project site.

2. The plants, animals, and habitats found on the project site.

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3. The plants, animals, and habitats likely to occur on the project site based on a California Natural Diversity Database (CNDDB) query as well as local knowledge.

4. On sites that have been subject to wildfire or unpermitted development, including but not limited to, vegetation removal or grading, the plants, animals, and habitats likely to have occurred on the site based on historical records and habitat found in surrounding undisturbed areas.

5. Assessment of need for additional surveys due to timing/season of initial survey (potential for missing sensitive species) and assessment for need of protocol level species surveys (based on CNDDB query results and local knowledge).

6. Proximity of the project site to locations of known sensitive resources within 200 feet.

7. Photo documentation of the site that includes photos of all the respective habitats on site

8. Native tree survey and map (drawn to scale) if oak, sycamore, walnut, bay, or toyon trees are present on the project site. Sites containing native oak trees shall provide the information required in Chapter 22.174 (Oak Tree Permits).

C. Parking. In addition to the requirements of Chapter 22.112 (Parking), the following requirements shall apply:

1. Parking Location.

    a. Except for fully subterranean structures or roof parking, and parking structures as a primary use, all parking shall be provided in the rear of the commercial structure, and fully screened from view from the street and any adjacent residentially-zoned property. Screening materials shall include decorative walls, decorative wrought-iron fencing, and/or landscaping. Unadorned concrete masonry walls and chain-link fencing shall be prohibited.

    b. Where a parking structure is designated as the primary use of a site, the parking structure shall be fully screened from view from the street and any adjacent residentially-zoned property. Screening materials shall include decorative walls, decorative wrought-iron fencing, and/or landscaping.

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Unadorned concrete masonry walls and chain-link fencing shall be prohibited.

2. Vehicle Access. For every 100 feet of lot frontage, no more than 20 feet of a property frontage shall be devoted to parking access, such as driveways, unless otherwise required by the County.
3. Oversize Vehicles. Parking for vehicles that exceed 20 feet in length or nine feet in width shall be located away from any abutting residentially-zoned lots.
4. Loading Spaces. In addition to the standards of Section 22.112.120 (Loading Spaces), the following standards shall apply:
    a. Loading spaces shall be located in the rear of the structure, away from adjoining residentially-zoned lots, and shall be screened with decorative walls, decorative fencing, and/or landscaping. Unadorned concrete masonry walls and chain-link fencing shall be prohibited.
    b. Loading and unloading operations shall not be conducted between the hours of 10:00 p.m. and 6:00 a.m. in such a manner as to exceed exterior sound levels specified by the County's Noise Control Ordinance (Chapter 12.08 of Title 12) for adjacent residentially-zoned properties.

22.366.070 – PASD Zone-Specific Development Standards.

A. Commercial and Mixed-Use Zones.

1. Applicability. All new buildings and structures in commercial (C-H, C-1, C-2, C-3, C-M, C-MJ, C-R, and CPD) and mixed-use (MXD) zones shall conform to the design standards in this Section.
2. Lot Coverage and Landscaping. Buildings and structures shall not cumulatively occupy more than 85 percent of the net area of a lot. A minimum of 15 percent of the net area shall be landscaped.
3. Groundfloor Design. Any exterior building modification except for signage shall include at least one of the following design elements on at least one façade fronting an adjacent roadway:

a. Trellis or Pergola- Consisting of posts and beams with cross members and open to the sky or complemented with the use of canvas shades or vines, as shown on Figure 22.366.070-A, below.



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Figure 22.366.070-A: Examples of Trellis and Pergola Structures

b. Exterior Furniture. At least one of the following exterior furniture, which shall be constructed of steel with powder coat or other comparable material of equal durability and shall be well maintained at all times.

   i. Benches – with a seating length of at least 48 inches (see Figure 22.366.070-B, below).





Figure 22.366.070-B: Examples of Bench Seating

ii. Bicycle racks - at least one rack to accommodate three or more bicycles. If a bicycle rack has already been provided per Section 22.112.100 (Bicycle Parking and Bicycle Facilities), it may be used to satisfy this requirement, and no additional bicycle rack is required (see Figure 22.366.070 - C, below).



Figure 22.366.070-C: Example of Bicycle Rack

iii. Tables with chairs - may include at least three tables with at least two chairs each (see Figure 22.366.070 - D, below).

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Figure 22.366.070-D: Examples of Tables With Chairs for Outdoor Seating

4. Façade Composition. Building façades shall be differentiated as follows: one-story buildings shall consist of a building top and building base; multi-story buildings shall consist of a building top, building middle, and building base (see Figure 22.366.070 - E: Example of Façade Height Composition, below).

    a. Variation of form and massing shall be used in building designs to provide visual interest. Long, unbroken facades are prohibited.

b. Building Top. The building top, which includes the upper most portion of the building including a roof, shall be differentiated from the rest of the building through variations in color, materials, ornamentation or shape. The roof is subject to the requirements of Subsection A.5 (Roof), below, and shall consist of a molding that crowns the building, such as an eave, cornice, parapet, or other such projection.

c. Building Middle. The building middle may be one or more stories. The building middle shall be articulated through elements, such as windows, lintels, columns, horizontal differentiation, recesses, stepbacks, materials, and color. These treatments shall be consistent.

d. Building Base. A building base consists of the floor at ground-level where most of the pedestrian interactions and commerce take place.

FIGURE 22.366.070-E: EXAMPLE OF FAÇADE HEIGHT COMPOSITION



(Left: one-story building) (Right: multi-story building)

5. Roof.

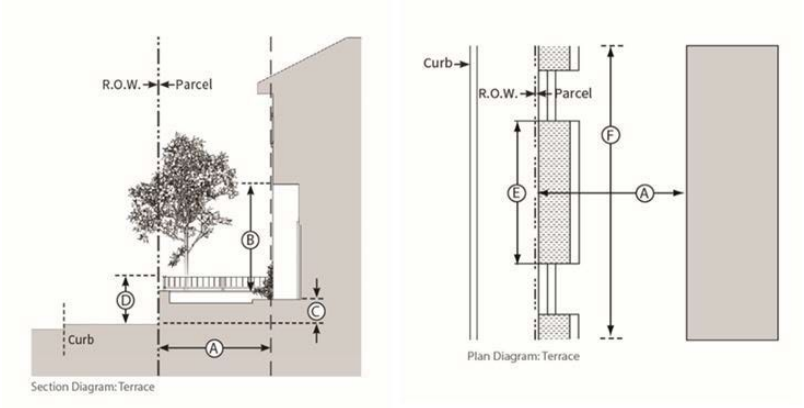
a. A roof shall have a gable, arc raised center, or if a flat roof, consist of molding that crowns the building, such as an eave, cornice, parapet or other such projection.

b. Roof-mounted equipment shall be screened from view on all sides by roof forms, roof projections, or architectural screening.

6. Architectural Elements. New primary structures shall include at least one of the following elements listed below on at least one façade fronting a major or secondary highway. Where a building frontage exceeds 40 feet in length, an additional architectural element shall be used for each segment, or portion, of 40 feet of frontage and distributed throughout the width of the building facade. The architectural elements may be provided within any required front and side yard setbacks and may contribute to the minimum landscaping requirement when landscaping has been incorporated into terrace, forecourt, or backcourt, as described below.

   a. Terrace. A terrace separates the building façade from the sidewalk and street. A terrace may provide a space for public uses, such as public seating or dining. It creates a buffer from public rights-of-way (see Figure 22.366.060-G, below, for examples of terraces).

FIGURE 22.366.070-F: TERRACE DESIGN



i. Design Standards (see Figure 22.366.070-F):

A	Depth, clear	10 ft. min.
B	Height, clear	10 ft. min.
C	Finish level above sidewalk	3 ft. max.
D	Height, perimeter wall	4 ft. max.
E	Distance between access points	50 ft. max.
F	Length of terrace	At least 50 % of building frontage.

ii. Any required guardrails shall be at least 75 percent open above the perimeter wall.

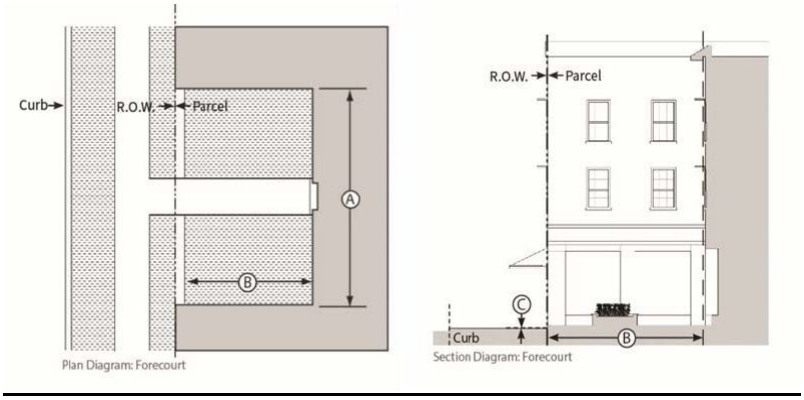
iii. Terraces shall dedicate at least 50 percent of their area to landscape and design elements, such as shaded seating areas with the inclusion of durable and movable outdoor furniture, fountains with adjacent seating, or other similar fixtures, or combination thereof.

FIGURE 22.366.070-G: EXAMPLES OF COVERED TERRACE AND TERRACE AREAS



b. Forecourt. A forecourt is a semi-public space formed by a recess in the façade of a building and is generally appropriate for commercial or public use and may provide a space for public seating or dining. (see Figure 22.366.070-I, below, for examples of forecourt area).

FIGURE 22.366.070-H: FORECOURT DESIGN



i. Design Standards (see Figure 22.366.070-H):

A	Width, clear	15 ft. min.
B	Depth, clear	20 ft. min.
C	Finish level above sidewalk	3 ft. max.
Ground floor transparency		60 percent min.

ii. Encroachments, such as balconies, awnings, and signage, are allowed within the forecourt and shall be located at least eight feet above finish level.

iii. Forecourts shall dedicate at least 50 percent of their area to landscape and design elements, such as shaded seating areas with the inclusion of durable and movable outdoor furniture, fountains with adjacent seating, or other similar fixtures, or combination thereof.

FIGURE 22.366.070-I: EXAMPLES OF FORECOURT AREA



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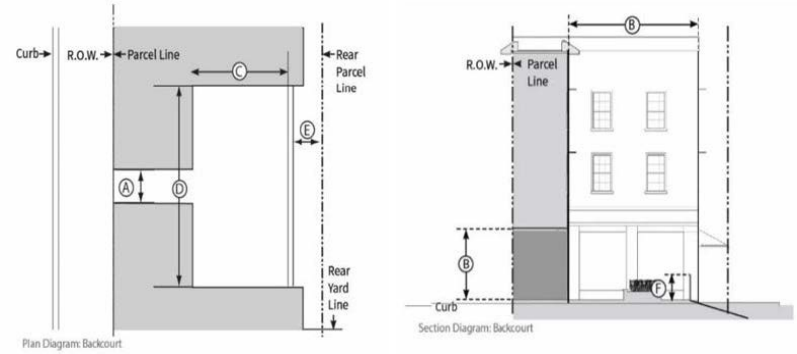
c. Backcourt (Rear Court). A backcourt is a semi-public courtyard oriented to the rear of a building that can be accessed by pedestrians from the sidewalk. A backcourt may be partially enclosed on one, two, or three sides by buildings or structures and is generally appropriate for commercial or public uses and may provide a space for public seating or dining. (see Figure 22.366.070-K, below, for examples of backcourt area).

FIGURE 22.366.070-J: BACKCOURT (REAR COURT) DESIGN



i. Design Standards (see Figure 22.366.070-J):

A	Access width, clear	10 ft. min.
B	Access height, clear	12 ft. min.
C	Width, clear	20 ft. min.
D	Depth, clear	20 ft. min.
E	Setback from rear parcel line	15 ft. min.
F	Privacy wall height, solid	4 ft.
Ground Floor Transparency		60% min.

ii. When provided, a backcourt shall satisfy the requirements of Subsection A.8 (Articulation) below, only if there is direct access for pedestrians to the backcourt from the major or secondary highway fronting the development.

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iii. Encroachments, such as balconies, awnings, and signage are allowed within the backcourt and shall be located at least eight feet above finish floor level.

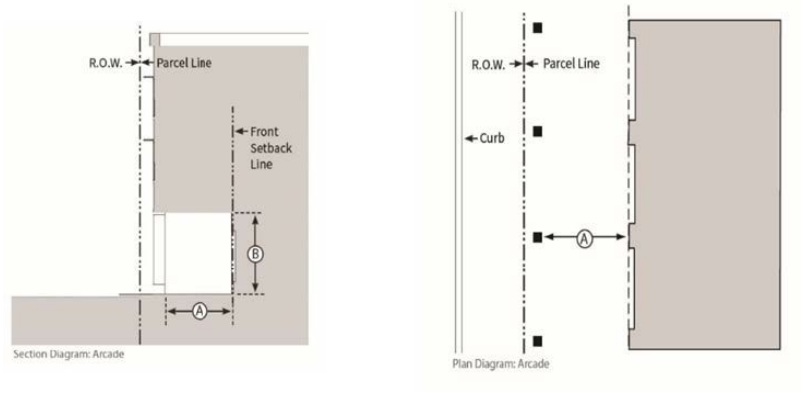
iv. Backcourts shall dedicate at least 50 percent of their area to landscape and design elements, such as shaded seating areas with the inclusion of durable and movable outdoor furniture, fountains with adjacent seating, or other similar fixtures, or combination thereof.

FIGURE 22.366.070-K: EXAMPLES OF BACKCOURT AREA



d. Arcade. An arcade is a façade with an attached colonnade that is covered by upper stories. Colonnades shall not screen from public view more than 25 percent of the ground floor façade (see Figure 22.366.070-M, below, for examples of arcade frontage).

FIGURE 22.366.070-L: ARCADE DESIGN



Design Standards (see Figure 22.366.070-L):

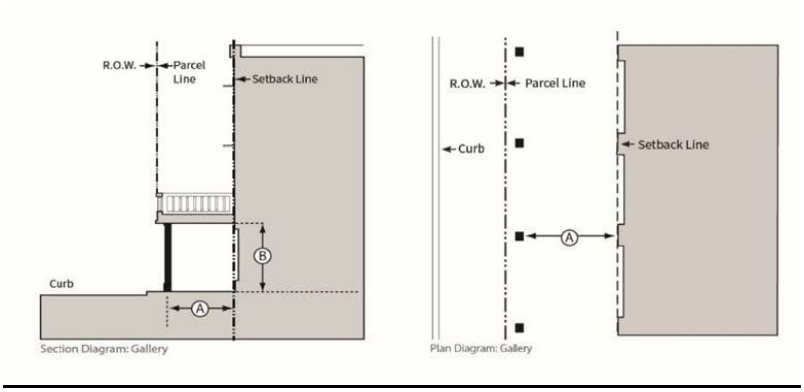
A	Depth, Clear	10 ft. min.
B	Ground Floor Height, Clear	10 ft. min.

FIGURE 22.366.070-M: EXAMPLES OF ARCADE FRONTAGE



e. Gallery. A gallery is a roof or deck projecting from the façade of a building with vertical supports. For multi-story buildings, galleries may provide covered or uncovered porches at the second and third floors. Galleries may encroach within the required front yard setbacks. Colonnades shall not screen from public view more than 25 percent of the ground floor façade (see Figure 22.366.070-O, below, for an example of gallery frontage).

FIGURE 22.366.070-N: GALLERY DESIGN



Design Standards (see Figure 22.366.070-N):

A	Depth, Clear	20 ft. min.

B	Ground floor height, Clear	10 ft. min.

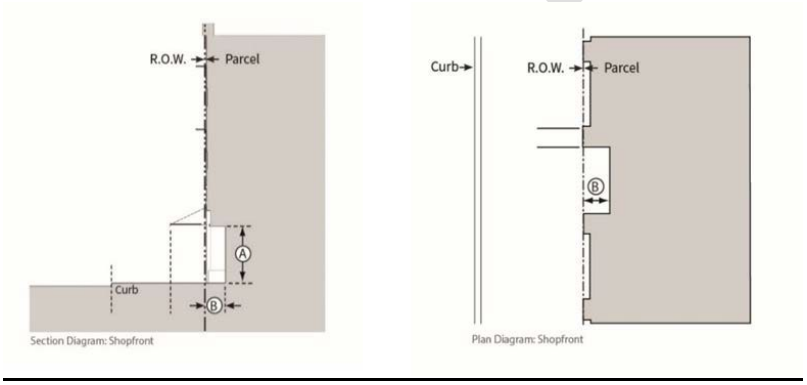
FIGURE 22.366.070-O: EXAMPLE OF GALLERY FRONTAGE



7. Entrances. A pedestrian-accessible entrance shall be required facing and directly accessible to pedestrians from at least one public sidewalk abutting the property.

    a. Shop Front Entrances. The following standards apply to public entrances to shop fronts located on the ground floor. Shop front entrances shall be recessed façades consisting of a door, transom lights and sidelights (see Figure 22.366.070-Q , below).

FIGURE 22.366.0700-P: SHOP FRONT ENTRANCE DESIGN



Design Standards (see Figure 22.366.070-P):

A	Recessed Area Height, Clear	10 ft. min.
B	Recessed Entry Depth	3 ft. min.

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Recessed Entry Transparency	60 % min.

FIGURE 22.366.070-Q: EXAMPLES OF SHOP FRONT ENTRANCE (LEFT) AND CORNER ENTRANCE (RIGHT)



b. Main Entrances. A multi-tenant building with a lobby at the ground floor shall provide a main entrance at the street level for pedestrian use. A main entrance is the widest entrance that opens into a lobby or primary circulation space of a building. In addition to the standards provided in Subsection A.7.a (Shop Front Entrances), a main entrance shall be easily identifiable and distinguishable from other ground floor entrances through the use of one of the following:

   i. Marked by a taller mass above, such as a tower, or within a volume that projects from the rest of the building surface.

   ii. Accented by columns or ornamental light fixtures.

   iii. Marked or accented by a change in the roofline or change in the roof type.

c. Corner Entrances. Buildings located on a corner lot shall provide a corner entrance that complies with Subsection A.7.a (Shop Front Entrances) or 7.b (Main Entrances), above, as applicable.

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8. Articulation. In addition to complying with the following requirements, a building façade shall be differentiated, as provided in Subsection A.4 (Façade Composition).

    a. Types of Articulation. Horizontal and vertical articulations shall be produced by variations in rooflines, window groupings, applied façade elements, such as piers or pilasters, bay windows, rough textured wood beams, headers, siding, pre-cast headers, casements, cornices, balconies, entrance stoops, porches, and/or changes in materials and horizontal and vertical planes that create shadow lines and textural differences. The articulation shall be such that there is consistency and uniformity in the overall design.

    b. Roof Drainage. The location, spacing, materials, and colors of exposed downspouts, gutters, scuppers, and other visible roof drainage components should be incorporated into the architectural composition of the façade and roof.

9. Wall Surface. The following standards shall apply to the building walls.

    a. A wall of a building located 30 feet or more from the side or rear lot line shall have the same trim and finish as the front building façade.

    b. A wall facing an internal courtyard or a side façade without windows and doors is only allowed if the wall is located less than 30 feet from the side or rear lot line and enhancements, such as surface reliefs, wall articulations, architectural murals or vines, are incorporated.

    c. Building finishes shall be of durable materials, such as brick, decorative concrete, glass, wood, stucco, or other similar materials except cinder block (concrete masonry unit).

    d. On at least two feet of the wall surface, durable materials shall be used, as provided in Subsection A.9.c above, except that stucco or other similar troweled finishes may not be used.

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e. Building walls shall have contrasting colors to give emphasis to design features, such as door/window trim, pilasters, cornices, capitals, wainscot, and/or similar treatments.

10 Wall Openings.

a. For frontages, upper stories shall have a window to wall area proportion that is less than that of the ground floor frontage. Glass curtain walls or portions of glass curtain walls are exempt from this standard.

b. Storage areas within a structure, other than product displays, shall not be visible through windows.

c. Railings and grilles may be installed on the exterior or interior of a window on the ground floor of a structure, provided that such railings and grilles do not interfere with the required 60 percent transparency under Subsection A.11 (Windows) below.

d. Roll-up security gates that are solid shall not be installed on the exterior of any window.

11 Windows.

a. At least 60 percent of the total width and 40 percent of the total area of the building facade at ground level shall be devoted to windows, interior views, or interior displays visible to pedestrians. The bottom of any such window shall be no more than three feet above the sidewalk or grade.

b. Flashing lights or similar flashing devices shall not be visible from the outside.

c. Entrances, mirrored or highly reflective materials, false windows, densely tinted glass, or displays of materials offering no views of the interior shall not be deemed to be in compliance with the requirements of this Section.

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d. Transparent or lightly tinted material, such as glass, shall be used at or near the street level to allow maximum visual interaction between pedestrian areas and the interior of the building.

e. Not more than 10 percent of the building facade at ground level shall consist of mirrored or densely tinted glass.

12 Mechanical Equipment. All mechanical equipment shall be located in a manner that avoids obstructing the architectural design of a building.

a. Air Conditioning Units.

i. Ground-mounted air conditioning units shall be screened or enclosed with landscaping or screening so as to not be visible from public areas at ground level, and shall be screened with appropriate sound and vibration isolating mounts and barriers.

ii. Roof-mounted air conditioning units shall be screened by architectural features so that the equipment will not be visible from public areas at ground level.

iii. Window-mounted or wall-mounted air conditioning units shall be placed to minimize overhang and impacts to the design of the building. Casements shall match the design of the facade.

b. Other mechanical equipment shall be screened from view using architectural features or screening materials so as to not be visible from public areas at ground level.

13. Exterior Lighting.

a. Light trespass. Fully shielded fixtures shall be used for exterior and directional lighting to prevent light trespass to adjacent uses. Perimeter luminaries shall be located at least five feet from any adjacent residential lot line.

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b. Lighting shall be provided at building access points or along pedestrian accessible walkways to enhance pedestrian safety.

c. Lighting shall be designed to minimize or prevent shadows or glare, such that visibility is not impaired. Examples include illumination of recessed entryways, and lighting evenly distributed along the store frontage or walkways such that near uniform foot-candles are registered along any pedestrian accessible area.

d. Prohibited outdoor lighting. The following types of outdoor lighting shall be prohibited unless otherwise required by a government agency for safety:

   i. Drop-down lenses, defined as a lens or diffuser that extends below a horizontal plane passing through the lowest point of the opaque portion of a light fixture.

   ii. Mercury vapor lights.

   iii. Ultraviolet lights.

   iv. Searchlights, laser lights, or other outdoor lighting that flashes, blinks, alternates, or moves. This applies to lighting behind display windows visible from the public right-of-way.

14. Landscaping. These landscaping provisions shall apply to installation or replacement of landscaping.

   a. Native trees with a trunk diameter of at least eight inches, as measured four-and-one-half feet above grade, shall be preserved and integrated into required landscaping, either in their current location or another location on the same lot, provided that such trees are good candidates for preservation or relocation, as established by a certified arborist. Such trees shall be moved in accordance with currently accepted arboricultural standards and practices and shall be supervised by a certified arborist. This provision shall not apply to oak trees, which are subject to the requirements of Chapter 22.174 (Oak Tree Permits).

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b. Landscaped areas shall be maintained with regular pruning, weeding, fertilizing, litter removal, and replacement of plants, as necessary. Landscaped areas shall be maintained with a permanent automatic irrigation system.

15. Height Limit. Notwithstanding the base zone standards in Title 22, a building or structure in Zone C-3 or MXD shall not exceed a height of 50 feet above grade, excluding chimneys, rooftop antennas, rooftop mechanical equipment, structure-mounted renewable energy systems, and rooftop recreational spaces, except that the portion of any building sharing a common side or rear lot line with property located within a residential zone shall have a stepback from the common side or rear lot line so that the height of the building in Zone MXD is no greater than 25 feet at the edge of the building wall facing that common lot line, and shall be recessed back one foot for every one foot increase in building height, up to a maximum height of 50 feet.

22.366.080 – Avocado Heights Community Standards District

A. Purpose. The Avocado Heights CSD is established to preserve the open character of the Avocado Heights community and to improve its appearance with property maintenance standards. This CSD also establishes standards to improve the compatibility between residential uses and neighboring industrial and assembly uses.

B. Definitions. The following terms are defined solely for this CSD:

1. Assembly building. A non-residential building used for public assembly that accommodates an occupant load of 50 or more persons.
2. Reserved

C. District Map. The boundaries of this CSD are shown on Figure 22.366.080-A: Avocado Heights CSD Boundary, at the end of this Chapter.

D. Applicability

1. General Applicability. The regulations of this CSD shall apply to any new use or structure for which a complete application has been filed on or after the effective date of this CSD, except as otherwise required in this Section.

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2. Where the application is for a lot that is subject to the requirements in Chapter 22.84 (Green Zone) and the provisions in Chapter 22.84 are contrary to the provisions in this Chapter, the more restrictive provisions shall prevail.

E. Application and Review Procedure

1. Notification. Except as otherwise provided in this chapter, for any application that requires a public hearing, the application shall comply with all noticing requirements as required by Section 22.222.160.B (Additional Radius).

F. Community Wide Development Standards

1. Graffiti. All structures, walls, and fences that are publicly visible shall remain free of graffiti. Any property owner, lessee, or other person responsible for the maintenance of a property shall remove graffiti within 72 hours of receiving written notice from the County that graffiti exists on the property. Paint used to cover graffiti shall match, as near as possible, the color of the surrounding surfaces.
2. Maintenance. Any areas of property that are publicly visible, including front yards, front sidewalks, and rear alleys, shall remain free of trash and other debris. Storage of household appliances, such as refrigerators, stoves, freezers, and similar products, is prohibited in all yard areas.

G. Zone Specific Development Standards

1. Zones R-1,R-A, and A-1
   a. Front Yard Landscaping. For lots less than 40 feet in width, front yards shall have a minimum of 25 percent landscaping. For all other lots, front yards shall have a minimum of 50 percent landscaping.
   b. Front Yard Fences. Notwithstanding Section 22.110.070.B.1 (Front Yards), a front yard fence may exceed three and one-half feet in height provided:
      i. The portions of the fence above three and one-half feet are built so as not to completely obstruct the public's view.
      ii. If the fence is chain link or wrought-iron, the fence may not exceed six feet in height.
   c. Lot Coverage. The maximum lot coverage for structures of any type, including structures for housing animals, shall be (0.25 × net lot area) + 1,000 square feet.

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d. Yard Depth.

i. For developed street blocks, the minimum front yard depth shall be equal to the average depth of all front yards on the same block and same side of the street. A vacant lot shall not be included in this calculation. For undeveloped street blocks, the minimum front yard depth shall be 20 feet; and

ii. The minimum rear yard depth shall be as depicted on Table 22.366.080-A, below:

TABLE 22.366.080-A: MINIMUM REAR YARD DEPTH

Lot Size (Square Feet)	Less than 13,000	13,000—19,999	20,000—39,999	40,000+
Minimum Rear Yard Depth	25 feet	30 feet	35 feet	40 feet

e. Assembly Buildings. All new assembly buildings shall be subject to the following:

i. The lot on which the assembly building is located shall be a minimum of one acre in size and shall have frontage on at least two intersecting public streets.

ii. The assembly building shall be located at least 50 feet from the property line of any residential property.

iii. Vehicle parking for an assembly building shall consist of one parking space for each three occupants, based on the occupant load for the assembly building. All parking spaces shall be provided within 500 feet of the assembly building.

iv. The common property line between an assembly building and an adjoining residential use shall have a six-foot high concrete block wall unless the wall

height standards in Section 22.110.070.B (Maximum Height of Fences and Walls) otherwise provide.

v. In addition to the events listed in Section 22.188.020 (Applicability), all festivals not included therein, and all fundraising events at an assembly building shall require an approved Special Event Permit, unless the event is otherwise allowed in the zone without a permit, or allowed under another approval.

2. Zones C-H and C-1

a. Parking Lot Landscaping. Except for rooftop or interior parking, parking lots with 20 or more vehicle parking spaces shall have a minimum of five percent landscaping. The landscaping shall be maintained and irrigated by a permanent watering system and shall include one 15-gallon tree for every 100 square feet of landscaped area. The landscaping shall provide separation between the parking lot and adjoining uses to the maximum extent possible.

b. Business Signs. Except as herein modified, all business signs shall conform to Chapter 22.114 (Signs).

i. Roof business signs shall be prohibited.

ii. Damaged business signs shall be repaired or removed within 30 days of receipt of written notice from a Zoning Enforcement Officer.

iii. Wall Business Signs. All businesses shall be permitted one wall business sign, unless the business has more than 40 feet of building frontage or multiple street frontages. For businesses with more than 40 feet of building frontage, the business shall be permitted one additional business sign for each additional 30 feet or increment thereof of street frontage; for businesses with multiple street frontages, the business shall be permitted one business sign for each street frontage. Wall business signs shall have the following maximum attributes:

(1) face area of two square feet for every linear foot of the applicable building frontage.

(2) Letter sizes of 24 inches in height.

(3) A vertical dimension of 36 inches for the frame box.

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iv. Freestanding Business Signs. Freestanding business signs shall be allowed only if the business is located on a lot with a minimum of 100 feet of street frontage and shall not be located on, or extend above, any public right-of-way or public sidewalk. Freestanding business signs shall have the following attributes:

(1) A solid base resting directly on the ground.

(2) A maximum face area of 60 square feet.

(3) A maximum height of 15 feet measured vertically from the ground level at the base of the sign.

v. Nonconforming Business Signs. All existing lawful nonconforming business signs shall be brought into compliance with this Subsection G.2.b, or be removed from the site, within the period set forth in Table 22.366.080-B, below:

TABLE 22.366.080-B: NONCONFORMING BUSINESS SIGNS

Sign Type	Period for Compliance or Removal (From Effective Date of CSD)
Painted Wall Business Signs	1 year
Non-Painted Wall Business Signs and Projecting Business Signs	3 years
Freestanding Business Signs	5 years
Roof Business Signs	5 years

c. Awnings.

i. Awning signs shall have the same face area restriction as that for wall business signs in Subsection G.2.b.iii.(1), above;

ii. Every awning for the same business shall be the same color and style; and

iii. Every awning in a building with multiple storefronts shall be complimentary in color and style.

3. Zone C-2. The standards prescribed for Zones C-H and C-1 shall apply to Zone C-2. In addition, all new buildings in Zone C-2 shall have a minimum setback of 20 feet from the front property line. This setback shall be completely landscaped, except where there is required parking and driveways. The landscaping shall be maintained with regular pruning, weeding, fertilizing, litter removal, and replacement of plants when necessary.

4. Zones C-3 and MXD. The standards prescribed for Zones C-H, C-1, and C-2 shall apply to Zones C-3 and MXD. In addition, a building or structure in Zones C-3 or MXD shall not exceed a height of 45 feet above grade, excluding chimneys and rooftop antennas.

5. Zones M-1 and M-1.5.

   a. Buffers. Properties that adjoin a residential zone, school, or park shall have a minimum 10-foot landscaped buffer along the common property line. One 15-gallon tree for every 100 square feet of landscaped area shall be planted equally spaced in the buffer strip. The landscaping shall be irrigated by a permanent watering system and shall be maintained in the manner provided in Subsection G.3, above.

   b. Minimum Lot Size. Except for lots legally created prior to the effective date of the ordinance establishing this CSD, the minimum lot size shall be 20,000 square feet.

   c. Setbacks. All new buildings that adjoin or face a Residential Zone, school, or park shall have a minimum setback of 20 feet from the front or side property line. The front setback shall be completely landscaped, except where there is required parking and driveways. The landscaping shall be maintained in the manner provided in Subsection G.3, above.

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d. Fences or Walls. Properties that adjoin a Residential Zone, school, or park shall have a minimum eight-foot high solid wall or solid fence along the common property line in compliance with Section 22.140.430.C.2 (Fences and Walls).

e. Lot Coverage. All new structures shall have a maximum 70 percent lot coverage. At least 10 percent of the net lot area shall be landscaped with lawns, shrubbery, flowers, or trees. The landscaping shall be maintained in the manner provided in Subsection G.3, above.

f. Height. Excluding chimneys and rooftop antennas, all new structures shall have a maximum height of 45 feet above grade if located within 250 feet of a Residential Zone, and 90 feet above grade otherwise.

g. Loading Docks. No loading dock shall be permitted along a property line that adjoins a Residential Zone.

h. Outdoor Storage. Notwithstanding Section 22.140.430 (Outdoor Storage), outside storage shall not be publicly visible to anyone in an adjoining Residential Zone.

i. Outdoor Businesses. All principal business uses conducted outside an enclosed structure within 500 feet of a Residential Zone, school, or park shall require an approved Conditional Use Permit (Chapter 22.158).

H. Area Specific Development Standards

1. Area 1- Equestrian Area.

a. Purpose. This area is established to preserve equestrian uses in the urban areas of the Avocado Heights community while alleviating certain environmental impacts associated with keeping horses and livestock. The development standards herein are intended to supplement the requirements of Chapter 22.70 (Equestrian Districts) and are adopted pursuant to Section 22.70.030 (Establishment, Expansion, or Repeal of Equestrian Districts).

b. Area Description. This area is coextensive with the Avocado Heights Equestrian District established pursuant to Chapter 22.70 (Equestrian Districts). The boundaries of the area are shown on Figure 22.366-B: Equestrian Area at the end of this Chapter.

c. Development Standards.

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i. Distances. Structures such as stables, barns, sheds, pens, and corrals, and any areas of property where horses or livestock are pastured, shall be located a minimum of 35 feet from any residence, and 10 feet from any street or highway.

ii. Setbacks. Structures used to temporarily keep horses or livestock shall be located a minimum of five feet from any rear or side property line, unless the property owner obtains the notarized written consent from the current adjacent property owners from the respective side and near property lines allowing a lesser setback.

iii. Dust Control. Measures to limit dust, such as installing a sprinkler system or regular ground watering, shall be implemented.

iv. Manure Disposal and Storage. Unless manure is used for spreading, manure shall be disposed of weekly. Until its disposal, manure shall be stored a minimum of 50 feet from any water source or natural drainage channel. Manure storage areas shall be covered.

2. Area 2 – Valley Boulevard Area

a. Purpose. This area is established to improve the compatibility between residential and industrial uses in the Valley Boulevard area.

b. Area Description. The boundaries of the area are shown on Figure 22.366-C: Valley Boulevard Area at the end of this Chapter.

c. Area Specific Conditional Uses. Commercial and industrial uses otherwise permitted shall require a Conditional Use Permit (Chapter 22.158) application for properties without street frontage on, or direct vehicular driveway access to, Valley Boulevard.

d. Zone Specific Use Standards.

i. Zone M-1. In addition to the uses specified in Section 22.22.030 (Land Use Regulations for Zones M-1, M-1.5, M-2, and M-2.5), the following uses shall also require a Conditional Use Permit (Chapter 22.158) application in Zone M-1:

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- Acetylene; the storage of oxygen and acetylene in tanks if oxygen is stored in a room separate from acetylene, and such rooms are separated by a not less than a one-hour fire-resistant wall.
- Animal experimentation research institute.
- Automobile body and fender repair shops.
- Automobile painting and upholstering.
- Batteries; the manufacture and rebuilding of batteries.
- Breweries.
- Cannery, except meat or fish.
- Casein; the manufacture of casein products, except glue.
- Cellophane; the manufacture of cellophane products.
- Cesspool pumping, cleaning, and draining.
- Cold storage plants.
- Concrete batching, provided that the mixer is limited to one cubic yard.
- Dextrine, manufacture of.
- Distributing plants.
- Electrical transformer substations.
- Fabricating, other than snap riveting or any process used in bending or shaping which produces any annoying or disagreeable noise.
- Fox farms.
- Fuel yards.
- Generators; the manufacture of electrical generators.
- Incinerators, the manufacture of.
- Ink, the manufacture of.
- Lubricating oil; the canning and packaging of lubricating oil if not more than 100 barrels are stored above ground at any one time.
- Paint mixing, except the mixing of lacquers and synthetic enamels.
- Poultry and rabbits; the wholesale and retail sale of poultry and rabbits, including slaughtering and dressing within a building.
- Sand; the washing of sand to be used in sandblasting.
- Sodium glutamate, the manufacture of.

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- Stove polish, the manufacture of.
- Tire retreading.

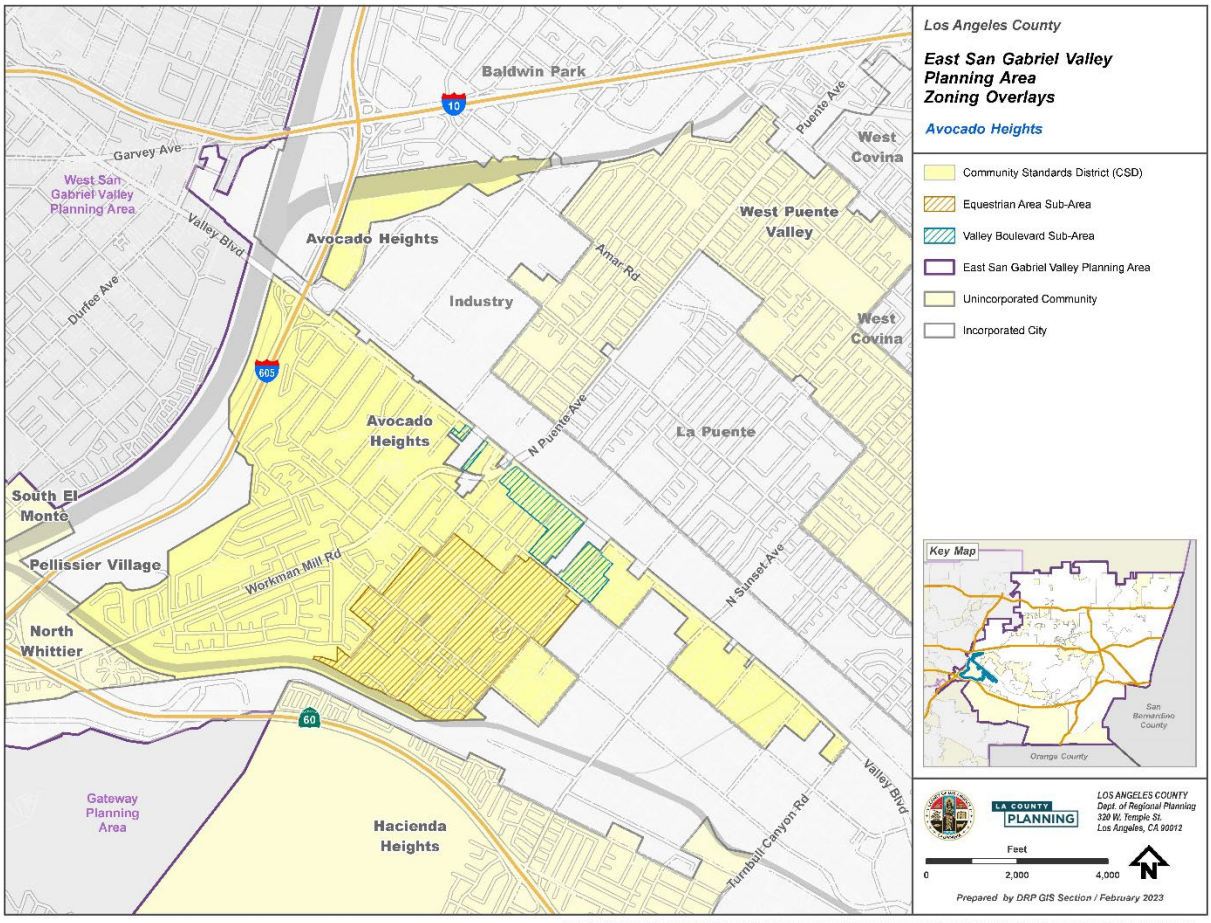
ii. Zone M-1.5.

(1) All uses requiring a Conditional Use Permit (Chapter 22.158) application pursuant to Subsection H.2.d.i, above, in Zone M-1 shall require a Conditional Use Permit application in Zone M-1.5.

(2) Any use otherwise permitted in Zone M-1.5 but not Zone M-1 shall require a Conditional Use Permit (Chapter 22.158) application in Zone M-1.5.

(3) Materials Recovery Facilities. A materials recovery facility shall require a Conditional Use Permit (Chapter 22.158) application in Zone M-1.5.

FIGURE 22.366.080-A: AVOCADO HEIGHTS CSD BOUNDARY



22.366.090 – Rowland Heights Community Standards District

A. Purpose. The Rowland Heights CSD is established to: (1) ensure that new development retains the residential character of the area; (2) impose development standards and review processes to ensure that commercial development, signs in commercial areas, landscaping, and setbacks are appropriate for the community and are implemented to protect the community's health, safety, and welfare; (3) improve walkability, accessibility, and vibrancy in commercial areas; and (4) allow for the keeping and parking of recreational vehicles on residentially and agriculturally zoned lots in a manner that protects the health, safety, and general welfare of the entire community.

B. Definitions.

1. Recreational Vehicle. A camper, camp trailer, travel trailer, house car, motor home, trailer bus, trailer coach, or similar vehicle, with or without motive power, designed for human habitation for recreational or emergency occupancy. A recreational vehicle includes a boat, other watercraft, snowmobile, off-road vehicle that cannot legally be driven on public streets, and other similar types of vehicles. A trailer, whether open or enclosed, used to carry or tow property such as animals, boats or other watercraft, snowmobiles, off-road vehicles, racecars, or other similar vehicles is also a recreational vehicle. Where a recreational vehicle is on or attached to such a trailer, they shall together be considered one recreational vehicle. A recreational vehicle shall not include a pickup truck used for transportation to which a camper shell has been attached.

2. (Reserved)

C. District Map. The boundaries of this CSD are shown on Figure 22.366.090-A: Rowland Heights CSD Boundary, at the end of this Chapter.

D. Application and Review Procedures.

1. Reports. A monthly report or reports shall be made available to the public by the Department by request, listing all permit and site plan applications received by the

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Department for this CSD. The report shall include the type of application received, a brief description of the project, and the address of the proposed project.

2. Notification. Any application that requires a public hearing shall comply with all noticing requirements as required by Section 22.222.160.B (Additional Radius).

E. Community Wide Development Standards.

1. Properties shall be neatly maintained, and yard areas shall be free of debris, trash, lumber, overgrown or dead vegetation, broken or discarded furniture, and household equipment such as refrigerators, stoves, and freezers.
2. Screening. Trash containers and dumpsters stored in the front or side yard areas shall be screened from view from streets, walkways, and adjacent residences.

F. Zone Specific Development Standards.

1. Zones A-1, A-2, R-1, and R-A.

a. Front Yard Landscaping. A minimum of 50 percent of the required front yard area shall contain landscaping consisting of drought-tolerant vegetation, grass, shrubs, trees, and other similar plant materials. Paved or all-gravel surfaces may not be included as part of the required landscaped area.

b. Grading. A Conditional Use Permit (Chapter 22.158) shall be required for any grading on a lot that cumulatively exceeds 50,000 total cubic yards of cut plus fill material, excluding any grading approved prior to the effective date of the ordinance establishing this Subsection F.1.b (Grading).

2. All Agricultural and Residential Zones.

a. Recreational Vehicle Parking. Except as specified otherwise in this Title 22, a recreational vehicle may be kept, stored, parked, maintained, or otherwise permitted on a lot in Zones A-1, A-2, R-1, R-2, R-3, R-4, R-A, and RPD subject to the following restrictions:

i. A recreational vehicle shall not be kept, stored, parked, maintained, or otherwise permitted within five feet of the front lot line or corner side lot line.

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ii. No portion of a recreational vehicle exceeding 36 inches in height shall be kept, stored, parked, maintained, or otherwise permitted within 10 feet of the front lot line or corner side lot line.

iii. No more than one recreational vehicle may be kept, stored, parked, maintained, or otherwise permitted in the front yard, corner side yard, or any additional area situated between the corner side yard and the rear lot line.

iv. No recreational vehicle shall be kept, stored, parked, maintained, or otherwise permitted in a manner that prevents access to any required covered parking on the same lot.

v. A recreational vehicle may be kept, stored, parked, maintained, or otherwise permitted only on premises owned or occupied by the owner of the vehicle.

vi. No disabled or otherwise nonfunctional recreational vehicle shall be kept, stored, parked, maintained, or otherwise permitted in the front yard or corner side yard.

vii. A recreational vehicle shall be kept, stored, parked, maintained, or otherwise permitted so as to maintain unobstructed line-of-sight for pedestrians and motorists using the public right-of-way.

viii. A recreational vehicle shall be kept, stored, parked, maintained, or otherwise permitted so as not to constitute a health or safety hazard.

3. Zone C-1, C-2, C-3, and MXD

a. Yard Setbacks. Outdoor dining, exterior furniture, or pedestrian circulation areas may be provided in the front and side yard setbacks, if such setbacks are provided to meet the landscaping requirement, for up to 25 percent of the required 15 percent net area landscaping.

b. Awnings

i. Use of awnings. As part of the building articulation, awnings with or without a sign may be used at entrances, windows, bays or along building frontages

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or façades, subject to the requirements of Subsection F.3.d.vi.(G).(ii) (Awning Sign).

ii. Multiple awnings belonging to a single commercial business shall be the same color and style.

iii. Awnings shall not utilize glossy material or be internally illuminated.

iv. Awnings shall be maintained in good repair. For the purposes of this Subsection, good repair shall be defined as not torn or ripped.

c. Walls and Fences.

i. Materials. Walls shall be constructed of brick, stucco, or split-faced concrete block with a cap. Fences shall be constructed of wood, simulated wood, brick, stone, and/or wrought iron.

ii. Prohibited Fences. Chain-link, barbed and concertina wire fences, electric fences, fences or walls with protruding sharp edges, or other fences and walls designed for or likely to cause harm to persons, are prohibited, except as otherwise provided below.

iii. Special Purpose Fences. Chain link fences are permitted only when used to secure undeveloped lots, construction sites, or for special events authorized by a special event permit pursuant to Chapter 22.188 (Special Events Permit).

d. Setbacks. The minimum setbacks from highways or streets for new structures and additions to structures shall be as follows: for lots located along Fullerton Road, Colima Road, Nogales Street, Fairway Drive, and Brea Canyon Cut-Off Road, 20 feet from the property line adjoining that respective highway or street; for lots located along any other highway or street, 15 feet from the property line adjoining that respective highway or street. The first 10 feet of the setback area measured from the highway or street shall be landscaped in the manner described in Subsection F.3.f, below.

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e. Lot Coverage and Landscaping. Buildings and structures shall not cumulatively occupy more than 80 percent of the net area of a lot. A minimum of 20 percent of the net area shall be landscaped as described in Subsection F.3.f below.

f. General Landscaping. New development shall provide landscaping consisting of 24-inch and 36-inch box trees, five and fifteen gallon-size shrubs, and ground cover. All landscaping shall be maintained with regular pruning, weeding, fertilizing, litter removal, and replacement of plants when necessary. Incidental walkways, if needed, may be developed in the landscaped area. Where applicable, landscaping shall be:

   i. Placed around the base of a structure in the area between the structure and the parking area;

   ii. Used to screen trash enclosures, parking areas, storage areas, loading areas, and public utilities from public view, to the extent that the landscaping does not prevent access thereto; and

   iii. Used to create a buffer with a minimum width and height of three feet between parking areas and public rights-of-way.

g. Parking Lot Landscaping. Except for rooftop or interior parking, an existing or proposed parking lot with 20 or more parking spaces shall have a minimum of five percent of the gross area of the parking lot landscaped. This landscaping shall be counted toward the general landscaping requirement set forth in Subsection F.3.f, above. The landscaping shall be spread throughout the parking lot to maximize its aesthetic effect and the parking lot's compatibility with adjoining uses. Where appropriate, all areas of the parking lot not used for vehicle parking, vehicle maneuvering, or pedestrian movement or activity, shall be landscaped.

h. Buffers. New structures and additions to structures less than or equal to a total of 15 feet in height, on lots adjoining a Residential Zone, shall have a minimum setback of three feet from the property line adjoining the Residential Zone. Any such structures or additions to structures over 15 feet in height shall add a

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minimum setback of one foot for each additional foot of the structure's height over 15 feet, applicable to those portions of the structure exceeding 15 feet.

i. Corner Properties.

   i. Corner Cut-off. For purposes of maintaining safe visibility, the front corner area of any corner or reverse corner lot shall be kept free of any tree, fence, shrub, or other physical obstruction higher than 42 inches above grade. The restricted front corner area shall be triangular in shape and shall be measured as follows: two sides of the triangle shall each be 30 feet in length, measured from the point formed by the intersection of the front and exterior side property lines; the third side shall be formed by a straight line connecting the two above-mentioned points.

   ii. Zero Lot Line. All new structures and additions to structures shall, whenever practical, have a zero setback from the rear and interior side property lines when such property lines adjoin a commercially zoned property.

j. Minor Conditional Use Permit for New Restaurants. New restaurants or additions to an existing restaurant, where the new floor area of the restaurant use is greater than 2,500 square feet, shall be subject to a Minor Conditional Use Permit (Chapter 22.160) application. For purposes of the preceding sentence, a change of use from a non-restaurant to a restaurant shall be considered a new restaurant. In addition to the provisions described in Chapter 22.160, the following shall also apply to these uses:

   i. Filing Fee. A filing fee equal to that required for a Minor Conditional Use Permit.

   ii. Notification. The application shall comply with all noticing requirements as required by a Minor Conditional Use Permit (Chapter 22.160), except that the notification radius shall comply with all noticing requirements as required by Section 22.222.160.B (Additional Radius). A copy of the notice shall also be sent to all other persons or organizations requesting notification.

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iii. Notification of Decision. Notwithstanding Section 22.222.220 (Notice of Action), notice of the decision shall be sent not only to the applicant, but also to those persons who submitted written comments concerning the application, and to all other persons or organizations requesting notification.

k. Compact Parking. Notwithstanding 22.112.070.E (Compact Spaces), The provision of compact parking to meet minimum parking requirements shall comply with 22.112.070.E (Compact Spaces), except that a maximum of 20 percent of the number of required parking spaces may be compact automobile parking spaces.

4. Zones M-1 and M-1.5. In Zones M-1 and M-1.5, any use that is otherwise authorized in Zone C-3, as described in Chapter 22.20 (Commercial Zones), shall be subject to the standards and review provisions prescribed for all Commercial and Mixed-Use Zones, as contained in Subsection F.3, above.

G. Signs. Except as herein modified, all new signs in all zones shall conform to Chapter 22.114 (Signs). Signs regulated by this Section shall not be erected or displayed unless a building permit is first obtained, unless the sign is exempt, as set forth in Subsection G.1 (Exempt Signs), below. Signage that extends into the public right-of-way requires a road encroachment permit from Public Works.

1. Exempt Signs. In addition to the exception for signs described in Subsection G.6.b (Incidental Business Signs), the following types of signs are exempt from these standards, provided the signs conform to the following:

a. Future Tenant Signs. Temporary signs that identify the name of future businesses. Only one such sign is allowed per street frontage of the building with a maximum of 32 square feet of sign area. Such a sign may only be displayed after tenant improvements for the site have begun and may not be displayed after the first occupancy of the tenant space.

b. Grand Opening Sign. A temporary promotional sign used by newly established businesses to inform the public of their location and services. Such signs are permitted only until 90 days after the initial occupancy of the new business and shall be removed no later than the 91st day after such initial occupancy. One

such sign is allowed per street frontage with a maximum of 32 square feet of sign area. A "Grand Opening" sign shall not include annual or occasional promotion by a business.

c. Window Sign. Two window signs per tenant are allowed consisting of permanently fixed individual lettering and/or logos not exceeding six inches in height and a total maximum sign area of three square feet. If illuminated, a window sign shall only be externally illuminated.

d. Temporary Window Sign. In addition to the signage allowed in Subsection G.1.c, above, a tenant may display one additional temporary window sign, provided the sign does not exceed 25 percent of the area of any single window or adjoining windows on the same street frontage. Display of such temporary window sign shall not exceed 30 days, and there shall be a minimum of 30 days between each use of temporary window signs. Temporary window signs are permitted a maximum of four times per calendar year, and, if illuminated, shall only be externally illuminated.

e. Directory Sign. A directory sign for a building providing a list of the names of business establishments within a building is allowed, provided the sign area for the directory sign is no larger than six square feet. Such directory sign may be wall mounted, provided it is no higher than eight feet from the finished grade. The directory sign may also be freestanding, provided it is no higher than eight feet and no lower than three feet from the finished grade.

f. Affiliation Sign. Affiliation signs that provide notice of services within an establishment (for example, credit cards accepted, trade affiliations, etc.) are allowed, provided such signs shall not exceed one square foot in area for each sign, and no more than three such signs shall be allowed for each business. If illuminated, affiliation signs shall only be externally illuminated.

2. Nonconforming Signs. An existing sign that was legally established and does not conform to the provisions of these Area Specific standards shall not be enlarged or altered, and must be amortized in compliance with Subsection G.5 (Removal and Amortization Schedule).

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3. Exposed Neon Signs. A sign that is internally illuminated or employs exposed neon shall be placed at least seven feet above finished grade. The use of exposed neon shall be limited to script and pictorial graphics, and animation, provided that such animation is limited to intervals of five or more seconds.
4. Prohibited Signs. The following signs shall be prohibited in addition to those listed in Section 22.114.040 (Prohibited Signs Designated):
    a. Signs employing any continuous or sequential flashing operation, including electronic reader boards and LED signage that employs crawling displays or flashing illuminations.
    b. Signs employing video components.
    c. Signs emitting odors.
    d. Roof business signs, including signs painted on the surface of roofs.
    e. Digital and Electronic Signs. Existing signs shall not be converted to a digital or electronic billboard sign. Digital and electronic signs include any internally or externally illuminated sign that utilizes digital message technology capable of instantaneously changing the static message or copy on the sign electronically.
5. Removal and Amortization Schedule. A sign which is nonconforming, due to the requirements of this CSD, shall be removed or made to comply with this CSD within 20 years from the effective date of this CSD in compliance with Section 22.172.050.B.1.f (Termination By Operation of Law).
6. Permitted Signs. Signs shall comply with Chapter 22.114, except as modified herein as follows:
    a. To facilitate the identification or location of the premises in cases of emergency and for other public health, safety, and welfare purposes, business signs readable from a public right-of-way or parking area open to the general public shall include the following information on the sign: Street address and name of the business in digits which are readable from the right-of-way or parking area.
    b. Incidental Business Signs. An incidental business sign shall not be attached to a freestanding sign and shall not be internally illuminated.

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c. Building Identification Signs. A building identification sign shall not exceed four square feet in area, shall not be placed more than four feet above finished grade, and shall not be internally illuminated.

d. Temporary Construction Signs. A temporary construction sign shall not exceed 40 square feet in area and shall not exceed six feet in height, if free-standing. The top of such sign shall not be placed more than six feet above finished grade, if wall-mounted, shall not be internally illuminated, and shall be removed from the premises within five days after completion of the construction.

e. Directional or Informational Signs. A directional or informational sign shall not exceed four square feet in area, shall not exceed three feet in height, if free-standing, and the top of the sign shall not be placed more than three feet above finished grade, if wall-mounted.

f. Special Purpose Signs.

   i. A bulletin or special-event sign shall not exceed 12 square feet in area.

   ii. Fuel pricing signs shall comply with the standards of Subsection G.6.g.iv (Monument Sign) or G.6.h (Master Sign Program).

g. Permitted Sign Types.

   i. Projecting Sign. The projecting sign type is mounted perpendicular to a building's façade from decorative metal brackets or mounted on the building wall. Projecting signs are easily read from both sides. This Subsection specifies standards for Projecting Sign per Figure 22.366.090_F.

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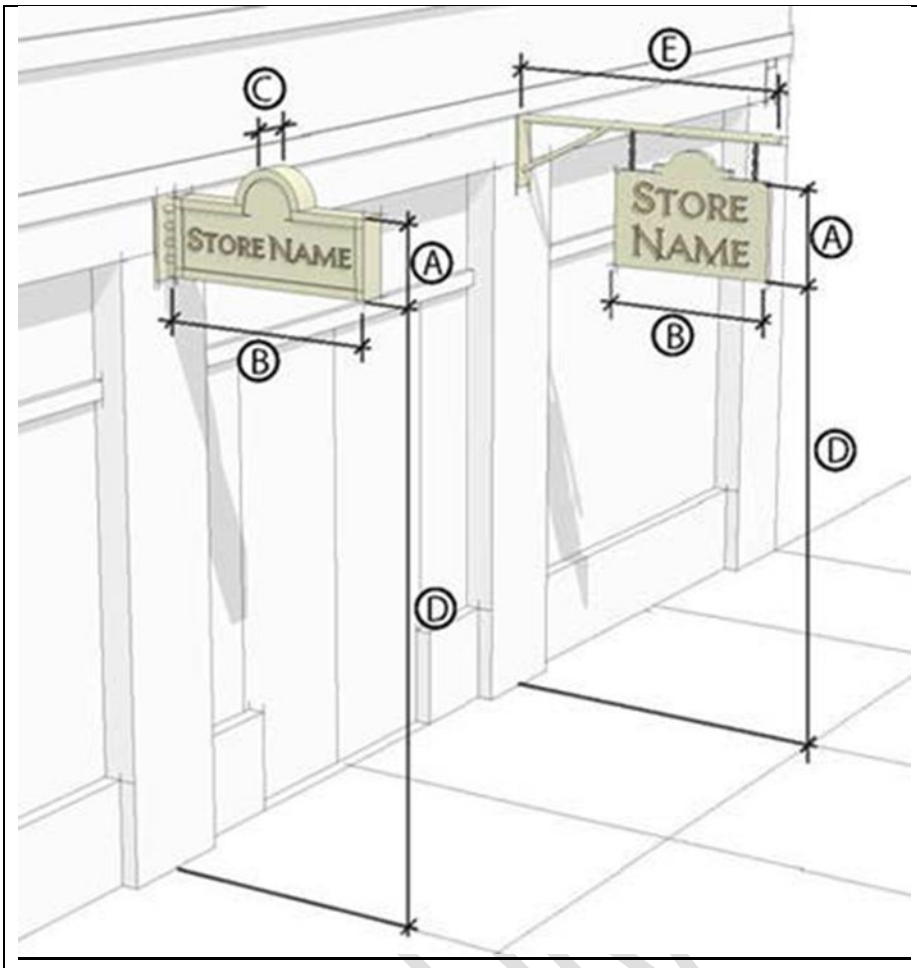

Figure 22.366.090-F: Projecting Sign Design

A – Sign Area	6 sq. ft. max per side; 12 sq. ft. max. total
B – Sign Width	4 ft. max.
C – Sign Thickness	4 in. max.
D - Height	8 ft. min. clearance, 10 ft max.
E - Projection	5 ft. max.
Signs Per Building	One per ground-floor business establishment with reduction in any permitted wall sign.

ii. Awning Sign. The awning sign may be used in the shop front to protect merchandise and keep interiors and sidewalk passages shaded and cool in hot weather. Tenant signs may be painted, screen printed, or appliquéd on the awnings. Projecting signage shall not be attached to awning signage.

This Subsection specifies standards for Awning Sign per Figure 22.366.090_G.

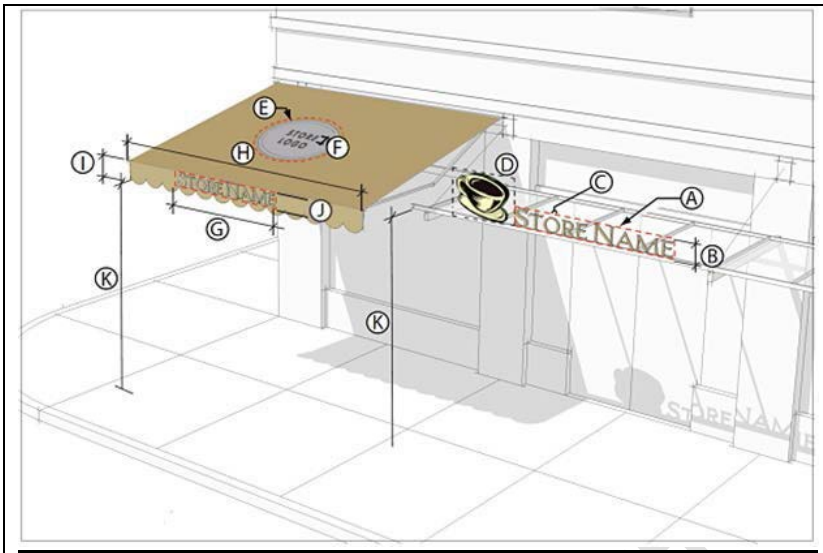

Figure 22.366.090-G: Awning Sign Design

Projecting Awning	
A - Signable Area	One sq. ft. per linear ft. of shop front max.
B - Lettering Height	12 in. max.
C - Lettering Thickness	6 in. max.
D - Feature/Logo	2-1/4 sq. ft. max.
Sloping Awning	
E - Signable Area	25 % coverage max.
F - Lettering Height	18 in. max.
G – Valance Signable Area	75 % coverage max.
H – Valance Width	Shop Front width max.
I – Valance Height	8 in. min; 12 in. max.
J - Lettering Height	8 in. max.

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K – Awning Height	8 ft. min. clearance
Signs Per Awning	One projecting; or one valance and one sloping max.
Miscellaneous	Only the store name, logo, and/or address shall be applied to the awning. Additional information is prohibited.
	Internally illuminated awnings are prohibited.
	Open-ended awnings are encouraged.
	Vinyl or plastic awnings are discouraged.

iii. Wall Business Sign. The wall business sign type is flat against the façade consisting of individual cut letters applied directly to the building, raised letters on a panel, or painted directly on the surface of the building. Wall signs are placed above shop fronts and often run horizontally along the entablature of traditional buildings, or decorative cornice or sign band at the top of the building. This Subsection specifies standards for Wall Business Sign per Figure 22.366.090_H.

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Figure 22.366.090-H: Projecting Sign Design

A – Signable Area Per Shopfront	1 sq. ft. per linear foot of shop front width up to 30 sq. ft. max.
B – Sign Width	Shop front width, max.
C – Sign Height	1 ft. min., 3 ft. max.
D – Lettering Width	75 % of signable width max.
E - Lettering Height	75 % of signable height, max.; 18 in. max., or whichever is less
Sign Projection	8 in. max.
Signs Per Building	One per each ground-floor business establishment.
Ground Floor Establishments	Business adjoining two frontages, one 15 sq. ft. area wall sign allowed.
	Business adjoining an alley or parking lot at side or rear, one 10 sq. ft. area wall sign allowed.

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Miscellaneous	Changeable copy signs are only allowed for directory signs listing more than one tenant, signs advertising restaurant food specials, or films and live entertainment which change on a regular basis.
	Wall signs shall not extend beyond the roof line or cornice of a building, or the building wall.
	Cabinet Signs are prohibited.
	Direct internally illumiated signs are discouraged

iv. Monument Sign. The monument sign type is not attached to a building and has an integral support structure. A monument sign stands directly on the ground or ground level foundation and is often used to mark a place of significance or the entrance to a location. This Subsection specifies standards for Monument Sign per Figure 22.366.090_H.

(1) Changeable copy signs are only allowed for fuel pricing signs, directory signs listing more than one tenant, signs advertising restaurant food specials, or films and live entertainment which change on a regular basis.

(2) Shall be surrounded by landscaping that is at least twice as large as the area of one of its signs faces.

(3) Shall not rotate, move, or simulate motion.

(4) Shall not identify more than eight establishments.

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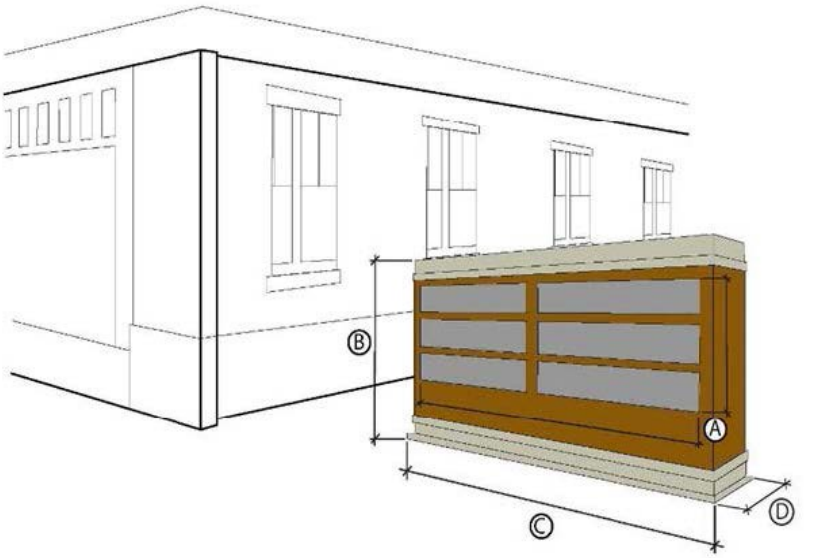

Figure 22.366.090-I: Monument Sign Design

A - Signable Area	30 sq. ft. max.
B - Sign Height	6 ft. max.
C - Sign Width	8 ft. max.
D – Sign Depth	1 ft. max.
Street frontage of 99 ft. or less	Not permitted.
Street frontage having a continuous distance of between 100 ft. and 199 ft.	One sign max.
Street frontage having a continuous distance of more than 200 ft.	Two signs max., provided a 50 ft. separation between signs.

h. Master Sign Program.

i. Purpose. A master sign program is intended to:

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(1)Integrate the design of single or multiple signs proposed for a development project with the design of the project's structures to promote design consistency; and/or

(2)Provide a means for applying common sign regulations for multi-tenant projects, and to allow harmony in the design and display of single or multiple signs for development projects. A master sign program is intended to achieve, not circumvent, the purpose of this CSD.

ii. Applicability. A master sign program permit shall be required whenever any of the following circumstances exist:

(1) The property owner or applicant requests a master sign program.

(2) A project is proposed to include four or more business signs on the same lot or building.

(3) A business sign is proposed at a location where a legally non-conforming sign exists on the property, and the property has four or more tenants or tenant spaces.

iii. Application Requirements. A master sign program application shall be the same as that for a Ministerial Site Plan Review and shall require new business signs to comply, where applicable, with Subsection G (Signs), and shall establish standards for sign location, style, size, color, font, materials, and any other applicable sign features, so that all new business signs in a commercial center meet this threshold until the required sign program has been approved by the Department.

(1) The master sign program shall enhance the overall development and relate visually to other signs included in the master sign program, to the structures or developments they identify, and to surrounding development; and

(2) The master sign program must be able to accommodate future revisions to signage that may be required because of changes in use or tenants in the development, but without requiring other changes to the master sign program.

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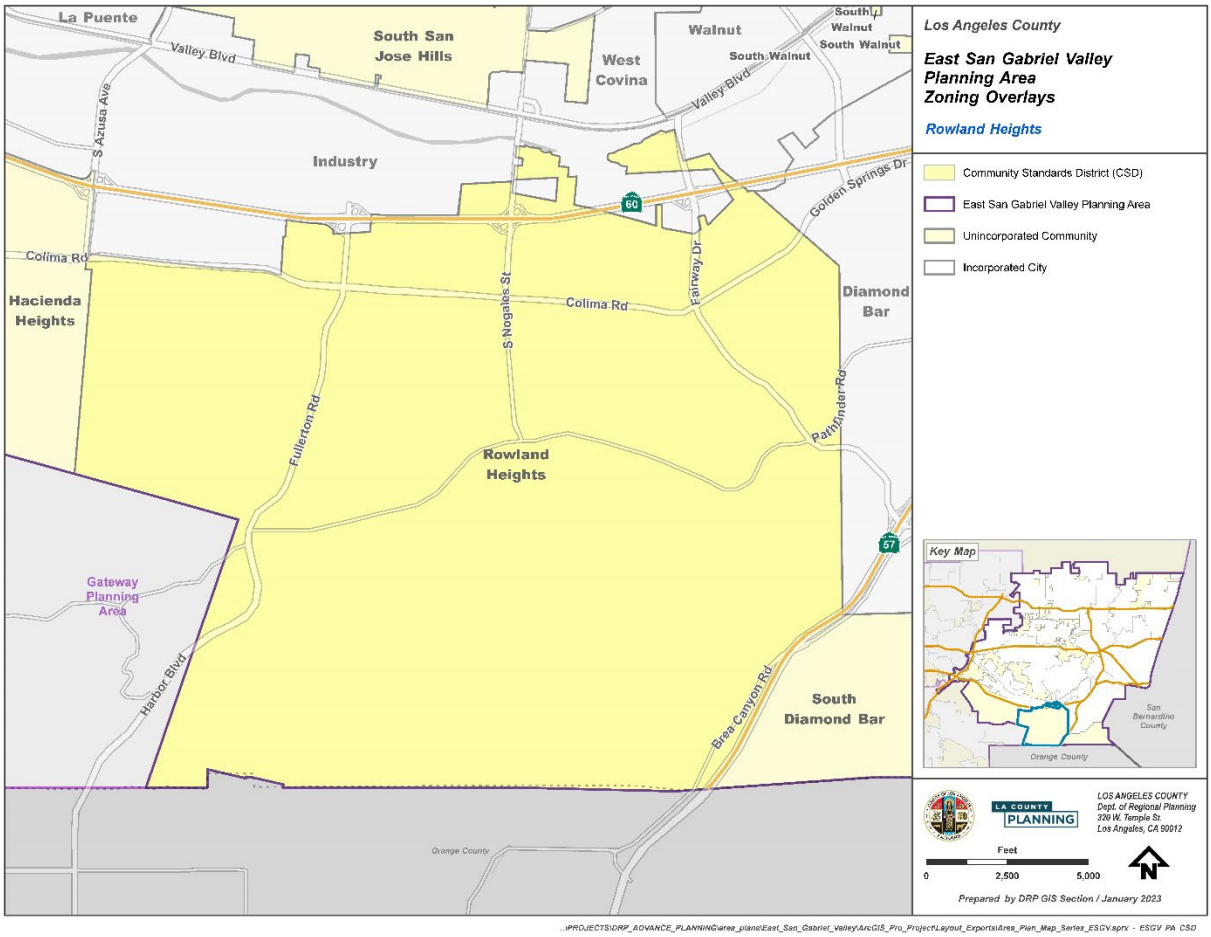
H. Area Specific Development Standards. (Reserved).

Figure 22.366.090-A: Rowland Heights CSD Boundary



22.366.100 – Southwest Puente Setback District

A. Applicability. In addition to the standards provided in 22.72 (Setback Districts), the following standards shall apply:

B. Southwest Puente Setback District - Established Front Yard Setback Districts are listed in Table 22.366.100-A, below. Front Yard Setback Districts are shown on the Zoning Map and are incorporated with all provisions specified in each respective ordinance of adoption.

TABLE 22.366.100-A: FRONT YARD SETBACK DISTRICTS			
District Number	District Name	Ordinance of Adoption	Date of Adoption
14	Southwest Puente	6526	8-24-1954

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C. Front Yard Setback. The front yard setback for properties in this District shall be 35 feet from the property line.

D. 22.366.100 - District Maps. The boundaries of the Setback Districts is shown on Figure 22.366.100-A at the end of this Chapter.

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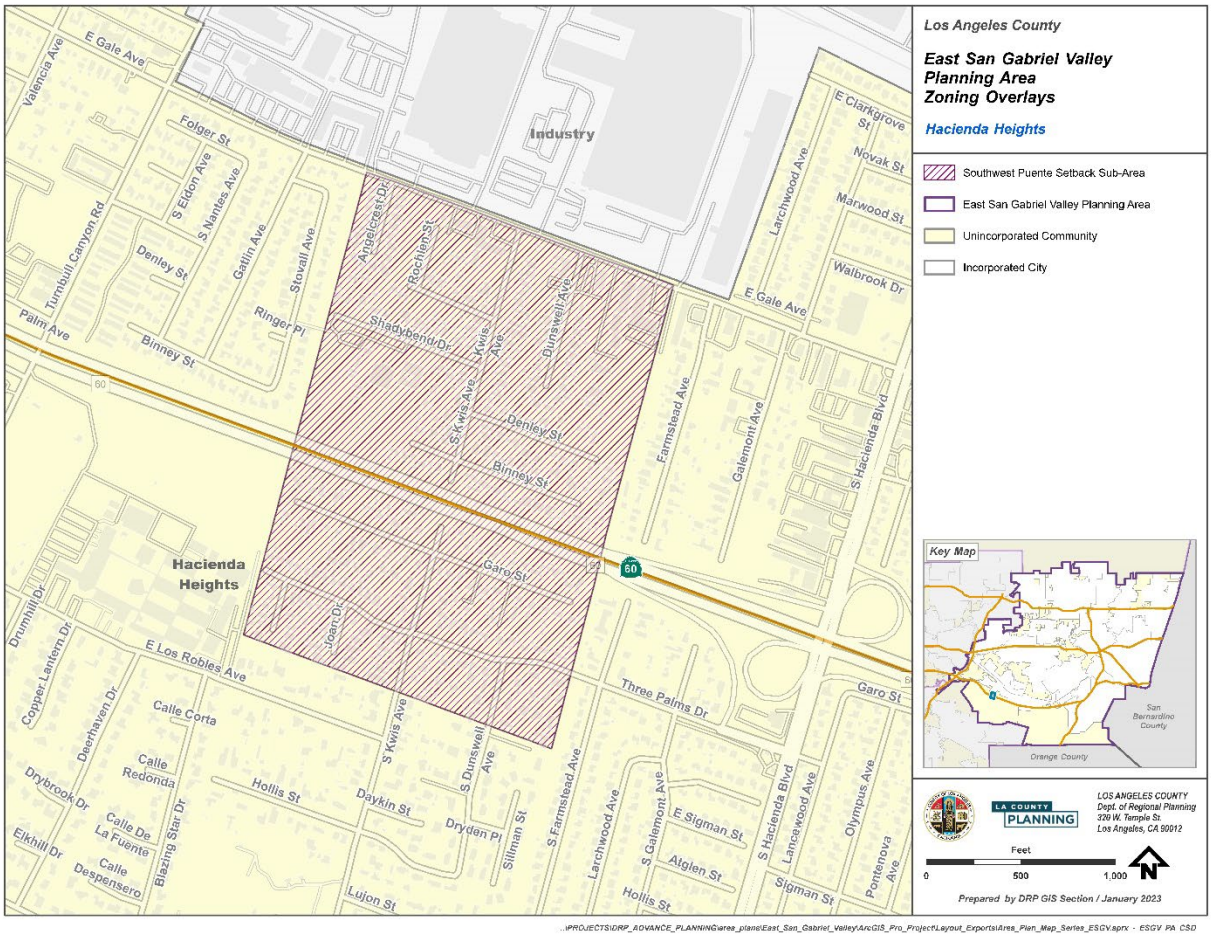

Figure 22.366.100-A: Southwest Puente Setback District

22.366.110 – Modification of Development Standards.

Notwithstanding the provisions of Subsection 22.300.020 (Modification Authorized), the modification of certain PASD and CSD standards are subject to the following provisions:

A. Modification of PASD standards subject to a Variance (22.194):

1. Significant Ridgelines as provided in subsection A.4 of section 22.366.060.
2. Zone C-3 and MXD Height as provided in subsection B of section 22.366.070.

B. Modification of Avocado Heights CSD Development Standards:

1. Modification of standards specified in Sections 22.366.080.G.1.b through G.1.d (Zones R-1, R-A, and A-1), Sections 22.366.080.G.2.b.iii and G.2.b.iv (Zones C-H and C-1), Section 22.366.080.G.4 (regarding setbacks in Zone C-2), and Sections 22.366.080.G.5.a, G.5.b, G.5.c, G.5.e, G.5.f, and G.5.h (Zones M-1 and M-1.5) shall be subject a Minor Conditional Use Permit per Subsection 22.300.020.C (Modifications Authorized).
2. Modification of Green Zone (Chapter 22.84) requirements shall be subject to the provisions of Subsection 22.84.040.D (Modification).
3. Modification of all other standards in the Avocado Heights CSD shall be subject to a Variance (Chapter 22.194).

C. Modification of Rowland Heights Development Standards:

1. Modification of the development standards for the parking or storing of a recreational vehicle within 10 feet of the front lot line or corner side lot line shall be subject to the provisions of Subsection C.4 (Yard Modification).
2. Minor deviation of up to 25 percent from the following development standards are subject to a Minor Conditional Use Permit per Subsection 22.300.020.C (Modifications Authorized).
    a. Signs (Section 22.366.090.G)
    b. The parking lot landscaping requirements set forth in Section 22.336.090.F.3.g as they apply to existing parking lots as of the effective date of Section 22.336.090.F.3.g
3. Modification of all other standards in the Rowland Heights CSD shall be subject to a Variance (Chapter 22.194).
4. Yard Modifications. A Yard Modification (Chapter 22.196) application may be filed to authorize the parking or storing of a recreational vehicle within 10 feet of the front lot line or corner side lot line; provided, however, that under no circumstances shall a recreational vehicle be parked closer than five feet from the front or corner side lot lines. An application under this Subsection C.4 shall be supported by evidence substantiating that the requested modification is necessary due to topographic features or other conditions in

that compliance with the 10-foot setback line would create an unnecessary hardship or unreasonable regulation or where it is obviously impractical to require compliance with the setback line. The Review Authority may approve the application if the Review Authority finds that parking or storing a recreational vehicle at the proposed location will not compromise pedestrian or motorist line-of-sight or other applicable safety standards as determined by the Review Authority, and that the applicant has substantiated to the satisfaction of the Review Authority that, due to topographic features or other conditions, compliance with the 10-foot setback line would create an unnecessary hardship or unreasonable regulation or where it is obviously impractical to require compliance with the setback line.

D. Modifications, Notification Radius and Additional Findings.

1. Notification Radius. Notwithstanding Subsection 22.300.020.C (Modifications Authorized), the notification radius for modifications in Subsection C above shall be 1,000 feet of the exterior boundaries of the subject property, as shown on the County's last equalized assessment roll.
2. Additional Findings. In addition to the Findings and Decisions for a Minor Conditional Use Permit (Section 22.160.050), modifications pursuant to Subsection B.1 and C.2, above, are subject to these additional findings:
    a. The use, development of land, and application of development standards comply with all applicable provisions of this Title 22.
    b. The use, development of land, and application of development standards, when considered on the basis of the suitability of the site for the particular use or development intended, are arranged as to avoid traffic congestion, to provide for the safety and convenience of bicyclists and pedestrians, including children, senior citizens, and persons with disabilities, to protect public health, safety and general welfare, to prevent adverse effects on neighboring property and conform with good zoning practice.

DRAFT

c. The use, development of land, and application of development standards are suitable from the standpoint of functional developmental design.

d. The application of these standards will result in practical difficulties or unnecessary hardships inconsistent with the community-specific goals and policies of the East San Gabriel Valley Area Plan and the purpose of the CSD.

e. There are exceptional circumstances or conditions applicable to the subject property or to the intended development of the property that do not generally apply to other properties within this CSD.

f. Granting the requested modification will not be materially detrimental to properties or improvements in the area or contrary to the community-specific goals and policies of the East San Gabriel Valley Area Plan and the purpose of the CSD.

DRAFT

AMY J. BODEK, AICP
Director,
Regional Planning

DENNIS SLAVIN
Chief Deputy Director,
Regional Planning

Attachment 7:
Engagement Plan and Outreach Summary

The ESGVAP project team undertook a robust series of engagement strategies and activities throughout the life of the Project. The summary outlines several outreach strategies and methods which are described below. The Engagement Methods table, made available to members of the public, is also included.

1. Community Events and Information Sessions:
   From the onset of the Project, staff reached out to various local organizations to enrich their understanding of the Planning Area including, community-based organizations (CBOs), faith-based organizations, advocacy and interest groups, and non-profit groups. The objective was to establish relationships and an ongoing dialogue about the present concerns and future of the Planning Area. We made informational presentations to increase awareness and participation in the Project, held workshops to engage residents and gain feedback, and attended regular standing meetings of community groups.

   Staff attended meetings of several community groups beginning in January, 2018 and continued to do so through the planning process, including the Rowland Heights Community Coordinating Council (RHCCC), Hacienda Heights Improvement Association (HHIA), Workman Mill Association, Clean Air Coalition, South San Jose Hills Neighborhood Watch, Equestrian Stakeholder Meetings, in addition to programs convened by the Supervisorial Districts in several communities. Staff continued to meet with community groups throughout the plan development and review process to provide information and respond to questions and concerns about the ESGVAP. Staff scheduled office hours for the public as the Project neared the public hearing process to allow direct engagement with community members and address questions or concerns.

   Staff partnered with Department of Parks and Recreation to engage with seniors and their specific concerns at a workshop at Steinmetz Senior Center in Hacienda Heights in May 2019. Staff also convened a joint Open Space and Sustainability workshop with the Homestead Museum and Theodore Payne Foundation where community members shared specific input on open space and mobility concerns, in March 2019. Overall, staff attended 26 community-based events and information sessions to engage with different community and interest groups, with attendance ranging from 10-85 people and 94 responses to surveys that were passed out at the events.

   As part of the engagement strategy to meet people where they are and facilitate broad participation in the planning process, staff attended various community events,

held Pop-Up events at libraries and parks, tabled at Parks After Dark, in addition to other forums. These events fostered more one-on-one dialogue and allowed for longer conversations with community members who often were not able to attend other events. Staff was available to answer questions and gain insight from people's lived experience of their communities. Staff attended 37 tabling and Pop-Up events throughout Project development. At these events, surveys were passed out and 125 written comments were received.

In October-December 2019 staff held four Visioning Workshops at different park facilities throughout the Planning Area to engage community members in generative workshops on their community needs and aspirations. We employed the Place-It method to foster creative discussions about what community members value in their communities, how those valued features can best be preserved and enhanced, and how to develop policies from that perspective. The workshops were attended by over 200 participants and with surveys submitted communicating priority planning goals and issues.

2. Quarterly Stakeholder Meetings:
Staff convened quarterly Stakeholder Agency and CBO meetings to engage other County departments, public agencies, neighboring jurisdictions, local non-profits, CBOs, and interest and advocacy groups with specific expertise. The meetings commenced in February 2018 and have continued throughout Project development. Staff used these meetings as a forum to coordinate planning efforts across agencies and cities, seek technical expertise and input from other practitioners, gain insight on local concerns from surrounding cities and local groups, and gain feedback on early drafts of the Project. Participants have included staff from Foothill Transit, Caltrans, Metro, Metrolink, County agencies, California Highway Patrol, Puente Hills Habitat Preservation Authority, Watershed Conservation District, Advancement Project, Bike SGV, California Walks, The River Project, RHCCC, HHIA, and many others. Meetings were usually attended by a range of 13-35 attendees.

3. Youth Engagement:
One of the goals of the engagement effort was to provide a forum for youth participation, which presents a unique perspective on and experience of the built environment. We partnered with Y-Plan, a program of the Center for Cities + Schools at UCBerkeley, that empowers young people to tackle real-world problems in their communities through project-based civic learning. We worked with their staff, educators, and 65 students at Rowland High School to engage them in the planning process, identify areas of need in their community, and ideas for improvement. Feedback from students has helped inform the goals, policies, and implementation actions of the Project. The students presented their projects and vision for their communities at the Regional Planning Commission on May 27, 2020.

In addition, staff partnered with Don Julian Elementary School in Avocado Heights to share lessons on urban planning with 5th graders and learn what the students value in their community, what needs improvement, and what they would like to see happen.

4. Arts-Based Engagement - A People's Map: Stories from the East San Gabriel Valley
Staff collaborated with the Los Angeles County Department of Arts and Culture and the arts group, Fonografia Collective (Fonografia). Fonografia developed "A People's Map" which employed arts-based public engagement and community storytelling in a multi-lingual, multi-media format to celebrate the people and places of East San Gabriel Valley and inform community planning decisions. The objective was to provide an accessible and inclusive platform to welcome diverse participation, reflect a wide range of experiences, and allow planners to have meaningful dialogue with community members to ground the plan development process in the lived experience of these communities. The stories help to identify key themes and shared experiences among residents, which attuned planners to key concerns and values to guide the planning process. The project reached across geographic and jurisdictional fragmentation and language barriers to connect with residents who may not traditionally participate in government processes.

   From Aug. 2018-Sept. 2019, Fonografia attended events and spoke with community members using storytelling to create an intimate portrait of the residents and their communities. Fonografia features 22 stories from residents in "The People's Map". In total, over 70 individuals were interviewed. The events facilitated engagement with over 700 individuals in multiple languages through the various events. Fonografia produced 25 photo panels, an interactive website, 10,000 newspaper prints, and 175 books, presented in three languages – English, Spanish, and Chinese. The project's video and photo panels were displayed at various community events. The newsprints were distributed at events and placed at local facilities and businesses.

5. Digital Engagement:
Staff used various digital platforms and tools to engage and inform a wider audience who may not have been able to attend the in-person or live online events. The Project is well-documented on the website, featuring a history of events, engagement and outreach materials, meeting recordings, and project materials that were posted and updated on a regular basis. (https://planning.lacounty.gov/long-range-planning/east-san-gabriel-valley-area-plan/)

   A blog was used to provide regular updates on the planning process and events, as well as a project courtesy list, which has been regularly updated to keep interested parties informed. The Project used Social Media platforms to keep community members informed and up to date. The mapping survey platform Map.Social was used to gain insight into community members' concerns. The platform facilitated posting of comments to a location to let us know about an issue, a desire for an improvement, or other feedback.

6. Advisory Group:
   Staff sought participation from local groups and residents to form the Rowland Height Planning Advisory Group (RHPAG) which met monthly from April 2021- April 2023 to gain community feedback on updates and revisions to the Rowland Heights CSD and the Rowland Heights Community Chapter to better reflect community member's objectives and the Project's objectives. Attendance ranged from 7-19 people who were actively engaged in providing feedback and updating and revising the Project.

7. Zone Change Notice:
   Staff mailed 25,183 courtesy letters to property owners and tenants of parcels proposed for zone and/or land use changes to implement the ESGVAP and Housing Element. Staff received phone calls, emails, and offered information and guidance to over 325 property owners who received the notices. In cases where property owners were opposed or voiced concerns regarding the proposed changes and potential limitations to their existing use, we engaged in conversations and reviewed the proposed changes considering the concerns raised. We incorporated revisions to the proposed changes when feasible and when aligned with the goals and policies of the Project and the General Plan.

8. Project Review and Feedback:
   A preliminary Draft Plan was released for public input and feedback on April 1, 2022. Staff held 4 online and 1 in person meeting to gain feedback. Notification emails were sent to the Project's interested parties list and to local organizations to forward to their members. After the release of a preliminary Draft Plan, staff reviewed feedback and made significant revisions to the Draft Plan, policies, and programs based on feedback to better clarify and communicate the Project's vision and goals.

   A Draft Plan, Draft Ordinance, and Draft PEIR were publicly released on February 27, 2023, with the comment period lasting through April 12, 2023. The NOA was noticed on February 22, 2023 in the following local and regional newspapers: Pasadena Star News, San Gabriel Valley Tribune, Chinese Daily News, and La Opinion. An email notice of the NOA and availability of the Project materials was sent to the email list for interested parties, local agencies, adjacent jurisdictions, and local organizations, totaling 405 emails. Project materials were physically available at 13 libraries throughout the Planning Area, in addition to their availability on the Department's website.

Los Angeles County
Department of Regional Planning

Planning for the Challenges Ahead

Amy J. Bodek, AICP
Director of Regional Planning

Dennis Slavin
Chief Deputy Director,
Regional Planning

EAST SAN GABRIEL VALLEY AREA PLAN

Final Program Environmental Impact Report

June 2023

State Clearinghouse #2022040512

Prepared by:
County of Los Angeles Department of Regional Planning

With the assistance of:
Environmental Science Associates

Los Angeles County
Department of Regional Planning

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CHAPTER 1
Introduction

1.1 Overview

This Final Program Environmental Impact Report (PEIR) has been prepared by the County of Los Angeles (County) for the East San Gabriel Valley Area Plan (ESGVAP or Project). This Final PEIR has been prepared in accordance with the California Environmental Quality Act (CEQA), as amended (Public Resource Code Section 21000 et seq.), and the State CEQA Guidelines (California Administrative Code Section 15000 et seq.).

According to the State CEQA Guidelines Section 15132, the Final EIR shall consist of the following:

a) The Draft EIR or a revision of the Draft EIR;

b) Comments and recommendations received on the Draft EIR, either verbatim or in summary;

c) A list of persons, organizations, and public agencies commenting on the Draft EIR;

d) The responses of the lead agency to significant environmental points raised in the review and consultation process; and

e) Any other information added by the lead agency.

In accordance with these requirements, the East San Gabriel Valley Area Plan includes the following:

- This Final PEIR document, dated June 2023, incorporates the information required by State CEQA Guidelines Section 15132, including responses to comments received on the Draft EIR; and
- The Draft PEIR document, dated February 2023 (SCH #2022040512).

1.2 Format of the Final PEIR

This document is organized as follows:

- **Chapter 1: Introduction.** This chapter provides a brief introduction of the contents of this Final EIR, the CEQA requirements, and the public review process.
- **Chapter 2: Responses to Comments.** This chapter provides the written comment letters received by the Lead Agency during the public comment period and individual responses to the comments.

- **Chapter 3: Additions and Corrections to the Draft PEIR.** This chapter contains the corrections and additions made to the Draft PEIR based on the comments received from the responding agencies and the public or as initiated by the Lead Agency. The CalEEMod modeling worksheets are also included.
- **Chapter 4: Mitigation Monitoring and Reporting Program.** This chapter provides the Mitigation Monitoring and Reporting Program (MMRP), which identifies the mitigation measures that will be implemented for future projects as appropriate. The MMRP identifies the mitigation measure, the implementing party, timing of implementation, the entity responsible for enforcement and the responsible monitoring agency.

1.3 Public Review Process

The County of Los Angeles circulated a Notice of Preparation (NOP) for the Project to the State Clearinghouse, trustee agencies, responsible agencies, and other interested parties for a 34-day public review starting on April 28, 2022 and ending on June 01, 2022. The County of Los Angeles received twelve comment letters in response to the NOP. A public scoping meeting was held virtually, online via Zoom Webinar, on May 10, 2022 to collect oral and written comments from agencies and the public.

The Draft PEIR was provided to the State Clearinghouse and in compliance with CEQA was circulated for a 46-day public review period from February 27, 2023 to April 12, 2023. The County of Los Angeles held a virtual public meeting, online via Zoom Webinar, on March 9, 2023. Following the public review period and public meeting, written responses were prepared on all comments received, and these comments and responses are incorporated into this Final PEIR.

As the lead agency, before approving the Project, the County's Board of Supervisors must certify the Final PEIR as adequate and completed in accordance with CEQA. The County must also review and consider the information contained in the Final PEIR, including all supporting documents, before considering approval of the Project. The County will certify the Final PEIR using independent judgment and analysis. In consideration of the findings of the Final PEIR, the County will approve the Project or an alternative thereof through a written Finding of Fact and a Statement of Overriding Consideration for each identified significant adverse environmental impact and any significant and unavoidable impact identified in the Final PEIR. Due to some Project impacts found to be significant, the County will adopt mitigation measures that either avoid or reduce those impacts to less than significant levels, where feasible. These mitigation measures are identified in Chapter 4, *Mitigation Monitoring Reporting Program*, of this Final PEIR. Dates of public hearings will be published and officially noticed in accordance with all legal requirements. If the Project is approved, the County will file a notice of determination (NOD) with the Governor's Office of Planning and Research, State Clearinghouse within 5 working days of project approval.

CHAPTER 2
Response to Comments

California Code of Regulations Title 14 (State CEQA Guidelines) Section 15088(a) states, "The lead agency shall evaluate comments on environmental issues received from persons who reviewed the draft EIR and shall prepare a written response. The lead agency shall respond to comments that were received during the noticed comment period." In accordance with these requirements, this chapter contains the comment letters received on the Draft PEIR and provides responses to each of the written comments received during the public review period for the Draft PEIR, which began on February 27, 2023, and ended April 12, 2023. A virtual public meeting to discuss the findings of the Draft PEIR was held on March 9, 2023.

Table 2-1, *Comment Letters Received on the Draft PEIR*, provides a list of public agencies and the organization that submitted comments on the Draft PEIR during the public review period. No comments on the Draft PEIR were received during the virtual public meeting held on March 9, 2023.

Each comment letter has been assigned an alphabetical designation (A through M). Each comment within each letter has been assigned a numerical designation so that each comment could be cross-referenced with an individual response. As shown in **Table 2-1**, *Comment Letters Received on the Draft PEIR*, thirteen written comment letters were received by the County.

TABLE 2-1
COMMENT LETTERS RECEIVED ON THE DRAFT PEIR

Letter #	Commenter	Date Received
A	South Coast Air Quality Management District, Danica Nguyen, Air Quality Specialist, CEQA-IGR, Planning, Rule Development & Implementation	03/08/2023
B	Puente Hills Habitat Preservation Authority, Ivan Sulic, Chair	03/24/2023
C	California Department of Transportation (Caltrans), District 7, Miya Edmonson, LDR/CEQA Branch Chief	03/30/2023
D	Office of the Sheriff – Los Angeles County, Tracey Jue, Director of Facilities Planning Bureau	04/03/2023
E	Los Angeles County Library, Skye Patrick, Library Director	04/04/2023
F	Aera Energy LLC, Michael S. James, Senior Counsel	04/11/2023
G	Aera Energy LLC, George Basye, Vice President, Fee Lands	04/11/2023
H	California Department of Fish and Wildlife, Erinn Wilson-Olgin, Environmental Program Manager I, South Coast Region	04/11/2023
I	Los Angeles Conservancy, Adrian Scott Fine, Senior Director of Advocacy	04/12/2023
J	City of San Dimas, Luis Torrico, Planning Manager	04/12/2023
K	Mr. Lauro Santana	04/13/2023
L	Mr. Samuel Brown	04/20/2023
M	Petition submitted on behalf of 139 petitioners	06/14/2023

2.1 Responses to Individual Comment Letters

From: Danica Nguyen <dnguyen1@aqmd.gov>
Sent: Wednesday, March 8, 2023 7:15 AM
To: DRP Community Studies East Area Section <commplan@planning.lacounty.gov>
Cc: Sam Wang <swang1@aqmd.gov>
Subject: Technical Data Request: Los Angeles County East San Gabriel Valley Area Plan

CAUTION: External Email. Proceed Responsibly.

Dear Ms. Kim,

South Coast AQMD staff received the Draft Environmental Impact Report (Draft EIR) for the Proposed Los Angeles County East San Gabriel Valley Area Plan (SCH Number: 2022040512) (South Coast AQMD Control Number: LAC230221-06). Staff is currently in the process of reviewing the Draft EIR. The public commenting period is from 02/27/2023 – 04/12/2023. A-1

Upon reviewing the files provided as part of the public review period, I was able to access the Draft EIR and Appendices through the City's website.

Please provide all technical documents related to air quality, health risk, and GHG analyses, electronic versions of all emission calculation files, and air quality modeling and health risk assessment files (complete files, not summaries) that were used to quantify the air quality impacts from construction and/or operation of the Proposed Project as applicable, including the following: A-2

- CalEEMod Input Files (.csv or.json files);
- EMFAC output files (not PDF files);
- All emission calculation spreadsheet file(s) (not PDF files) used to calculate the Project's emission sources (i.e., truck operations);
- AERMOD Input and Output files, including AERMOD View file(s) (.isc);
- Any HARP Input and Output files and/or cancer risk calculation files (excel file(s); not PDF) used to calculate cancer risk and chronic and acute hazards from the Project;

- Any files related to post-processing done outside AERMOD to calculate pollutant-specific concentrations (if applicable).

A-2 (cont)

You may send the files mentioned above via a Dropbox link which may be accessed and downloaded by South Coast AQMD staff **by COB on Wednesday, 03/15/2023**. Without all files and supporting documentation, South Coast AQMD staff will be unable to complete a review of the air quality analyses in a timely manner. Any delays in providing all supporting documentation will require additional time for review beyond the end of the comment period.

If you have any questions regarding this request, please don't hesitate to contact me.

Regards,

A-3

Danica Nguyen
Air Quality Specialist, CEQA-IGR
Planning, Rule Development & Implementation
South Coast Air Quality Management District
21865 Copley Drive, Diamond Bar, CA 91765
Phone: (909) 396-3531
E-mail: dnguyen1@aqmd.gov
Please note South Coast AQMD is closed on Mondays.

Response to Comment A-1

This comment is introductory in nature, indicating that South Coast AQMD received notification of the Draft PEIR, were able to access the Draft PEIR and appendices, and were in the process of reviewing the document. Since this comment does not raise an environmental issue regarding the adequacy of the Draft PEIR, no further response is required.

Response to Comment A-2

This comment requests electronic copies of all technical documents related to air quality, health risk, and GHG analyses, inclusive of all emission calculation files, and air quality modeling and health risk assessment files. These documents were provided to the South Coast AQMD on March 8, 2023 via email. Since this comment does not raise an environmental issue regarding the adequacy of the Draft PEIR, no further response is required.

Response to Comment A-3

This comment requests the files be sent to the South Coast AQMD by close of business on Wednesday, March 15, 2023, and that without all files and supporting documentation, South Coast AQMD staff will be unable to complete a timely review. The comment also notes that any delays in providing all supporting documentation will require additional time for review beyond the end of the comment period. Finally, the comment concludes by providing South Coast AQMD contact details.

The requested data was sent to the South Coast AQMD via email on March 8, 2023. No further response is required. The County acknowledges the contact information for South Coast AQMD for future reference during the environmental review process that is provided in this comment.

Letter B

Puente Hills
Habitat Preservation Authority
Endowment Provided by the Puente Hills Landfill

March 22, 2023

Mi Kim, Supervising Regional Planner
County of Los Angeles
Department of Regional Planning
320 W Temple St, Room 1362
Los Angeles CA 90012
commplan@planning.lacounty.gov

RE: Project No PRJ2020-000612 / East San Gabriel Valley Area Plan Draft Environmental Impact Report and Draft Plan Documents

Dear Ms. Kim:

The Puente Hills Habitat Preservation Authority (Habitat Authority) appreciates the opportunity to comment on the East San Gabriel Valley Area Plan (ESGVAP) Draft Environmental Impact Report and Draft Plan Documents dated February 27, 2023. We previously provided comments on the ESGVAP NOP, Initial Study, and April 2022 Draft Plan Documents and appreciate that those comments were taken into consideration for this current draft.

The Habitat Authority is a public joint powers authority established pursuant to California Government Code Section 6500 *et seq*. with a Board of Directors consisting of the City of Whittier, County of Los Angeles, Sanitation Districts of Los Angeles County, and the community of Hacienda Heights. According to its mission, the Habitat Authority is dedicated to the acquisition, restoration, and management of open space in the Puente Hills for preservation of the land in perpetuity, with the primary purpose to protect the biological diversity. Additionally, the agency endeavors to provide opportunities for outdoor education and low-impact recreation.

B-1

In the Puente Hills, the Habitat Authority manages the open space in its ownership as well as the open space of Board Member agencies, totaling over 3,880 acres, within the Cities of Whittier, La Habra Heights and the County unincorporated area known as Hacienda Heights. These lands are collectively referred to as the Puente Hills Preserve (Preserve) and are situated along, and within, the southern boundary of the ESGVAP.

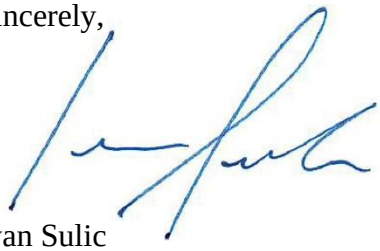
Overall, we appreciate the tremendous effort that has gone into producing the ESGVAP document, and support the conservation-minded policies, including the plans to develop a

wildlife connectivity ordinance and habitat connectivity plan. The Habitat Authority's full comments are included in Exhibit A.

B-1 (cont)

Thank you for your consideration, and feel free to contact myself or Ecologist Michelle Mariscal (mmariscal@habitatauthority.org) at (562) 945-9003 for further discussion. Also, please maintain our agency on the contact list for this planning process.

Sincerely,



Ivan Sulic
Chair

cc: Habitat Authority Board of Directors
Habitat Authority Citizens Technical Advisory Committee

Exhibit A

Comments on the Draft Environmental Impact Report and Draft Planning Documents for the East San Gabriel Valley Area Plan

Brief Project Description

The proposed ESGVAP is a community-based plan that focuses on land use and policy issues that are specific to the unique characteristics and needs of the East San Gabriel Valley Planning Area. The ESGVAP is intended to respond to local planning challenges, guide long-term development, enhance community spaces, promote a stable and livable environment that balances growth with preservation, and improve the quality of life in the East San Gabriel Valley. The ESGVAP includes area-wide goals, policies, and implementation programs within nine different elements. The ESGVAP includes changes to land use designations and zoning in order increase residential density and commercial and mixed uses in areas near transit amenities. The Project would update and consolidate the two existing community plans (Rowland Heights and Hacienda Heights) into the Area Plan. The Rowland Heights community standards district is being updated to better implement the objectives of the Area Plan. Boundaries of the Avocado Heights equestrian district (ED) and Trailside ED are being combined and updated to streamline and standardize horse keeping provisions within the two existing ED areas.

B-2

Draft Environmental Impact Report (EIR)

Section 4.4 Biological Resources

- Pg. 4.4-8: The EIR states that, based on review of the CNDDB, mountain lions (*Puma concolor*) have not been reported in the Planning Area; however, please note that two mountain lions were documented within the Planning Area in 2022, highlighting the importance of the proposed ESGVAP policies and goals pertaining to wildlife movement. Most recently, a collared male mountain lion, M317, made a round-trip journey through the Puente-Chino Hills Wildlife Corridor during fall 2022, travelling from the Santa Ana Mountains into the Puente Hills as far northwest as the 605 freeway (W. Vickers, UC Davis Wildlife Health Center CA mountain lion project). A second uncollared mountain lion was killed on the 60 freeway in Diamond Bar in spring of 2022 (https://www.dailybulletin.com/2022/04/16/mountain-lion-killed-on-60-freeway-in-diamond-bar-is-part-of-a-rise-in-roadside-deaths/).

B-3

We understand that the ESGVAP is a component of the Los Angeles County General Plan. Our following comments regarding Section 4.4 Biological Resources of the Draft EIR were formulated based on consistency with the General Plan document and intended to firm up the mitigation measures required for future projects.

- Impact 4.4-1[1]: Although the DEIR states that future individual projects "would undergo site-specific review and CEQA analysis to analyze and mitigate potential significant impacts" (pg. 4.4-20), please solidify this by including Mitigation Measures that would require an assessment of biological resources on a project-specific basis, similar to what

B-4

[1] Impact 4.4-1 per the Draft PEIR: *"Would the Project have a substantial adverse impact, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife (CDFW) or U.S. Fish and Wildlife Service (USFWS)?"*

was specified in the Draft Environmental Impact Report for the Los Angeles County General Plan 2035 (dated June 2014; pages 1-33 and 34) as follows:

- *"BIO-1: Biological resources shall be analyzed on a project-specific level by a qualified biological consultant. A general survey shall be conducted to characterize the project site, and focused surveys should be conducted as necessary to determine the presence/absence of special-status species (e.g., focused sensitive plant or wildlife surveys). A biological resources assessment report shall be prepared to characterize the biological resources on-site, analyze project-specific impacts to biological resources, and propose appropriate mitigation measures to offset those impacts. The report shall include site location, literature sources, methodology, timing of surveys, vegetation map, site photographs, and descriptions of biological resources on-site (e.g., observed and detected species as well as an analysis of those species with potential to occur onsite)."*
- *"BIO–2 If there is potential for direct impacts to special-status species with implementation of construction activities, the project-specific biological resources assessment report (as mentioned in Mitigation Measure BIO–1) shall include mitigation measures requiring preconstruction surveys for special-status species and/or construction monitoring to ensure avoidance, relocation, or safe escape of special-status species from the construction activities, as appropriate. If special-status species are found to be nesting, brooding, denning, etc. on-site during the pre-construction survey or monitoring, construction activity shall be halted until offspring are weaned, fledged, etc. and are able to escape the site or be safely relocated to appropriate offsite habitat areas. Relocations into areas of appropriate restored habitat would have the best chance of replacing/incrementing populations that are lost due to habitat converted to development. Relocation to restored habitat areas should be the preferred goal of this measure. A qualified biologist shall be on site to conduct surveys, to perform or oversee implementation of protective measures, and to determine when construction activity may resume."*
- Additionally, please include a mitigation measure that would require compensatory mitigation for unavoidable direct or indirect temporary and permanent impacts to candidate, sensitive, or special status species and their habitats prior to disturbance, similar to what is specified in MM BIO--4.4-1 (Impact 4.4-3, pg. ES-13 of the ESGVAP DEIR).

B-4 (cont)

- Impact 4.4-2[2]: See comment regarding Impact 4.4-1 above. B-5
- Impact 4.4-5[3]: We disagree with the finding that Impact 4.4-5 would be less than significant with incorporation of only Mitigation Measure BIO-4.4-2, which specifically pertains to nesting birds. Because the ESGVAP accommodates increased residential density and commercial and mixed uses in areas near transit amenities, there is the B-6

[2] Impact 4.4-2 per the Draft PEIR: *"Would the Project have a substantial adverse effect on any sensitive natural communities (e.g., riparian habitat, coastal sage scrub, oak woodlands, non-jurisdictional wetlands) identified in local or regional plans, policies, regulations or by CDFW or USFWS?"*

[3] Impact 4.4-5 per the Draft PEIR: "*Would the Project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?"*

potential for direct and indirect impacts to wildlife movement resulting from construction, increased housing density, and increased traffic volumes. Such impacts could include behavioral changes, avoidance of suitable habitat and increased wildlife-vehicle mortality within established wildlife corridors (e.g., on Harbor Boulevard and S. Hacienda Boulevard, both of which cross the Puente Hills Preserve and thus the Puente-Chino Hills Wildlife Corridor). Please include a Mitigation Measure that, at minimum, addresses impacts to wildlife movement, similar to what was specified in the Draft Environmental Impact Report for the Los Angeles County General Plan 2035 (dated June 2014; pg. 1-34) as follows:

- *"BIO–3 No feasible mitigation measures are available that would reduce impacts to wildlife movement completely. However, corridors shall not be entirely closed by any development, and partial mitigation shall be mandatory for impact on wildlife corridors and wildlife nursery sites. This shall include provision of a minimum of half the corridor width. (The width shall be at least what is needed to remain connective for the top predators using the corridor.) Mitigation can include preservation by deed in perpetuity of other parts of the wildlife corridor connecting through the development area; it can include native landscaping to provide cover on the corridor. For nursery site impacts, mitigation shall include preservation by deed in perpetuity for another comparable nursery site of the same species."*

B-6 (cont)

Appendix C: ESGVAP Plan Area Communities: Land Use and Zoning Change Figures

- Rowland Heights Land Use map figure: Pathfinder Community Regional Park and vicinity are identified as "C-Commercial" on this figure, however we believe this was done in error. This is an important connection for the Skyline-Schabarum Trail, and south of this area is an area of open space that facilitates wildlife movement between habitat on either side of Harbor Boulevard, therefore we do not support Commercial development here.

B-7

- There are numerous inconsistencies between the figures provided in Appendix C of the DEIR compared the information provided on the ESGV Proposed Land Use Policy and Zoning website referenced in Appendix E of the draft Plan Document (https://lacounty.maps.arcgis.com/apps/instant/sidebar/index.html?appid=48eb4076c4e74f2caa8f2a21a78dcfd6) making it difficult for us to review and provide comments.

B-8

Draft ESGVAP Documents

Land Use Element (and associated maps)

- We encourage the ESGVAP to include zoning or land use designations for open space that are biologically important for the region but not yet legally protected.

B-9

- Please consider changing the Land Use Designation for the following areas/parcels, accompanied by a compatible zoning update, to reflect their location within the Puente-Chino Hills Wildlife Corridor and proximity to adjacent Open Space-Conservation lands:
  - Rowland Heights- It is our understanding that the Rowland Heights Community Plan, dated 1982, will be updated and incorporated into the ESGVAP, presumably providing an opportunity to also modify Land Use Designations. As interpreted from the Rowland Heights Land Use Map figure in Appendix C of the Draft EIR, the Land Use Designations used in the Rowland Heights Community

B-10

Plan will continue to be used after the Community Plan is incorporated into the ESGVAP and the following comments are based on that interpretation. The southern portion of Rowland Heights comprises open space that is crucial for maintaining connectivity between the Puente Hills and Chino Hills for wildlife movement. This area is directly adjacent to LA County's only wildlife undercrossing structure which was specifically built to facilitate safe wildlife movement beneath Harbor Boulevard to ensure connectivity with open space on either side of the busy roadway. This area has a land use designation of Transitional Open Space, per the Rowland Heights Community Plan (and as interpreted from Appendix C of the Draft EIR), which allows for residential development. Even low-density housing introduces edge effects and fragmentation that will cause wildlife avoidance. Further, the majority of this area is mapped as a Very High Fire Hazard Severity Zone therefore residential development would be in conflict with other policies as outlined in the Plan Document.

- Please change the Transitional Open Space Land Use Designation to the Open Space designation, based on the Rowland Heights 1982 Community Plan definition of Open Space.
- If the Land Use Designations used in the Rowland Heights Community Plan will continue to be used after the Community Plan is incorporated into the ESGVAP, as interpreted from Appendix C of the Draft EIR, please provide the definitions of those Land Uses in the ESGVAP document.
- If the Land Use Designations will be updated for consistency with the other ESGVAP communities, please consider changing the Transitional Open Space Land Use Designation to the lowest density designation.

B-10 (cont)

- Hacienda Heights- the International Buddhist Progress Society parcel (APN 8204-036-021). The Puente-Chino Hills Wildlife Corridor is at its narrowest width through the stretch where this undeveloped parcel is located, therefore conserving it is crucial for wildlife connectivity. It also contains intact oak woodland and other native habitats. Please consider changing the Land Use Designation on this parcel to a lower density limit. This will presumably maintain some level of permeability to wildlife, and reduce potential impacts to the intact oak woodland habitat.

- We support **Policy LU-5.1: Hazard Areas.** *"Avoid new development in designated environmental hazard areas, including frequently flooded areas, areas prone to landslides, wildland/urban interface areas, and Fire Hazard Severity Zones"* (Pg. 2-16) and **Policy LU-5.2:** *"Prohibit new development on lands surrounded by Very High Fire Hazard Severity Zones (VHFHSZs) in the Puente Hills and adjacent areas"* (Pg. 2-16). B-11
- Please consider adding a policy that requires fuel modification zones and associated activities be strictly limited to the parcels being developed (i.e., prohibit fuel modification activities from spilling over onto adjacent parcels when those parcels are owned by unrelated parties). B-12

Natural Resources, Conservation & Open Space Element

- We appreciate that this element's focus has been more appropriately narrowed as compared to the April 2022 draft of the document which had heavily included trails, access and recreation within its scope. B-13
- Pg. 5-9 "Wildlife-Vehicle Collisions": Please correct the name of our agency to the Puente Hills Habitat *Preservation* Authority. B-14
- Pg. 5-9 "Potential Impacts to Biological Resources of Road Widening Projects": We appreciate that the ESGVAP document directly addresses road widening projects in this section and commend the Public Works Department for not having plans to widen the Los Angeles County portion of Brea Canyon Cutoff Road as stated. The proposed widening of this road in Orange County at a critical wildlife linkage poses significant impacts to wildlife movement within the Puente-Chino Wildlife Corridor, undermining the considerable investment in, and ecological sustainability of, open space to the west. B-15

Parks and Recreation Element:

- Pg. 6-2 "Existing Conditions": The statement "There are also other park spaces which are owned and operated by cities, conservancies, and state and federal agencies" unintentionally excludes the Puente Hills Habitat Preservation Authority, which is a public Joint Powers Authority (a local government agency). Please consider revising this statement to be more inclusive. B-16

Additional Comments:

- We support **Policy RH-19: Brea Canyon Road.** *"Prohibit the widening of Brea Canyon Road and maintain the current width as it exists in the county for maximum protection of habitat areas"* (Pg. 8-48). B-17
- Section 8.9 Rowland Heights: Please consider adding a policy concerning Wildfire and Safety Risks for Rowland Heights. A southwestern portion of open space in this community is currently mapped as a Moderate Fire Hazard Severity Zone (FHSZ; Figure 4.18-1) despite being surrounded by land with a Very High FHSZ designation. While we acknowledge that the FHSZ mapping is not within the ESGVAP's control, we maintain that the Moderate FHSZ designation on these parcels is unjustified and we are concerned that this designation will accommodate future residential growth, thus increasing probability of wildfires (as well as other ecologically detrimental edge effects). As described on page 8-52 for South Diamond Bar, given the severity of the wildfire threats, development in these high-risk areas should be completely avoided. B-18
- We support **Policy PR-4.7: Ranger and Law Enforcement Collaboration.** *Support ranger and law enforcement collaboration, increased nighttime presence, and enforcement to reduce the occurrence of nighttime parties and shutdown party sites in open space recreation areas. Such activity disturbs wildlife, neighborhoods, and presents wildfire threats"* (Pg. 6-10). The County-managed and Habitat Authority-managed trail networks are interconnected, and all efforts to increase ranger and law enforcement collaboration is appreciated. B-19

Response to Comment B-1

This comment is introductory in nature, identifying that the Puente Hills Habitat Preservation Authority (PHHPA) previously commented on the Initial Study and provides information as to PHHPA's remit and mission. The comment proceeds to state that the project-specific comments are set forth in Exhibit A and concludes with providing contact details for further discussion. The County acknowledges the contact information for PHHPA for future reference during the environmental review process. Since this comment does not raise an environmental issue regarding the adequacy of the Draft PEIR, no further response is required.

Response to Comment B-2

This comment provides an overview of the Project Description and does not raise an issue with the Draft PEIR. Therefore, no further response is required.

Response to Comment B-3

This comment asserts that the Draft PEIR incorrectly states that mountain lions (*Puma concolor*) have not been reported in the Planning Area when in fact two were documented within the Planning Area in 2022. While the sentence in the Draft PEIR is correct in stating the California Natural Diversity Database (CNDDB) does not show mountain lions, based on the recommendation, the sentence immediately above Regulatory Setting on Page 4.4-8 has been amended as follows:

> "Based on review of the CNDDB, mountain lions (*Puma concolor*) have not been reported in the Planning Area; however, <u>according to local news reports and tracking studies, mountain lions are present, and</u> the SEAs could provide habitat for the species."

While this revision clarifies the presence of mountain lions, this clarification does not change the Draft PEIR's significance conclusion or result in a conclusion that significantly more severe environmental impacts will result from the Project.

Response to Comment B-4

This comment correctly summarizes that the Draft PEIR states future individual projects would undergo site-specific review and CEQA analysis to analyze and mitigate potential significant impacts. As such and given that the ESGVAP is a component of the General Plan, future individual projects may require the implementation of mitigation measures similar to those identified in the General Plan EIR, or certain biological mitigation measures may not be necessary based on site-specific biological studies conducted. Therefore, the applicability of mitigation measures from the General Plan EIR cannot be determined at this time and will be determined in subsequent project-level CEQA review.

Response to Comment B-5

This comment requests the same considerations as identified in Comment B-4, as such please see Response to Comment B-4.

Response to Comment B-6

As discussed in the Significant Ecological Areas and Wildlife Movement Corridors sections of the Draft PEIR (Pages 4.4-4 to 4.4-8), the Puente Hills area and its linkage to Chino Hills State Park is recognized as an important area for wildlife movement. While the ESGVAP accommodates increased residential density and commercial and mixed uses in areas near transit amenities, as discussed in Impact 4.4-5, there are no proposed changes resulting in increases to intensity to the existing zoning or land use intensities within SEAs, which includes the Puente Hills SEA. Therefore, no additional mitigation measure beyond BIO-4.4-2 is required.

Response to Comment B-7

This comment states that within the Rowland Heights Land Use map figure (Appendix C), the Pathfinder Community Regional Park and vicinity are wrongly identified as "C-Commercial". This comment is correct in its assertion that the Pathfinder Community Regional Park is mis-labelled as C-Commercial. However, the Draft PEIR was prepared in conjunction with the Draft East San Gabriel Valley Area Plan and associated supporting information such as the ESGVAP Proposed Land Use Policy and Zoning Web App. The Web App is dynamic and as part of ongoing outreach efforts undertaken by the County, is updated frequently whereas the Draft PEIR captures in essence a point in time. As such, the correction to the Pathfinder Community Regional Park Land Use has already been effectuated with the change to Zoning as O-S and Land Use as OS-PR. The differences between the Web Map and the Draft PEIR do not change the Draft PEIR's significance conclusion or result in a conclusion that significantly more severe environmental impacts will result from the Project.

Response to Comment B-8

This comment declares there are numerous inconsistencies between the figures provided in Appendix C of the DEIR compared with the information provided on the ESGV Proposed Land Use Policy and Zoning website (https://lacounty.maps.arcgis.com/apps/instant/sidebar/index.html?appid=48eb4076c4e74f2caa8f2a21a78dcfd6) without providing specific information. As mentioned in Comment B-7, the Draft PEIR was prepared in conjunction with the Draft East San Gabriel Valley Area Plan and associated supporting information such as the ESGVAP Proposed Land Use Policy and Zoning Web App. As mentioned, the Web App is dynamic and as part of ongoing outreach efforts undertaken by the County, has been updated frequently since the release of the Draft PEIR. As such some of the inconsistencies identified may have been rectified after the Draft PEIR was released. However, the differences between the Web Map and the Draft PEIR do not change the Draft PEIR's significance conclusion or result in a conclusion that significantly more severe environmental impacts will result from the Project.

Response to Comment B-9

This comment encourages the ESGVAP Land Use Element to include zoning or land use designations for open space that are biologically important for the region but not yet legally protected. As indicated in the ESGVAP Draft PEIR Goals and Policies outlined on Pages 4.4-17 and 4.4-18, Goals NR-3, NR-4, NR-5, NR-6 and NR-7 all seek to ensure habitat protection,

preserve lands with sensitive biological resources, provide wildlife corridors and linkages and protect natural and scenic resources. With these goals under consideration, biologically important areas will be afforded protection. Since this comment does not raise a significant environmental issue regarding the adequacy of the information presented in the Draft PEIR, no further response is required.

Response to Comment B-10

This comment pertains to the Land Use Element and recommends considering changes in zoning or land use designations for various parcels in Rowland Heights and Hacienda Heights.

With regard to Rowland Heights, the comment has been noted and the County agrees that high density land use would be inharmonious with the environs. The County believes biological resources would be better protected through the Rural Land 40 (RL40) designation included within the Proposed Project, rather than continued use of the N-1, TON-1 and TOU-1 designations. In addition to the Very High Fire Hazard Severity Zone correctly identified by PHHPA, these areas are also constrained by Hillside Management Areas which further limit potential development, as well as SEA designations on much of the Puente Hills area. As recommended, the land use designation has been changed to the lowest density designation (RL40). Please refer to Chapter 3 of the Final EIR, *Additions and Corrections to the Draft EIR*, for a summary of all the Plan changes.

Regarding Hacienda Heights, assuming the parcel being referred to is 8240-036-021, and not 8204-036-021 as specified in your comment letter. The zoning and land use for this parcel has not been changed per the updated Web App.

Since this comment does not raise a significant environmental issue regarding the adequacy of the information presented in the Draft PEIR, no further response is required.

Response to Comment B-11

This comment identifies support of Policy LU-5.1: Hazard Areas and Policy LU-5.2. Since this comment does not raise a significant environmental issue regarding the adequacy of the information presented in the Draft PEIR, no further response is required.

Response to Comment B-12

This comment recommends the addition of a fuel modification zone policy and strictly limiting activities to the parcels being developed within the ESGVAP Land Use Element. Since this comment does not raise a significant environmental issue regarding the adequacy of the information presented in the Draft PEIR, no further response is required.

Response to Comment B-13

This comment identifies appreciation for the effort to narrow the focus of the Natural Resources, Conservation & Open Space Element. Since this comment does not raise a significant environmental issue regarding the adequacy of the information presented in the Draft PEIR, no further response is required.

Response to Comment B-14

This comment requests the name of the Puente Hills Habitat Preservation Authority to be amended within the Natural Resources, Conservation & Open Space Element. The County notes the comment and has updated the Element with the correct name, as requested. Since this comment does not raise a significant environmental issue regarding the adequacy of the information presented in the Draft PEIR, no further response is required.

Response to Comment B-15

This comment identifies appreciation for the ESGVAP directly addressing road widening projects as it relates to wildlife movement. Since this comment does not raise a significant environmental issue regarding the adequacy of the information presented in the Draft PEIR, no further response is required.

Response to Comment B-16

This comment requests that the statement on Page 6-2 of the Parks and Recreation Element to be more inclusive. The County notes the comment and has added local government agencies and joint powers authorities to the list, so that the first sentence now reads:

> "There are also other park spaces that are owned and operated by cities, conservancies, local government agencies, joint powers authorities, and state and federal agencies."

Since this comment does not raise a significant environmental issue regarding the adequacy of the information presented in the Draft PEIR, no further response is required.

Response to Comment B-17

This comment identifies support of prohibiting the widening of Brea Canyon Road. Since this comment does not raise a significant environmental issue regarding the adequacy of the information presented in the Draft PEIR, no further response is required.

Response to Comment B-18

This comment requests that the County consider adding a policy concerning Wildfire and Safety Risks for Rowland Heights for the Moderate Fire Hazard Severity Zone within Chapter 8: East San Gabriel Valley Unincorporated Communities of the ESGVAP. The comment further notes that the FHSZ mapping is not within the ESGVAP's control. Since this comment does not raise a significant environmental issue regarding the adequacy of the information presented in the Draft PEIR, no further response is required.

Response to Comment B-19

This comment identifies support for ranger and law enforcement collaboration. Since this comment does not raise a significant environmental issue regarding the adequacy of the information presented in the Draft PEIR, no further response is required.

DEPARTMENT OF TRANSPORTATION
DISTRICT 7
100 S. MAIN STREET, MS 16
LOS ANGELES, CA 90012
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Making Conservation a California Way of Life

March 30, 2023

Mi Kim
County of Los Angeles
Department of Regional Planning
320 West Temple Street, room 1354
Los Angeles, CA 90012

RE: East San Gabriel Valley Area Plan
SCH # 2022040512
Vic. LA-210, LA-605, LA-10, LA-60, LA-57, LA-71 Countywide
GTS # LA-2022-04175-DEIR

Dear Mi Kim:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above-referenced environmental document. The proposed East San Gabriel Valley Area Plan (ESGVAP or Project) is a community-based plan to enhance, guide, and support the long-term growth, development, and maintenance of 24 unincorporated communities in the East San Gabriel Valley (ESGV) planning area. The Project is an extension of the Los Angeles County General Plan that focuses on the unique characteristics and needs of local communities. The ESGVAP consists of 6 elements (Land Use Element, Economic Development Element, Community Character and Design Element, Natural Resources and Conservation Element, Mobility Element, Parks and Recreation Element) and 15 community-specific chapters. The ESGVAP has both area-wide goals, policies, and implementation actions and community-specific goals, policies, and implementation actions. The Project includes changes to land use and zoning designations to accommodate growth near major transit stops and corridors, implement the housing element, and bring zoning, land use policy, and existing use into consistency, which in turn requires changes to zoning and land use maps. The Project also includes an ordinance with new area-wide standards as well as update to existing standards. C-1

The mission of Caltrans is to provide a safe and reliable transportation network that serves all people and respects the environment. Senate Bill 743 (2013) has codified into CEQA law and mandated that CEQA review of transportation impacts of proposed development be modified by using Vehicle Miles Traveled (VMT) as the primary metric in identifying transportation impacts for all future development projects. You may reference the Governor's Office of Planning and Research (OPR) for more information: C-2

http://opr.ca.gov/ceqa/updates/guidelines/

As a reminder, VMT is the standard transportation analysis metric in CEQA for land use projects after July 1, 2020, which is the statewide implementation date. C-2 (cont)

We encourage the Lead Agency to evaluate the potential of Transportation Demand Management (TDM) strategies and Intelligent Transportation System (ITS) applications in order to better manage the transportation network, as well as transit service and bicycle or pedestrian connectivity improvements. For additional TDM options, please refer to the Federal Highway Administration's *Integrating Demand Management into the Transportation Planning Process: A Desk Reference* (Chapter 8). This reference is available online at: C-3

http://www.ops.fhwa.dot.gov/publications/fhwahop12035/fhwahop12035.pdf

You can also refer to the 2010 *Quantifying Greenhouse Gas Mitigation Measures* report by the California Air Pollution Control Officers Association (CAPCOA), which is available online at: C-4

http://www.capcoa.org/wp-content/uploads/2010/11/CAPCOA-Quantification-Report-9-14-Final.pdf

As stated on page 4.15-3 of the Draft PEIR, we concur that "Caltrans coordinates and consults with local jurisdictions when proposed local land use planning and development may impact state highway facilities." Caltrans has published the VMT-focused Transportation Impact Study Guide (TISG), dated May 20, 2020 and the Caltrans Interim Land Development and Intergovernmental Review (LD-IGR) Safety Review Practitioners Guidance, prepared in On December 18, 2020. You can review the SB 743 Implementation Resource at the following link: C-5

https://dot.ca.gov/programs/sustainability/sb-743/sb743-resources

Caltrans encourages the Lead Agency to prepare traffic safety impact analysis for all developments in the California Environmental Quality Act (CEQA) review process using Caltrans guidelines above on the State facilities so that, through partnerships and collaboration, California can reach zero fatalities and serious injuries by 2050. C-6

The total VMT per service population under the 2035 With Project scenario is estimated at 39.3. The significance threshold of 16.8 percent below the County baseline for 2022 is 25.5 total VMT per service population (16.8 percent below 30.7). Thus, with a 39.3 total VMT per service population, the proposed ESGVAP would result in a potentially significant VMT impact. Even with the proposed mitigation measures TR-4.15-1 (to C-7

improve and/or expand transit service, bicycle and pedestrian facilities, and transportation projects, and VMT fees) and TR-4.15-2 (to implement TDM strategies where feasible and necessary based on project- and site-specific considerations), the impact related to VMT per service population will remain significant and unavoidable. C-7 (cont)

In order to reduce further VMT, we highly recommend the Lead Agency to balance future housing and employment locations in the 24 unincorporated communities in East San Gabriel Valley. This approach would reduce significant VMT and has an opportunity to meet the County VMT thresholds. C-8

We recommend the City consider the following policies/comments for all future projects:

1. For any large project that may impact the State facilities, VMT and traffic safety consultation with Caltrans in advance should be considered by the Lead Agency.

2. For future projects, any transportation of heavy construction equipment and/or materials that requires the use of oversized-transport vehicles on State highways will need a Caltrans transportation permit. We recommend that large-size truck trips be limited to off-peak commute periods. C-9

3. A post-development VMT analysis to validate and justify Project VMT and future VMT threshold setting. Additional mitigation measures should be implemented when the post-development VMT analysis discloses any traffic significant impact.

If you have any questions, please feel free to contact Mr. Alan Lin the project coordinator at (213) 269-1124 and refer to GTS # LA-2022-04175-DEIR. C-10

Sincerely,

Miya Edmonson

MIYA EDMONSON
LDR/CEQA Branch Chief

email: State Clearinghouse

Response to Comment C-1

This comment provides an overview of the Project and does not raise an issue with the Draft PEIR. Therefore, no further response is required.

Response to Comment C-2

This comment states that under the Office of Planning and Research (OPR) Guidance, vehicle miles traveled (VMT) is the standard transportation analysis metric under CEQA for all land use projects after July 1, 2020, and should be the primary metric for identifying transportation impacts for all future development projects implemented under the Project. As shown in Section 4.15, *Transportation*, of the Draft PEIR, VMT was used as the standard transportation analysis metric for the Project. Therefore, the Draft PEIR transportation analysis is consistent with the OPR's VMT Guidance.

Response to Comment C-3

This comment encourages the evaluation of Transportation Demand Management (TDM) strategies and Intelligent Transportation System applications in order to better manage the transportation network, as well as transit service and bicycle or pedestrian connectivity improvements. Since this comment does not raise a significant environmental issue regarding the adequacy of the information presented in the Draft PEIR, no further response is required.

Response to Comment C-4

This comment provides a reference to the 2010 Quantifying Greenhouse Gas Mitigation Measures report by the California Air Pollution Control Officers Association. Since this comment does not raise a significant environmental issue regarding the adequacy of the information presented in the Draft PEIR, no further response is required.

Response to Comment C-5

This comment concurs with Page 4.15-3 of the Draft PEIR. Since this comment does not raise a significant environmental issue regarding the adequacy of the information presented in the Draft PEIR, no further response is required.

Response to Comment C-6

This comment encourages the County to prepare traffic safety impact analysis for all developments undergoing CEQA review. Since this comment does not raise a significant environmental issue regarding the adequacy of the information presented in the Draft PEIR, no further response is required.

Response to Comment C-7

This comment reiterates the parameters of the VMT analysis included in Section 4.15, *Transportation,* of the Draft PEIR and notes that even with mitigation the impact related to VMT per service population will remain significant and unavoidable. Since this comment reiterates the analysis contained within the Draft PEIR and does not raise a significant

environmental issue regarding the adequacy of the information presented in the Draft PEIR, no further response is required.

Response to Comment C-8

Via this comment, Caltrans highly recommends the County balance future housing and employment locations in the 24 unincorporated communities in East San Gabriel Valley to reduce significant VMT and potentially meet the County VMT thresholds. As specified in Section 3.2.1, *Project Purpose*, the ESGVAP is intended to respond to local planning challenges, guide long-term development, enhance community spaces, promote a stable and livable environment that balances growth with preservation, and improve the quality of life in the East San Gabriel Valley through the creation of vibrant, thriving, safe, healthy, and pleasant communities. Given the programmatic nature of the Project, VMT impacts would be evaluated on a project-by-project basis and mitigated as necessary. In addition, the County would require future development implemented under the Project to prepare a project-specific traffic analysis during the environmental review process. Since this comment does not raise a significant environmental issue regarding the adequacy of the information presented in the Draft PEIR, no further response is required.

Response to Comment C-9

This comment recommends VMT and traffic safety consultation with Caltrans should occur in advance on future projects; that transportation of heavy or oversized equipment would require a Caltrans transportation permit; and that a post-development VMT analysis to validate and justify Project VMT and future VMT threshold setting should occur. The County acknowledges the comments regarding future consultation with Caltrans, the need for a transportation permit if required by specific projects and undertaking a post-development VMT analysis. Since this comment does not raise a significant environmental issue regarding the adequacy of the information presented in the Draft PEIR, no further response is required.

Response to Comment C-10

This comment provides Caltrans' contact information. The County acknowledges the contact information for Caltrans for future reference during the environmental review process. Since this comment does not raise an environmental issue regarding the adequacy of the Draft PEIR, no further response is required.

Letter D

OFFICE OF THE SHERIFF

COUNTY OF LOS ANGELES

HALL OF JUSTICE

ROBERT G. LUNA, SHERIFF

March 28, 2023

Ms. Mi Kim, Supervising Regional Planner
Los Angeles County Department of Regional Planning
320 West Temple Street, Room 1362
Los Angeles, California 90012

Dear Ms. Kim:

EAST SAN GABRIEL VALLEY AREA PLAN (ESGVAP)
NOTICE OF AVAILABILITY OF DRAFT ENVIRONMENTAL IMPACT REPORT
REVIEW COMMENTS

Thank you for inviting the Los Angeles County Sheriff's Department (Department) to review and comment on the February 2023 Draft Environmental Impact Report (Draft EIR) for the East San Gabriel Valley Area Plan (Project). The proposed Project would be implemented in twenty four unincorporated areas of the Los Angeles County (County) and is consisted of three primary components including General Plan Amendment, Zone Change, and Advanced Planning Case. The implementation of the proposed Project will develop additional 13,825 residential units resulting to an increase of approximately 47,380 permanent residents. These anticipated buildouts will increase resident, daytime and evening population within the Industry Sheriff's Station, San Dimas Sheriff's Station, Walnut Sheriff's Station, and Temple Sheriff's Station service areas which will generate an increased demand for law enforcement services as indicated in pages 4.12-5 to 4.12-12 of the Draft EIR. D-1

The proposed Project is located within the service areas of the Department's Industry Sheriff's Station for the Avocado Heights, Charter Oak, Hacienda Heights, South San Jose Hills, Valinda, West Puente Valley, Pellissier Village, and Unincorporated North Whittier communities, San Dimas Sheriff's Station D-2

for the Covina Islands, East Azusa, East Irwindale, East San Dimas, Glendora Islands, North Claremont, Northeast La Verne, Northeast San Dimas, West Claremont, North Pomona, Walnut Islands (areas north of Freeway 10), and West San Dimas communities; Walnut Sheriff's Station for Rowland Heights, South Diamond Bar, Walnut Islands (areas south of Freeway 10), South Walnut communities; and Temple Sheriff's Station for Unincorporated South El Monte community.

D-2 (cont)

As indicated in Section 4.13.1 Sheriff Protection on pages 4.13-13 and 4.13-14 of the Draft EIR, an officer-to-population ratio of one officer to every 1,000 residents provide the desired level of service for its service area per Los Angeles County General Plan EIR. Thus 10,000 officers would sufficiently serve 10,000,000 people. However, as previously indicated in our Department letter dated January 31, 2023, this analysis is overly broad and inaccurate since the service ratio should be based on the ratio of patrol function personnel to population. The Department's 10,000 sworn personnel are assigned to various specialized units and not only a patrol function unit. Therefore, to meet the anticipated population increase, additional law enforcement personnel will be required. Assigning additional law enforcement personnel to the Stations to meet acceptable service ratios will require modification of the law enforcement service contracts, additional support personnel and equipment assets. These additional law enforcement personnel, their support, resources, and revenues from various developments would need to be allocated to the Department and approved by the Board of Supervisors (BOS) based upon recommendations by the Chief Executive Office (CEO).

D-3

Furthermore, Section 4.13.1 Sheriff Protection on page 4.13-14 of Draft EIR indicated that the operational funding for the Department serving the Project comes from various types of tax revenue. However, as the Department previously indicated, this funding is not guaranteed, annually evaluated, and would need to be allocated to the Department and approved by the BOS based upon recommendations by the CEO. When future developments are contemplated within the Project area and directly increasing population growth, the proposed Project will warrant a Countywide assessment where the Department, CEO, and BOS will evaluate each development and identify funding for facilities, personnel and/or associated operational equipment required to mitigate the impacts.

D-4

As noted in the cumulative impacts Section 4.13-1 for Sheriff Protection on pages 4.13-17 of the Draft EIR, the ESGVAP's indirect contribution to

D-5

cumulative demands for public services would not be considerable and mitigation would not be required. However, as previously indicated in our Department letter dated January 31, 2023, when future development is contemplated within the Project area and directly increasing population growth, the proposed Project will warrant a Countywide assessment where the Department, CEO, and BOS will evaluate each development and identify funding for facilities, personnel and/or associated operational equipment required to mitigate the impacts. The Stations expect the future project environmental documents to describe potential impacts to our resources and operations and identify measures including payment of development fees that will mitigate these impacts to a level of insignificance.

D-5 (cont)

For future reference, the Department provides the following updated address and contact information for all requests for reviews comments, law documents, and other related correspondence:

Tracey Jue, Director
Facilities Planning Bureau
Los Angeles County Sheriff's Department
211 West Temple Street
Los Angeles, California 90012

Attention: Planning Section

D-6

Should you have any questions regarding this matter, please contact me, at (323) 526-5657, or your staff may contact Mr. Immanuel Chiang, of my staff, at (323) 526-5637.

Sincerely,

ROBERT G. LUNA, SHERIFF

Tracey Jue, Director
Facilities Planning Bureau

Response to Comment D-1

This comment identifies appreciation for being invited to review and comment on the Draft PEIR for the Project. This comment also describes the different components included under the Project and notes that the anticipated buildout would lead to an increase in resident, daytime- and evening-populations within the existing Sheriff Station's service area, which would correspond to a greater demand for law enforcement. This comment does not raise a substantive issue regarding the adequacy of the information presented in the Draft PEIR. Therefore, no further response is required.

Response to Comment D-2

This comment provides additional context with regard to the Sheriff's service areas. This comment does not raise a substantive issue regarding the adequacy of the information presented in the Draft PEIR. Therefore, no further response is required.

Response to Comment D-3

This comment raises concern that the analysis contained within the Draft PEIR is overly broad and inaccurate since the identified service ratio of 10,000 officers to serve 10,000,000 people should be based on the number of patrol function personnel to population as opposed to the personnel assigned to units other than patrol. The comment continues by stating that assigning additional staff to meet acceptable service ratios would require modification of service contracts, additional support and equipment and ultimately would need approval from the Board of Supervisors.

Section 4.13, *Public Services,* of the Draft PEIR identifies that:

> "As part of processing future development applications within the ESGVAP area, the Department's Contract Law Enforcement Bureau would be informed during the planning process. Once informed, impacts to law enforcement services, as a result of any future development project(s), will be evaluated and addressed, as necessary (Draft EIR Page 4.13-14)."

Future projects proposed under the Project will be evaluated in accordance with the requirements of CEQA on a project-by-project basis. In addition, if impacts are identified to LASD resources and/or operations with implementation of future projects facilitated under the Project, CEQA mandates that mitigation measures be incorporated on a project-by-project basis to reduce such impacts to the greatest extent feasible. Therefore, as future projects facilitated by the Project are required to undergo environmental review in accordance with CEQA, impacts to LASD resources and operations would be identified and mitigated, as needed.

Response to Comment D-4

This comment indicates that operational funding from tax revenue is not guaranteed and subject to annual review and allocation from the Board of Supervisors. The comment continues by stating that future developments directly increasing population growth will warrant a Countywide assessment where the Department, CEO, and BOS will evaluate each development and identify funding for facilities, personnel and/or associated operational equipment required to mitigate the impacts.

As mentioned in Section 4.13, *Public Services*, Policy PS/F 1.1 of the Public Services and Facilities Element of the General Plan discourages development in areas without adequate public services and facilities. This, in combination with the fact that future projects proposed under the Project will be evaluated in accordance with the requirements of CEQA on a project-by-project basis, would assist the Department, CEO, and BOS in evaluating each development's impacts at a project level.

Response to Comment D-5

This comment reiterates the point in Comment D-4 regarding population growth requiring Countywide assessment. This comment also states that future projects' environmental documents should describe potential impacts to Sheriff resources and operations and identify measures that will mitigate these impacts to a level of insignificance. As per Section 4.13, *Public Services*, future projects facilitated by the Project are required to undergo environmental review in accordance with CEQA, impacts to LASD resources and operations would be identified and mitigated, as needed.

Response to Comment D-6

This comment provides the appropriate contact information for LASD to review environmental documents, obtain legal documents, and other related correspondence and provides a conclusion to the comment letter. The County acknowledges the appropriate contact person at LASD for future reference during the environmental review process. Since this comment does not raise a substantive issue regarding the adequacy of the information presented in the Draft PEIR, no further response is required.

Letter E

SKYE PATRICK
Library Director

LA COUNTY LIBRARY

April 3, 2023

TO: Mi Kim
Department of Regional Planning

FROM: Skye Patrick
Library Director

COMMENTS FOR THE DRAFT ENVRONMENTAL IMPACT REPORT FOR THE LOS ANGELES COUNTY EAST SAN GABRIEL VALLEY AREA PLAN, PROJECT NO. PRJ2020-000612

The Draft Environmental Impact Report was reviewed, and the Library Facilities Mitigation Fee for Library Planning Area 4, East San Gabriel Valley, should be updated to reflect the current fee of $1,094 per dwelling unit, as redlined in the attached file. Library has no additional comments. E-1

If you have any questions or need additional information, please contact Elsa Muñoz at (562) 940-8450 or EMunoz@library.lacounty.gov. E-2

SP:YP:GR:EM

Attachment

c: Jesse Walker-Lanz, Assistant Director, Public Services, LA County Library
Ting Fanti, Departmental Finance Manager, Budget and Fiscal Services, LA County Library

C:\Users\renez\County of Los Angeles\Staff Services - Documents\EIR\East San Gabriel Valley Area Plan\East San Gabriel Valley Area Plan response 03.16.23.docx

While the ESGVAP itself would not create additional housing, rezoning would allow for new housing development with increased local population densities. The ESGVAP would not induce regional population growth beyond SCAG projections. Los Angeles County's library mitigation fee program requires residential development projects to pay a fee which acts to mitigate adverse impacts as a result of development. The fee is intended to supplement facility needs and mitigate the impact that new residential development will have on the library system. The Library Facility Mitigation Fee differs across the seven library planning areas. East San Gabriel Valley is in planning area 4 and has a fee of $1,094.00 ~~967.00~~ per dwelling unit (County of Los Angeles FY 2022~~b~~-23). This fee will mitigate the burden of new development on existing library services and will help maintain the guidelines for facility space of0.5 gross square feet per capita and 2.75 items per capita. Additionally, goals 8 from the Public Services and Facilities element of the General Plan will ensure that there is a comprehensive public library system. Policy PS/F 8.2 acts to support the library mitigation fee which adequately address the impacts of new development. Policy PS/F
8.1 will ensure a desired level of library services through coordinated land use and facilities planning. The goals and policies outlined in the General Plan along with the library mitigation fee will ensure that impacts to the library system resulting from increased densities in targeted areas would be less than significant. No mitigation is required.

E-1 (cont)

Cumulative Impacts

For the purposes of this analysis of cumulative impacts related to public services, the geographic area of consideration consists of Los Angeles County, inclusive of both incorporated and unincorporated areas. This geographic scope of analysis is appropriate for the analysis of public services because cumulative projects have the potential to cause significant impacts on Los Angeles County if they exceed the capacity of current and projected infrastructure accounted for in the General Plan.

Impact 4.13-2: Would the Project, when combined with other past, present, or reasonably foreseeable projects, create capacity or service level problems, or result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the following public services?

i) Fire Protection and Emergency Services

Less-Than-Significant Impact. Fire protection services within the County of Los Angeles frequently provide services over multiple jurisdictional boundaries. The culmination of past, present and foreseeably future project would result in the need for additional fire protection services. Cumulative residential, industrial and commercial projects would depend on existing and expanded fire protection services within the County. As analyzed in *Impact Analysis,* the Project would require the incorporation of the County's Developers Fee Program. The County's Developers Fee Program would fund the purchase and construction of new fire stations to provide adequate services as a result of new development. Since the ESGVAP would not induce regional population growth beyond SCAG projections, the demand for public services would be consistent

Los Angeles County Title 22 Planning and Zoning Codes - Mitigation Fees

Library Facilities Mitigation Fee

New residential development in the unincorporated areas of Los Angeles County is subject to a library mitigation fee. The fee is intended to supplement facilities needs and mitigating the impact that new residential development will have on the library system. The Library Facility Mitigation Fee differs across the seven library planning areas. East San Gabriel Valley is in planning area 4 and has a fee of $1,094.00 ~~967.00~~ per dwelling unit (County of Los Angeles FY 2022~~b~~-23).

E-1 (cont)

Law Enforcement Facilities Fee

According to Chapter 22.14, Definitions, of Los Angeles County's Title 22 Planning and Zoning Code, law enforcement facilities fees help to fund facility improvement that are needed as a result of new residential, office, commercial or industrial development projects. The three-law enforcement facility fee zones are as follows (County of Los Angeles 2022b):

- Zone 1: Santa Clarita Zone
- Zone 2: Newhall Zone
- Zone 3: Gorman Zone

Existing Environmental Conditions

The San Gabriel Valley is one of the major geographic areas of Southern California. The Valley is bounded by the San Gabriel Mountains to the north, the Chino Hills and San Jose Hills to the east, the Puente Hills to the South, and the San Rafael Hills to the west. The Valley is named after the southward flowing San Gabriel River, which runs through the center of the San Gabriel Valley, and serves as one of the boundaries of the East San Gabriel Valley Planning Area. The East San Gabriel Valley is a subregion of the San Gabriel Valley. This subregion is also one of the planning areas established by the General Plan. This planning area is located south of the Angeles National Forest, west of San Bernardino County, North of Orange County, and generally east of the Interstate-605 and the San Gabriel River. There are 13 cities and 24 unincorporated communities in the East San Gabriel Valley. The ESGVAP addresses future growth in the unincorporated portion of the ESGV.

There are a total of 12 County libraries located within the ESGVAP area. Additionally, there are a total of 11 police and sheriff stations (County of Los Angeles 2015c), 32 fire stations (County of Los Angeles 2020), and 15 school districts within the East San Gabriel Valley planning area (County of Los Angeles 2015a).

4.13.2 Environmental Impacts

Methodology

Evaluation of impacts related to Public Services is based on a review of existing policies, documents, and studies that address these services in the county. Information obtained from these sources was reviewed and summarized to describe existing conditions and to identify environmental effects based on the standards of significance presented in this section. In

Response to Comment E-1

This comment notes that the Library Facilities Mitigation Fee for Library Planning Area 4, East San Gabriel Valley, should be updated to reflect the current fee of $1,094.00 per dwelling unit. The County appreciates the LA County Library including a redline version of the amendment to the Draft PEIR noting the changes. The County agrees with these amends, and as such, Pages 4.13-9 and 4.13-16 of the Draft PEIR are amended as follows:

> Library Facilities Mitigation
>
> "Fee New residential development in the unincorporated areas of Los Angeles County is subject to a library mitigation fee. The fee is intended to supplement facilities needs and mitigating the impact that new residential development will have on the library system. The Library Facility Mitigation Fee differs across the seven library planning areas. East San Gabriel Valley is in planning area 4 and has a fee of $1,094.00 ~~967.00~~ per dwelling unit (County of Los Angeles FY 2022~~b~~-23)." (*Page 4.13-9 of the Draft EIR)*
>
> v) Libraries
>
> Less-Than-Significant Impact
>
> "While the ESGVAP itself would not create additional housing, rezoning would allow for new housing development with increased local population densities. The ESGVAP would not induce regional population growth beyond SCAG projections. Los Angeles County's library mitigation fee program requires residential development projects to pay a fee which acts to mitigate adverse impacts as a result of development. The fee is intended to supplement facility needs and mitigate the impact that new residential development will have on the library system. The Library Facility Mitigation Fee differs across the seven library planning areas. East San Gabriel Valley is in planning area 4 and has a fee of $1,094.00 ~~967.00~~ per dwelling unit (County of Los Angeles FY 2022~~b~~-23)." (*Page 4.13-16 of the Draft EIR)*

While these revisions update the Los Angeles County Library fee, these revisions do not change the Draft PEIR's significance conclusion or result in a conclusion that significantly more severe environmental impacts will result from the Project.

Response to Comment E-2

This comment provides Los Angeles County Library's contact information. The County acknowledges the contact information for future reference during the environmental review process. Since this comment does not raise an environmental issue regarding the adequacy of the Draft PEIR, no further response is required.

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Letter F

April 11, 2023

VIA EMAIL (commplan@planning.lacounty.gov)

Mi Kim, Supervising Regional Planner
COUNTY OF LOS ANGELES
Department of Regional Planning
320 West Temple Street, Room 1362
Los Angeles, California 90012

Re: East San Gabriel Valley Area Plan – Comments on Draft Environmental Impact Report, Project No. PRJ2020-000612, Advance Planning Case No. RPPL2022003554

Dear Ms. Kim:

INTRODUCTION

Aera Energy LLC ("Aera") appreciates the opportunity to comment on the Draft Environment Impact Report ("DEIR") for the proposed Los Angeles County ("County") East San Gabriel Valley Area Plan ("Area Plan"). We ask that the County include this comment letter in the record of proceedings for Advance Planning Case No.: RPPL2022003554 and respond to the environmental concerns raised herein in accordance with its obligations under the California Environmental Act ("CEQA"). F-1

As County staff is aware, Aera owns 2,614 acres within the proposed Area Plan ("Aera Property"). By and through adoption of the Area Plan, the County proposes to ***downzone*** the vast majority of the Aera Property, yet the Aera Plan and its corresponding Draft Environmental Impact Report ("DEIR") utterly fail to disclose and analyze the proposed changes to the use designations and/or zoning for the Aera Property. To understand the scope and magnitude of changes the County proposes, Aera was forced to undertake its own investigation utilizing the County's GIS planning tool.[1] That investigation, not the Area Plan or DEIR, disclosed that the County proposes to downzone significant portions of the Aera Property by assigning those portions of real property "degraded" use designations. F-2

This purported downzoning is disconcerting, given that the Area Plan and DEIR make it clear that the County intends to incentivize and facilitate higher density housing and commercial activity within a one-mile radius of existing and potential future transit opportunities. However, as discussed below, such "smart growth" strategies are not mutually exclusive nor prohibitory of potential future use of the Aera Property justifying or in any way rendering necessary or correlated the proposed use changes in the Area Plan.

[1] https://lacounty.maps.arcgis.com/apps/instant/lookup/index.html?appid=4aa28c9e872a4f4381c3fb9cab5d228d

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As discussed further below, such downzoning violates state housing law. Furthermore, such downzoning is not disclosed or analyzed anywhere in the DEIR or any maps in the DEIR's appendices. The proposed alternative use classification for much of the Aera Property, Rural Land 40 ("RL40"), is never mentioned in the proposed Area Plan text, is never referenced in the DEIR, and is nowhere to be found on any of the legends in the maps of proposed land uses in the public review materials or the appendices to the DEIR. Thus, any such use change would be illegal under the California Government Code and would violate CEQA in many respects, as also discussed further below. Accordingly, we ask that the use designations and zoning for the entirety of the Aera Property remain unchanged. F-3

Filed concurrently with this legal analysis is a letter from Aera real estate professionals that have carried on a collaborative and productive dialogue with County staff for over a decade regarding potential future uses for the Aera Property. These Aera representatives, or any Aera representatives for that matter, had no advance notice of any proposed change in use designation or downzoning in conjunction with the Area Plan or otherwise. As explained in that companion letter, such changes are both antithetical and inconsistent with both the substance and spirit of that collaborative dialogue to date. Consistent with the request of this letter based on the legal infirmities addressed herein, that letter requests that no change be made to either the use designations or zoning for the Aera Property. F-4

The Area Plan

The Area Plan collectively includes a proposed General Plan Amendment, Ordinance, and Zone Change, all of which would take effect upon adoption of the Area Plan by the County Board of Supervisors. All of these components of the Area Plan collectively make up the "Project" that is analyzed in the DEIR under CEQA. (DEIR, Chapter 3.) The Area Plan purports to provide a planning vision for 24 unincorporated communities in East San Gabriel Valley. The text of the Area Plan, the DEIR, and Notice of Availability of the DEIR each present a focused and consistent intent and purpose for the land encompassed within the Area Plan. As stated in the DEIR: "The ESGVAP includes changes in land use designations and zoning in order to ***increase*** residential density and commercial and mixed uses in areas near transit amenities." (DEIR, pg. ES-1, ***emphasis*** added.) The DEIR elaborates further on this point in its discussion of the proposed General Plan Amendment as follows: F-5

> "Propose[ ] land use changes to ***increase*** housing and enhance commercial and residential development within one mile of major transit stops, within a half mile of HQTAs, and near major intersections where there is accessibility to existing or proposed frequent transit and commercial services. The goal of these land use changes would be to target growth near transit and active transportation facilities and everyday commercial services, and coordinate growth with improvements and investments that

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> support walkable, thriving, and connected communities." (DEIR, pg. 3-7, ***emphasis*** added.)

F-5 (cont)

There is an existing community plan for Rowland Heights, and the Area Plan would supersede that plan and govern the area, including the Aera Property and its existing use designations under the Rowland Heights Community Plan, only according to the proposed provisions of the Area Plan. (*See*, DEIR, pp. 3-1, 3-4.)

F-6

In the entirety of the text of the proposed Area Plan and the DEIR, there is no mention whatsoever of downzoning or changes to a less intense use designation for the Aera Property, or any other properties for that matter. Similarly, the Notice of Availability did not disclose the proposed downzoning or less intense use designation changes. As noted above, the RL40 General Plan use designation is never referenced in the Notice of Availability, the text of the DEIR, the maps in the appendices to the DEIR, explanatory public review materials for the Rowland Heights portion of the Area Plan,[2] or, based on our review, any written materials publicly available related to or analyzing the proposed Area Plan. Perhaps most conspicuous, Appendix C of the DEIR purports to include maps depicting the new allowable use designations and zoning for each community included in the Area Plan. The map purporting to depict the new allowed uses for the Rowland Heights community does not even include an RL40 designation in its legend nor the map itself.[3]

F-7

The Aera Property

Aera owns 2,292 acres within the Rowland Heights community of the Area Plan and an additional 322 acres in the South Diamond Bar community of the Area Plan. The Aera Property borders the southern boundary of the Area Plan, the Rowland Heights portions lying west of the 57 freeway, and the South Diamond Bar acreage lying to the east.

Existing use designations under the Rowland Heights Community Plan, a component of the County's General Plan, include Non-Urban 1 ("N1"), Urban 1 ("U1"), and others. These designations allow for residential uses. According to the interactive GIS planning tool posted by the County – though not discussed or mapped on any Area Plan or DEIR materials – the lowest density designation in the entire County General plan, RL40, is now proposed for much of the Aera Property.

F-8

[2] For example, see the Rowland Heights Community Profile document at https://planning.lacounty.gov/site/esgvap/wp-content/uploads/2019/03/ESGV_RowlandHeights_ComProfile_20190304.pdf

[3] Appendix C is available at https://planning.lacounty.gov/site/esgvap/wp-content/uploads/2023/02/Appx-C_LU-Zoning-Change-Figs.pdf

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THE PROPOSED DOWNZONING TO A LESS INTENSE USE DESIGNATION VIOLATES STATE HOUSING LAW

California is in the midst of an unprecedented housing crisis. The California Legislature has passed a myriad of laws aimed at incentivizing and streamlining housing approvals and production as well as curtailing the legal discretion of cities and counties to deny or restrict housing. One such provision prohibits a city or county from changing use designations to less intense allowance for housing where governing regulations as of 2018 permitted residential uses. Specifically, the Housing Crisis Act of 2019 provides in relevant part:

> "Notwithstanding any other law except as provided in subdivision (i), with respect to land where housing is an allowable use, an affected county or an affected city shall not enact a development policy, standard, or condition that would have any of the following effects:
>
> (A) Changing the general plan land use designation, specific plan land use designation, or zoning of a parcel or parcels of property to a less intensive use or reducing the intensity of land use within an existing general plan land use designation, specific plan land use designation, or zoning district below what was allowed under the land use designation and zoning ordinances of the affected county or affected city, as applicable, as in effect on January 1, 2018, except as otherwise provided in clause (ii) of subparagraph (B). For purposes of this subparagraph, 'less intensive use' includes, but is not limited to, reductions to height, density, or floor area ratio, new or increased open space or lot size requirements, or new or increased setback requirements, minimum frontage requirements, or maximum lot coverage limitations, or anything that would lessen the intensity of housing." (Ca. Gov. Code § 66300, subd. (b)(1)(A).)

F-9

The use designations governing the Area Property under the existing Rowland Heights Community Plan – in place since and well before 2018 – allow for residential uses. As noted above, however, the Area Plan proposes to reduce the residential allowance to "less intense use," the least intense use allowed under the County General Plan, in fact, RL20. Such degradation of allowed residential use is in direct violation of section 66300 of the Government Code. Accordingly, no change in the use designation or zoning of the Aera Property should be undertaken with the Area Plan.

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THE DEIR'S FAILURE TO INCLUDE OR IN any WAY ANALYZE THE PROPOSED CHANGE IN USE OR DOWNZONING OF THE AERA PROPERTY VIOLATES CEQA

An EIR must be prepared with a sufficient degree of analysis to provide decision-makers with the information needed to make an intelligent decision concerning a project's environmental consequences. (Guidelines § 15151.)[4] Included with that mandate is that an EIR must include a description of the existing environment in the vicinity of the project from both a local and regional perspective. (Guidelines § 15125(a).) This discussion of the "environmental setting" should include an analysis of any inconsistencies between the proposed project and applicable general, specific, or regional plans. (Guidelines § 15125(d).) F-10

An EIR's project description must include the entire project being proposed for approval and not just certain aspects of it. (Guidelines § 15378; *Habitat & Watershed Caretakers v. City of Santa Cruz* (2013) 213 Cal.App.4th 1277, 1297; *Banning Ranch Conservancy v. City of Newport Beach* (2012) 211 Cal.App.4th 1209, 1220.) When an EIR is comparing a proposed project with an existing plan, the EIR must examine existing conditions at the time of notice of preparation as well as future conditions envisioned in the plan. (Guidelines § 15125(e).) F-11

An EIR must describe a reasonable range of alternatives to the project, or to its location, that could feasibly attain the project's basic objectives while reducing or avoiding any of its significant impacts, including the comparative merits of each alternative. (Pub. Res. Code § 21100(b)(4); Guidelines § 15126.6(a)—(e).) F-12

The DEIR does not merely do an "inadequate" or "insufficient" review of the impacts arising from a significant downgrading of allowable residential use of the Aera Property, the DEIR ignores it completely. The complete absence of reference to the Aera Property downzoning use change, let alone any recognition or analysis of the environmental consequences therefrom, renders the DEIR a virtual nullity as an information document for decision-makers considering all consequences of adoption of the Area Plan, as mandated by CEQA. F-13

The primary intent and purpose of the Area Plan is very clear and straightforward in the text of the Area Plan and supporting explanatory materials: the County will, over the life of the Aera Plan, intensify residential densities, commercial and retail uses, and mobility alternatives in areas within a one-mile radius of identified transit resources or future opportunities throughout the Area Plan communities. And the DEIR is clearly focused on identifying that dynamic and studying its potential environmental impacts, if adopted. This narrow and even myopic focus is underscored by the fact that the DEIR proposes only two substantive alternatives, and those alternatives study only shortening the radius of the focus areas from one mile to a half mile and a F-14

[4] References to "Guidelines" refer to the CEQA Guidelines, Ca. Code of Regulations, Title 14, Division 6, Chapter 3, Sections 15000 – 15387.

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quarter mile, respectively. This does not meet the legal standard identified above. (Pub. Res. Code § 21100(b)(4); Guidelines § 15126.6(a)—(e).)

However, the DEIR's project description makes no reference to nor does its analysis in any way evaluate the downzoning use downgrading of the Aera Property. Similarly, the two substantive alternatives have no bearing whatsoever on the proposed treatment of the Aera Property.

F-14 (cont)

As noted, on preliminary review of both the text of the Area Plan as well as the DEIR, Aera had no indication whatsoever that the Area Plan purported to make such drastic changes to the allowable uses of its properties within the Area Plan boundaries. Even more striking, the Notice of Availability purporting to alert stakeholders how adoption of the Area Plan might impact their interests went to great lengths to highlight the one-mile-radius dynamics relative to transit opportunities but gave no indication whatsoever of potentially detrimental enactments to properties outside of such a planning radius. It is only once someone checks a specific parcel via a County GIS planning tool that one discovers that an entirely different uses category – a category not even noted or otherwise included on mapping exhibits or text in the DEIR – would govern the property in the future. Such failure to include information or analysis of its potential environmental impacts fails CEQA's legal mandates as to the sufficiency of the DEIR as an informational document to provide decision-makers with the information needed to make an intelligent decision concerning a project's environmental consequences.

F-15

CONCLUSION

The Area Plan's proposed lessening of the intensity of allowable residential uses on the Aera Property violates state housing law, specifically Government Code Section 66300. Further, the DEIR's failure to recognize, analyze, propose alternatives to, or even in any way mention or map the proposed downzoning use degradation violates CEQA's mandates relating to the project description, existing conditions and baseline, consequences relative to existing plans such as the Rowland Heights Community Plan, and sufficient consideration of alternatives.

For all of these reasons, Aera respectfully requests that any proposed change in use or other alteration of the governing standards under the existing Rowland Heights Community Plan for the Aera Property be removed from the proposed Area Plan. We appreciate your consideration and attention to these concerns.

F-16

Sincerely,

DocuSigned by:
M. S. James
E7B1B7158D4F420...

Michael S. James
Senior Counsel
Aera Energy LLC

Response to Comment F-1

This comment is introductory in nature, requesting the comment to be included in the record of proceedings. Since this comment does not raise an environmental issue regarding the adequacy of the Draft PEIR, no further response is required.

Response to Comment F-2

This comment notes that Aera Energy LLC own a considerable portion of land within the ESGVAP area and asserts that the Draft PEIR fails to disclose and analyze the proposed changes to the use designations and/or zoning for the Aera Property. The comment proceeds to declare that the County plans to downzone significant portions of the Aera Property, which would have "degraded" use designations and that the downzoning is disconcerting given that the County intends to incentivize and facilitate higher density housing. Existing zoning does not establish a base requirement for density, but instead establishes a maximum density. As such, all property owners have flexibility in determining their project's density. Downzoning is a less intensive land use, and thus overall, is likely to have a lesser environmental impact. According to State CEQA Guidelines Section 21002.1(a):

> *"The purpose of an environmental impact report is to identify the significant effects on the environment of a project..."*

The less intensive land use designation, therefore, is not required to be analyzed within the Draft PEIR as it would lead to a reduction in land use density, which would not result in a significant impact.

Additionally, the County is looking to prioritize transit-oriented development, and thus, housing in transit areas has been upzoned while downzoned elsewhere to ensure that development accords with the ESGVAP goals such as sustainable growth and diverse, walkable communities and minimizes vehicle miles traveled. Senate Bill 330 (SB 330) prohibits local jurisdictions from downzoning unless they upzone an equivalent amount elsewhere within their boundaries. The downzoning of the Aera property site has been considered in combination with upzoning elsewhere in the ESGVAP. Nonetheless, SB 330 does not apply to the Aera property site because the site is not located in an urbanized area or urban cluster, as designated by the United States Census Bureau. As shown in Table 4.12-5 of the Draft PEIR, the ESGVAP estimated build-out would increase the housing supply by approximately 13,825 units and would increase population by approximately 47,380 individuals by 2035. As specified on page 4.12-10 of the Draft PEIR:

> "The ESGVAP encourages indirect increases in population near community centers through zoning and other policies... Additional zoning changes in other areas of the communities are not expected to result in growth, thus minimizing the potential for unplanned growth to occur elsewhere. Zoning regulations limit the density of development, which will guide future development to be consistent with the ESGVAP goals."

The proposed Project is therefore consistent with the overall goals of SB 330.

Furthermore, regarding the Aera property site, according to the California Geologic Energy Management Division (CalGEM) Well Finder website[1], there are a number of oil wells that are active, plugged/capped, inactive, or idle within the Brea-Olinda oil/gas field, which occupies much of the Aera property site. This, coupled with the moderate and very high Fire Hazard Severity Zones that is also present within the Aera property site, would mean the location of intensive housing within the periphery of sensitive land uses and very high fire hazard zones would not be consistent with the legislative intent of CEQA in Section 21001(d) to:

> *"Ensure that the long-term protection of the environment, consistent with the provision of a decent home and suitable living environment for every Californian."*

The Aera property site is also encapsulated by the Puente Hills Significant Ecological Area (SEA). As mentioned in Section 4.4-7 of the Draft PEIR, the Puente Hills SEA represents the only large complex of multiple, relatively undisturbed habitats in the southeastern portion of the County and a crucial wildlife/habitat linkage to Chino Hills State Park. High density land use would be inharmonious with the environs and biological resources would be better protected through the Rural Land 40 (RL40) designation included within the Project area, rather than continued use of the N-1, TON-1 and TOU-1 designations. Also, these areas are constrained by Hillside Management Areas which further limit potential development. Additionally, there is a key wildlife crossing, the Harbor Boulevard wildlife underpass, which supports the longevity of the Puente-Chino Hills Wildlife Corridor. This was the first wildlife underpass built in the County of Los Angeles and necessitates biological protections and buffering around the wildlife crossing for safe usage by wildlife, which is also incompatible with high-density land uses. The proposed land use designations will be able to better regulate developments in these areas so that biological resources are adequately protected, natural space is preserved, and future residential areas are safely situated outside of very high fire hazard severity zones.

Response to Comment F-3

This comment asserts that downzoning violates state housing law. The comment proceeds to note that the downzoning of the Aera Property was not discussed in the Draft PEIR and that the change to Rural Land 40 (RL40) is not discussed and would be illegal under the California Government Code and would violate CEQA. The comment requests that the use designations and zoning for the entirety of the Aera Property remain unchanged. However, as mentioned in Response to Comment F-2, the downzoning of the property to a less intensive land use designation does not need to be analyzed within the Draft PEIR, as it would result in a reduction in land use density, which would not result in a significant impact. For the reasons set out in Comment F-2, the Draft PEIR is not required to analyze the effects of downzoning the Aera property site and does not violate SB 330 because SB 330 does not apply to the Aera property site. Additionally, the Draft PEIR was prepared in conjunction with the Draft East San Gabriel Valley Area Plan, as well as associated supporting information such as the ESGVAP Proposed Land Use Policy and Zoning Web App. The Web App is dynamic and as part of ongoing outreach

[1] California Geologic Energy Management Division. 2023. Well Finder. Available at: https://maps.conservation.ca.gov/doggr/wellfinder/#/-117.89477/33.95064/15

efforts undertaken by the County, is updated frequently. The Web App, however, has shown the land proposed as RL40 since before the publication of the Draft PEIR.

Response to Comment F-4

This comment notes that a companion letter from Aera real estate professionals is being submitted with this Comment Letter (see Comment Letter G for details). This comment also states that no advanced notice of any proposed change in use designation or downzoning was given. This letter also requests that no change be made to either the use designations or zoning for the Aera Property. However, as part of the community outreach for the Project, a number of engagement methods were undertaken, including efforts through community-based organizations, community presentations, tabling sessions, numerous online methods, and social media. Additionally, notifications were sent to property owners in the ESGVAP area for parcels with proposed updates to their zoning and/or land use categories. County records for this Project indicate that an Aera representative (Mr. Noah Adler) signed up to be on the project contact list in May 2022, and has thus been included in every outreach effort for the Project. At the very least, as an affected landowner in the ESGVAP area, Aera were sent Project notifications, as follows:

- Aera Energy LLC (2020 Saturn Street, Suite 101, Brea, CA 92821) was included on the Project's April 2022 Notice of Preparation, January 2023 Notice of Zone Change, and February 2023 Draft PEIR Notice of Completion/Notice of Availability lists to receive email and postal mail notifications about the Project;
- Noah Adler (nadler@manatt.com), representative for Aera Energy, was added to the Project's contact list on May 6, 2022 via a County Department of Regional Planning sign-up form;
- Aera Energy LLC was mailed a Notice of Zone Change in January 2023;
- Noah Adler (nadler@manatt.com), representative for Aera Energy, subscribed (and was subsequently added) to the Project's email notification list on March 30, 2023;
- Noah Adler (nadler@manatt.com), representative for Aera Energy, registered to attend the Project's March 30, 2023 stakeholder meeting; and
- Noah Adler spoke with County Department of Regional Planning staff on May 15, 2023 about the Project;

Please also see Response to Comment F-2 for information on the proposed downzoning of the Aera property site.

Response to Comment F-5

This comment provides a summary of the Area Plan. Since this comment does not raise an environmental issue regarding the adequacy of the Draft PEIR, no further response is required.

Response to Comment F-6

This comment reiterates the Area Plan would supersede the existing community plan for Rowland Heights. Since this comment does not raise an environmental issue regarding the adequacy of the Draft PEIR, no further response is required.

Response to Comment F-7

This comment reiterates the points made within Comment F-3 regarding downzoning and notes that the Notice of Availability also does not include information on the downzoning. The comment further notes that Appendix C of the Draft PEIR for the Rowland Heights community does not include a Rural Land 40 (RL40) designation in its legend nor on the map itself. Please see Response to Comment F-2 for further details on why the downzoning was not required to be analyzed as per CEQA in the Draft PEIR. As mentioned in Response to Comment B-7 (and reiterated in Response to Comment F-3), the Draft PEIR was prepared in conjunction with the Draft East San Gabriel Valley Area Plan, as well as associated supporting information such as the ESGVAP Proposed Land Use Policy and Zoning Web App. The Web App is dynamic and as part of ongoing outreach efforts undertaken by the County, is updated frequently whereas the Draft PEIR captures in essence a point in time. The Web App shows the proposed land use policy as RL40.

Response to Comment F-8

This comment provides information on the location and size of the Aera Property within the Rowland Heights community, summarizes the existing land uses per the Rowland Heights Community Plan, and notes that the interactive GIS planning tool shows much of the Aera Property has been zoned as Rural Land 40 (RL40), which was not discussed or mapped on any Area Plan or Draft PEIR materials. For the reasons set out in Response to Comment F-2, as per CEQA, the Draft PEIR is not required to analyze the effects of downzoning the Aera property site. Since this comment does not raise an environmental issue regarding the adequacy of the Draft PEIR, no further response is required.

Response to Comment F-9

This comment asserts that downzoning to a less intense use designation violates state housing law and provides an excerpt of the Housing Crisis Act of 2019. The comment further asserts that the existing land use designations for the Aera Property allow for residential use, but through downzoning, the Project would violate section 66300 of the Government Code and thus no change in the use designation or zoning of the Aera Property should be undertaken with the ESGVAP. As explained within the ESGVAP, most of the updates are being made to bring the zoning and land use policy designation into conformance with one another and ensure compatibility of land uses. As also explained in Response to Comment F-2, it is permissible to upzone in some areas and downzone in others without any violation of state law provided the local jurisdictions upzone an equivalent amount to the downzone elsewhere within their boundaries. Finally, SB 330 does not apply to the Aera property site as discussed under Response to Comment F-2.

Response to Comment F-10

This comment asserts that the Draft PEIR's failure to include or in any way analyze the proposed change in use or downzoning of the Aera property violates CEQA (inclusive of excerpts from the State CEQA Guidelines). For the reasons set out in Response to Comment F-2, the Draft PEIR is not required to analyze the effects of downzoning the Aera property site and no further response is required.

Response to Comment F-11

This comment provides information from case law and the State CEQA Guidelines, as it relates to an EIR's project description. The comment notes that an EIR's project description must include the entire project being proposed for approval and not just certain aspects of it. The comment further states that when an EIR is comparing a proposed project with an existing plan, the EIR must examine existing conditions at the time of notice of preparation as well as future conditions envisioned in the plan. Chapter 2 of the Draft PEIR provides a comprehensive project description that includes the entire project being proposed for approval, which is the ESGVAP in its entirety. The Draft PEIR is not comparing the ESGVAP to an existing plan, as it is a new plan for the Plan area. Nonetheless, as per CEQA, the entire Draft PEIR (inclusive of 20 technical topics, two of which are covered in the Initial Study) includes analysis of the existing conditions at the time of the notice of preparation (April 2022), as well as future conditions envisioned under the ESGVAP.

Response to Comment F-12

This comment provides information from the State CEQA Guidelines, as it relates to project alternatives. The comment notes that an EIR must describe a reasonable range of alternatives to the project, or to its location, that could feasibly attain the project's basic objectives while reducing or avoiding any of its significant impacts, including the comparative merits of each alternative. As comprehensively described in Chapter 5, *Project Alternatives*, of the Draft PEIR, a total of five alternatives to the proposed Project were considered and analyzed, as follows:

- Alternative Location/Alternative Sites
- Reduced Development Project
- No Project Alternative
- 0.5-Mile Transit Planning Radius Alternative
- 0.25-Mile Transit Planning Radius Alternative

The comparative merits of each alternative are described on Pages 5-49 and 5-50 of the Draft PEIR. As per CEQA, the environmentally superior alternative was identified, which is the 0.25-Mile Transit Planning Radius Alternative.

Response to Comment F-13

This comment notes the absence of reference to the Aera property site downzoning use change. For the reasons set out in Response to Comment F-2, the Draft PEIR is not required by CEQA to analyze the effects of downzoning the Aera property site since potential environmental impacts would be reduced or eliminated.

Response to Comment F-14

This comment states that the Draft PEIR does not contain an appropriate alternatives analysis. However, per State CEQA Guidelines Section 15126.6(a), an EIR need not consider every conceivable alternative to a project (also note *Mount Shasta Bioregional Ecology Center v.*

County of Siskiyou (2012) 210 Cal.App.4th 184). Since the State CEQA Guidelines note the alternatives considered may include alternative approaches, sites, or both, and that alternatives do not need to be considered in the same level of detail as the proposed Project (Section 15126.6(d)), the Draft PEIR adheres to State CEQA Guidelines Sections 15126.6(a) through (e), as comprehensively described in Chapter 5, *Project Alternatives*. Noting the alternatives considered and eliminated during the Project planning process in Section 5.4 of the Draft PEIR and the alternatives selected for further analysis (section 5.5. of the Draft PEIR), State CEQA Guidelines Sections 15126.6(a) through (e) have been considered.

Response to Comment F-15

This comment reiterates the points made in Comment F-2 and Comment F-3. Please see Response to Comment F-2 and Response to Comment F-3 for details. No further response is required.

Response to Comment F-16

This comment is conclusory and reiterates the points made in Comment F-2, Comment F-3, Comment F-4, Comment F-8, and Comment F-14. Please see the responses to those comments for details. No further response is required.

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Letter G

April 11, 2023

VIA EMAIL (commplan@planning.lacounty.gov)

Mi Kim, Supervising Regional Planner
COUNTY OF LOS ANGELES
Department of Regional Planning
320 West Temple Street, Room 1362
Los Angeles, California 90012

Re: East San Gabriel Valley Area Plan – Comments on Draft Environmental Impact Report, Project No. PRJ2020-000612, Advance Planning Case No. RPPL2022003554

Dear Ms. Kim:

Aera Energy, LLC ("Aera")is the owner of 2,292 acres within the unincorporated Rowland Heights Community of Los Angeles County ("County"), and an additional 322 acres in the unincorporated area south of the City of Diamond Bar (collectively, the "Aera Property") – see the attached Exhibit "A" for reference. Aera received a Notice of Availability ("NOA") from the County regarding the County's preparation of a the Draft Environmental Impact Report ("DEIR") for its proposed East San Gabriel Valley Area Plan ("ESGVAP"). Aera is compelled to point out that the NOA it received did not inform Aera that the Aera Property would be impacted by the ESGVAP. To the Contrary, the NOA led Aera to believe that the Aera Property would be unaffected by ESGVAP implementation. However, when Aera conducted additional investigation, it located a County interactive website, which disclosed that the County is proposing to ***downzone*** Aera's 2,292 acres within the unincorporated Rowland Heights Community. Specifically, the County is proposing to downzone this land from N-1 to RL-40, which is the lowest density designation in the County. Aera strenuously objects to this downzoning and urges the County to avoid taking this action for the reasons discussed below. G-1

Aera submits this comment letter concurrently with a companion letter from Aera's Senior Legal Counsel, Michael James. Mr. James' letter outlines specified legal deficiencies of the ESGVAP as to the Aera Property and we concur with Mr. James' comments, but do not repeat them here. The purpose of this companion letter is to clearly articulate our concern that the downzoning of vast portions of the Aera Property without any advance notice or discussion with Aera is inconsistent with and detrimental to over a decade of constructive and collaborative discussions between Aera and County staff regarding potential future uses of the Aera Property. G-2

Aera has undertaken extensive research and analysis to document the opportunities and constraints associated with the Aera Property. This research and analysis includes technical studies such as wildlife biology surveys, vegetation mapping, wetlands delineations, and geology and geotechnical investigations, among other matters. These studies demonstrate that the Aera G-3

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Property could accommodate a variety of potential future uses that recognize the significant potential and location of this property while respecting and furthering the open space, habitat, viewshed, connectivity and other priorities expressed in the ESGVAP.

Further, Aera's biology studies indicate that full ecological potential of the Aera Property will require intervention from a biology and habitat standpoint. Restoration, not simply preservation, is required to achieve the biological functions envisioned in the ESGVAP and related documents. A cooperative effort between Aera and the County could achieve habitat restoration and management at no cost to the public while ensuring that open space and park dedications become permanent and available for public uses compatible with biologic functions.

G-3 (cont)

Much is made of the fact that portions of the Aera Property are subject to a Significant Ecological Area ("SEA") overlay. As noted above, however, much of the ecological value of the Aera Property is ***merely potential***, not existing. Significant restoration resources would need to be brought to bear to realize actual ecological potential. Additionally, we remind all stakeholders that the SEA designation is intended to ensure that alternative future uses of the site are compatible with ecology goals, not to preclude well-planned, thoughtful, and productive use of the land.

The 2,292 acres of the Aera Property located within the Rowland Heights Community are located in close proximity to the jobs-rich areas along the SR-57 and -60 freeway corridors and also the jobs-rich City of Brea to the south. That context cannot be ignored in considering appropriate future uses for the Aera Property. The Aera Property is quite large and it sits in the midst of both ecological and human dynamics, all of which factor into the comprehensive consideration of the evolution of future uses on the site.

G-4

In conclusion, the Aera Property is an unusually large contiguous property in private ownership encompassing four square miles. Aera is confident it can accommodate a variety of purposes with sensitive planning and a cooperative effort among stakeholders. A balanced plan for future uses could permanently establish essential habitats, designated wildlife corridors, and create other ecological opportunities while providing public access to regional trails and numerous other recreational pursuits. Downzoning will only invite long term litigation and ensure the property remains off-limits to the public. For all of these reasons, Aera respectfully requests that any proposed change in use or other alteration of the governing standards under the existing Rowland Heights Community Plan for the Aera Property be removed from the proposed ESGVAP. We appreciate your consideration and attention to these concerns.

G-5

DocuSigned by:
Sincerely,
George Basye
ADB489C1BA51444...

George Basye
Vice President, Fee Lands
Aera Energy LLC

Response to Comment G-1

This comment notes that Aera Energy LLC own a considerable portion of land within the ESGVAP area and asserts that the Draft PEIR failed to disclose the proposed downzoning to the use designations for the Aera Property. The comment notes the objection of Aera to this downzoning. As iterated in Response to Comment F-2, downzoning results in a less intensive land use, and thus, overall is likely to have a lesser environmental impact (or no environmental impact). According to State CEQA Guidelines Section 21002.1(a):

> *"The purpose of an environmental impact report is to identify the significant effects on the environment of a project..."*

The less intensive land use designation, therefore, does not need to be analyzed within the Draft PEIR as it is a reduction in land use density and would not result in a significant impact.

Additionally, the County is looking to prioritize transit-oriented development, and thus, housing in transit areas has been upzoned while downzoned elsewhere to ensure that development accords with the ESGVAP goals such as sustainable growth and diverse, walkable communities and minimizes vehicle miles traveled. Senate Bill 330 (SB 330) prohibits local jurisdictions from downzoning unless they upzone an equivalent amount elsewhere within their boundaries. The downzoning of the Aera property site has been considered in combination with upzoning elsewhere and as specified in Response to Comment F-2, SB 330 does not apply to the Aera property. As shown in Table 4.12-5 of the Draft PEIR, the ESGVAP estimated build-out would increase the housing supply by approximately 13,825 units and would increase population by approximately 47,380 individuals by 2035. As specified on page 4.12-10 of the Draft PEIR:

> "The ESGVAP encourages indirect increases in population near community centers through zoning and other policies... Additional zoning changes in other areas of the communities are not expected to result in growth, thus minimizing the potential for unplanned growth to occur elsewhere. Zoning regulations limit the density of development, which will guide future development to be consistent with the ESGVAP goals."

Furthermore, regarding the Aera property site, according to the California Geologic Energy Management Division (CalGEM) Well Finder website,[2] there are a number of oil wells that are active, plugged/capped, inactive, or idle within the Brea-Olinda oil/gas field, which occupies much of the Aera property site. This, coupled with the moderate and very high Fire Hazard Severity Zones that are also present within the Aera property site, the location of intensive housing within the periphery of sensitive land uses and very high fire hazard zones would not be consistent with the legislative intent of CEQA in Section 21001(d) to:

> *"Ensure that the long-term protection of the environment, consistent with the provision of a decent home and suitable living environment for every Californian."*

[2] California Geologic Energy Management Division. 2023. Well Finder. Available at: https://maps.conservation.ca.gov/doggr/wellfinder/#/-117.89477/33.95064/15

The Aera property site is also encapsulated by the Puente Hills Significant Ecological Area (SEA). As mentioned in Section 4.4-7 of the Draft PEIR, the Puente Hills SEA represents the only large complex of multiple, relatively undisturbed habitats in the southeastern portion of the County and a crucial wildlife/habitat linkage to Chino Hills State Park. High density land uses would be inharmonious with the environs and biological resources would be better protected through the Rural Land 40 (RL40) designation included within the Proposed Project, rather than continued use of the N-1, TON-1 and TOU-1 designations. Also, these areas are constrained by Hillside Management Areas which further limit potential development. Additionally, as mentioned in Response to Comment F-2, there is a key wildlife crossing, the Harbor Boulevard wildlife underpass, in the vicinity which supports the longevity of the Puente-Chino Hills Wildlife Corridor and necessitates biological protections and buffering around the wildlife crossing for safe usage by wildlife, which is also incompatible with high-density land uses. The proposed land use designations will be able to better regulate developments in these areas so that biological resources are adequately protected, natural space is preserved, and future residential areas are safely situated outside of very high fire hazard severity zones.

For the aforementioned reasons, the Draft PEIR is not required to analyze the effects of downzoning the Aera property site.

Response to Comment G-2

This comment notes the comment letter has been submitted concurrently with Aera's legal counsel comment letter (included herein as Letter F). Since this comment does not raise an environmental issue regarding the adequacy of the Draft PEIR, no further response is required.

Response to Comment G-3

This comment notes the biological studies undertaken on the Aera property site to date indicate that full ecological potential of the Aera Property will require intervention from a biology and habitat standpoint, and that restoration, not simply preservation, is required to achieve the biological functions envisioned in the ESGVAP and related documents. The comment asserts that a cooperative effort between Aera and the County could achieve habitat restoration and management at no cost to the public while ensuring that open space and park dedications become permanent and available for public uses compatible with biologic functions.

As stated in Response to Comment G-1, the Aera property site is also encapsulated by the Puente Hills Significant Ecological Area (SEA). As mentioned in Section 4.4-7 of the Draft PEIR, the Puente Hills SEA represents the only large complex of multiple, relatively undisturbed habitats in the southeastern portion of the County and a crucial wildlife/habitat linkage to Chino Hills State Park. High density land uses would be inharmonious with the environs and biological resources would be better protected through the Rural Land 40 (RL40) designation included within the Proposed Project, rather than continued use of the N-1, TON-1 and TOU-1 designations. Also, these areas are constrained by Hillside Management Areas which further limit potential development, as well as the aforementioned wildlife underpass. The proposed land use designations will be able to better regulate developments in these areas so that biological

resources are adequately protected, natural space is preserved, and future residential areas are safely situated outside of very high fire hazard severity zones.

Response to Comment G-4

This comment notes that the Aera property site is proximate to jobs-rich [sic] areas along the SR-57 and -60 freeway corridors and the City of Brea. However, since this comment does not raise an environmental issue regarding the adequacy of the Draft PEIR, no further response is required.

Response to Comment G-5

This comment is conclusory and reiterates the request that any proposed change in use or other alteration of the governing standards under the existing Rowland Heights Community Plan for the Aera Property be removed from the proposed ESGVAP. Since this comment does not raise an environmental issue regarding the adequacy of the Draft PEIR, no further response is required.

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Letter H

State of California – Natural Resources Agency
DEPARTMENT OF FISH AND WILDLIFE
South Coast Region
3883 Ruffin Road
San Diego, CA 92123
(858) 467-4201
www.wildlife.ca.gov

GAVIN NEWSOM, Governor
CHARLTON H. BONHAM, Director

SENT BY EMAIL ONLY

April 11, 2023

Mi Kim
320 West Temple Street, Room 1354
Los Angeles, CA 90012
MKim@planning.lacounty.gov

Subject: East San Gabriel Valley Area Plan, Draft Programmatic Environmental Impact Report, SCH #2022040512, Los Angeles County Department of Regional Planning, Los Angeles County

Dear Ms. Kim:

The California Department of Fish and Wildlife (CDFW) has reviewed the Draft Programmatic Environmental Impact Report (DPEIR) from the Los Angeles County Department of Regional Planning (DRP) for the East San Gabriel Valley Area Plan (Project). Thank you for the opportunity to provide comments and recommendations regarding those activities involved in the Project that may affect California fish and wildlife. Likewise, we appreciate the opportunity to provide comments regarding those aspects of the Project that CDFW, by law, may be required to carry out or approve through the exercise of its own regulatory authority under the Fish and Game Code. H-1

CDFW's Role

CDFW is California's Trustee Agency for fish and wildlife resources and holds those resources in trust by statute for all the people of the State [Fish & G. Code, §§ 711.7, subdivision (a) & 1802; Pub. Resources Code, § 21070; California Environmental Quality Act (CEQA) Guidelines, § 15386, subdivision (a)]. CDFW, in its trustee capacity, has jurisdiction over the conservation, protection, and management of fish, wildlife, native plants, and habitat necessary for biologically sustainable populations of those species (Id., § 1802). Similarly, for purposes of CEQA, CDFW is charged by law to provide, as available, biological expertise during public agency environmental review efforts, focusing specifically on projects and related activities that have the potential to adversely affect State fish and wildlife resources. H-2

CDFW is also submitting comments as a Responsible Agency under CEQA (Pub. Resources Code, § 21069; CEQA Guidelines, § 15381). CDFW expects that it may need to exercise regulatory authority as provided by the Fish and Game Code, including lake and streambed alteration regulatory authority (Fish & G. Code, § 1600 *et seq*.). Likewise, to the extent implementation of the Project as proposed may result in "take", as defined by State law, of any species protected under the California Endangered Species Act (CESA) (Fish & G. Code, § 2050 et seq.), or CESA-listed rare plant pursuant to the Native Plant Protection Act (NPPA; Fish & G. Code, § 1900 et seq.), CDFW recommends the Project proponent obtain appropriate authorization under the Fish and Game Code.

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Project Description and Summary

Objective: The proposed Project is the implementation of the East San Gabriel Valley Area Plan (ESGVAP). The ESGVAP is a long-range policy document that aims to support growth, development, and maintenance of 24 unincorporated communities in the East San Gabriel Valley. The Project is an extension of the Los Angeles County General Plan with a focus on the characteristics and needs of 24 unincorporated communities. The Project will entail six elements and 15 community specific chapters with goals, policies, and actions that will be implemented and enforced. In addition, a general plan amendment, land use changes, zoning changes, and advanced planning amendments will be implemented through adoption of the ESGVAP. Zoning changes will be targeted within a one-mile radius of major transit stops and near high-quality transit corridors. To strengthen the unincorporated communities and successfully execute the Project, the following components will need to be implemented:

- Amend the Los Angeles General Plan to update, reorganize, and incorporate the existing Rowland Heights Community Plan and Hacienda Heights Community Plan as community chapters within the Project;
- Adjust the boundary of the ESGV Planning Area to include South El Monte, Pellissier Village, and North Whittier;
- Establish the proposed Project for the unincorporated communities in the ESGV Planning Area;
- Update existing zoning and land use designations to ensure consistency between the proposed Project and the General Plan land use policy map;
- Amend Title 22 to make changes to the existing zoning map;
- Incorporate the proposed rezoning as identified in the Housing Element 2021-2029;
- Rezone agricultural zones that are developed with residential uses from light agriculture to an appropriate residential zone;
- Reassess and revise the Rowland Heights Community Standards District to bring it into conformance with the proposed Project;
- Adjust the boundaries of Avocado Heights and the Trailside Ranch Equestrian Districts to create a consolidated equestrian district; and
- Establish an area-wide overlay to regulate height, ridgelines, and public communal space in new development.

H-3

There are three alternatives to the proposed Project. Alternative 1 proposes a No Project Alternative. Under Alternative 1, the existing conditions and planned development within the unincorporated communities will remain the same. No general plan amendment, land use changes, zoning changes, and advanced planning amendment will occur. Alternative 2 proposes a 0.5-Mile Transit Planning Radius Alternative. Under Alternative 2, the proposed changes described in the proposed Project will be implemented with the exception of a decreased transit planning radius. The transit planning radius will be reduced from a one-mile radius to a 0.5-mile radius. Alternative 3 proposes a 0.25-Mile Transit Planning Radius Alternative. Similar to Alternative 2, the proposed amendments for the 24 unincorporated communities will apply with the exception of a decreased transit planning radius. The transit centers and high-quality transit areas will be reduced to a 0.25-mile planning radius for both. As a result, the ESGV Planning Area will be reduced by approximately 75 percent under Alternative 3. The proposed Project and Alternatives do not approve any specific project-level development or construction activities.

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Location: The ESGV Planning Area encompasses 51.29 square miles of unincorporated communities within the easternmost portions of Los Angeles County. The Project site is generally located south of the Angeles National Forest, north of the Orange County border, east of Interstate 605, and west of the San Bernardino County line. The Project area is comprised of the following 24 unincorporated communities: Avocado Heights, Charter Oak, Covina Islands, East Azusa, East Irwindale, East San Dimas, Glendora Islands, Hacienda Heights, North Claremont, North Pomona, Northeast La Verne, Northeast San Dimas, Rowland Heights, South Diamond Bar, South San Jose Hills, South Walnut, Valinda, Walnut Islands, West Claremont, West Puente Valley, West San Dimas, Pellissier Village, unincorporated South El Monte, and unincorporated North Whittier.

H-3 (cont)

Comments and Recommendations

CDFW offers the comments and recommendations below to assist DRP in adequately avoiding and/or mitigating the Project's significant, or potentially significant, direct, and indirect impacts on fish and wildlife (biological) resources. CDFW recommends the measures or revisions below be included in a science-based monitoring program that contains adaptive management strategies as part of the Project's CEQA mitigation, monitoring and reporting program (Pub. Resources Code, § 21081.6; CEQA Guidelines, § 15097).

H-4

Specific Comments

Comment #1: Impacts to Crotch's Bumble Bee

Issue: Individual projects facilitated by the Project may impact suitable habitat for Crotch's bumble bee (*Bombus crotchii*), a candidate CESA-listed species. The DPEIR does not discuss or provide mitigation measures to reduce the impact to Crotch's bumble bee.

Specific impacts: Individual projects facilitated under the Project may result in temporal or permanent loss of suitable nesting and foraging habitat of Crotch's bumble bee. Construction and ground-disturbing activities of future projects may cause death or injury of adults, eggs, and larva; burrow collapse; nest abandonment; and reduced nest success.

Why impacts would occur: According to the Appendix E California Natural Diversity Database (CNDDB) Search Results, there are several recorded observations of Crotch's bumble bee within the ESGV Planning Area. In addition, over 100 observations of Crotch's bumble bee have been recorded on iNaturalist throughout Los Angeles County (iNaturalist 2023). Furthermore, the ESGV Planning Area has a variety of habitats that have potential to provide foraging and overwintering sites for this candidate species. Crotch's bumble bee primarily nest in late February through late October underground in abandoned small mammal burrows but may also nest under perennial bunch grasses or thatched annual grasses, under-brush piles, in old bird nests, and in dead trees or hollow logs (Williams et al. 2014; Hatfield et al. 2018). Overwintering sites utilized by Crotch's bumble bee mated queens include soft, disturbed soil (Goulson 2010), or under leaf litter or other debris (Williams et al. 2014). Ground disturbance and vegetation removal from individual projects during the breeding season could result in the incidental loss of breeding success or otherwise lead to nest abandonment in areas within and adjacent to the Project site. In addition to potential habitat loss, human disturbance, heavy machinery, and construction activities may result in direct mortality of Crotch's bumble bee. The DPEIR does not discuss the species and the Project's impact on Crotch's bumble bee. Additionally, the DPEIR

H-5

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does not provide species-specific avoidance and minimization measures. Without sufficient avoidance, minimization, or mitigation measures, buildout of the ESGVAP may result in significant impacts to Crotch's bumble bee.

Evidence impacts would be significant: The California Fish and Game Commission accepted a petition to list the Crotch's bumble bee as endangered under CESA, determining the listing "may be warranted" and advancing the species to the candidacy stage of the CESA listing process. The Project may substantially reduce and adversely modify habitat as well as reduce and potentially impair the viability of populations of Crotch's bumble bee. The Project may also reduce the number and range of the species without considering the likelihood that special-status species on adjacent and nearby natural lands may rely upon the habitat that occurs in the ESGV Planning Area. In addition, Crotch's bumble bee has a State ranking of S1/S2. This means that the Crotch's bumble bee is considered critically imperiled or imperiled and is extremely rare (often 5 or fewer populations). Lastly, Crotch's bumble bee is listed as an invertebrate of conservation priority under the California Terrestrial and Vernal Pool Invertebrates of Conservation Priority (CDFW 2017). The Project's impact on Crotch bumble bee has yet to be mitigated. Accordingly, the Project continues to have a substantial adverse effect, either directly or through habitat modifications, on a species identified as a candidate, sensitive, or special status species by CDFW.

Recommended Potentially Feasible Mitigation Measure(s) Required for Individual Projects Facilitated by the ESGVAP:

H-5 (cont)

Recommendation #1: The DPEIR should provide full disclosure of the presence of Crotch's bumble bee within the ESGV Planning Area. The DPEIR should analyze the Project's impact on floral resources, nesting habitat, and overwintering habitat for Crotch's bumble bee. Conclusions made in regard to habitat quality and suitability should be substantiated by scientific and factual data, which may include maps, diagrams, and similar relevant information sufficient to permit full assessment of significant impacts by reviewing agencies. Potential direct and indirect impacts on Crotch's should be discussed in the DPEIR. If individual projects facilitated by the Project would impact Crotch's bumble bee and its associated habitat, the DPEIR should provide measures to avoid and/or mitigate potential impacts to Crotch's bumble bee and habitat supporting the species.

Mitigation Measure #1: For individual projects that have suitable foraging or nesting habitat for Crotch's bumble bee, the project applicant should retain a qualified entomologist with the appropriate take authorization to conduct surveys to determine presence/absence. Surveys should be conducted within one year prior to vegetation removal and/or grading throughout the entire project site by a qualified entomologist familiar with the species' behavior and life history. A minimum of three surveys should also be conducted during peak flying season when the species is most likely to be detected above ground, between March 1 to September 1 (Thorp et al. 1983). The qualified entomologist should utilize a non-lethal survey methodology and obtain appropriate photo vouchers for species confirmation (CBBA 2023). During the surveys, the entomologist should flag inactive small mammal burrows and other potential nest sites to reduce the risk of take. Survey results, including negative findings, should be submitted to CDFW prior to obtaining appropriate permits. At minimum, a survey report should provide the following:

a) A description and map of the survey area, focusing on areas that could provide suitable habitat for Crotch's bumble bee. CDFW recommends the map show surveyor(s) track

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lines to document that the entire site was covered during field surveys.

b) Field survey conditions that should include name(s) of qualified entomologist(s) and brief qualifications; date and time of survey; survey duration; general weather conditions; survey goals, and species searched.
c) Map(s) showing the location of nests/colonies.
d) A description of physical (e.g., soil, moisture, slope) and biological (e.g., plant composition) conditions where each nest/colony is found. A sufficient description of biological conditions, primarily impacted habitat, should include native plant composition (e.g., density, cover, and abundance) within impacted habitat (e.g., species list separated by vegetation class; density, cover, and abundance of each species).

Mitigation Measure #2: If Crotch's bumble bee is detected, the qualified entomologist should identify the location of all nests within and adjacent to the project site. A 15-meter no disturbance buffer zone should be established around any identified nest(s) to reduce the risk of disturbance or accidental take. A qualified entomologist should expand the buffer zone as necessary to prevent disturbance or take.

Mitigation Measure #3: If Crotch's bumble bee is detected and impacts to Crotch's bumble bee cannot be feasibly avoided, project applicants should consult with CDFW and obtain appropriate take authorization from CDFW (pursuant to Fish & Game Code, § 2080 et seq). Appropriate authorization from CDFW under CESA may include an Incidental Take Permit (ITP) or a Consistency Determination in certain circumstances, among other options [Fish & Game Code, §§ 2080.1, 2081, subds. (b) and (c)]. Early consultation is encouraged, as significant modification to the project and mitigation measures may be required to obtain an ITP. Revisions to the Fish and Game Code, effective January 1998, may require that CDFW issue a separate CEQA document for the issuance of an ITP for the Project unless the Project's CEQA document addresses all the Project's impact on CESA endangered, threatened, and/or candidate species. The Project's CEQA document should also specify a mitigation monitoring and reporting program that will meet the requirements of an ITP. It is important that the take proposed to be authorized by CDFW's ITP be described in detail in the Project's CEQA document. Also, biological mitigation monitoring and reporting proposals should be of sufficient detail and resolution to satisfy the requirements for an ITP. However, it is worth noting that mitigation for the Project's impact on a CESA endangered, threatened, and/or candidate species proposed in the Project's CEQA document may not necessarily satisfy mitigation required to obtain an ITP.

H-5 (cont)

Mitigation Measure #4: Any floral resource associated with Crotch's bumble bee that will be removed or damaged by individual projects should be replaced at no less than 1:1. Floral resources should be replaced as close to their original location as is feasible. If active Crotch's bumble bee nests have been identified and floral resources cannot be replaced within 200 meters of their original location, floral resources should be planted in the most centrally available location relative to identified nests. This location should be no more than 1.5 kilometers from any identified nest. Replaced floral resources may be split into multiple patches to meet distance requirements for multiple nests. These floral resources should be maintained in perpetuity and should be replanted and managed as needed to ensure the habitat is preserved.

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Comment #2: Impact on Coastal California Gnatcatcher and Southwestern Willow Flycatcher

Issue: Individual projects facilitated by the Project may impact designated critical habitat for coastal California gnatcatcher (*Polioptila californica californica*), an Endangered Species Act (ESA)-listed threatened species and a California Species of Special Concern (SSC). Individual projects may also impact critical habitat for southwestern willow flycatcher (*Empidonax traillii extimus*), an ESA-listed and CESA-listed species. The DPEIR does not provide mitigation measures to reduce impacts to these special-status species and their critical habitat.

Specific impacts: Individual projects that involve grading activities, vegetation removal, or habitat modification will result in permanent loss of critical habitat for coastal California gnatcatcher and southwestern willow flycatcher. Individual projects facilitated by the Project during breeding and nesting season may also result in nest abandonment, reproductive suppression, or incidental loss of fertile eggs or nestlings.

Why impact would occur: Figure 4.4-2 Designated Critical Habitats provided in the DPEIR demonstrates that critical habitat for special-status species exists within the ESGV Planning Area. Critical habitat for coastal California gnatcatcher is located within the center and southern portion of the ESGV Planning Area. For southwestern willow flycatcher, designated critical habitat is located in the upper western portion of the ESGV Planning Area. In addition to critical habitat, Appendix E lists several recorded observations of both avian species within the ESGV Planning Area. Moreover, the DPEIR states that, "Future projects could result in modification of designated critical habitat for coastal California gnatcatcher…". Although these critical habitats occur primarily within protected Significant Ecological Areas (SEAs), construction activities from individual projects may result in impacts if they are located adjacent to these designated critical habitats. In addition, habitat supporting these species may occur outside of the designated critical habitat areas and could be adversely impacted depending on the location of individual projects. Despite the DPEIR identifying that buildout of the ESGVAP will result in impacts to critical habitat, the CEQA document does not present any mitigation measures to avoid or minimize these impacts. Furthermore, future construction activities could create elevated levels of noise, human activity, dust, and ground vibrations. These disturbances and stressors occurring near potential nests could cause coastal California gnatcatcher and southwestern willow flycatcher to abandon their nests, resulting in the loss of fertile eggs or nestlings. Removal of trees and shrubs within a project site may also result in direct loss of breeding habitat for both special-status species. Lastly, the DPEIR states that, "Due to the loss of common habitats and diminished resource availability, impacts to special-status species remain significant at the ESGVAP level".

H-6

Evidence impact would be significant: The Project could result in impacts on coastal California gnatcatcher and southwestern willow flycatcher. As an ESA-listed species, both birds are considered an endangered, rare, or threatened species under CEQA (CEQA Guidelines, § 15380). The coastal California gnatcatcher is also designated as an SSC species. An SSC is a species, subspecies, or distinct population of an animal native to California that currently satisfies one or more of the following (not necessarily mutually exclusive) criteria:

- is extirpated from the State or, in the case of birds, is extirpated in its primary season or breeding role;
- is listed as ESA-, but not CESA-, threatened, or endangered; meets the State definition

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of threatened or endangered but has not formally been listed;
- is experiencing, or formerly experienced, serious (noncyclical) population declines or range retractions (not reversed) that, if continued or resumed, could qualify it for State threatened or endangered status; and/or,
- has naturally small populations exhibiting high susceptibility to risk from any factor(s), that if realized, could lead to declines that would qualify it for CESA threatened or endangered status (CDFW 2023b).

CEQA provides protection not only for ESA and CESA-listed species, but for any species including but not limited to SSC which can be shown to meet the criteria for State listing. These SSC meet the CEQA definition of rare, threatened, or endangered species (CEQA Guidelines, § 15380). Take of coastal California gnatcatcher and southwestern willow flycatcher could require a mandatory finding of significance (CEQA Guidelines, § 15065). Take under the ESA is more broadly defined than CESA. Take under ESA also includes significant habitat modification or degradation that could result in death or injury to a listed species by interfering with essential behavioral patterns such as breeding, foraging, or nesting.

The Project's impact on coastal California gnatcatcher and southwestern willow flycatcher has yet to be mitigated. Accordingly, the Project continues to have a substantial adverse effect, either directly or through habitat modifications, on a species identified as a candidate, sensitive, or special status species by CDFW and USFWS.

Recommended Potentially Feasible Mitigation Measure(s) Required for Individual Projects Facilitated by the ESGVAP:

H-6 (cont)

Recommendation #2: Take under the ESA also includes significant habitat modification or degradation that could result in death or injury to a listed species by interfering with essential behavioral patterns such as breeding, foraging, or nesting. CDFW recommends individual projects facilitated under this Project that may result in potential take, consult with USFWS, in order to comply with ESA, well in advance of any ground disturbing activities and/or vegetation removal that may impact coastal California gnatcatcher and southwestern willow flycatcher.

Mitigation Measure #5: Individual projects that are located within or adjacent to suitable or designated critical habitat for coastal California gnatcatcher should conduct surveys to determine presence/absence. The project applicant should retain a qualified biologist with an appropriate USFWS permit to survey the project site. The qualified biologist should conduct surveys according to USFWS Coastal California Gnatcatcher (*Polioptila californica californica*) Presence/Absence Survey Guidelines (USFWS 1997). The survey protocol requires a minimum of six surveys to be conducted at least one week apart from March 15 through June 30 and a minimum of nine surveys at least two weeks apart from July 1 through March 14. The protocol should be followed for all surveys unless otherwise authorized by the USFWS in writing (USFWS 1997). CDFW recommends gnatcatcher surveys be conducted and USFWS notified (per protocol guidance) prior to issuance of a grading permit.

Mitigation Measure #6: Individual projects that are located within or adjacent to suitable or designated critical habitat for southwestern willow flycatcher should conduct surveys to determine presence/absence. The project applicant should retain a qualified biologist with an appropriate USFWS permit to survey the project site during an appropriate time. The qualified biologist should conduct surveys according to A Natural History Summary and Survey Protocol

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for the Southwestern Willow Flycatcher (USGS 2010). CDFW recommends southwestern willow flycatcher surveys be conducted and CDFW/USFWS notified prior to issuance of a grading permit.

Mitigation Measure #7: If southwestern willow flycatcher is detected and impacts cannot be feasibly avoided, project applicants should consult with CDFW and obtain appropriate take authorization from CDFW (pursuant to Fish & Game Code, § 2080 et seq). Project applicants should provide a copy of a fully executed take authorization prior to the issuance of a grading permit and before any ground disturbance and vegetation removal.

Mitigation Measure #8: For individual projects facilitated by the Project that will result in permanent loss of critical habitat for either species, the project applicant should provide replacement habitat at no less than 2:1 for the total acreage of impacted habitat. Replacement habitat should be protected in perpetuity under a conservation easement dedicated to a local land conservancy or other appropriate entity that has been approved to hold and manage mitigation lands. An appropriate endowment should be provided for the long-term management of mitigation lands. A conservation easement and endowment funds should be fully acquired, established, transferred, or otherwise executed by the project applicant prior to any ground-disturbing activities or vegetation removal.

H-6 (cont)

Comment #3: Impacts to Special-Status Plants and Sensitive Natural Communities

Issue: Individual projects facilitated by the Project may continue to have a significant impact on CESA and/or ESA-listed plants and sensitive natural communities.

Specific Impacts: Individual projects facilitated by the Project may result in the loss of individuals and populations of rare, threatened, and endangered plants including, but not limited to the following plant species listed in Table 1. In addition, individual projects could result in habitat modification or permanent loss of sensitive natural communities.

Table 1. Rare plants that may be impacted by individual projects.

Species Name	CESA status	ESA status	State Rare Rank	California Rare Plant Rank
White rabbit-tobacco (*Pseudognaphalium leucocephalum*)			S2	2B.2
Thread-leaved broadiaea (*Brodiaea filifolia*)	endangered	threatened	S2	1B.1
Southern Tarplant (*Centromadia parryi ssp. australis*)			S2	1B.1
Slender mariposa-lily (*Calochortus clavatus var. gracilis*)			S2/S3	1B.2
Many-stemmed dudleya (*Dudleya multicaulis*)			S2	1B.2
Mesa horkelia (*Horkelia cuneata var. puberula*)			S1	1B.1

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Intermediate mariposa-lily (*Calochortus weedii var. intermedius*)	S3	1B.2

Why impacts would occur: Although the ESGV Planning Area consists of a populated urban area, native habitats and rare plants may reside within the mountains, hillsides, undeveloped lands, and small pockets around development. Individual projects facilitated under the ESGVAP may result in direct removal of rare plants. In addition to direct removal of rare plants, the DPEIR states individual projects could result in "…removal of habitat for rare plants known to occur in the area such as many-stemmed dudleya…". Alongside direct removal and supporting habitat loss, edge effects may result upon buildout of the ESGVAP. Edge effects may include encroachment, human activity, and introduction of non-native plants and pests (e.g., Argentine ants). The ESGVAP proposes goals and policies to encourage individual projects to protect biological resources and habitats in the ESGV Planning Area. However, based on the goals listed in the ESGVAP, there are no specific actions or mitigation measures for individual projects to adhere to that would completely avoid impacts to rare plants.

In addition to rare plants being impacted, sensitive natural communities may also be impacted through implementation of the Project. According to the DPEIR, there will be no impacts to oak woodlands or other unique native woodlands since there is no proposed increases in zoning or land use within these woodlands. However, sensitive natural communities such as the California walnut (*Juglans californica*) woodland may still be impacted by grading or construction activities if they reside within individual project sites. Furthermore, the DPEIR states, "There is a potential for any of these sensitive natural communities or others that have not been reported or mapped (i.e., non-jurisdictional wetlands) to be affected by the construction of one or more of the projects undertaken to implement the ESGVAP." Impacts to sensitive natural communities through construction activities may also have a cascading adverse effect on wildlife that utilize these vegetation communities as forging and breeding habitat. The DPEIR concludes its impact analysis on sensitive natural communities by stating that "…impacts to sensitive natural communities would be significant and unavoidable". The DPEIR does not provide sufficient avoidance and minimization measures in an effort to reduce impacts from individual projects facilitated by the Project to a level below significance.

H-7 (cont)

Lastly, the DPEIR lists the following vegetation communities as sensitive natural communities, California Walnut Woodland, Riversidian Alluvial Fan Sage Scrub, Canyon Live Oak Ravine Forest, Southern Coast Live Oak Riparian Forest, Southern Sycamore Alder Riparian Woodland, and Walnut Forest. These vegetation communities are identified using the Holland ecosystem classification system instead of using the state-wide accepted Manual of California Vegetation (MCV) description of the alliance or association. Although the names of these sensitive natural communities were derived from a CNDDB search, the DPEIR should provide the MCV alliance or association to avoid mistaking one vegetation community with another. For example, the DPEIR lists California Walnut Woodland and Walnut Forest as two separate sensitive natural communities, however it is likely that both of these communities are the same alliance, *Juglans californica* which has a state rarity ranking of 3.2. If vegetation communities are misidentified, it may result in inaccurate disclosure of vegetation communities that may or may not be considered sensitive. Additionally, the DPEIR does not provide scientific names or the state rarity ranking for the alliance and/or association of each sensitive natural community. Without disclosing the appropriate alliance or association name, CDFW is unable to accurately determine what exact vegetation communities are sensitive and may be impacted by the Project.

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Evidence impact would be significant: Plants with a CRPR of 1A, 1B, 2A, and 2B are rare throughout their range, endemic to California, and are seriously or moderately threatened in California. All plants constituting CRPR 1A, 1B, 2A, and 2B meet the definitions of CESA and are eligible for State listing (CNPS 2020). Impacts to these species or their habitat must be analyzed during preparation of environmental documents relating to CEQA, as they meet the definition of rare or endangered (CEQA Guidelines, § 15380). California Native Plant Society's (CNPS) Rare Plant Ranks page includes additional rank definitions (CNPS 2023a). Impacts to special status plants should be considered significant under CEQA unless they are clearly mitigated below a level of significance. Inadequate avoidance, minimization, and mitigation measures for impacts to special status plant species will result in the Project continuing to have a substantial adverse direct, indirect, and cumulative effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species by CDFW.

The State Legislature required CDFW to develop and maintain a vegetation mapping standard for the State (Fish and G. Code, § 1940). This standard complies with the national vegetation classification system, which utilizes alliance and association-based classification of unique vegetation stands. CDFW utilizes vegetation descriptions found in the MCV, found online at http://vegetation.cnps.org/ (CNPS 2023). Since the DPEIR uses Holland ecosystem classification to identify vegetation communities, sensitive vegetation communities may be misidentified, resulting in potentially undisclosed Project impacts. CDFW considers natural communities, alliances, and associations with a State-wide rarity ranking of S1, S2, and S3 to be sensitive natural communities. These ranks can be obtained by visiting the Vegetation Classification and Mapping Program - Natural Communities webpage (CDFW 2023a). Sensitive natural communities are threatened communities that have both regional and local significance. H-7 (cont)

Impacts to a sensitive natural community should be considered significant under CEQA unless impacts are clearly mitigated below a level of significance. Without appropriate mitigation, the Project may result in significant impacts on a sensitive natural community if individual projects facilitated by the Project's measures and actions would remove, encroach into, or disturb such resources. Accordingly, the Project continues to have a substantial adverse direct, indirect, and cumulative effect, either directly or through habitat modifications, on sensitive natural communities identified by CDFW.

Recommended Potentially Feasible Mitigation Measure(s) Required for Individual Projects Facilitated by the ESGVAP:

Recommendation #3: The DPR should revise the DPEIR to identify vegetation communities using MCV alliance or association-based classification to determine the rarity ranking of vegetation communities potentially impacted by the Project. The DPEIR should also include the scientific name and state rarity ranking for each alliance/association. Recognized alliance and association names may be identified using CDFW's Natural Communities List (CDFW 2022).

Mitigation Measure #9: Individual project sites that may provide potential habitat to sensitive plants should conduct focused rare plant surveys. Season-appropriate focused surveys should be conducted by a qualified biologist to sufficiently document the abundance and distribution of rare plants that may be present. CDFW recommends the surveys be conducted based on the Protocols for Surveys and Evaluating Impacts to Special Status Native Plant Populations and Natural Communities (CDFW 2018). A qualified biologist should "conduct botanical surveys in

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the field at the times of year when plants will be both evident and identifiable. Usually this is during flowering or fruiting."

Mitigation Measure #10: For individual projects that result in impacts to rare plants, project applicants should mitigate the loss of individual plants and associated habitat acres. The project applicant should offset any loss of individual plants such that there is no net loss or at a ratio acceptable to CDFW. Mitigation should be completed prior to issuance of grading permits.

Mitigation Measure #11: If thread-leaved brodiaea is detected within an individual project site and impacts cannot be feasibly avoided, project applicants should consult with CDFW and obtain appropriate take authorization from CDFW (pursuant to Fish & Game Code, § 2080 et seq). Appropriate authorization from CDFW may include an Incidental Take Permit or a Consistency Determination in certain circumstances, among other options [Fish & G. Code, §§ 2080.1, 2081, subds. (b) and (c)]. Additionally, Project applicants should provide a copy of a fully executed take authorization prior to the issuance of a grading permit and before any ground disturbance and vegetation removal.

H-7 (cont)

Mitigation Measure #12: Where an individual project results in the loss of a sensitive natural community, the project should offset the loss by no less than 2:1 of the total acreage lost. The number of replacement trees and acres should be higher if a project impacts large oak trees; impacts a woodland supporting rare, sensitive, or special status plants and wildlife; impacts a woodland adjacent to a watercourse; or impacts a woodland with a State Rarity ranking of S1, S2, or S3, or additional ranking of 0.1 or 0.2.

Mitigation Measure #13: Where an individual project results in the loss of loss of native woodlands, the project should remove large trees in phases to the maximum extent feasible. A phased removal plan should be provided as a condition of obtaining a grading permit or permit under the County's Oak Tree Ordinance and/or Oak Woodlands Conservation Management Plan. Removing trees in phases minimizes impacts on wildlife, primarily nesting birds, resulting from the temporal loss of trees and to provide structurally diverse woodlands while any on or off-site site mitigation for impacts to woodlands occurs.

Comment #4: Impacts on Bats

Issue: The Project could impact several bat species, including but not limited to the pallid bat (*Antrozous pallidus*), western mastiff bat (*Eumops perotis californicus*), big free tailed bat (*Nyctinomops macrotis*), western yellow bat (*Lasiurus* xanthinus), pocketed free-tailed bat (*Nyctinomops femorosaccus*), and hoary bat (*Lasiurus cinereus*), which are designated as SSC. The DPEIR does not provide avoidance or mitigation measures to reduce impacts to bat species within the ESGV Planning Area.

H-8

Specific impacts: Individual projects facilitated by the Project may have direct impacts that involves removal of trees, vegetation, and/or structures. These trees, vegetation, and/or structures may provide roosting habitat and therefore has the potential for the direct loss of bats. Indirect impacts from future developments may result from increased noise disturbances, human activity, dust, ground disturbing activities (e.g., staging, access, grading, excavating, drilling), and vibrations caused by heavy equipment.

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Why impact would occur: According to Appendix E of the DPEIR, there are several accounts of various bat observations within the ESGV Planning Area that have been recorded. Additionally, the DPEIR has deduced that individual projects may result in the removal of bat roosting habitat for special-status bats. The DPEIR does not include any avoidance and minimization measures despite the fact that impacts from individual projects may result in roosting habitat loss, disturbance, and potential mortality. Furthermore, without requiring individual projects to conduct focused surveys for bat detection, individual developments may impact unidentified bat species and their associated roosting sites within the Planning Area. In urbanized areas, bats use trees and man-made structures for daytime and nighttime roosts (Avila-Flores and Fenton 2005; Oprea et al. 2009; Remington and Cooper 2014). Trees and crevices in buildings in and adjacent to the Project site could provide roosting habitat for bats. Bats can fit into very small seams, as small as a ¼ inch. Modifications to roost sites can have significant impacts on the bats' usability of the roost and can impact the bats' fitness and survivability (Johnston et al. 2004). Extra noise, vibration, or the reconfiguration of large objects can lead to the disturbance of roosting bats which may have a negative impact on the animals. Human disturbance can also lead to a change in humidity, temperatures, or the approach to a roost that could force the animals to change their mode of egress and/or ingress to a roost. Although temporary, such disturbance can lead to the abandonment of a maternity roost (Johnston et al. 2004).

Evidence impact would be significant: Bats are considered non-game mammals and are afforded protection by State law from take and/or harassment (Fish & G. Code, § 4150; Cal. Code of Regs, § 251.1). Additionally, the bat species listed above are considered Species of Special Concern and meet the CEQA definition of rare, threatened, or endangered species (CEQA Guidelines, § 15380). Take of SSC could require a mandatory finding of significance by the Lead Agency (CEQA Guidelines, § 15065).

H-8 (cont)

Recommended Potentially Feasible Mitigation Measure(s) for Individual Projects Facilitated by the ESGVAP:

Mitigation Measure #14: For individual projects that may occur near potential bat roosting habitat, a qualified bat specialist should conduct bat surveys within these areas (plus a 100-foot buffer as access allows). These surveys should identify potential habitat that could provide daytime and/or nighttime roost sites, and any maternity roosts. CDFW recommends using acoustic recognition technology to maximize detection of bats. A discussion of survey results, including negative findings, should be provided to DRP. Depending on the survey results, a qualified bat specialist should discuss potentially significant effects of the project on bats and include species specific mitigation measures to reduce impacts to below a level of significance (CEQA Guidelines, § 15125). Surveys, reporting, and preparation of robust mitigation measures by a qualified bat specialist should be completed and submitted to DRP prior to any project-related ground-disturbing activities or vegetation removal at or near locations of roosting habitat for bats.

Mitigation Measure #15: The following tree removal process should occur for individual projects that support potential roosting sites. "If bats are not detected, but the bat specialist determines that roosting bats may be present, trees should be pushed down using heavy machinery rather than felling with a chainsaw. To ensure the optimum warning for any roosting bats that may still be present, trees should be pushed lightly two or three times, with a pause of approximately 30 seconds between each nudge to allow bats to become active. The tree should

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then be pushed to the ground slowly and remain in place until it is inspected by a bat specialist. Trees that are known to be bat roosts should not be bucked or mulched immediately. A period of at least 24 hours, and preferable 48 hours, should elapse prior to such operations to allow bats to escape."

Mitigation Measure #16: For individual projects that support maternity roosts, work should be scheduled between October 1 and February 28, outside of the maternity roosting season when young bats are present but are ready to fly out of the roost (March 1 to September 30). If tree removal occurs during maternity season, trees identified as potentially supporting an active maternity roost should be closely inspected by the bat specialist. Inspection of each tree should be no more than 7 days prior to tree disturbance to determine the presence or absence of roosting bats more precisely. Trees determined to be maternity roosts should be left in place until the end of the maternity season. Work should not occur within 100 feet of or directly under or adjacent to an active roost and work should not occur between 30 minutes before sunset and 30 minutes after sunrise.

H-8 (cont)

Additional Recommendations

Mitigation Measure BIO-4.4-2. CDFW recommends DRP revise Mitigation Measure BIO-4.4-2 for nesting birds in order to mitigate the Project's impact on nesting birds and raptors below a level of significance. CDFW recommends DRP remove the following language in strikethrough and incorporate the underlined language:

"Construction, ground-disturbing activities, and vegetation removal shall avoid the general avian nesting season of February 15 through September 15 (as early as January 1 for some raptors). If construction of future projects that contain or are immediately adjacent to suitable nesting habitat must occur during the general avian nesting season, a pre-construction nesting bird ~~clearance~~ survey shall be conducted by a qualified biologist within 7 days prior to the start of construction activities to determine if any active nests or nesting activity is occurring on or within 500 feet of the project. If no sign of nesting activity is observed, construction may proceed without potential impacts to nesting birds. If an active nest is observed during the preconstruction nesting bird ~~clearance~~ survey, an adequate buffer shall be established by a qualified biologist around the active nest depending on sensitivity of the species and proximity to project impact areas. The qualified biologist will implement a minimum buffer of ~~Typical buffer distances include up to~~ 300-feet for passerines, ~~and up to~~ 500-feet for raptors, and 0.5 mile for special status species, if feasible ~~but can be reduced as deemed appropriate by a monitoring biologist~~. On site construction monitoring may also be required to ensure that no direct or indirect impacts occur to the active nest. Personnel working on a project, including all contractors working on site, should be instructed on the presence of nesting birds, area sensitivity, and adherence to no-disturbance buffers. ~~Project activities may encroach into the buffer only at the discretion of the monitoring biologist.~~ The buffer shall remain in place until young have fledged as determined by a qualified biologist, or the nest is no longer active ~~as determined by the monitoring biologist~~."

H-9

Biological Baseline Assessment and Impact Analysis. CDFW recommends the DPEIR require individual projects facilitated by the ESGVAP to provide a complete assessment and impact analysis of the flora and fauna within and adjacent to the Project area, with emphasis upon identifying endangered, threatened, sensitive, regionally, and locally unique species, and sensitive habitats. Impact analysis will aid in determining any direct, indirect, and cumulative

H-10

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biological impacts, as well as specific mitigation or avoidance measures necessary to offset those impacts. The DPEIR should include the following information:

a) Information on the regional setting that is critical to an assessment of environmental impacts, with special emphasis on resources that are rare or unique to the region [CEQA Guidelines, § 15125(c)]. The DPEIR should require individual projects to include measures to fully avoid and otherwise protect sensitive natural communities from Project-related impacts. Project implementation may result in impacts to rare or endangered plants or plant communities that have been recorded adjacent to the Project vicinity. CDFW considers these communities as threatened habitats having both regional and local significance. Plant communities, alliances, and associations with a State-wide ranking of S1, S2, S3 and S4 should be considered sensitive and declining at the local and regional level (CDFW 2023a);

b) A thorough, recent, floristic-based assessment of special status plants and natural communities, following CDFW's Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Natural Communities (CDFW 2018);

c) Floristic, alliance- and/or association-based mapping and vegetation impact assessments conducted at future project areas and within the neighboring vicinity. *The Manual of California Vegetation*, second edition, should also be used to inform this mapping and assessment (CNPS 2023b). Adjoining habitat areas should be included in this assessment where site activities could lead to direct or indirect impacts offsite. Habitat mapping at the alliance level will help establish baseline vegetation conditions;

H-10 (cont)

d) A complete, recent, assessment of the biological resources associated with each habitat type on site and within adjacent areas that could also be affected by individual projects facilitated under the Project;

e) A complete, recent, assessment of rare, threatened, and endangered, and other sensitive species on site and within the area of potential effect, including California Species of Special Concern and California Fully Protected Species (Fish & Game Code, §§ 3511, 4700, 5050 and 5515). Species to be addressed should include all those which meet the CEQA definition of endangered, rare, or threatened species (CEQA Guidelines, § 15380). Seasonal variations in the use of future project areas should also be addressed. Focused species-specific surveys, conducted at the appropriate time of year and time of day when the sensitive species are active or otherwise identifiable, are required. Acceptable species-specific survey procedures should be developed in consultation with CDFW and the USFWS; and

f) A recent wildlife and rare plant survey. CDFW generally considers biological field assessments for wildlife to be valid for a one-year period, and assessments for rare plants may be considered valid for a period of up to three years. Some aspects of the individual projects may warrant periodic updated surveys for certain sensitive taxa, particularly if buildout could occur over a protracted time frame, or in phases.

Evaluation of CDFW's Recommended Mitigation Measures. The DRP concluded that the Project's impacts on biological resources are "significant and unavoidable" (e.g., sensitive natural communities, special status species, species of special concern). CDFW has provided DRP with recommended mitigation measures that are potentially feasible in order to reduce the Project's impact on biological resources to less than significant. If DRP determines/concludes

H-11

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that CDFW's recommendations are not feasible, CDFW would appreciate a written response why specific comments and suggestions were not accepted as part of the Project's environmental document (CEQA Guidelines, § 15088). Per CEQA Guidelines section 15091, "No public agency shall approve or carry out a project for which an EIR has been certified which identifies one or more significant environmental effects of the project unless the public agency makes one or more written findings for each of those significant effects, accompanied by a brief explanation of the rationale for each finding." H-11 (cont)

Data. CEQA requires that information developed in environmental impact reports and negative declarations be incorporated into a database [i.e., CNDDB] which may be used to make subsequent or supplemental environmental determinations [Pub. Resources Code, § 21003, subd. (e)]. Information on special status species should be submitted to the CNDDB by completing and submitting CNDDB Field Survey Forms (CDFW 2023c). Information on special status native plant populations and sensitive natural communities, the Combined Rapid Assessment and Relevé Form should be completed and submitted to CDFW's Vegetation Classification and Mapping Program (CDFW 2023d). H-12

Mitigation and Monitoring Reporting Plan. CDFW recommends updating the DPEIR's proposed Biological Resources Mitigation Measures to include mitigation measures recommended in this letter. Mitigation measures must be fully enforceable through permit conditions, agreements, or other legally binding instruments [(Pub. Resources Code, § 21081.6; CEQA Guidelines, § 15126.4(a)(2))]. As such, CDFW has provided comments and recommendations to assist the DRP in developing mitigation measures that are (1) consistent with CEQA Guidelines section 15126.4; (2) specific; (3) detailed (i.e., responsible party, timing, specific actions, location), and (4) clear for a measure to be fully enforceable and implemented successfully via mitigation monitoring and/or reporting program (Pub. Resources Code, § 21081.6; CEQA Guidelines, § 15097). The DRP is welcome to coordinate with CDFW to further review and refine the Project's mitigation measures. Per Public Resources Code section 21081.6(a)(1), CDFW has provided the DRP with a summary of our suggested mitigation measures and recommendations in the form of an attached Draft Mitigation and Monitoring Reporting Plan (MMRP; Attachment A). H-13

Filing Fees

The Project, as proposed, could have an impact on fish and/or wildlife, and assessment of filing fees is necessary. Fees are payable upon filing of the Notice of Determination by the Los Angeles County Department of Regional Planning and serve to help defray the cost of environmental review by CDFW. Payment of the fee is required in order for the underlying Project approval to be operative, vested, and final (Cal. Code Regs, tit. 14, § 753.5; Fish & Game Code, § 711.4; Pub. Resources Code, § 21089). H-14

Conclusion

We appreciate the opportunity to comment on the Project to assist the Los Angeles County Department of Regional Planning in adequately analyzing and minimizing/mitigating impacts to biological resources. CDFW requests an opportunity to review and comment on any response that the Los Angeles County Department of Regional Planning has to our comments and to receive notification of any forthcoming hearing date(s) for the Project [CEQA Guidelines, H-15

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§ 15073(e)]. If you have any questions or comments regarding this letter, please contact Julisa Portugal, Environmental Scientist, at Julisa.Portugal@wildlife.ca.gov or (562) 330-7563.

Sincerely,

DocuSigned by:
5991E19EF8094C3...

Victoria Tang signing for

Erinn Wilson-Olgin
Environmental Program Manager I
South Coast Region

ec: CDFW
Erinn Wilson-Olgin, Seal Beach – Erinn.Wison-Olgin@wildlife.ca.gov
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OPR
State Clearinghouse, Sacramento – State.Clearinghouse@opr.ca.gov

H-15 (cont)

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H-15
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State of California – Natural Resources Agency
DEPARTMENT OF FISH AND WILDLIFE
South Coast Region
3883 Ruffin Road
San Diego, CA 92123
(858) 467-4201
www.wildlife.ca.gov

GAVIN NEWSOM, Governor
CHARLTON H. BONHAM, Director

Attachment A: Draft Mitigation and Monitoring Reporting Plan

CDFW recommends the following language to be incorporated into a future environmental document for the Project.

Biological Resources (BIO)			
Mitigation Measure (MM) or Recommendation (REC)		**Timing**	**Responsible Party**
MM-BIO-1 – Crotch's Bumble Bee Survey	For individual projects that have suitable foraging or nesting habitat for Crotch's bumble bee, the project applicant shall retain a qualified entomologist with the appropriate take authorization to conduct surveys to determine presence or absence. Surveys shall be conducted within one year prior to vegetation removal and/or grading throughout the entire project site by a qualified entomologist familiar with the species' behavior and life history. A minimum of three surveys shall also be conducted during peak flying season when the species is most likely to be detected above ground, between March 1 to September 1. The qualified entomologist shall utilize a non-lethal survey methodology and obtain appropriate photo vouchers for species confirmation. During the surveys, the entomologist shall flag inactive small mammal burrows and other potential nest sites to reduce the risk of take. Survey results, including negative findings, shall be submitted to CDFW prior to obtaining appropriate permits. At minimum, a survey report shall provide the following: a) A description and map of the survey area, focusing on areas that could provide suitable habitat for Crotch's bumble bee. The map shall show surveyor(s) track lines to document that the entire site was covered during field	One year prior to construction activities and vegetation removal	Project-level lead agency/Qualified Entomologist

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	surveys. b) Field survey conditions that shall include name(s) of qualified entomologist(s) and brief qualifications; date and time of survey; survey duration; general weather conditions; survey goals, and species searched. c) Map(s) showing the location of nests/colonies. d) A description of physical (e.g., soil, moisture, slope) and biological (e.g., plant composition) conditions where each nest/colony is found. A sufficient description of biological conditions, primarily impacted habitat, shall include native plant composition (e.g., density, cover, and abundance) within impacted habitat (e.g., species list separated by vegetation class; density, cover, and abundance of each species).		
MM-BIO-2 – Crotch's Bumble Bee Buffer Zone	If Crotch's bumble bee is detected, the qualified entomologist shall identify the location of all nests within and adjacent to the project site. A 15-meter no disturbance buffer zone shall be established around any identified nest(s) to reduce the risk of disturbance or accidental take. A qualified entomologist shall expand the buffer zone as necessary to prevent disturbance or take.	Prior to and during construction activities and vegetation removal	Project-level lead agency/ Qualified Entomologist
MM-BIO-3 – CESA ITP for Crotch's Bumble Bee	If Crotch's bumble bee is detected and impacts to Crotch's bumble bee cannot be feasibly avoided, project applicants shall consult with CDFW and obtain appropriate take authorization from CDFW. Appropriate authorization from CDFW under CESA may include an Incidental Take Permit (ITP) or a Consistency Determination in certain circumstances, among other options.	Prior to construction activities and vegetation removal	Project-level lead agency/ Individual Project Applicant
MM-BIO-4 – Floral Resource and Nesting Habitat Replacement	Any floral resource associated with Crotch's bumble bee that will be removed or damaged by individual projects shall be replaced at no less than 1:1. Floral resources shall be replaced as close to their original location as is feasible. If active Crotch's bumble bee nests have been identified and floral resources cannot be replaced within 200 meters of their original location, floral resources shall be planted in the most centrally available	Prior to and during any construction activities.	Individual Project Applicant

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	location relative to identified nests. This location shall be no more than 1.5 kilometers from any identified nest. Replaced floral resources may be split into multiple patches to meet distance requirements for multiple nests. These floral resources shall be maintained in perpetuity and shall be replanted and managed as needed to ensure the habitat is preserved.		
MM-BIO-5 – Coastal California Gnatcatcher Surveys	Individual projects that are located within or adjacent to suitable or designated critical habitat for coastal California gnatcatcher shall conduct surveys to determine presence/absence. The project applicant shall retain a qualified biologist with an appropriate USFWS permit to survey the project site. The qualified biologist shall conduct surveys according to USFWS Coastal California Gnatcatcher (*Polioptila californica californica*) Presence/Absence Survey Guidelines. The survey protocol requires a minimum of six surveys to be conducted at least one week apart from March 15 through June 30 and a minimum of nine surveys at least two weeks apart from July 1 through March 14. The protocol shall be followed for all surveys unless otherwise authorized by the USFWS in writing. CDFW recommends gnatcatcher surveys be conducted and USFWS notified (per protocol guidance) prior to the issuance of a grading permit.	Prior to issuance of a grading permit	Project-level lead agency/Qualified Biologist
MM-BIO-6 – Southwestern Willow Flycatcher Survey	Individual projects that are located within or adjacent to suitable or designated critical habitat for southwestern willow flycatcher shall conduct surveys to determine presence/absence. The project applicant shall retain a qualified biologist with an appropriate USFWS permit to survey the project site during an appropriate time. The qualified biologist shall conduct surveys according to A Natural History Summary and Survey Protocol for the Southwestern Willow Flycatcher. Southwestern willow flycatcher surveys shall be conducted and CDFW/USFWS notified prior to issuance of a grading permit.	Prior to issuance of a grading permit	Project-level lead agency/ Qualified Biologist

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MM-BIO-7 – CESA ITP for Southwestern Willow Flycatcher	If southwestern willow flycatcher is detected and impacts cannot be feasibly avoided, project applicants shall consult with CDFW and obtain appropriate take authorization from CDFW. Project applicants shall provide a copy of a fully executed take authorization prior to the issuance of a grading permit and before any ground disturbance and vegetation removal.	Prior to construction activities and vegetation removal	Individual Project Applicant
MM-BIO-8 – Critical Habitat Replacement	For individual projects facilitated by the Project that will result in permanent loss of critical habitat for either species, the project applicant shall provide replacement habitat at no less than 2:1 for the total acreage of impacted habitat. Replacement habitat shall be protected in perpetuity under a conservation easement dedicated to a local land conservancy or other appropriate entity that has been approved to hold and manage mitigation lands. An appropriate endowment shall be provided for the long-term management of mitigation lands. A conservation easement and endowment funds shall be fully acquired, established, transferred, or otherwise executed by the project applicant prior to any ground-disturbing activities or vegetation removal.	Prior to any ground-disturbing activities or vegetation removal	Project-level lead agency/ Individual Project Applicant
MM-BIO-9 – Rare Plant Surveys	Individual project sites that may provide potential habitat to sensitive plants shall conduct focused rare plant surveys. Season-appropriate focused surveys shall be conducted by a qualified biologist to sufficiently document the abundance and distribution of rare plants that may be present. Surveys shall be conducted based on the Protocols for Surveys and Evaluating Impacts to Special Status Native Plant Populations and Natural Communities. A qualified biologist shall "conduct botanical surveys in the field at the times of year when plants will be both evident and identifiable. Usually this is during flowering or fruiting."	Prior to any ground-disturbing activities or vegetation removal	Project-level lead agency/ Individual Project Applicant
MM-BIO-10 – Rare Plant Replacement	For individual projects that result in impacts to rare plants, project applicants shall mitigate the loss of individual plants and associated habitat acres. The project applicant shall offset any loss of individual plants such that there is no net loss or at a	Prior to issuance of grading permits	Project-level lead agency/ Individual Project Applicant

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	ratio acceptable to CDFW. Mitigation shall be completed prior to issuance of grading permits.		
MM-BIO- 11- CESA ITP for Thread-leaved brodiaea	If thread-leaved brodiaea is detected within an individual project site and impacts cannot be feasibly avoided, project applicants shall consult with CDFW and obtain appropriate take authorization from CDFW. Appropriate authorization from CDFW may include an Incidental Take Permit or a Consistency Determination in certain circumstances, among other options. Additionally, Project applicants shall provide a copy of a fully executed take authorization prior to the issuance of a grading permit and before any ground disturbance and vegetation removal.	Prior to finalizing ground disturbing activities and issuance of grading permits	Project-level agency/ Individual Project Applicant
MM-BIO-12 - Sensitive Natural Communities Replacement	Where an individual project results in the loss of a sensitive natural community, the project shall offset the loss by no less than 2:1 of the total acreage lost. The number of replacement trees and acres shall be higher if a project impacts large oak trees; impacts a woodland supporting rare, sensitive, or special status plants and wildlife; impacts a woodland adjacent to a watercourse; or impacts a woodland with a State Rarity ranking of S1, S2, or S3, or additional ranking of 0.1 or 0.2.	Prior to any ground-disturbing activities or vegetation removal	Project-level lead agency/ Individual Project Applicant
MM-BIO-13- Phased Tree Removal	Where an individual project results in the loss of loss of native woodlands, the project shall remove large trees in phases to the maximum extent feasible. A phased removal plan shall be provided as a condition of obtaining a grading permit or permit under the County's Oak Tree Ordinance and/or Oak Woodlands Conservation Management Plan. Removing trees in phases minimizes impacts on wildlife, primarily nesting birds, resulting from the temporal loss of trees and to provide structurally diverse woodlands while any on or off-site site mitigation for impacts to woodlands occurs.	Prior to issuance of grading permit and ground-disturbing activities	Project-level lead agency/ Individual Project Applicant
MM-BIO-14- Bat Surveys	For individual projects that may occur near potential bat roosting habitat, a qualified bat specialist shall conduct bat surveys within these areas (plus a 100-foot buffer as access allows). These surveys shall identify potential habitat that could provide	Prior to any ground-disturbing activities or	Qualified Bat Specialist

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	daytime and/or nighttime roost sites, and any maternity roosts. CDFW recommends using acoustic recognition technology to maximize detection of bats. A discussion of survey results, including negative findings, shall be provided to DRP. Depending on the survey results, a qualified bat specialist shall discuss potentially significant effects of the project on bats and include species specific mitigation measures to reduce impacts to below a level of significance. Surveys, reporting, and preparation of robust mitigation measures by a qualified bat specialist shall be completed and submitted to DRP prior to any project-related ground-disturbing activities or vegetation removal at or near locations of roosting habitat for bats.	vegetation removal	
MM-BIO- 15 - Bat Roosting Sites: Tree Removal Process	The following tree removal process shall occur for individual projects that support potential roosting sites. “If bats are not detected, but the bat specialist determines that roosting bats may be present, trees shall be pushed down using heavy machinery rather than felling with a chainsaw. To ensure the optimum warning for any roosting bats that may still be present, trees shall be pushed lightly two or three times, with a pause of approximately 30 seconds between each nudge to allow bats to become active. The tree shall then be pushed to the ground slowly and remain in place until it is inspected by a bat specialist. Trees that are known to be bat roosts shall not be bucked or mulched immediately. A period of at least 24 hours, and preferable 48 hours, shall elapse prior to such operations to allow bats to escape.”	Prior to any ground-disturbing activities or vegetation removal	Project-level lead agency/ Qualified Bat Specialist
MM-BIO- 16 – Bat Maternity Roosts	For individual projects that support maternity roosts, work shall be scheduled between October 1 and February 28, outside of the maternity roosting season when young bats are present but are ready to fly out of the roost (March 1 to September 30). If tree removal occurs during maternity season, trees identified as potentially supporting an active maternity roost shall be closely inspected by the bat specialist. Inspection of each tree shall be no more than 7 days prior to tree disturbance to determine the	Prior to any ground-disturbing activities or vegetation removal	Project-level lead agency/ Qualified Bat Specialist

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	presence or absence of roosting bats more precisely. Trees determined to be maternity roosts shall be left in place until the end of the maternity season. Work shall not occur within 100 feet of or directly under or adjacent to an active roost and work shall not occur between 30 minutes before sunset and 30 minutes after sunrise.		
MM-BIO-17 – Mitigation Measure BIO-4.4-2	Construction, ground-disturbing activities, and vegetation removal shall avoid the general avian nesting season of February 15 through September 15 (as early as January 1 for some raptors). If construction of future projects that contain or are immediately adjacent to suitable nesting habitat must occur during the general avian nesting season, a pre-construction nesting bird survey shall be conducted by a qualified biologist within 7 days prior to the start of construction activities to determine if any active nests or nesting activity is occurring on or within 500 feet of the project. If no sign of nesting activity is observed, construction may proceed without potential impacts to nesting birds. If an active nest is observed during the preconstruction nesting bird survey, an adequate buffer shall be established by a qualified biologist around the active nest depending on sensitivity of the species and proximity to project impact areas. The qualified biologist will implement a minimum buffer of 300-feet for passerines, 500-feet for raptors, and 0.5 mile for special status species, if feasible. On site construction monitoring may also be required to ensure that no direct or indirect impacts occur to the active nest. Personnel working on a project, including all contractors working on site, shall be instructed on the presence of nesting birds, area sensitivity, and adherence to no-disturbance buffers. Project activities may encroach into the buffer only at the discretion of the monitoring biologist. The buffer shall remain in place until young have fledged as determined by a qualified biologist, or the nest is no longer active.	Prior to finalizing CEQA document and ground-disturbing activities	DPR/Qualified Biologist

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MM-BIO-18 – Biological Baseline Assessment and Impact Analysis	The DPEIR shall require individual projects facilitated by the ESGVAP to provide a complete assessment and impact analysis of the flora and fauna within and adjacent to the Project area, with emphasis upon identifying endangered, threatened, sensitive, regionally, and locally unique species, and sensitive habitats. Impact analysis will aid in determining any direct, indirect, and cumulative biological impacts, as well as specific mitigation or avoidance measures necessary to offset those impacts. The DPEIR shall include the following information: a) Information on the regional setting that is critical to an assessment of environmental impacts, with special emphasis on resources that are rare or unique to the region. The DPEIR shall require individual projects to include measures to fully avoid and otherwise protect sensitive natural communities from Project-related impacts. Project implementation may result in impacts to rare or endangered plants or plant communities that have been recorded adjacent to the Project vicinity. CDFW considers these communities as threatened habitats having both regional and local significance. Plant communities, alliances, and associations with a State-wide ranking of S1, S2, S3 and S4 shall be considered sensitive and declining at the local and regional level; b) A thorough, recent, floristic-based assessment of special status plants and natural communities, following CDFW's Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Natural Communities; c) Floristic, alliance- and/or association-based mapping and vegetation impact assessments conducted at future project areas and within the neighboring vicinity. *The Manual of California Vegetation*, second edition, shall also be used to inform this mapping and assessment. Adjoining habitat	Prior to issuance of grading permit and ground-disturbing activities	Project-level lead agency/ Individual Project Applicant

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	areas shall be included in this assessment where site activities could lead to direct or indirect impacts offsite. Habitat mapping at the alliance level will help establish baseline vegetation conditions; d) A complete, recent, assessment of the biological resources associated with each habitat type on site and within adjacent areas that could also be affected by individual projects facilitated under the Project; e) A complete, recent, assessment of rare, threatened, and endangered, and other sensitive species on site and within the area of potential effect, including California Species of Special Concern and California Fully Protected Species. Species to be addressed shall include all those which meet the CEQA definition of endangered, rare, or threatened species. Seasonal variations in the use of future project areas shall also be addressed. Focused species-specific surveys, conducted at the appropriate time of year and time of day when the sensitive species are active or otherwise identifiable, are required. Acceptable species-specific survey procedures shall be developed in consultation with CDFW and the USFWS; and f) A recent wildlife and rare plant survey. CDFW generally considers biological field assessments for wildlife to be valid for a one-year period, and assessments for rare plants may be considered valid for a period of up to three years. Some aspects of the individual projects may warrant periodic updated surveys for certain sensitive taxa, particularly if buildout could occur over a protracted time frame, or in phases.		
REC 1 – Analysis of Project's Impact	The DPEIR should provide full disclosure of the presence of Crotch's bumble bee within the ESGV Planning Area. The DPEIR should analyze the Project's impact on floral resources,	Prior to finalizing CEQA document	DPR

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on Crotch's Bumble Bee	nesting habitat, and overwintering habitat for Crotch's bumble bee. Conclusions made in regard to habitat quality and suitability should be substantiated by scientific and factual data, which may include maps, diagrams, and similar relevant information sufficient to permit full assessment of significant impacts by reviewing agencies. Potential direct and indirect impacts on Crotch's should be discussed in the DPEIR. If individual projects facilitated by the Project would impact Crotch's bumble bee and its associated habitat, the DPEIR should provide measures to avoid and/or mitigate potential impacts to Crotch's bumble bee and habitat supporting the species.		
REC 2 – USFWS Consultation	Take under the ESA also includes significant habitat modification or degradation that could result in death or injury to a listed species by interfering with essential behavioral patterns such as breeding, foraging, or nesting. CDFW recommends individual projects facilitated under this Project that may result in potential take, consult with USFWS, in order to comply with ESA, well in advance of any ground disturbing activities and/or vegetation removal that may impact coastal California gnatcatcher and southwestern willow flycatcher.	Prior to finalizing Project-level CEQA document	Project-level lead agency/ Individual Project Applicant
REC 3 – CESA Consultation	If individual projects will impact thread-leaved brodiaea, early consultation with CDFW is encouraged, as significant modification to a project and mitigation measures may be required to obtain a CESA Permit. Appropriate authorization from CDFW may include an Incidental Take Permit or a Consistency Determination in certain circumstances, among other options.	Prior to finalizing Project-level CEQA document	Project-level lead agency/ Individual Project Applicant
REC 4 - Evaluation of CDFW's Recommended Mitigation Measures	The DRP concluded that the Project's impacts on biological resources are "significant and unavoidable" (e.g., sensitive natural communities, special status species, species of special concern). CDFW has provided DRP with recommended mitigation measures that are potentially feasible in order to reduce the Project's impact on biological resources to less than	Prior to finalizing CEQA document	DPR

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	significant. If DRP determines/concludes that CDFW's recommendations are not feasible, CDFW would appreciate a written response why specific comments and suggestions were not accepted as part of the Project's environmental document. Per CEQA Guidelines section 15091, "No public agency shall approve or carry out a project for which an EIR has been certified which identifies one or more significant environmental effects of the project unless the public agency makes one or more written findings for each of those significant effects, accompanied by a brief explanation of the rationale for each finding."		
REC 5 – Data	CEQA requires that information developed in environmental impact reports and negative declarations be incorporated into a database [i.e., CNDDB] which may be used to make subsequent or supplemental environmental determinations [Pub. Resources Code, § 21003, subd. (e)]. Information on special status species should be submitted to the CNDDB by completing and submitting CNDDB Field Survey Forms (CDFW 2023c). Information on special status native plant populations and sensitive natural communities, the Combined Rapid Assessment and Relevé Form should be completed and submitted to CDFW's Vegetation Classification and Mapping Program (CDFW 2023d).	Prior to finalizing CEQA document	Project-level lead agency/ Individual Project Applicant
REC 6 - MMRP	The DEIR's proposed Biological Resources Mitigation Measures should be updated and conditioned to include mitigation measures recommended in this letter. Mitigation measures must be fully enforceable through permit conditions, agreements, or other legally binding instruments. The City is welcome to coordinate with CDFW to further review and refine the project's mitigation measures.	Prior to finalizing CEQA document	DPR

Response to Comment H-1

This comment identifies appreciation for being invited to review and comment on the Draft PEIR for the Project. This comment does not raise a substantive issue regarding the adequacy of the information presented in the Draft PEIR. Therefore, no further response is required.

Response to Comment H-2

This comment explains CDFW's wider role as California's Trustee Agency for fish and wildlife and specific to the Project, is also submitting comments as a Responsible Agency under CEQA. The comment recommends the Project proponent obtain appropriate authorization under the Fish and Game Code for lake and streambed alteration or for actions which may result in "take" of California Endangered Species Act (CESA) or CESA-listed rare plant pursuant to the Native Plant Protection Act. This comment does not raise a substantive issue regarding the adequacy of the information presented in the Draft PEIR, therefore no further response is required.

Response to Comment H-3

This comment provides a summary of the Project Description, lists the three Project Alternatives and indicates the locations associated with the ESGVAP. This comment does not raise a substantive issue regarding the adequacy of the information presented in the Draft PEIR. Therefore, no further response is required.

Response to Comment H-4

This comment explains CDFW's rationale to assist in avoiding and/or mitigating the Project's significant, or potentially significant, direct, and indirect impacts on fish and wildlife (biological) resources. CDFW recommends measures or revisions to be included in a science-based monitoring program that contains adaptive management strategies as part of the Project's Mitigation Monitoring and Reporting Program (MMRP). The County notes the comment regarding the recommendations. As specified in the Draft PEIR (Page 4.4-20), future individual projects would be required to implement the goals, policies, strategies, and implementation actions proposed in the ESGVAP and would undergo site-specific review and CEQA analysis. This would include describing site-specific biological conditions, analyzing and mitigating potential significant impacts to candidate, sensitive, or special status species and their habitats, sensitive natural communities/habitats, and other sensitive biological resources required to be analyzed under CEQA.

Response to Comment H-5

This comment states individual projects may impact Crotch's bumble bee individuals, as well as suitable habitat for the species, and that the Draft PEIR does not discuss or provide mitigation measures to reduce impacts to Crotch's bumble bee.

As discussed on page 4.4-2 of the Draft PEIR, at least 89 plant and vertebrate California species of special concern, including 25 State and Federally threatened and endangered species have been identified as occurring or potentially occurring in the Planning Area. Crotch's bumble bee was included in this list, and was identified in Appendix E, CNDDB Search Results, of the Draft

PEIR. While Crotch's bumble bee was not specifically discussed in the Draft PEIR, impacts to listed species and their habitats were more generally described under Impact 4.4-1. As discussed under Impact 4.4-1, buildout of the ESGVAP could result in impacts to various habitat types, which could result in the loss of special-status species through direct mortality or via indirect effects such as habitat loss and edge effects at the urban-wildland interface. Therefore, buildout of the ESGVAP could have significant adverse impacts on special-status species and/or their habitats, and impacts would be significant and unavoidable.

See Response to Comment H-4 regarding how future individual projects would be required to implement the goals, policies, strategies, and implementation actions proposed in the ESGVAP and would undergo site-specific review and CEQA analysis to analyze and mitigate potential significant impacts to candidate, sensitive, or special status species and their habitats (including Crotch's bumble bee).

Response to Comment H-6

This comment states individual projects may impact coastal California gnatcatchers and southwestern willow flycatchers, as well as designated critical habitat for these species, and that the Draft PEIR does not discuss or provide mitigation measures to reduce impacts to these species. See Response to Comment H-5 for details.

The Draft PEIR has been revised to clarify that while designated critical habitat for southwestern willow flycatcher and thread-leaved brodiaea occurs within the ESGVAP area, no impacts would occur to these designated critical habitats since there would be no changes to zoning or land use intensities in those areas. The analysis included under Impact 4.4-1 discusses the potential impacts to critical habitat for coastal California gnatcatcher and to special-status species.

See Response to Comment H-4 regarding how future individual projects would be required to implement the goals, policies, strategies, and implementation actions proposed in the ESGVAP and would undergo site-specific review and CEQA analysis to analyze and mitigate potential significant impacts to candidate, sensitive, or special status species and their habitats (including coastal California gnatcatcher and southwestern willow flycatcher).

Response to Comment H-7

This comment states individual projects may impact special-status plants and sensitive natural communities, and that the Draft PEIR does not provide mitigation measures to reduce impacts to these resources. See Response to Comment H-5 for details.

Page 4.4-4 of the Draft PEIR identifies the sensitive natural communities within the Planning Area, as cited in the CNDDB. The CNDDB does not provide vegetation alliance or association for the sensitive natural communities identified. Impact 4.4-1 of the Draft PEIR evaluates potential impacts to special-status plants, and Impact 4.4-2 evaluates potential impacts to sensitive natural communities. See Response to Comment H-4 regarding how future individual projects would be required to implement the goals, policies, strategies, and implementation actions proposed in the ESGVAP and would undergo site-specific review and CEQA analysis to

analyze and mitigate potential significant impacts to candidate, sensitive, or special status species and their habitats, as well as sensitive natural communities.

Response to Comment H-8

This comment states individual projects may impact sensitive bat species and roosting habitat, and that the Draft PEIR does not provide mitigation measures to reduce impacts to these species. See also Response to Comment H-5.

Impact 4.4-1 discusses potential impacts to special-status bats. See Response to Comment H-4 regarding how future individual projects would be required to implement the goals, policies, strategies, and implementation actions proposed in the ESGVAP and would undergo site-specific review and CEQA analysis to analyze and mitigate potential significant impacts to candidate, sensitive, or special status species and their habitats (including special-status bats and roosting habitat).

Response to Comment H-9

CDFW recommends revisions to Mitigation Measure BIO-4.4-2 for nesting birds and raptors. The suggested revisions and strikethrough for this mitigation measure have been incorporated into Page 4.4-25 of the Final PEIR, as follows:

> **BIO-4.4-2**: Construction, ground-disturbing activities, and vegetation removal shall avoid the general avian nesting season of February 15 through September 15 (as early las January 1 for some raptors). If construction of future projects that contain or are immediately adjacent to suitable nesting habitat must occur during the general avian nesting season, a pre-construction nesting bird ~~clearance~~ survey shall be conducted by a qualified biologist within 7 days prior to the start of construction activities to determine if any active nests or nesting activity is occurring on or within 500 feet of the project. If no sign of nesting activity is observed, construction may proceed without potential impacts to nesting birds. If an active nest is observed during the pre-construction nesting bird ~~clearance~~ survey, an adequate buffer shall be established by a qualified biologist around the active nest depending on sensitivity of the species and proximity to project impact areas. The qualified biologist will implement a minimum buffer of ~~Typical buffer distances include up to~~ 300-feet for passerines, ~~and up to~~ 500-feet for raptors, and 0.5 mile for special-status species, if feasible ~~but can be reduced as deemed appropriate by a monitoring biologist~~. On site construction monitoring may also be required to ensure that no direct or indirect impacts occur to the active nest. Personnel working on a project, including all contractors working on site, should be instructed on the presence of nesting birds, area sensitivity, and adherence to no-disturbance buffers. ~~Project activities may encroach into the buffer only at the discretion of the monitoring biologist.~~ The buffer shall remain in place until young have fledged as determined by a qualified biologist, or the nest is no longer active ~~as determined by the monitoring biologist~~.

Response to Comment H-10

CDFW recommends the Draft PEIR require individual projects to provide a complete assessment and impact analysis of the flora and fauna within and adjacent to the Project area. See Response to Comment H-4.

Response to Comment H-11

This comment states that CDFW has provided the County with recommended mitigation measures that are potentially feasible in order to reduce the Project's impact on biological resources to less than significant. If the County determines/concludes that CDFW's recommendations are not feasible, CDFW would appreciate a written response as to why specific comments and suggestions were not accepted as part of the Project's environmental document. This Response to Comments document and applicable revisions to be incorporated within the Final PEIR fulfils that obligation.

Response to Comment H-12

Data sources used to prepare the biological resources chapter of the Draft PEIR are listed in Section 4.4.3, *References*, and also cited throughout Chapter 4.4, *Biological Resources*. Since biological surveys were not conducted in preparation of the Draft PEIR, there is no project-specific information on special-status species or sensitive natural communities for submittal to the CNDDB or CDFW's Vegetation Classification and Mapping Program.

Response to Comment H-13

CDFW recommends updating the Draft PEIR's biological resources mitigation measures to include those provided in Attachment A, Draft Mitigation and Monitoring Reporting Plan, of the comment letter. See Response to Comment H-4.

Response to Comment H-14

This comment states that filing of fees is required and payable upon filing of the Notice of Determination. The County will pay the appropriate filing fee upon filing of the Notice of Determination.

Response to Comment H-15

This is a conclusory statement and list of references cited in the comment letter. CDFW also requests an opportunity to review and comment on any response that the County has to CDFW's comments, and to receive notification of any forthcoming hearing date(s) for the Project. The comment has been noted and the County will notify CDFW of the hearing date(s) for the Project when scheduled. The County acknowledges the contact information for CDFW for future reference during the environmental review process.

Letter I

LOS ANGELES CONSERVANCY

523 West Sixth Street, Suite 826
Los Angeles, CA 90014

213 623 2489 OFFICE
213 623 3909 FAX
laconservancy.org

April 12, 2023

Submitted Electronically
Mi Kim
County of Los Angeles, Department of Regional Planning
320 West Temple Street, Room 1354
Los Angeles, CA 90012
Email: mkim@planning.lacounty.gov

RE: East San Gabriel Valley Area Plan Draft Program Environmental Impact Report, Project No. 2022040512

Dear Ms. Kim:

On behalf of the Los Angeles Conservancy, thank you for the opportunity to comment on the Draft Program Environmental Impact Report (PEIR) for the Proposed East San Gabriel Valley Area Plan Project (ESGVAP). As described in the Draft PEIR, the ESGVAP will establish a comprehensive policy document for twenty-four unincorporated communities in Los Angeles County. The Project will update, reorganize, and incorporate the existing Rowland Heights Community Plan and Hacienda Heights Community Plan as community chapters into the new ESGVAP. It will also update the Planning Area boundary to include the unincorporated communities of South El Monte, Pellissier Village, and North Whittier. I-1

The goals of the ESGVAP are to a) retain the residential character of the ESGV Planning Area in harmony with its surroundings; b) promote an active regional hub with diverse options for housing, shopping, entertainment, recreation, and services; c) develop goals, policies, and implementation programs that support smart growth, sustainable development, and thoughtful enhancement/upgrade of existing neighborhoods; d) establish more public spaces and public realm improvements; and e) encourage diversity of housing options and affordability, and economic development.

In our comment letter dated May 26, 2022, we responded to the ESGVAP Notice of Preparation (NOP) by advocating that the Plan include a full historic resources survey to evaluate potential adverse impacts and leverage existing community assets. We also requested that the Draft PEIR fully analyze and incorporate existing historic resources by including a range of preservation-based alternatives that would result in less than significant impacts to historic resources. I-2

We appreciate the steps taken in the PEIR to identify existing cultural resources within the Plan Area and propose appropriate mitigation measures. It is important to identify potential adverse impacts to historic resources as part of the planning process in order to avoid them wherever possible. As part of the adoption of the PEIR and the ESGVAP, we strongly request that 1) mitigation measures be applied to all cultural resources identified within the PEIR and strengthened for resources with eligibility codes of 1 through 5, and 2) that the Final EIR commit to a specific timeline and identify a funding stream to implement a full historic resources survey and Context Statement for communities within the ESGVAP.

I-2 (cont)

Mitigation measures for identified cultural resources

The PEIR lists sixty-nine cultural resources that had previously been recorded within the Plan Area. These resources were identified in the California Office of Historic Preservation (OHP) Built Environment Resources Directory (BERD), OHP's lists of California Historical Resources and Archaeological Determinations of Eligibility (ADOE), and the Los Angeles County Historical Landmarks Registry. They include thirteen prehistoric archeological sites, three prehistoric isolates, nine historic-period archeological sites, five historic-period isolates, thirty-six architectural resources, two California Historical Landmarks, and one historic district. The PEIR also lists fifteen additional historical architectural resources that were identified by the OHP BERD as eligible for listing for national, state, or local listing, or are unevaluated.

I-3

The PEIR proposes the following mitigation measure (CR-4.5-1) if a project proposes to demolish or alter a building with potentially significant impacts on historic architectural resources: project proponent must retain a Qualified Architectural Historian to conduct a Historic Resources Assessment to determine the building's historic significance. If the property is determined an eligible historic resource, the proposed project must conform with the Secretary of the Interior's (SOI) Standards. According to the PEIR, implementing these mitigation measures would result in a "less-than-significant-impact" on historic and cultural resources.

I-4

These mitigation measures should be implemented for all sixty-nine previously recorded architectural resources, and the fifteen additional eligible or unevaluated architectural resources (a total of eighty-four resources). Furthermore, we ask that any of the eighty-four resources that received an eligibility status of 1 through 5 be automatically determined as eligible historic resources. Therefore, any proposed project that includes these resources must retain a Qualified Architectural Historian to assess impacts to the resource, propose potential alternatives to mitigate damage to the resource, and ensure the project conforms with the SOI Standards. Properties within the list of eighty-four resources that received an eligibility status of 6 or 7 should first retain a Qualified Architectural Historian to determine historic significance, and then if eligible be ensured appropriate mitigation measures and adherence to the SOI Standards.

Conclusion

The Conservancy greatly appreciates the opportunity to participate in this process to guide both future development and stewardship of historic and cultural resources in the East San Gabriel Valley. We strongly request that mitigation measures cover all eighty-four resources listed in the PEIR, and that of these resources, those with eligibility codes of 1 through 5 be automatically determined as eligible historic

I-5



resources that would require proposed projects impacting these resources to qualify with the SOI Standards.

Based on our meeting with the Project team on June 8, 2022, we understand that a full historic resource survey or context statement is not included in the budget or timeline for the ESGVAP. However, we ask for the Final PEIR to commit to a specific timeframe and identify a funding stream for the survey and context statement to ensure a fuller understanding of the Project area's historic resources. A survey is a particularly vital method to capture sites of cultural significance, which may not be architecturally significant and otherwise overlooked through traditional windshield survey approaches. I-5 (cont)

About the Los Angeles Conservancy:

The Los Angeles Conservancy is the largest local historic preservation organization in the United States, with nearly 5,000 members throughout the Los Angeles area. Established in 1978, the Conservancy works to preserve and revitalize the significant architectural and cultural heritage of Los Angeles County through advocacy and education. I-6

Please do not hesitate to contact me at (213) 430-4203 or afine@laconservancy.org should you have any questions or concerns.

Sincerely,

Adrian Scott Fine

Adrian Scott Fine
Senior Director of Advocacy

cc: Dean Edwards, County of Los Angeles

Response to Comment I-1

This comment identifies appreciation for being invited to review and comment on the Draft PEIR for the Project. The comment also provides a summary of the Project and its associated goals. This comment does not raise a substantive issue regarding the adequacy of the information presented in the Draft PEIR. Therefore, no further response is required.

Response to Comment I-2

This comment reiterates that the Los Angeles Conservancy responded to the ESGVAP Notice of Preparation and requested that the Draft PEIR fully analyze and incorporate existing historic resources. The comment continues by stating that the Los Angeles Conservancy is appreciative of the efforts undertaken to identify existing cultural resources but request mitigation measures be applied to all cultural resources identified within the Draft PEIR and that the Final PEIR commit to a specific timeline and identify a funding stream to implement a full historic resources survey and Context Statement for communities within the ESGVAP. It should be noted that the Draft PEIR is a programmatic EIR that clearly defines future projects that would be subject to project-level environmental review. Future projects implemented under the ESGVAP PEIR would need to undertake environmental review, and if potentially impacted, would be required to undertake a cultural/historic assessment and adhere to mitigation measures set forth in the Draft PEIR. Future project applicants would also be required to fund any future evaluation for historic resources surveys at the project level. A full historic resources survey and Context Statement for communities within the ESGVAP is, therefore, not part of the proposed Project.

Regarding the request for mitigation measures to be applied to all cultural resources identified within the Draft PEIR and strengthened for resources with eligibility codes of 1 through 5, the County notes the following:

- All resources with 1CL, 2S2, 3S as their eligibility codes would require a full evaluation at the project level. This is per LA Conservancy's request.
- All resources listed as 5S2 would also require a full evaluation at the project level. This is per LA Conservancy's request.
- All resources with 6Y, 7P, 7R or 7W eligibility codes would require further evaluation at the project level, in order to determine if they qualify as historical resources.
- All resources with 6Z as their eligibility codes have been found ineligible for the National Register (NR), California Register (CR), or local designation through survey evaluation. As nothing more can be evaluated with these thirteen resources, these would not be included for any further consideration.

The Draft PEIR Impact 4.5-1, on page 4.5-32 and 4.5-33 would be amended as follows:

> "**Less-Than-Significant Impact with Mitigation Incorporated**. An impact would be significant if it would cause a substantial adverse change in the significance of a historical resource. Historical resources include built resources (buildings, structures, objects) and archaeological resources that meet the criteria outlined in CEQA Guidelines Section 15064.5(a).

The results of the cultural resources records search through the SCCIC indicates that a total of 69 cultural resources have been recorded within the unincorporated islands and communities of the Plan Area. It should be noted that seven resources are listed more than once in the table to include locations that span more than one municipality. These resources include prehistoric archaeological sites and isolates, historic-period archaeological sites and isolates, historic architectural resources, two California Historical Landmarks and one historic district.

Of these, five meet the criteria for historical resources as outlined in CEQA Guidelines Section 15064.5(a). These five resources include two structures (San Antonio Dam and Azusa conduit), one building (Webb School of California), one trail/road (The Mojave Road - listed four times), and one historic district (San Dimas Experimental Forest - listed twice).

Of the results, ~~26~~ the remaining resources do not meet the criteria for historical resources as outlined in CEQA Guidelines Section 15064.5(a). ~~These resources include 17 buildings, 6 structures, 2 historic-period archaeological sites, and 1 railroad.~~

~~The remaining 38 resources require further evaluation to determine if they qualify as historical resources.~~

A review of the BERD indicated that an additional 15 historical resources have been recorded within the unincorporated islands and communities of the Plan Area. These resources include a single-family residence constructed in 1928 in Hacienda Heights; and 14 single-family residences constructed between the 1910s and 1930s in West Claremont.

A review of early historic aerial photographs dating from the 1930s and 1940s compared with current-day aerial photographs indicates that there are remaining agrarian single-family residential properties in several of the areas, many of which have been surrounded by vernacular mid-20th century residential development over time. A few areas also include mid-20th century industrial, educational, and government-owned properties.

The one stone residence/ranch structure (2S2) and the eleven single-family residences with an eligibility code of 5S2 within Table 4.5-2 (*California OHP Built Environment Resources Directory – Eligible and Unevaluated Listings*) should also be considered to meet the criteria for historical resources as outlined in CEQA Guidelines Section 15064.5(a).

The resources with eligibility codes 6Y, 7P, 7R or 7W would require further evaluation at the project level, in order to determine if they qualify as historical resources.

The ESGVAP is a policy document that does not include proposals for or approvals of any specific projects, and as a result, would not result in impacts to historical resources. However, future projects facilitating land use/zoning changes and policies included in the ESGVAP could involve structural improvements, demolition/alteration of existing structures, and/or ground disturbing activities (for construction of residential, commercial

and mixed-use development) that could, depending on their location, result in direct or indirect adverse changes to the significance of historical resources. Future projects would be required to comply with existing federal, state, and local regulations that protect historical resources and undergo the County's discretionary review process, where applicable, including completion of subsequent project-level planning and environmental review under CEQA. Such projects nonetheless could result in significant impacts to previously recorded and as-yet-unidentified archaeological and /or historic architectural resources qualifying as historical resources under CEQA.

Any project that proposes the demolition, destruction, relocation, or alteration of a building or structure more than 45 years in age or that involves ground disturbing activities or impacts any of the resources with an eligibility code of 1CL, 2S2, 3S or 5S2 as set out in Table 4.5-1 and Table 4.5-2 of the Draft EIR could result in a significant impact to historic architectural and/or archaeological resources qualifying as historical resources under CEQA. However, implementation of mitigation measures **CR-4.5-1** through **CR-4.5-6** would reduce potential impacts to less than significant levels."

Response to Comment I-3

This comment reiterates the cultural resources identified in the Draft PEIR. This comment does not raise a substantive issue regarding the adequacy of the information presented in the Draft PEIR. Therefore, no further response is required.

Response to Comment I-4

This comment partially repeats text from Mitigation Measure CR-4.5-1 identified in the Draft PEIR relating to Historic Resources Assessment (Page 4.5-38) and recommends the mitigation measure be implemented for all sixty-nine previously recorded architectural resources, and the fifteen additional eligible or unevaluated architectural resources. The comment proceeds to state that any of the eighty-four resources that received an eligibility code of 1 through 5 be automatically determined as eligible historic resources and that those that received an eligibility code of 6 or 7 should first retain a Qualified Architectural Historian to determine historic significance. As confirmed in Response to Comment I-2, twelve of the Built Environment Resources Directory resources listed have been elevated in status to meet the criteria for historical resources as outlined in State CEQA Guidelines Section 15064.5(a) and associated changes to the wording of Impact 4.5-1 within the Draft PEIR have been effectuated per Response to Comment I-2.

Response to Comment I-5

This comment is conclusory and reiterates the points made in Comment I-4. Please see Response to Comment I-2 and Response to Comment I-4.

Response to Comment I-6

This comment provides information about the Los Angeles Conservancy and also relevant contact details. The County acknowledges the contact information for future reference during the environmental review process that is provided in this comment. Since this comment does not raise an environmental issue regarding the adequacy of the Draft PEIR, no further response is required.

City Council
Emmett Badar, Mayor
John Ebiner, Mayor Pro Tem - District 3
Ryan A. Vienna - District 4
Eric Weber - District 1
Eric Nakano - District 2

City Manager
Chris Constantin

Assistant City Manager
Brad McKinney

City Attorney
Jeff Malawy

Director of Administrative Services
Michael O'Brien

Director of Community Development
Henry K. Noh

Director of Parks and Recreation
Scott Wasserman

Director of Public Works
Shari Garwick

April 12, 2023

SENT VIA EMAIL

Mi Kim
County of Los Angeles
Department of Regional Planning
320 West Temple Street, Room 1362
Los Angeles, CA 90012

Subject: Comments on Draft Environmental Impact Report for the East San Gabriel Valley Area Plan

Project/Permit Numbers: Project No. 2020-000612
Advance Planning Case No. RPPL2021013047
Environmental Assessment No. RPPL2022003550
General Plan Amendment No. RPPL2022003554
Zone Change No. RPPL2022003557

Dear Ms. Kim:

The City of San Dimas appreciates the opportunity to review and provide comments on the above referenced environmental document that proposes land use changes for properties within the unincorporated communities of East, West & Northeast San Dimas, which are adjacent to the City of San Dimas. Previously, the City of San Dimas submitted a comment letter on the Notice of Preparation of a Draft Program Environmental Impact Report (DPEIR) and Notice of Public Scoping Meeting for the East San Gabriel Valley Area Plan (ESGVAP) dated May 31, 2022 (Previous Letter). This letter serves as a follow up to the Previous Letter, as the Draft Environmental Impact Report (DEIR) has not adequately addressed all of our concerns, as detailed below. J-1

1. Comments in the Previous Letter requested that the DPEIR analyze the AM and PM peak periods as well as the average daily conditions for all study area locations, specifically for the proposed changes to the West San Dimas community which propose to increase density and population. As required per LA County guidelines and CEQA requirements, the DEIR used VMT to determine impacts relative to transportation. The DEIR's analysis determined that despite implementation of mitigation measures, impacts related to transportation would remain significant and unavoidable. This is mainly due to the number of housing units the ESGVAP would add, and the relatively little employment in these areas. In order to reduce these impacts to less than significant, the project should be revised to reduce the density. Specifically, in the Charter Oak area that consists of the intersection of E. Arrow Highway and S. Valley Center J-2

where the density will be 50 units per acre. J-2 (cont)

2. The City of Glendora recently approved land use changes for properties along Arrow Highway. The City of San Dimas previously requested that the DEIR complete a cumulative analysis, as it relates to density, traffic, noise and other associated impacts that would factor in the changes by the City of Glendora. There is no discussion in the DEIR or mention of these changes in any of the analysis completed. J-3

3. The City of San Dimas strongly recommends not changing the Land Use changes (H9 to CG) or Zone changes (R-A to C-1) for properties along San Dimas Canyon Road or Juanita/Damien. These properties are in the middle of established single family residential neighborhoods. The uses allowed in the C-1 zone would not be compatible with the existing single family residential uses. In addition, if the goal is to create access to commercial uses for the surrounding residential neighborhoods, there already is an existing commercial center at the northwest corner of Bonita Ave and San Dimas Canyon Road. This center is less than a ¼ mile from Juanita/San Dimas Canyon Road where one of the changes is proposed. The center includes approximately 18,000 square feet of commercial space which includes a neighborhood market, and two vacant units. Creating commercial zones in the middle of established residential neighborhoods would disrupt the character of the existing residential neighborhood, and is not warranted when there is an existing commercial center within walking distance that would meet this need. These concerns were noted in the DEIR but not action was taken to address the concerns. J-4

4. Consider changing the property addressed 750 E. Foothill Boulevard, which has an existing H9 – Residential Land Use designation to Commercial to continue the existing land use and zoning designation to the east. However, we only recommend this change if the uses allowed would be compatible with the uses allowed within our CH- Commercial Highway zone, which can be found at following: https://library.qcode.us/lib/san_dimas_ca/pub/municipal_code/item/title_18-chapter_18_92. This will allow a consistent continuation of uses along Foothill Boulevard. These concerns were noted in the DEIR but the zoning for the subject site is still residential with no further explanation behind this decision. J-5

The City of San Dimas thanks you for the opportunity to comment on the DEIR and request that the above mentioned comments are further analyzed. Please feel free to contact me at (909) 394-6208 or via email at ltorrico@sandimasca.gov if you have any questions or need further explanation on any of the comments in this letter. J-6

Sincerely,

Luis Torrico
Planning Manager

Attachment:

City of San Dimas NOP Letter, May 31, 2022

City Council
Emmett Badar, Mayor
Eric Weber, Mayor Pro Tem
Denis Bertone
John Ebiner
Ryan A. Vienna

City Manager
Chris Constantin

Assistant City Manager
Brad McKinney

City Attorney
Jeff Malawy

Director of Administrative Services
Michael O'Brien

Director of Community Development
Henry K. Noh

Director of Parks and Recreation
Scott Wasserman

Director of Public Works
Shari Garwick

May 31, 2022

SENT VIA EMAIL

Mi Kim
County of Los Angeles
Department of Regional Planning
320 West Temple Street, Room 1362
Los Angeles, CA 90012

Subject: Comments on Notice of Preparation (NOP) of a Draft Program Environmental Impact Report and Notice of Public Scoping Meeting for the East San Gabriel Valley Area Plan.

Project/Permit Numbers: Project No. 2020-000612
Advance Planning Case No. RPPL2021013047
Environmental Assessment No. RPPL2022003550
General Plan Amendment No. RPPL2022003554
Zone Change No. RPPL2022003557

Dear Ms. Kim:

The City of San Dimas appreciates the opportunity to review and provide comments on the above referenced environmental document that proposes land use changes for properties within the unincorporated communities of East, West & Northeast San Dimas, which are adjacent to the City of San Dimas. The following comments are based on the environmental documents released for public review on April 28, 2022.

1. The DPEIR is not clear on the proposed changes for the Northeast San Dimas community. Please update the project description and maps to include changes to the properties within the Northeast San Dimas community.

2. The DPEIR shall analyze the AM and PM peak periods as well as the average daily conditions for all study area locations, specifically for the proposed changes to the West San Dimas community which propose to increase density and population.

3. The DPEIR shall provide a cumulative analysis, as it relates to density, traffic, noise and other associated impacts, that includes recently approved land use changes for Arrow Highway within the City of Glendora.

4. Proposed land use and zone changes for the Southwest corner of Arrow Highway and South Valley Center shall be consistent with properties located in the City of Glendora along the north side of Arrow Highway, which allow up to 25 dwelling units per acre and up to three stories or 35 feet in height. As proposed, the land use changes would double the density and height limit than what is allowed on the north side of Arrow Highway, which may result in significant impacts and inconsistent land use planning.

5. The City of San Dimas strongly recommends not changing the Land Use changes (H9 to CG) or Zone changes (R-A to C-1) for properties along San Dimas Canyon Road or Juanita/Damien. These properties are in the middle of established single family residential neighborhoods. The uses allowed in the C-1 zone would not be compatible with the existing single family residential uses. In addition, if the goal is to create access to commercial uses for the surrounding residential neighborhoods, there already is an existing commercial center at the northwest corner of Bonita Ave and San Dimas Canyon Road. This center is less than a ¼ mile from Juanita/San Dimas Canyon Road where one of the changes is proposed. The center includes approximately 18,000 square feet of commercial space which includes a neighborhood market, and two vacant units. Creating commercial zones in the middle of established residential neighborhoods would disrupt the character of the existing residential neighborhood, and is not warranted when there is an existing commercial center within walking distance that would meet this need.

6. Consider changing the property addressed 750 E. Foothill Boulevard, which has an existing H9 – Residential Land Use designation to Commercial to continue the existing land use and zoning designation to the east. However, we only recommend this change if the uses allowed would be compatible with the uses allowed within our CH- Commercial Highway zone, which can be found at following: https://library.qcode.us/lib/san_dimas_ca/pub/municipal_code/item/title_18-chapter_18_92. This will allow a consistent continuation of uses along Foothill Boulevard.

7. The City of San Dimas strongly recommends that all property owners within 500 feet of the affected properties be notified of all community meetings, availability of environmental documents, and public hearings to allow appropriate opportunity for community engagement and voice any concerns they may have.

8. Additional comments may be provided upon review of the DPEIR when it's made available for public review.

Thank you again for the opportunity to comment on the NOP. We look forward to reviewing the DPEIR when released for public review, at which point additional comments may be provided. Please feel free to contact Luis Torrico, Planning Manager at (909) 394-6208 or via email at ltorrico@sandimasca.gov if you have any questions or need further explanation on any of the comments in this letter.

Sincerely,

Henry K. Noh
Director of Community Development City Council

Response to Comment J-1

This comment identifies appreciation for being invited to review and comment on the Draft PEIR for the Project. The comment also reiterates the City of San Dimas submitted a comment letter with regard to the Notice of Preparation and asserts that their initial concerns have not been addressed. This comment does not raise a substantive issue regarding the adequacy of the information presented in the Draft PEIR. Therefore, no further response is required.

Response to Comment J-2

This comment notes that the City of San Dimas previously requested that the Draft PEIR analyze the AM and PM peak periods, as well as the average daily conditions for all study area locations. The comment also requests that the project should be revised to reduce the density, specifically in the Charter Oak area that consists of the intersection of E. Arrow Highway and S. Valley Center Avenue to where the density will be 50 units per acre.

As demonstrated in Section 4.15, *Transportation*, of the Draft PEIR, a VMT impact analysis which is consistent with State and local guidance was provided to determine the VMT impacts associated with the Project. Given the programmatic nature of the Project, VMT impacts would be evaluated on a project-by-project basis and mitigated as necessary. In addition, the County would require future development implemented under the Project to prepare a project-specific traffic analysis during the environmental review process.

See Chapter 3 of the Final EIR, *Additions and Corrections to the Draft EIR*, Table 3-1 for details of the amends to the Charter Oak area. This entails changing the Church site and six residential parcels along the northwest corner of the intersection of E Cienega Avenue and N Valley Center Avenue from the originally proposed zoning of A-1 to MXD and land use H9 to CG to a revised zoning of A-1 to R-2 and land use H9 to H18.

Response to Comment J-3

This comment states that the City of San Dimas previously requested that the Draft PEIR complete a cumulative analysis, as it relates to density, traffic, noise, and other associated impacts and that the City of Glendora recently approved land use changes for properties along Arrow Highway. While not specifically naming other jurisdictions, each of the Sections of the Draft PEIR (Sections 4.1 through 4.18) contain analysis of the potential environmental impacts, including those that may have a cumulative impact on the environment (as required by CEQA). Additionally, Section 6, *Other CEQA Considerations*, identifies significant and unavoidable environmental impacts, significant and irreversible environmental impacts, and growth-inducing impacts.

Furthermore, future individual projects would be required to implement the goals, policies, strategies, and implementation actions proposed in the ESGVAP and would undergo site-specific review and CEQA analysis to analyze and mitigate potential significant impacts, including those that are cumulative impacts.

Response to Comment J-4

This comment strongly recommends not changing the Land Use changes (H9 to CG) or Zone changes (R-A to C-1) for properties along San Dimas Canyon Road or Juanita/Damien, as the C-1 zone would not be compatible with the existing single-family residential uses and would disrupt the character of the existing residential neighborhood. As part of ongoing outreach, the County has confirmed with the City of San Dimas that the recommendations to amend land uses and zoning for properties along San Dimas Canyon Road or Juanita/Damien has been accepted. See Chapter 3 of the Final EIR, *Additions and Corrections to the Draft EIR*, Table 3-1 for details of the amends to the East San Dimas area.

Response to Comment J-5

This comment recommends changing the property addressed 750 E. Foothill Boulevard, which has an existing H9 – Residential Land Use designation to Commercial to continue the existing land use and zoning designation to the east. The County acknowledges the recommendation but is not proposing any changes to the land use policy on the parcel, which will remain as H-9 to reflect existing residential land use on the property and to be consistent with the land use for properties located adjacent on E. Baseline Road. See Chapter 3 of the Final EIR, *Additions and Corrections to the Draft EIR*, Table 3-1 for details of the amends to the East San Dimas area, which includes changing the zone from R-A to R-1 and retaining the existing H9 land use.

Response to Comment J-6

This comment provides contact details. The County acknowledges the contact information for future reference during the environmental review process that is provided in this comment. Since this comment does not raise an environmental issue regarding the adequacy of the Draft PEIR, no further response is required.

Letter K

From: omar santana
To: DRP Community Studies East Area Section
Subject: Re: IN RESPONSE TO: NOA FOR THE EAST SAN GABRIEL VALLEY AREA PLAN
Date: Wednesday, April 12, 2023 4:00:15 PM

CAUTION: External Email. Proceed Responsibly.

Please note; If there are any questions regarding my concerns, please feel free to contact me directly at (909)274-8784.
Thank you.

K-1

Regards,
Lauro Santana
On Wednesday, April 12, 2023 at 12:32:42 PM PDT, omar santana <omarsantana1@yahoo.com> wrote:

Dear Mi Kim, Supervising Regional Planner and or Comm Planning department,
My name is Lauro Santana, owner of 16047 Fellowship St. La Puente, CA 91744. Said property has been my family for appx 40 years. My parents purchased the property in the 80's because the property is A1 and the benefits that are afforded to us in owning such a desirable property. Growing up we had chickens, goats' small crops not to mention all the great memories growing up on this type of property as opposed to an R1 where those things that make A1 such a treasure would be taken from our community. I have spoken with several neighbors who share the same concerns. Some older generations some newer generations who are opposed to this and others who have no idea this is even happening. I strongly oppose and hope that this project is reconsidered and overturned so that my family can enjoy our home in this A1 community as I did and continue to do the way this neighborhood was intended to be as an A1 community. My family and I and the neighbors in my community do not want to become an R1 community and or any of the changes that would come with it. We love our community the way it is which is why we have chosen to live here in the first place. Thank you in advance for your consideration.

K-2

Respectfully,
Lauro Santana and Family

Response to Comment K-1

This comment provides Mr. Santana's contact information and does not raise an environmental issue regarding the adequacy of the Draft PEIR. Therefore, no further response is required.

Response to Comment K-2

This comment opposes the Project but does not raise an environmental issue regarding the adequacy of the Draft PEIR. However, since the County proposed the zoning change, they have reassessed the zoning changes that affect Mr. Santana's property and have decided to keep the zoning as A-1. They have alerted Mr. Santana of this. Please see Chapter 3 of the Final EIR, *Additions and Corrections to the Draft EIR*, Table 3-1 for details of the amends to the Valinda area for details. No further response is required.

Letter L

From: S B
To: DRP Community Studies East Area Section
Cc: lanaosa@aol.com
Subject: Re: East San Gabriel Valley Area Plan - Avocado Heights and Pellessier Village
Date: Thursday, April 20, 2023 8:03:25 PM

CAUTION: External Email. Proceed Responsibly.

I am also asking to extend the deadline for public comment. Our community was not notified given that many of our community members are monolingual Spanish speakers and 83% of our residents are Latino/a and have traditionally been excluded from participation in project proposals by the Department of Regional Planning. I believe this is a violation of our civil rights. Please advise. L-1

Best,
Sam

On Thu, Apr 20, 2023 at 6:50 PM S B <samwesbrown@gmail.com> wrote:

> Dear Planning,
>
> I am writing to you to express concerns that I have with the East San Gabriel Valley Area Plan. L-2
>
> First, I wanted to know where is this project with regards to the approval?
>
> Second, I wanted to have you confirm the proposed zone changes in both Avocado Heights and Pellessier Village from light agriculture A-1 to R-A (Residential-Agriculture). Second I wanted to confirm if you are changing the allotted number of houses on the R-A properties within the proposal? For instance, in Avocado Heights I found a map that says H-5. Does that mean 5 housing units per acre or per 10,000 sq foot? L-3
>
> And lastly, I wanted to let you know that I typed my address into the app that is listed on the website and saw that no suggested changes were listed, essentially making me believe that I should be worried about the proposed changes. However, in looking at the documents on page I saw what's really happening here and I am absolutely opposed to any zoning change. L-4
>
> Please confirm an answer to my questions.
>
> Also, under Government Code 7920 et seq. I am requesting any and all records, emails, text messages, phone logs, ceqa documents relating to the East San Gabriel Valley Area Plan, including but not limited to Phase 1 and Phase 2, and all records pertaining to any consultants/contractors, independent contractor, outside consultant that participated in any way shape or form in the production of the East San Gabriel Valley Area Plan. L-5
>
> Best,
> Samuel B. V.

Response to Comment L-1

This comment requests an extension of the public comment deadline and asserts that the community of Avocado Heights and Pellessier Village, and its predominately monolingual Hispanic populous, was not notified. However, as part of the community outreach for the Project, a number of engagement methods were undertaken through Community-based Organizations, community presentations, tabling sessions, numerous online methods, and social media. Additionally, multi-language notifications were sent to property owners in the ESGVAP area for parcels with proposed updates to their zoning and/or land use categories. Finally, Spanish language versions of key documents such as the Notice of Availability (NOA) of the Draft PEIR, plan summaries and plan element summaries have been provided on the ESGVAP website and at the various community outreach events, along with the presence of Spanish language speakers. The request to officially extend the public comment deadline has, therefore, been declined but the County welcomes the opportunity to continue dialogue on any elements of the ESGVAP or the Draft PEIR and has continued to accept late public comments on the Draft PEIR since the comment period closed on April 12, 2023. As the comment does not raise an environmental issue regarding the adequacy of the Draft PEIR, no further response is required.

Response to Comment L-2

This comment opposes the Project but does not raise an environmental issue regarding the adequacy of the Draft PEIR. However, in response to where the project is with regard to its approval, a public hearing is expected in August 2023. No further response is required.

Response to Comment L-3

This comment requests confirmation of zone changes in the Avocado Heights and Pellessier Village areas. Since the release of the draft East San Gabriel Valley Area Plan and associated Draft PEIR, revisions to proposed zoning and land use updates have been made to the project maps. Please also see Chapter 3 of the Final EIR, *Additions and Corrections to the Draft EIR*, Table 3-1 for details of the amends. These revisions are listed on the project map page, see the following link for details: https://lacounty.maps.arcgis.com/apps/instant/sidebar/index.html?appid=48eb4076c4e74f2caa8f2a21a78dcfd6. Additionally, the ESGVAP Noticing Web App can be used to view proposed changes, which provides the same information but is focused on individual properties: https://lacounty.maps.arcgis.com/apps/instant/lookup/index.html?appid=4aa28c9e872a4f4381c3fb9cab5d228d.

For Land Use Policy H-5, this means 0-5 dwelling units per net acre.

Response to Comment L-4

This comment opposes the Project but does not raise an environmental issue regarding the adequacy of the Draft PEIR. Therefore, no further response is required.

Response to Comment L-5

This comment requests all information subject to the California Public Records Act (PRA), which will be undertaken by the County according to the requirements of the PRA, but does not raise an environmental issue regarding the adequacy of the Draft PEIR. Therefore, no further response is required.

Petition to preserve Light Agricultural zoned neighborhoods in East San Gabriel Vally as part of the "East San Gabriel Valley Area Plan."

We are opposed to any zoning modification of Light Agricultural zoning ("A-1") in the East San Gabriel Valley. We believe that the cumulative environmental impacts and high pollution burden our communities face warrant a more robust effort to preserve and expand light agriculture zoning. Any modification from A-1 to "Residential-Agriculture" (R-A) or other designation needs to be stopped immediately. All equestrian communities should be zoned A-1.

M-1

Nos oponemos a cualquier modificación de zonificación en la zona agrícola ligera ("A-1") en el este del Valle de San Gabriel. Creemos que los impactos ambientales acumulativos y la alta carga de contaminación que enfrentan nuestras comunidades justifican un esfuerzo más sólido para preservar y expandir la zonificación de agricultura ligera. Cualquier modificación de la designación de zona actual a "Residencial-Agricultura" (R-A) u otra designación debe detenerse de inmediato. Queremos proteger toda comunidad ecuestre con zona A-1.

Printed Name/Nombre	Street Address/Direccion	Signature/Firma	Comments/Comentarios
Jose Acosta	2215 Mardel Ave	Whittier [signature]	goin in property whit out permision
Agustin Luna	2233 Kella	Whittier Agustin Luna	goin in to property whit out permision
Erik Ramirez	2220 Mardel Ave	Whittier Erik Ramirez	goin in propaty whit out permision
Pedro Islas Jr	2266 Kella Ave	[signature]	Entering Premisis without Permission
[signature]	Av. Tlaulapuente		
Laura Zamora	5th street	[signature]	
Hector Soto	3485 3rd La Puente		
Ricardo Diaz	5th st		
Sergio Maldonado	600 S. 3rd Puente	Sergio Maldonado	
Renato Montano	600 S 3rd Puente	[signature]	
Francisco Sanchez	5th. Ave. 366-Y-356	[signature]	
Juan Barragán	Don Julian R	[signature]	
IRVIN GIL	Turnbull Canyon	[signature]	No warrant no entry
ERICK J CHAVEZ	410 S 4th Ave	[signature]	NO Warrant NO Entry
Mayra Chavez	410 S. 4th Ave	[signature]	No entering premisis without warrant
Diana Chavez	410 S. 4th Ave	[signature]	No warrant! No Entry!

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Printed Name/Nombre	Street Address/Direccion	Signature/Firma	Comments/Comentarios
Andreina Osorio	9137 Greenleaf	andreina Osorio	keep horse along
[illegible]	[illegible]		
Salvador Lopez	12501 Pellissier Rd.	Salopez	Keep Horses
Alfredo Puente	9421 Olympic Blvd LA	[illegible]	Keep Horses
Clemente Caballero	3752 Kaydel Rd Whittier		Caballos no Casas
Enrique E.	2219 Kaydel		Keep horses
Erasmo Arana	Whittier 2021 9 Kaydel	[illegible]	Keep Horses
Rafael Padilla	2219 Kaydel	Rafael Padilla	
Jennifer Garcia	2219 Kaydel RRR	[illegible]	
Beto Perez	3713 Hill St Huntington Park		Caballos No Casas
Julio Espinoza	12251 Choisser rd Garden Grove	[illegible]	Caballos
Victor Rivera			
Adrian Campos		Adrian Campos	Caballos
Maria Almaraz		Maria Almaraz	Caballos
Maria Cruz	12269 Pellissier	[illegible]	Caballos.
Armando Dotin	2742 Parkway Dr	[illegible]	Horses

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Printed Name/Nombre	Street Address/Direccion	Signature/Firma	Comments/Comentarios

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Printed Name/Nombre	Street Address/Direccion	Signature/Firma	Comments/Comentarios
Artemio Mejorado	3725 Lee ST	Artemio Mejorado	Keep the Horses
Abel	Rocha	Rizo	
Rubr Romo	inglomo ud.	Romo	Rubr R.
Teresa	[illegible]	[illegible]	[illegible]
Victor [illegible]	11700 Elio El Vaca	Victor [illegible]	
Luis Calderón	2316 Kayde Rd	[illegible]	
Mario P		[illegible]	Keep Horses
Alejandra R.	South el Monte	[illegible]	Keep Horses
Miguel [illegible]	1615 Bush St	[illegible]	Keep horses
[illegible]			
Efrain A	8414 orange	Efr A	[illegible]
Cesme [illegible]	8186196298		Cesme
[illegible]	Blanchard	[illegible]	Keep horses
Genaro V	Wabash Ave	Genaro Vazquez	Keep horses
Brenda Zapata	12501 Pellissier Rd.	Brenda Zapata	Keep horses
Joel Osorio	9137 Grenleaf	Joel Osorio	Keep horse

Petition to preserve Light Agricultural zoned neighborhoods in East San Gabriel Vally as part of the "East San Gabriel Valley Area Plan."

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Printed Name/Nombre	Street Address/Direccion	Signature/Firma	Comments/Comentarios
Joe Urites	566 Peckam Dr	Joseph Urit	
Armando Leyva	14005 Lomitas Ave	[illegible]	La Puente Ca 91746
Gemi [illegible]	14005 Lomitas Ave	[illegible]	
Maria Ramirez	14005 Lomitas Ave	Maria R	
Alexis chavez	14005 lomitas ave	Alexis C	
Pala Restrepo	5355th Ave la Pun	[illegible]	La Puente
Clemente Caldera	5355 th Ave la	Clemente Caldera	La Puente
Erika Oyervido	19604 Proctor Ave	[illegible]	La Puente
Maybe Betts	5355th	Maybe Betts	La Puete
Agustin Valdez	2021 Parkway Dr El Monte Ca 91733	Agustin Valdez	Propidad de caballos El monte Ca
Jennifer Lopez	315 San Angelo Ave La Puente, CA, 91746	Jennifer Lopez	
Miguel Covarrubias	349 ST 3 Ts. T.	[illegible]	
Sergio Maldonado	6005 3rd Avenue	Sergio Maldonado	
Juan Estrada	349s 3rd Ave	Juan Estrada	
Ruben Armientados	356 4 III AV	[illegible] DOS	
Jose Alvarez	343 5 St AV	[illegible]	
Esly Flores	343 5th AV	Esly Flores	La Puente

Petition to preserve Light Agricultural zoned neighborhoods in East San Gabriel Vally as part of the "East San Gabriel Valley Area Plan."

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Nos oponemos a cualquier modificación de zonificación en la zona agrícola ligera ("A-1") en el este del Valle de San Gabriel. Creemos que los impactos ambientales acumulativos y la alta carga de contaminación que enfrentan nuestras comunidades justifican un esfuerzo más sólido para preservar y expandir la zonificación de agricultura ligera. Cualquier modificación de la designación de zona actual a "Residencial-Agricultura" (R-A) u otra designación debe detenerse de inmediato. Queremos proteger toda comunidad ecuestre con zona A-1.

Printed Name/Nombre	Street Address/Direccion	Signature/Firma	Comments/Comentarios
LUIS E Peñez	353th5 AVE	Luis E Peñez	
Joe Hernandez	3 th street		
Miguel Guarnubia	349th Street		
Juan Estrada	349 s 3rd Ave	Juan Estrada	
Anthony Orozo	853 Feather Ave		
Jesus Perez	14020 Trailside		
Rosalba Gurrola	224 S. 3rd Ave		
Victoria Gurrola	224 S. 3rd Ave		
Angelica Arthur	626-465-2676		
MIKE ARTHUR	626-232-6389		
Elisamarie Cabrera	631 3rd Ave.		
Jose Chavez	410, 4th Av		
Martha Gudino		Martha Gudino	
David Palacios	2259 madel		
Axer Pop	240 S. 2nd Ave.		
pedro Garcia			

Petition to preserve Light Agricultural zoned neighborhoods in East San Gabriel Vally as part of the "East San Gabriel Valley Area Plan."

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Printed Name/**Nombre**	Street Address/**Direccion**	Signature/**Firma**	Comments/**Comentarios**
ROBERT PRIEST	821 CARAWAY DR. 90601	[signature]	
BEVERLY OKI	905 CARAWAY DR 90601	Beverly Oki	
Nancy Kamimura	650 Pencin Dr. Whittier, CA 90601	[signature]	
Richard Kamimura	650 Pencin Dr Whittier, CA 90601	[signature]	
Patrick McNamara	723 CARAWAY DR 90601	[signature]	
Nancy Miranda	805 Oakman Dr. Whittier, CA 90601	[signature]	
JANE IBARRA	848 CARAWAY DR. WHITTIER, CA 90601	Jane Ibarra	
Sanoui Khatod	860 CARAWAY DR Whittier CA 90601	[signature]	
Olga Iburga-Rodriguez	1101 Bisetdale Ave Whittier 90601	[signature]	
PERRY IWAI	912 CARAWAY Dr Whittier 90601	[signature]	
Aracely Leos	705 Workman Ave Whittier CA 90601	[signature]	
George Ibarra	848 Caraway Dr. Whittier, CA 90601	[signature]	
JOAQUIN TORRES	828 CARAWAY DR. WHITTIER. 90601	[signature]	
Nora Serrano	811 Caraway Dr Whittier Ca 90601	[signature]	
Alma Zamora	854 Caraway Dr Whittier CA 90601	[signature]	
Dan Wang	932 Caraway Dr Whittier, CA 90601	Dan Wang	

(8)

Petition to preserve Light Agricultural zoned neighborhoods in East San Gabriel Vally as part of the "East San Gabriel Valley Area Plan."

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Printed Name/Nombre	Street Address/Direccion	Signature/Firma	Comments/Comentarios
Marilyn Kaminuma	Whittier 90601 843 Caraway	Marilyn Kaminuma	
Richard Kaminuma	SAME "	Richard Kaminuma	
Priscilla Cano	Whittier 90601 819 Caraway		
Conrado Chavez	819 Caraway Dr Whittier CA 90601		
Crystal Nagaran-Tuttle	803 Caraway Dr. Whittier, CA 90601	Crystal Tuttle	
Zack Tuttle	803 Caraway Whittier CA 90601		
Claudio Cruz	739 Caraway Dr 90601		
Nicole Rankin	738 S Caraway Dr 90601	Nicole Rankin	
Jeffery Rankin	738 Caraway Dr 90601		
Jose Karam	702 Caraway Dr Whittier 90601		
Fanny Alarcon	703 Caraway Dr. Whittier CA 90601	Fanny Alarcon	
MaryLou DeLatorre	711 S. Caraway Whittier Ca 90601	MaryLou DeLatorre	
Frederick Kendrick	718 Caraway Dr. Whittier CA 90601		
Adela Baiseos	718 Caraway Dr. Whittier CA 90601	Adela Baiseos	
Lupe Kendrick	718 Caraway Dr Whittier CA 90601	Lupe Kendrick	
Ana Ly	820 Caraway Dr Whittier 90601	Ana Ly	

Petition to preserve Light Agricultural zoned neighborhoods in East San Gabriel Vally as part of the "East San Gabriel Valley Area Plan."

We are opposed to any zoning modification of Light Agricultural zoning ("A-1") in the East San Gabriel Valley. We believe that the cumulative environmental impacts and high pollution burden our communities face warrant a more robust effort to preserve and expand light agriculture zoning. Any modification from A-1 to "Residential-Agriculture" (R-A) or other designation needs to be stopped immediately. All equestrian communities should be zoned A-1.

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Printed Name/Nombre	Street Address/Direccion	Signature/Firma	Comments/Comentarios
IRVIN GIL	1747	[signature]	
TONY J	416 S 5th Ave	[signature]	
Emanuel M	416 S 5th Ave	[signature]	
Brandon Negrete	618 Santa Ora Ave	[signature]	
Janet Meza	14296 Donaldale St	[signature]	
Fatima Alatorre	14296 Donaldale St.	[signature]	
MARIA ARMENTA	218 Collwood Ave LA PUENTE 91746	[signature]	NO REZONING!

Petition to preserve Light Agricultural zoned neighborhoods in East San Gabriel Vally as part of the "East San Gabriel Valley Area Plan."

We are opposed to any zoning modification of Light Agricultural zoning ("A-1") in the East San Gabriel Valley. We believe that the cumulative environmental impacts and high pollution burden our communities face warrant a more robust effort to preserve and expand light agriculture zoning. Any modification from A-1 to "Residential-Agriculture" (R-A) or other designation needs to be stopped immediately. All equestrian communities should be zoned A-1.

Nos oponemos a cualquier modificación de zonificación en la zona agrícola ligera ("A-1") en el este del Valle de San Gabriel. Creemos que los impactos ambientales acumulativos y la alta carga de contaminación que enfrentan nuestras comunidades justifican un esfuerzo más sólido para preservar y expandir la zonificación de agricultura ligera. Cualquier modificación de la designación de zona actual a "Residencial-Agricultura" (R-A) u otra designación debe detenerse de inmediato. Queremos proteger toda comunidad ecuestre con zona A-1.

Printed Name/Nombre	Street Address/Direccion	Signature/Firma	Comments/Comentarios
Rosario Colmena	2234 mardel	[signature]	
Santiago Ramirez	2234 mardel		
Rosa n Carrillo	2230 Mardel		

Response to Comment M-1

This comment states in English (inclusive of Spanish translation) that the undersigned 139 petitioners are opposed to any zoning modification of Light Agricultural Zoning (A-1) within the East San Gabriel Valley. The comment continues by stating that the communities to which the petitioners belong face cumulative environmental impacts and a high pollution burden which warrants a more robust effort to preserve and expand light agriculture zoning. The comment also requests that modifications from A-1 to R-A should be stopped and that all equestrian communities should be zoned A-1. This comment opposes the Project but does not raise an environmental issue regarding the adequacy of the Draft PEIR. Therefore, no further response is required.

CHAPTER 3
Additions and Corrections to the Draft PEIR

This chapter contains revisions to the Draft PEIR as a result of responses to comments received on the Draft PEIR during the public review period from February 27, 2023 to April 12, 2023. As described in Chapter 1, *Introduction*, to this Final PEIR, additions and corrections have been made to various sections of the Draft PEIR to provide clarity or revisions based on comments received on the Draft PEIR.

The changes described in this chapter do not result in any new or increased significant environmental impacts that would result from implementing the Project. The revised text does not provide new information that identifies new significant environmental impacts and does not identify mitigation measures that, if implemented, would result in significant environmental impacts. Instead, the additions and corrections made to the Draft PEIR below merely "clarifies or amplifies or makes insignificant modifications" in the already adequate Draft PEIR, as is permitted by State CEQA Guidelines Section 15088.5(b). Therefore, the text changes provided below do not change any of the conclusions presented in the Draft PEIR in a manner that would require recirculation of the Draft PEIR.

3.1 Revisions to the Draft PEIR

The additions and corrections that follow are made to the text of the Draft PEIR in this chapter of the Final EIR. Amended text is identified by page number. Additions to the Draft PEIR text are shown with <u>underline</u> and text removed from the PEIR is shown with ~~strikethrough~~. The additions and corrections to the Draft EIR have been included in this volume with the stated format to easily disclose these minor changes or revisions to the Draft PEIR to the public and decision-makers of the Project.

Primary Plan Components

The first bullet point under subsection entitled Zone Change No. RPPL2022003557 on Page 3-7 would be amended to:

> "Make changes to the zoning map. The zone changes under consideration would <u>generally but with some exceptions</u>, be targeted within a one-mile radius of major transit stops and near high-quality transit corridors as follows:"

The third bullet point under subsection entitled Zone Change No. RPPL2022003557 on Page 3-7 would be amended to:

> "Generally, ~~R~~re-zone agricultural zones that are developed with residential uses from A-1 (Light Agriculture) to an appropriate residential zone, such as R-1 (Single-family residence) or R-A (Residential Agricultural), so that zoning would reflect the existing use and would be consistent with the General Plan land use policy designations."

Table 3-1 would be amended as follows:

TABLE 3-1
LAND USE AND ZONING CHANGE SUMMARY FOR PROPOSED GROWTH

Community	Location of Change	Existing Land Use Designation	Proposed Land Use Designation	Existing Zoning Designation	Proposed Zoning Designation
Avocado Heights	~~Areas near~~ Properties zoned A-1 within one half mile of the intersection of Don Julian Rd and Workman Mill Rd	H9	~~Increase in residential density to H18~~ No change	A1 ~~C1 (Restricted Businesses)~~	~~R-2 or R-4~~ No Change ~~MXD (Mixed-Use Development)~~
	Commercial center property at the southeast corner of the intersection of Workman Mill Rd and Don Julian Road	CG	No change	C-1	No change
	Existing A-1 zone parcels with residential uses in Avocado Heights (Outside of mapped Equestrian Districts)	No change	No change	A-1	No change
Charter Oak	~~Areas within a quarter-mile of a major transit stop (Arrow Hwy and Grand Ave). These areas are also located in proximity to HQTAs, existing commercial centers, and proposed village centers~~	~~H9~~	~~CG (General Commercial)~~	~~A-1~~	~~C-3~~
	Areas within a quarter-mile of an HQTA. Many of these areas are also within one mile of a major transit stop	H9	H18	A-1	R-1 or R-2
	Areas within a quarter-mile of an HQTA and located between E. Cienega Ave and E. Arrow Hwy	H9	H18	A-1	R-2
	A-1 parcels outside of an HQTA located between E. Cienega Ave and E. Arrow Hwy	H9	H9	A-1	R-1
	Some areas along E. Arrow Hwy and S. Valley Center Ave	H9	CG	A-1, C-1, C-2, C-3	MXD
	Church site and 6 residential parcels along the northwest corner of the intersection of E Cienega Ave and N Valley Center Ave	H9	H18	A-1	R-2

Community	Location of Change	Existing Land Use Designation	Proposed Land Use Designation	Existing Zoning Designation	Proposed Zoning Designation
Covina Islands	Areas near the intersection of N. Citrus Ave and E. Covina Blvd, adjacent to Cypress Park, which are within a half-mile of a major transit stop (Metrolink Covina)	H9	H30	R-A	R-3
	Areas within a half-mile of the Arrow Hwy and Azusa Ave Transit Stop	H9	~~H18~~H9	A-1	R-1~~R-2~~
	Area near E. Gladstone Ave and Barranca Ave. near a proposed commercial center	H9	CG	R-A	C-1
	A-1-6000 properties bounded by E Gladstone Steet to the north, N Cerritos Avenue to the east, Big Dalton Wash to the south, and N Donna Beth Ave to the west	H9	No change	A-1	R-1
	Area near Arrow Hwy and Barranca Ave and another near E Gladstone St and Barranca Ave	H9	CG	A-1	C-1
	Area near E. Mauna Loa Ave and Barranca Ave (near Stanton Elementary School)	H9	~~H18~~No change	~~No change~~ R-A	~~No change~~ R-1
	~~Area on the southeast corner of Irwindale Ave and E. San Bernardino Ave~~	~~No change~~	~~No change~~	~~C-1~~	~~C-3~~
East Irwindale	An area within one mile of a major transit stop and within a half-mile of an HQTA north of ~~East~~ West Arrow Highway and south of West Gladstone Street	H9	H18	A-1	R-1, R-2
	An area within a half-mile of a major transit stop and within a quarter-mile of an HQTA north of ~~East~~ West Arrow Highway and south of West Gladstone Street	H9	~~H30~~H18	A-1	R2~~, R4, MXD~~
	A-1-6000 properties along E Orkney Street, Enid Ave, Renwick Road, Banewell Ave, Leaf Ave. A-1-6000 properties along Enid Avenue, Alcross Street, Bygrove Street, Gragmont Street, Devanah Street, and E Nubia Street	H9	No change	A-1	R-1

Community	Location of Change	Existing Land Use Designation	Proposed Land Use Designation	Existing Zoning Designation	Proposed Zoning Designation
	A-1-6000 properties along Arrow Highway, Enid Avenue, Woodcroft Street, Vogue Avenue, Hyacinth Avenue, N Banewell Avenue, Leaf Avenue, Homerest Avenue, Millburgh Road, Woodcroft Street, E Laxford Road, E Newburgh Street	H9	H18	A-1	R-2
	Existing A-1-6000 properties along the southern boundary of Arrow Highway, bounded between Little Dalton Wash to the west and Lark Ellen Avenue to the East. Existing A-1 properties along the northern boundary of Arrow Highway, bounded between Little Dalton Wash to the east, Millburgh Road to the North, and N Gareloch Avenue to the west.	H9	No change	A-1	R-1
	Area on the southwest and northeast corners of Irwindale Ave and E. San Bernardino Ave	No change	No change	C-1	No Change
East San Dimas	~~Within a half-mile from proposed village centers~~	~~H9~~	~~H18~~	~~R-A~~	~~R-2~~
	~~Select residential areas along N. San Dimas Canyon Road and near proposed commercial areas~~	~~H9~~	~~CG~~	~~R-A~~	~~C-1~~
	Parcels along the eastern side of San Dimas Canyon Road, between E Allen Ave to the north and Juanita Avenue to the South. Also included are parcels bounded by Sedalia Ave to the East, Damien avenue to the west, and Juanita Ave to the south.	H9	H9	R-A	R-1
	Parcels between and surrounding Gladstone Street to the north, N San Dimas Canyon Road to the west, E Juanita Avenue to the south, Sedalia Ave to the East. Also included are parcels along E Baseline Road.	H9	H9	R-A	R-1

Community	Location of Change	Existing Land Use Designation	Proposed Land Use Designation	Existing Zoning Designation	Proposed Zoning Designation
Hacienda Heights	~~Three areas that are~~ One area within a half-mile of the proposed Village Center and existing Commercial Center at the corner of S. Hacienda Blvd and Newton St, that is~~are~~ currently designated~~H5 and~~ H2, will increase in density to H30	H2 ~~and H5~~	H30	~~R-1 and~~ R-A	R-2
	~~Select areas that are within a half-mile of the proposed Village Center and existing Commercial Center at the intersection of S. Azusa Ave and Colima St~~	~~H5~~	~~H30~~	~~R-A~~	~~R-2~~
	Two areas that are within a quarter-mile of the Village Center and Commercial Center at the intersection of S. Azusa Ave and Colima St	No change	No change	C-2	MXD
	Southwest corner parcels of Hacienda Blvd and Tetley St. (APN 8222001023, 8222001024)	CG	CG	CPD	C-3
	Subdivision north of Colima Rd and west of Azusa Ave and east of Countrywood Ave	H5	H18	R-A	R-2
	Subdivisions north and south of Halliburton Ave, near Stimson Avenue	H5	H18	R-A/R-1	R-2
Rowland Heights	Area on the west end of Colima Rd near the proposed Village Center	No change	No change	C-3	MXD
	Along Colima Rd within a quarter-mile of existing commercial centers	U1	H18	R-1 C-1, C-2, C-3	R-2 MXD
	Select areas within a quarter-mile of existing commercial centers	U1 or U2	H18	A-1	R-2
	Calle Barcelona subdivision, South of Colima Road	U1	H9	R-1	R-2
	A-1-6000 properties, Farjardo St. and Los Padres Dr.	U2	H9	R-1	R-A
	Parcels: APNs 8761026018, 8761026019	U2	H18	A-1	R-2
	Seven parcels at the end of Greyhall Street.	U2	H6	A-1	R-1
	16 parcels along Brea Canyon Cutoff, between Walnut Dr and Searls Dr	U2	H9	A-1	R-A
Unincorporated South El Monte	A-1 properties around Burkett Rd, Rush St and Parkway Dr	No change	No change	No change	No change

Community	Location of Change	Existing Land Use Designation	Proposed Land Use Designation	Existing Zoning Designation	Proposed Zoning Designation
Unincorporated South El Monte	Existing A-1 zone properties in the community outside of the mapped equestrian district	No change	No change	A-1, R-3, C-3	No change
South San Jose Hills	An area near the Commercial Center at the intersection of Temple Ave and S. Azusa Ave	H9	CG	A-1	C-1
	An area near the Commercial Center at the intersection of S. Nogales St and Northam St	~~No change~~ CG	~~No change~~ MU	C-2	MXD
	Existing A-1-10000 parcels along Giano Ave, Jeannie Dr, and La Puente Rd	No change	No change	No change	No change
	West area, between Azusa Ave and Sandalwood, from around Renault St, to north of Hemphill St.	No change	No change	A-1	R-A
	18 parcels on the south end of Yorbita Road, south of Sunshine Court and north of exisitng CM-zone parcels.	No change	No change	No change	No change
Valinda	One area which is located along an HQTA and near a Village Center located at Amar Rd and ~~Walnut~~ Echelon Ave	~~H9~~CG	~~CG~~MU	~~R-1~~C-2	MXD
	Another area that is within a half-mile of a major transit center (Azusa Ave and Amar Rd)	CG~~H18~~	CG	C-1	MXD
	One area located along S. Glendora Ave/N Hacienda Blvd	No change	No change	C-2 and C-H	MXD
	Existing A-1-8000 and A-1-10000 parcels in northern Valinda. Located along Area is Francisquito Avenue, Alwood Street, Doublegrove Street, Dubesor Street, Fellowship Street, Maplegrove Street, Walnut Avenue, Mullender Avenue, and Griffith Avenue.	H9	No change	A-1	No change
	Parcels along Amar Road, between Echelon Avenue and N Indian Summer Avenue	H9	No change	R-1	No change
West Claremont	Existing A-1-15000 lots along Baseline Road and Glen Way	No change	No change	No change	No change
West Puente Valley	Area on the western corner of Orange Avenue and Francisquito Avenue	CG	MU (Mixed-Use Development)	C-1	MXD”

Section 4.2 Agriculture & Forestry Resources

Impact 4.2-4, the sentence beginning line 8 on Page 4.2-15 has been amended to:

> "The ESGVAP would generally re-zone agricultural zones that are developed with residential uses from A-1 (Light Agriculture) to an appropriate residential zone, such as R-1 (Single-family residence) or R-A (Residential Agricultural), so that zoning would reflect the existing use and would be consistent with the General Plan land use policy designations."

Section 4.4, Biological Resources

The sentence immediately above Regulatory Setting on Page 4.4-8 has been amended to:

> "Based on review of the CNDDB, mountain lions (*Puma concolor*) have not been reported in the Planning Area; however, according to local news reports and tracking studies, mountain lions are present, and the SEAs could provide habitat for the species."

Page 4.4-25, Mitigation Measure MM BIO-4.4-2, is revised as follows:

> **BIO-4.4-2**: Construction, ground-disturbing activities, and vegetation removal shall avoid the general avian nesting season of February 15 through September 15 (as early las January 1 for some raptors). If construction of future projects that contain or are immediately adjacent to suitable nesting habitat must occur during the general avian nesting season, a pre-construction nesting bird ~~clearance~~ survey shall be conducted by a qualified biologist within 7 days prior to the start of construction activities to determine if any active nests or nesting activity is occurring on or within 500 feet of the project. If no sign of nesting activity is observed, construction may proceed without potential impacts to nesting birds. If an active nest is observed during the pre-construction nesting bird ~~clearance~~ survey, an adequate buffer shall be established by a qualified biologist around the active nest depending on sensitivity of the species and proximity to project impact areas. The qualified biologist will implement a minimum buffer of ~~Typical buffer distances include up to~~ 300-feet for passerines, ~~and up to~~ 500-feet for raptors, and 0.5 mile for special-status species, if feasible ~~but can be reduced as deemed appropriate by a monitoring biologist~~. On site construction monitoring may also be required to ensure that no direct or indirect impacts occur to the active nest. Personnel working on a project, including all contractors working on site, should be instructed on the presence of nesting birds, area sensitivity, and adherence to no-disturbance buffers. ~~Project activities may encroach into the buffer only at the discretion of the monitoring biologist.~~ The buffer shall remain in place until young have fledged as determined by a qualified biologist, or the nest is no longer active ~~as determined by the monitoring biologist~~.

Section 4.5 Cultural Resources

Impact 4.5-1, on page 4.5-32 and 4.5-33 is amended as follows:

> **Less-Than-Significant Impact with Mitigation Incorporated**. An impact would be significant if it would cause a substantial adverse change in the significance of a historical resource. Historical resources include built resources (buildings, structures,

objects) and archaeological resources that meet the criteria outlined in CEQA Guidelines Section 15064.5(a).

The results of the cultural resources records search through the SCCIC indicates that a total of 69 cultural resources have been recorded within the unincorporated islands and communities of the Plan Area. It should be noted that seven resources are listed more than once in the table to include locations that span more than one municipality. These resources include prehistoric archaeological sites and isolates, historic-period archaeological sites and isolates, historic architectural resources, two California Historical Landmarks and one historic district.

Of these, five meet the criteria for historical resources as outlined in CEQA Guidelines Section 15064.5(a). These five resources include two structures (San Antonio Dam and Azusa conduit), one building (Webb School of California), one trail/road (The Mojave Road - listed four times), and one historic district (San Dimas Experimental Forest - listed twice).

Of the results, ~~26~~ the remaining resources do not meet the criteria for historical resources as outlined in CEQA Guidelines Section 15064.5(a). ~~These resources include 17 buildings, 6 structures, 2 historic-period archaeological sites, and 1 railroad.~~

~~The remaining 38 resources require further evaluation to determine if they qualify as historical resources.~~

A review of the BERD indicated that an additional 15 historical resources have been recorded within the unincorporated islands and communities of the Plan Area. These resources include a single-family residence constructed in 1928 in Hacienda Heights; and 14 single-family residences constructed between the 1910s and 1930s in West Claremont.

A review of early historic aerial photographs dating from the 1930s and 1940s compared with current-day aerial photographs indicates that there are remaining agrarian single-family residential properties in several of the areas, many of which have been surrounded by vernacular mid-20th century residential development over time. A few areas also include mid-20th century industrial, educational, and government-owned properties.

The one stone residence/ranch structure (2S2) and the eleven single-family residences with an eligibility status of 5S2 within Table 4.5-2 (*California OHP Built Environment Resources Directory – Eligible and Unevaluated Listings*) should also be considered to meet the criteria for historical resources as outlined in CEQA Guidelines Section 15064.5(a).

The ESGVAP is a policy document that does not include proposals for or approvals of any specific projects, and as a result, would not result in impacts to historical resources. However, future projects facilitating land use/zoning changes and policies included in the ESGVAP could involve structural improvements, demolition/alteration of existing structures, and/or ground disturbing activities (for construction of residential, commercial

and mixed-use development) that could, depending on their location, result in direct or indirect adverse changes to the significance of historical resources. Future projects would be required to comply with existing federal, state, and local regulations that protect historical resources and undergo the County's discretionary review process, where applicable, including completion of subsequent project-level planning and environmental review under CEQA. Such projects nonetheless could result in significant impacts to previously recorded and as-yet-unidentified archaeological and /or historic architectural resources qualifying as historical resources under CEQA.

Any project that proposes the demolition, destruction, relocation, or alteration of a building or structure more than 45 years in age or that involves ground disturbing activities or impacts any of the resources with an eligibility status of 1CL, 2S2, 3S or 5S2 as set out in Table 4.5-1 and Table 4.5-2 of the Draft EIR could result in a significant impact to historic architectural and/or archaeological resources qualifying as historical resources under CEQA. However, implementation of mitigation measures **CR-4.5-1** through **CR-4.5-6** would reduce potential impacts to less than significant levels.

Section 4.13 Public Services

The Library Facilities Mitigation Fee section on page 4.13-9 is amended as follows:

> New residential development in the unincorporated areas of Los Angeles County is subject to a library mitigation fee. The fee is intended to supplement facilities needs and mitigating the impact that new residential development will have on the library system. The Library Facility Mitigation Fee differs across the seven library planning areas. East San Gabriel Valley is in planning area 4 and has a fee of $1,094.00 ~~967.00~~ per dwelling unit (County of Los Angeles FY 2022~~b~~-23).

Impact 4.13-1 v) Libraries on pages 4.13-15 and 4.13-16 is amended to:

> **Less-Than-Significant Impact**. As mentioned above, the ESGVAP would result in increases in density and development intensity which could result in population growth, this growth would not be unplanned and would be consistent with existing regional planning document assumptions regarding population growth. While population growth as a result of the ESGVAP would remain consistent with regional planning document projections, demand for library services may increase as a result.
>
> While the ESGVAP itself would not create additional housing, rezoning would allow for new housing development with increased local population densities. The ESGVAP would not induce regional population growth beyond SCAG projections. Los Angeles County's library mitigation fee program requires residential development projects to pay a fee which acts to mitigate adverse impacts as a result of development. The fee is intended to supplement facility needs and mitigate the impact that new residential development will have on the library system. The Library Facility Mitigation Fee differs across the seven library planning areas. East San Gabriel Valley is in planning area 4 and has a fee of $1,094.00 ~~967.00~~ per dwelling unit (County of Los Angeles FY 2022~~b~~-23). This fee will

mitigate the burden of new development on existing library services and will help maintain the guidelines for facility space of 0.5 gross square feet per capita and 2.75 items per capita. Additionally, goals 8 from the Public Services and Facilities element of the General Plan will ensure that there is a comprehensive public library system. Policy PS/F 8.2 acts to support the library mitigation fee which adequately address the impacts of new development. Policy PS/F 8.1 will ensure a desired level of library services through coordinated land use and facilities planning. The goals and policies outlined in the General Plan along with the library mitigation fee will ensure that impacts to the library system resulting from increased densities in targeted areas would be less than significant. No mitigation is required.

Section 5 Alternatives

The first sentence under the Agriculture and Forestry Resources section on Page 5-7 is amended to:

> "As discussed in Section 4.2, Agriculture and Forestry Resources, the Project would generally rezone agricultural zones that are developed with residential uses from A-1 (Light Agriculture) to an appropriate residential zone, such as R-1 (Single-family residence) or R-A (Residential Agricultural), so that zoning would reflect the existing use and would be consistent with the General Plan land use policy designations."

The first sentence under the Agriculture and Forestry Resources section on Page 5-22 is amended to:

> "As discussed in Section 4.2, Agriculture and Forestry Resources, the Project would rezone agricultural zones that are developed with residential uses from A-1 (Light Agriculture) to an appropriate residential zone, such as R-1 (Single-family residence) or R-A (Residential Agricultural), so that zoning would reflect the existing use and would be consistent with the General Plan land use policy designations.

The first sentence of paragraph 3 on Page 5-22 is amended to:

> "Alternative 2 would generally rezone agricultural zones that are developed with residential uses from A-1 (Light Agriculture) to an appropriate residential zone, such as R-1 (Single-family residence) or R-A (Residential Agricultural) within the Alternative 2 Planning Area, so that zoning would reflect the existing use and would be consistent with the General Plan land use policy designations."

The first sentence under the Agriculture and Forestry Resources section on Page 5-35 is amended to:

> "As discussed in Section 4.2, Agriculture and Forestry Resources, the Project would generally rezone agricultural zones that are developed with residential uses from A-1 (Light Agriculture) to an appropriate residential zone, such as R-1 (Single-family residence) or R-A (Residential Agricultural), so that zoning would reflect the existing use and would be consistent with the General Plan land use policy designations."

The first sentence of paragraph 2 on Page 5-36 is amended to:

> "Alternative 3 would generally rezone agricultural zones that are developed with residential uses from A-1 (Light Agriculture) to an appropriate residential zone, such as R-1 (Single-family residence) or R-A (Residential Agricultural) within the Alternative 3 Planning Area, so that zoning would reflect the existing use and would be consistent with the General Plan land use policy designations."

Appendix C ESGVAP Plan Area Communities: Land Use and Zoning Change Figures

The Draft PEIR was prepared in conjunction with the Draft East San Gabriel Valley Area Plan and associated supporting information such as the ESGVAP Proposed Land Use Policy and Zoning Web App (available online at: https://lacounty.maps.arcgis.com/apps/instant/sidebar/index.html?appid=48eb4076c4e74f2caa8f2a21a78dcfd6). The Web App is dynamic and as part of ongoing outreach efforts undertaken by the County, has been updated frequently since publication of the Draft EIR. As such, all of the Land Use and Zoning Maps included within Appendix C (from Page 3 to Page 20) for Avocado Heights, Charter Oaks, Covina Islands, East Irwindale, East San Dimas, Hacienda Heights, Rowland Heights, South San Jose Hills, and Valinda have been updated online.

At this time, revised figures are not proposed to be included within the Final PEIR, as the County's outreach is ongoing, and map changes are therefore also ongoing. Including revised figures could lead to these being superseded the moment they are published. The ESGVAP Proposed Land Use Policy and Zoning Web App should be used for up-to-date Land Use and Zoning information. Additionally, the ESGVAP Noticing Web App can be used to view proposed changes, which provides the same information but is focused on individual properties: https://lacounty.maps.arcgis.com/apps/instant/lookup/index.html?appid=4aa28c9e872a4f4381c3fb9cab5d228d.

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CHAPTER 4
Mitigation Monitoring and Reporting Program

TABLE 4-1
MITIGATION MONITORING AND REPORTING PROGRAM

#	Environmental Factor	Mitigation	Action Required	When Monitoring to Occur	Responsible Agency or Party	Monitoring Agency or Party
4.4-1	Biological Resources	**MM BIO–4.4-1**. Projects subject to the jurisdiction of the USACE, Los Angeles RWQCB, and/or CDFW shall provide an aquatic resources delineation of wetlands and water courses prior to disturbance of any aquatic, wetland, or riparian habitat. Findings shall be included in an aquatic resources delineation report suitable for submittal to these agencies for obtaining a Section 404 Clean Water Act permit (CWA), Section 401 Water Quality Certification (WQC), Waste Discharge Requirements (WDR), and/or streambed alteration agreement (SAA). Based on the findings of the aquatic resources delineation report and agency verification of the extent of state/federally protected wetlands and waters resources, riparian vegetation, wetlands, and waters shall be avoided to the extent feasible, and appropriate 100-foot setbacks shall be marked from the edge of jurisdictional waters or riparian vegetation (whichever is wider) to maintain riparian and aquatic functions and values wherever feasible. In areas where avoidance of stream channels or riparian vegetation is infeasible, impacts shall be minimized and the site slopes and hydrology of remediated areas shall be restored to pre-construction conditions to the extent possible. If impacts to wetlands are unavoidable, compensatory mitigation shall ensure no net loss of wetlands. A compensatory mitigation plan addressing temporary and permanent impacts to jurisdictional wetlands and waters shall be prepared prior to disturbance. The plan shall be developed in consultation with the USACE, Los Angeles RWQCB, and/or CDFW. All restored/established/enhanced habitats shall be protected in perpetuity, subject to regular maintenance activities, if necessary, and appropriate to permitting agencies. Alternately, compensatory mitigation can be achieved through purchasing credits at a USACE- or CDFW-approved mitigation bank.	Conduct pre-construction wetland delineation surveys within the project disturbance footprint, consult with USACE, LARWQCB, and/or CDFW, provide appropriate mitigation if impacts to delineated wetlands are unavoidable.	Prior to ground disturbance activities.	Applicant or subsequent owner(s)	DRP, DPW
4.4-2	Biological Resources	**MM BIO–4.4-2**. Construction, ground-disturbing activities, and vegetation removal shall avoid the general avian nesting season of February 15 through September 15 (as early as January 1 for some raptors). If construction of future projects that contain or are immediately adjacent to suitable nesting habitat must occur during the general avian nesting season, a pre-construction nesting bird survey shall be conducted by a qualified biologist within 7 days prior to the start of construction activities to determine if any active nests or nesting activity is occurring on or within 500 feet of the project. If no sign of nesting activity is observed, construction may proceed without potential impacts to nesting birds. If an active nest is observed during the pre-construction nesting bird survey, an adequate buffer shall be established by a qualified biologist around the active nest depending on sensitivity of the species and proximity to project impact areas. The qualified biologist will implement a minimum buffer of 300-feet for passerines, 500-feet for raptors, and 0.5 mile for special-status species, if feasible. On site construction monitoring may also be required to ensure that no direct or indirect impacts occur to the active nest. Personnel working on a project, including all contractors working on site, should be instructed on the presence of nesting birds, area sensitivity, and adherence to no-disturbance buffers. The buffer shall remain in place until young have fledged as determined by a qualified biologist, or the nest is no longer active.	Nesting season construction activities shall be avoided. Preconstruction surveys of all potential nesting habitats shall be conducted within the project area for project activities that are initiated during the breeding season (February 15 to September 15).	Surveys shall be conducted no more than 30 days prior to construction activities.	Applicant or subsequent owner(s)	DRP, DPW
4.5-1	Cultural Resources	**MM CR-4.5-1. Historic Resources Assessment**. Prior to demolition or alteration of buildings and/or structures or the construction of aboveground infrastructure with potentially significant impacts on historic architectural resources, the project proponent shall retain an architectural historian meeting the minimum professional qualifications standards (PQS) set forth by the Secretary of the Interior (codified in 36 Code of Federal Regulations [CFR] Part 61; 48 Federal Register 44738–44739) (Qualified Architectural Historian) to conduct a historic resources assessment of affected properties. The assessment shall include a records search at the South Central Coastal Information Center or review of a prior record search conducted within the previous one year; a review of other pertinent archives and sources; a pedestrian field survey; recordation of all identified historic architectural resources on California Department of Parks and Recreation (DPR) 523 forms; evaluation of resources which may be eligible for listing in the California Register (i.e., meets the definition for historical resource in CEQA Guidelines Section 15064.5[a]), and for local listing; and preparation of a technical report documenting the methods and results of the assessment for each future project facilitated by 2045 CAP measures and actions. If a historic architectural resource is found eligible by the Qualified Architectural Historian, then the Qualified Architectural Historian shall coordinate with the project proponent and County to ensure the project is constructed in conformance with the Secretary of the Interior's Standards. All reports resulting from implementation of this measure shall be filed with the South Central Coastal Information Center (including but not limited to historic resources assessments and Secretary of the Interior's Standards plan reviews).	Monitor the site for historic architectural resources, and, if resources are discovered, cease construction activities and evaluation by a Qualified Architectural Historian shall occur.	Prior to issuance of a demolition or building permit.	Applicant or subsequent owner(s)	DRP, DPW

#	Environmental Factor	Mitigation	Action Required	When Monitoring to Occur	Responsible Agency or Party	Monitoring Agency or Party
4.5-2	Cultural Resources	**MM CR-4.5-2. Archaeological Resources Assessment.** Prior to conducting construction activities that would involve ground disturbance, the project proponent shall retain an archaeologist meeting the minimum PQS set forth by the Secretary of the Interior (codified in 36 CFR Part 61; 48 Federal Register 44738–44739) (Qualified Archaeologist) to conduct an archaeological resources assessment. The assessment shall include a records search at the South Central Coastal Information Center or review of a prior record search conducted within the previous one year; a Sacred Lands File search at the California Native American Heritage Commission (NAHC); geoarchaeological review including a focused assessment of land use history and any available geotechnical data to assess the potential for subsurface archaeological resources; a pedestrian field survey in instances where ground surface is exposed; recordation of all identified archaeological resources on DPR 523 forms; evaluation of resources affected by the project for eligibility for listing in the California Register (i.e., meets the definition for historical resource in CEQA Guidelines Section 15064.5[a]), and for local listing; and preparation of a technical report documenting the methods and results of the assessment. Resources that do not qualify as historical resources shall be considered by the Qualified Archaeologist for qualification as unique archaeological resources as defined in Public Resources Code Section 21083.2(g). The technical report also shall provide recommendations as to whether additional studies are warranted to further identify or evaluate archaeological resources (i.e., Extended Phase I boundary delineation, Phase II testing and evaluation) and if archaeological monitoring and Native American monitoring of ground disturbing activities is warranted (e.g., in areas where there is a higher potential to encounter buried resources). Prior to the initiation of field work for any Extended Phase I or Phase II investigation, the Qualified Archaeologist shall prepare a work plan outlining the investigation's objectives, goals, and methodology. When developing a work plan for Native American resources, the County shall consult with local Native American tribes. If archaeological/Native American monitoring is warranted, the Qualified Archaeologist shall determine the locations and duration of monitoring and reporting requirements. All reports resulting from implementation of this measure shall be filed with the South Central Coastal Information Center (including but not limited to archaeological resources assessments, Extended Phase I and Phase II reports, and monitoring reports).	Monitor the site for cultural resources and tribal cultural resources.	Prior to any ground disturbing activities.	Applicant or subsequent owner(s)	DRP, DPW
4.5-3	Cultural Resources	**MM CR-4.5-3. Construction Worker Cultural Resources Sensitivity Training.** For projects with ground disturbing activities that may encounter potentially significant archaeological resources, the Qualified Archaeologist shall implement a cultural resources sensitivity training program. The Qualified Archaeologist, or its designee, shall instruct all construction personnel of the types of archaeological resources that may be encountered, the proper procedures to be enacted in the event of an inadvertent discovery of archaeological resources or human remains, applicable laws protecting archaeological resources, and confidentiality of discoveries. Native American monitor(s) shall be invited to participate in presenting tribal perspectives as part of the training curriculum. In the event that construction crews are phased, additional trainings shall be conducted for new construction personnel. The project proponent or its contractors shall ensure construction personnel are made available for and attend the training. The project proponent shall retain documentation demonstrating attendance and provide it to the County.	Implement a Construction Worker Cultural Resources Sensitivity Training to train all contractors and earth-moving personnel.	Prior to any ground-disturbing activities.	Applicant or subsequent owner(s)	DRP, DPW
4.5-4	Cultural Resources	**MM CR-4.5-4. Archaeological Resources Discoveries**. In the event archaeological resources are encountered during construction of a project, the project proponent shall cease all activity within 50 feet of the find shall cease. The discovery shall be evaluated for significance by the Qualified Archaeologist. When assessing significance and developing treatment for resources that are Native American in origin, the County shall consult with local Native American tribes. If the Qualified Archaeologist determines that the resource is significant (i.e., meets the definition for historical resource in CEQA Guidelines Section 15064.5[a] or for unique archaeological resource in Public Resources Code Section 21083.2[g]), the Qualified Archaeologist shall provide a method for avoidance and preservation in place, which shall be the preferred manner of mitigating impacts. If avoidance is infeasible, the Qualified Archaeologist shall develop a Phase III Archaeological Resources Data Recovery and Treatment Plan consistent with Mitigation Measure 4.5-5. The Qualified Archaeologist also shall determine, based on the initial assessment of the discovery, whether the 50-foot buffer may be reduced. All reports resulting from implementation of this measure shall be filed with the South Central Coastal Information Center (including but not limited to Extended Phase I, Phase II, and Phase III reports).	If archaeological resources are discovered, cease construction activities and evaluation by a Qualified Archaeologist shall occur.	Upon discovery of archaeological resources during the course of project development.	Applicant or subsequent owner(s)	DRP, DPW
4.5-5	Cultural Resources	**MM CR-4.5-5. Treatment of Archaeological Resources**. If the assessment conducted under Mitigation Measure 4.5-2 or Mitigation Measure 4.5-4 identifies significant archaeological resources (i.e., meets the definition for historical resource in CEQA Guidelines Section 15064.5[a] or for unique archaeological resource in Public Resources Code Section 21083.2[g]), then avoidance and preservation in place shall be the preferred manner of mitigating impacts. Preservation in place may be accomplished by, but is not limited to, avoidance, incorporating the resource into open space, capping, or deeding the site into a permanent conservation easement. If avoidance and preservation in place of significant archaeological resources is determined by the County to be infeasible, then the Qualified Archaeologist shall prepare a Phase III Archaeological Resources Data Recovery and Treatment Plan. The plan shall include: a detailed research design; justification for data recovery or other treatment methods depending on the nature of the resource's eligibility; excavation methodology; and, reporting and curation requirements. When developing treatment for resources that are Native American in origin, the County shall consult with local Native American tribes. All Phase III reports resulting from implementation of this measure shall be filed with the South Central Coastal Information Center.	Avoidance and preservation in place of identified significant archaeological resources	Upon identification of any significant archaeological resources during the course of project development.	Applicant or subsequent owner(s)	DRP, DPW

#	Environmental Factor	Mitigation	Action Required	When Monitoring to Occur	Responsible Agency or Party	Monitoring Agency or Party
4.5-6	Cultural Resources	**MM CR-4.5-6. Curation and Disposition of Cultural Materials** Disposition of Native American archaeological materials shall be determined by the County in coordination with local California Native American tribes. Disposition of materials may include curation at an accredited or nonaccredited repository, onsite or offsite reburial, and/or donation to a local tribe or public, nonprofit institution with a research interest in the materials, or local school or historical society in the area for educational purposes. The County shall consider tribal preferences when making a determination of disposition of Native American archaeological materials. Disposition of Native American human remains and associated funerary objects or grave goods (i.e., artifacts associated with human remains) shall be determined by the landowner in consultation with the County and the MLD. The project proponent shall curate all significant historic period archaeological material, or portions thereof at the discretion of the Qualified Archaeologist, at a repository accredited by the American Association of Museums that meets the standards outlined in 36 CFR Section 79.9. If no accredited repository accepts the collection, then the project proponent may curate it at a nonaccredited repository as long as it meets the minimum standards set forth in 36 CFR Section 79.9. If neither an accredited nor a nonaccredited repository accepts the collection, then the project proponent may offer the collection to a public, nonprofit institution with a research interest in the materials, or to a local school or historical society in the area for educational purposes.	Appropriate curation and disposition of Native American archaeological resources in conjunction with a Qualified Archaeologist shall occur.	Upon discovery of Native American archaeological resources during the course of project development.	Applicant or subsequent owner(s)	DRP, DPW
4.5-7	Cultural Resources	**MM CR-4.5-7. Paleontological Resources Assessment and Monitoring.** For projects facilitated by the ESGVAP that involve ground disturbance, the project proponent shall retain a paleontologist who meets the Society of Vertebrate Paleontology's (SVP 2010) definition for qualified professional paleontologist (Qualified Paleontologist) to prepare a paleontological resources assessment report prior to the start of construction activities. The report shall include methods and results of the paleontological resources assessment, monitoring requirements (including depths, frequency, and reporting), and maps that outline where monitoring is required. Monitoring shall follow SVP Guidelines: no monitoring of ground-disturbing activities within units of Low Sensitivity or No Potential; monitoring of all ground-disturbing activities (with depths specified) in units of Low to High Significance; and at all depths within units of High Significance unless the Qualified Paleontologist's report identifies previous disturbances or the use of construction methods which do not warrant monitoring; and monitoring at the initiation of excavation in units of Undetermined Significance. The report also shall stipulate whether screen washing is necessary to recover small specimens following SVP Guidelines and determine whether unique geologic features are present onsite. If monitoring is conducted, then the Qualified Paleontologist shall prepare a final report summarizing monitoring results and submit it to the project proponent and the County.	Monitor the site for paleontological resources.	Prior to the start of any construction activities.	Applicant or subsequent owner(s)	DRP. DPW
4.5-8	Cultural Resources	**MM CR-4.5-8. Paleontological Resources Sensitivity Training**. Prior to the start of ground-disturbing activities for projects facilitated by the ESGVAP with potentially significant impacts on paleontological resources, the Qualified Paleontologist or its designee shall conduct construction worker paleontological resources sensitivity training (or may be provided via digital recording) for all construction workers. Construction workers shall be informed on how to identify the types of paleontological resources that may be encountered, the proper procedures to be enacted in the event of an inadvertent discovery of paleontological resources, and safety precautions to be taken when working with paleontological monitors. The project proponent shall ensure that construction workers are made available for and attend the training. The project proponent shall retain documentation demonstrating attendance and provide it to the County	Implement a Paleontological Resources Sensitivity Training to train all contractors and earth-moving personnel.	Prior to any ground-disturbing activities.	Applicant or subsequent owner(s)	DRP, DPW
4.5-9	Cultural Resources	**MM CR-4.5-9. Paleontological Discoveries.** If a potential fossil is found, the paleontological monitor shall be allowed to temporarily divert or redirect grading and excavation activities in the area of the exposed fossil to facilitate evaluation of the discovery. An appropriate buffer area determined by the paleontological monitor shall be established around the find where construction activities shall not be allowed to continue. Work shall be allowed to continue outside of the buffer area. At the monitor's discretion, and to reduce any construction delay, the grading/excavation contractor shall assist, where feasible, in removing rock/sediment samples for initial processing and evaluation. If a fossil is determined to be significant, the Qualified Paleontologist shall implement a paleontological salvage program to remove the resources from their location, following the guidelines of the SVP (2010). Any fossils encountered and recovered shall be prepared to the point of identification, catalogued, and curated at a public, nonprofit institution with a research interest in the material and with retrievable storage, such as the Natural History Museum of Los Angeles County, if such an institution agrees to accept the fossils. Accompanying notes, maps, and photographs shall also be filed at the repository. If no institution accepts the fossil collection, it may be donated to a local school or other interested organization in the area for educational purposes. If construction workers discover any potential fossils during construction while the paleontological monitor is not present, regardless of the depth of work or location, work at the discovery location shall cease in a 50-foot radius of the discovery until the Qualified Paleontologist has assessed the discovery and recommended and implemented appropriate treatment as described earlier in this measure. Any salvage reports resulting from implementation of this measure shall be filed with the Natural History Museum of Los Angeles County.	If resources are discovered, construction activities shall be diverted and evaluation by a Qualified Paleontologist shall occur.	Upon discovery of paleontological resources during the course of project development.	Applicant or subsequent owner(s)	DRP, DPW

#	Environmental Factor	Mitigation	Action Required	When Monitoring to Occur	Responsible Agency or Party	Monitoring Agency or Party
4.5-10	Cultural Resources	**MM CR-4.5-10. Human Remains Discoveries.** If human remains are encountered, then the project proponent or its contractor shall immediately halt work within 50 feet of the discovery and contact the Los Angeles County Coroner in accordance with Public Resources Code Section 5097.98 and Health and Safety Code Section 7050.5, which require that no further disturbance shall occur until the County Coroner has made the necessary findings as to the remains' origin and disposition. If the County Coroner determines that the remains are Native American, then the County Coroner will notify the NAHC within 24 hours in accordance with Health and Safety Code Section 7050.5(c), and Public Resources Code Section 5097.98. The NAHC shall then identify the person(s) thought to be the MLD. The MLD may, with the permission of the land owner, or their authorized representative, inspect the site of the discovery of the Native American remains and may recommend to the owner or the person responsible for the excavation work means for treating or disposing, with appropriate dignity, the human remains and any associated grave goods. The MLD shall complete their inspection and make their recommendation within 48 hours of being granted access by the landowner to inspect the discovery. The recommendation may include the scientific removal and nondestructive analysis of human remains and items associated with Native American burials. The project proponent, County, and landowner shall discuss and confer with the MLD on all reasonable options regarding the MLD's preferences for treatment. Until the project proponent, County, and landowner have conferred with the MLD, the contractor shall ensure that the immediate vicinity where the discovery occurred is not disturbed by further activity and is adequately protected according to generally accepted cultural or archaeological standards or practices (e.g., the NAHC's A Professional Guide for the Preservation and Protection of Native American Human Remains and Associated Grave Goods [NAHC 2022], which reiterates statutory requirements), and that further activities take into account the possibility of multiple burials. If the NAHC is unable to identify an MLD, or the MLD identified fails to make a recommendation, or the landowner rejects the recommendation of the MLD and the mediation provided for in Public Resources Code Section 5097.94(k), if invoked, fails to provide measures acceptable to the landowner, the landowner or his or her authorized representative shall inter the human remains and items associated with Native American human remains with appropriate dignity on the property in a location not subject to further and future subsurface disturbance.	In the event that human remains are accidentally discovered, follow California Health and Safety Code Section 7050.5 and California Public Resources Code Section 5097.98. Contact County Coroner.	Upon discovery of human remains during the course of project development.	Applicant or subsequent owner(s)	DRP, DPW
4.11-1	Noise	**MM NOI-4.11-1. Commercial/Industrial/Accessory Commercial Unit (ACU) Operational Noise.** Prior to issuance of a building permit for any future commercial, industrial, mixed-use, or ACU development project within the East San Gabriel Valley Area Plan that are located within 500 feet of sensitive receptors, the project applicant shall submit a noise mitigation plan to DPH for review and approval. The noise mitigation plan shall be prepared by a sound engineer and be sufficient for DPH to make a determination of whether the project will be in compliance with all applicable County Noise standards and regulations. At a minimum, the noise mitigation plan shall include the following information: a list of all electro-mechanical equipment (HVAC, refrigeration systems, generators, etc.) that will be installed at the project site; sound level that would be produced by each equipment; noise-reduction measures, as necessary; and sufficient predictive analysis of project operational noise impact. All noise-reduction measures approved by DPH shall be incorporated into the project building plans and be implemented during project construction. Potential noise reduction measures may include, but are not limited to, one or more of the following, as applicable to the project: • Install permanent noise-occluding shrouds or screens on operating equipment. • Maintain all equipment and noise control features in accordance with the manufacturer's specifications. • Orient equipment vents and other sources of sound emissions away from noise-sensitive receptors and/or behind structures, containers, or natural features. • Increase distance between the operating equipment and the noise-sensitive receptor(s) of concern, to the maximum extent feasible. • Install portable sound-occluding barriers to attenuate noise between the source(s) and the noise- sensitive receptor(s). This mitigation measure shall not apply and is superseded once a Countywide noise ordinance goes into effect that establishes operational noise standards for commercial, industrial, mixed-use, or ACU development projects within the East San Gabriel Valley Area Plan.	Use equipment as specified in the mitigation to reduce noise levels during operation.	Prior to issuance of a building permit.	Applicant or subsequent owner(s)	DRP, DPH
4.11-2	Noise	**MM NOI-4.11-2. Construction Noise**. Applicants for future development projects pursuant to implementation of the East San Gabriel Valley Area Plan that are within 500 feet of sensitive receptors (e.g., residences, hospitals, schools) shall submit a noise study to DPH for review and approval prior to issuance of a grading or building permit. The study shall include noise-reduction measures, if necessary, to ensure project construction noise will be in compliance with the County of Los Angeles Noise Ordinance standards (i.e., LACC 12.08.440). All noise-reduction measures approved by DPH shall be incorporated into appropriate construction-related plans (e.g., demolition plans, grading plans and building plans) and implemented during construction activities. Potential noise-reduction measures may include, but are not limited to, one or more of the following, as applicable to the project: • Install temporary sound barriers for construction activities that occur adjacent to occupied noise-sensitive receptors. • Equip construction equipment with effective mufflers, sound-insulating hoods or enclosures, vibration dampers, and other Best Available Control Technology (BACT). • Limit non-essential idling of construction equipment to no more than five minutes per hour. This mitigation measure shall not apply and is superseded once a Countywide noise ordinance goes into effect that establishes construction noise standards for noise-reduction measures that ensures project construction noise compliance with the County of Los Angeles Noise Ordinance standards (i.e., LACC 12.08.440) for development projects within the East San Gabriel Valley Area Plan.	Use equipment as specified in the mitigation to reduce noise levels during construction, and comply with County's permissible hours of construction.	Prior to the issuance of a grading or building permit.	Applicant or subsequent owner(s)	DRP, DPH

#	Environmental Factor	Mitigation	Action Required	When Monitoring to Occur	Responsible Agency or Party	Monitoring Agency or Party
4.11-3	Noise	**MM NOI-4.11-3. Construction Vibration.** For future development projects that utilize vibration-intensive construction equipment (e.g., pile drivers, jack hammers, and vibratory rollers) within 300 feet of sensitive receptors within the East San Gabriel Valley Area Plan, project applicant shall submit a vibration impact evaluation to DPH for review and approval prior to issuance of a grading or building permit. The evaluation shall include a list of project construction equipment and the associated vibration levels and a predictive analysis of potential project vibration impacts. If construction-related vibration is determined to be perceptible at vibration-sensitive uses (i.e., exceed the County's standard of 0.01 inch per second RMS vibration velocity [within the range of 1 to 100 Hz frequency]), project-specific measures shall be required to ensure project compliance with vibration standards. All project-specific measures approved by DPH shall be incorporated into appropriate construction-related plans (e.g., demolition plans, grading plans and building plans) and implemented during project construction. Examples of equipment vibration source-to- receptor distances at which impact evaluation should occur vary with equipment type (based on FTA reference vibration information) and are as follows: • Jackhammer: 23 feet. • Dozer, hoe-ram, drill rig, front-end loader, tractor, or backhoe: 43 feet. • Roller (for site ground compaction or paving): 75 feet. • Impact pile-driving: 280 feet. This mitigation measure shall not apply and is superseded once a Countywide groundborne vibration ordinance goes into effect that establishes construction groundborne vibration standards for vibration- reduction measures that ensures project construction groundborne vibration compliance with the County of Los Angeles standard of 0.01 inch per second RMS vibration velocity [within the range of 1 to 100 Hz frequency]) for development projects within the East San Gabriel Valley Area Plan.	Use equipment as specified in the mitigation to reduce vibration levels during construction.	Prior to issuance of a grading or building permit.	Applicant or subsequent owner(s)	DRP, DPH
4.15-.1	Transportation / Traffic	**MM TR-4.15-1. VMT Reduction Projects** The County will work with State, regional, and local agencies to reduce regional VMT. Land use policies in the ESGVAP to improve and/or expand transit service, bicycle and pedestrian facilities, and transportation projects will help the region to achieve the projected decreases in regional VMT. The County will also collaborate with State and other agencies to explore the feasibility of new programs for reducing VMT, such as VMT fees.	Consult with State, regional, and local agencies.	Prior to final map approval.	Applicant or subsequent owner(s)	DRP, DPW
4.15-2	Transportation / Traffic	**MM TR-4.15-2. TDM Strategies**. Implementation of TDM strategies, where feasible and necessary based on project and site-specific considerations, may include but are not limited to those identified below: 1. Increased Job Density 2. Provide Transit-Oriented Development 3. Commute Trip Reduction Marketing 4. Ridesharing Programs 5. Subsidized or Discounted Transit Program 6. End-of-Trip Bicycle Facilities 7. Employer-Sponsored Vanpool 8. Employee Parking Cash-Out 9. Limit Residential Parking Supply 10. Unbundle Residential Parking Costs from Property Cost 11. Provide Pedestrian Network Improvements 12. Expand Bikeway Network 13. Extend Transit Network Coverage or Hours 14. Increase Transit Service Frequency 15. Implement Transit-Supportive Roadway Treatments 16. Provide Bus Rapid Transit	Implement TDM strategies.	Prior to final map approval.	Applicant or subsequent owner(s)	DRP, DPW
	Mitigation Compliance	As a means of ensuring compliance of above mitigation measures, the applicant and subsequent owner(s) are responsible for submitting compliance report to the Department of Regional Planning for review, and for replenishing the mitigation monitoring account if necessary until such as all mitigation measures have been implemented and completed.	Submittal and approval of compliance report and replenishing mitigation monitoring account	Yearly and as required until all measures are completed.	Applicant and subsequent owner(s)	DRP

* In the "#" column, the number before the decimal should always correspond with the chapter number in the initial study.

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SUMMARY OF PROCEEDINGS
REGIONAL PLANNING COMMISSION
EAST SAN GABRIEL VALLEY AREA PLAN
PROJECT NO. 2020-000612
ADVANCE PLANNING CASE NO. RPPL2021013047
GENERAL PLAN AMENDMENT NO. RPPL2022003554
ZONE CHANGE NO. RPPL2022003557
ORDINANCE NO. RPPL2022014158
ENVIRONMENTAL ASSESSMENT NO. RPPL2022003550

August 9, 2023 Regional Planning Commission (RPC) Hearing

At the public hearing on August 9, 2023, staff presented the East San Gabriel Valley Area Plan (ESGVAP) and the associated amendments to: (1) the General Plan and (2) Title 22 (Planning and Zoning) of the Los Angeles County Code, including the zoning map, collectively known as the Project. Staff also provided background on the relationship between the Project and the Green Zones Program, which took effect on July 14, 2022, and the Housing Element, which was certified by the California Department of Housing and Community Development on May 27, 2022.

Nine individuals testified at the hearing. Seven spoke in opposition to the Project, two spoke in favor of the Project.

Those testifying in opposition or asking questions and providing comments cited the following issues:

1. Opposition to changes in the land use category that reduce the future residential development potential for sensitive hillside lands in Rowland Heights, which are currently used for oil extraction. The EIR does not mention the reduction in land use intensity for the specific properties. Staff clarified that the change in land use intensity allows for the existing land use of oil extraction.

2. Opposition to zone changes from the A-1 Zone (Light Agricultural) to an R-1 (Single-Family Residential) or R-A (Residential-Agricultural). Staff clarified that the Project had been revised prior to public hearing based on additional conversations with property owners.

3. Concerns regarding a lack of adequate outreach regarding zone changes. Commenters stated that they did not receive a zone change notice, and that there was a lack of variety in meeting times for engagement events. There were also concerns about using digital outreach and not properly engaging the elderly community. Staff responded that zone change notices were sent

by mail with phone numbers to call for further information and that all phone calls were returned by staff with translators for foreign language speakers.

4. Concerns over code enforcement as discriminatory and the great cost of requiring compliance. There was concern that the rezoning of A-1 properties to R-1 or R-A was directly related to code enforcement concerns. Staff responded that the Project does not address code enforcement, but that their concerns were noted and would be addressed by the Department.

5. Concerns about rezoning in Pellissier Village, to which staff clarified that no zone changes were proposed for Pellissier Village.

6. Concerns about displacement, gentrification, development of luxury condos, and the creation of warehouse districts. Staff commented that the Project does not expand industrial zoning and that housing land use and zone changes are intended for small areas to accommodate diverse housing options and more affordable housing options.

One commenter spoke in favor of the Project, appreciating the robust outreach and thoughtful approach to providing missing middle housing that is context-sensitive. Another commenter spoke in support of the Project's protection of significant ridgelines and scenic hillsides.

The RPC closed the public hearing and voted to recommend approval of the Project to the Board of Supervisors.

Concurring: Commissioners Hastings, O'Connor, Louie, Duarte-White, and Moon

Dissenting: None

Abstaining: None

Absent: None

Action Date: August 9, 2023

RESOLUTION
REGIONAL PLANNING COMMISSION
COUNTY OF LOS ANGELES
PROJECT NO. 2020-000612-(1,5)
ADVANCE PLANNING CASE NO. RPPL2021013047
GENERAL PLAN AMENDMENT NO. RPPL2022003554
ORDINANCE NO. RPPL2022014158
ZONE CHANGE NO. RPPL2022003557
ENVIRONMENTAL ASSESSMENT NO. RPPL2022003550

WHEREAS, the County is authorized to adopt amendments to the County General Plan pursuant to the State Law (commencing with §65350 of the California Government Code);

WHEREAS, the County is authorized to adopt amendments to the County Zoning Ordinance, pursuant to the State Law (commencing with §65800 of the California Government Code);

WHEREAS, the Regional Planning Commission ("Commission") of the County of Los Angeles ("County") conducted a duly noticed public hearing on (1) amendments to the County General Plan (“General Plan”) and to Title 22 (Planning and Zoning) of the Los Angeles County Code ("County Code") to consider establishment of an area plan and changes to the land use and zoning for the 24 unincorporated communities of the East San Gabriel Valley Planning Area (Planning Area) (hereinafter, the “East San Gabriel Valley Area Plan” or “Area Plan”); an ordinance, (hereinafter, the “East San Gabriel Valley Planning Area Standards District” or “Ordinance”); and (2) Final Program Environmental Impact Report (FEIR) on August 9, 2023; and

WHEREAS, the Regional Planning Commission finds as follows:

1. The County Board of Supervisors (“Board”) adopted the General Plan, pursuant to California Government Code ("Government Code") section 65300 on October 6, 2015;

2. The Area Plan is consistent with and implements the General Plan. The General Plan established the Planning Areas Framework Program, Implementation Program LU-1, and created 11 Planning Areas, one of which is the East San Gabriel Valley Planning Area. The General Plan serves as the foundation for all community-based plans, such as area plans. Area plans focus on land use and other policy issues that are specific to the Planning Area. Area plans are tailored toward the unique geographic, demographic, and social diversity of the Planning Area;

3. The Planning Area spans the easternmost portions of Los Angeles County. It is roughly bordered by the Angeles Forest and San Gabriel Mountains to the north, the Puente Hills and Orange County to the south, Interstate-605 and the San Gabriel River to the west, and San Bernardino County to the east. The Planning Area includes 24 unincorporated communities totaling approximately 51.3 square miles with a population of approximately 242,000. Most of the communities are predominantly residential, with limited industrial and commercial areas. In addition, some residential areas include active equestrian and small-scale agricultural uses. Some of the communities are unpopulated or have minimal development and are primarily designated open space, water resource areas, or privately-owned natural land with minimal development. The communities share boundaries with 13 cities;

4. The 24 unincorporated communities within the Planning Area are Avocado Heights, Charter Oak, Covina Islands, East Irwindale, East Azusa, East San Dimas, Glendora Islands, Hacienda Heights, North Claremont, North Pomona, Northeast La Verne, Northeast San Dimas, Rowland Heights, South Diamond Bar, South San Jose Hills, South Walnut, Valinda, Walnut Islands, West Claremont, West Puente Valley, West San Dimas, Pellissier Village, Unincorporated North Whittier, and Unincorporated South El Monte;

5. As a policy document and a component of the General Plan, the Area Plan directs future development and land use decisions to achieve a shared vision for the built environment within the Planning Area, considering the unique features and needs of the Planning Area and its individual communities. The overarching vision is to conserve the character of the communities within the Planning Area, while growing sustainably into a regional hub with walkable communities that that provide proximate access to transit and diverse options for housing, services, employment, and recreation;

6. The Area Plan includes an amendment to the General Plan to update the boundaries of the East San Gabriel Planning Area boundary to include the unincorporated communities of South El Monte, Pellisier Village, and North Whittier, and remove them from the West San Gabriel Planning Area;

7. The Area Plan rescinds the existing Rowland Heights Community Plan, which was adopted in 1981, and Hacienda Heights Community Plan, which was adopted in 2011, and incorporates relevant community-specific policies into the Area Plan;

8. All land use policy designations in the Hacienda Heights and Rowland Heights Community Plans are converted and updated to be consistent with

the General Plan Land Use Policy Legend and the goals and policies of the General Plan;

9. The Area Plan updates the Land Use Policy Map to be consistent with the General Plan Land Use Legend, updates areawide zoning to be consistent with the General Plan Land Use Policy Map, and implements zoning tools as needed to realize the goals and objective of the General Plan at the local scale;

10. The Area Plan includes amendments to the General Plan Land Use Policy Map to implement the ESGVAP's and General Plan's goals to increase housing diversity, increase commercial and mixed-use options along major corridors and near transit, bring diverse land uses in proximity to residential neighborhoods, promote transit use and active transportation for walkable communities, and focus growth in areas with existing infrastructure and away from hazard and natural resource areas. Reductions in land use intensities are proposed for areas with hazards, scenic and biological resources, and where existing infrastructure does not meet the needs of the current land use designation. The criteria used to select potential growth areas consisted of reviewing areas generally within a mile of major transit stops, a half mile of high-quality transit corridors (HQTA), and near major intersections with access to existing or proposed transit and commercial services. Areas recommended for changes have been reviewed to ensure adequate means of access and consistency of community character. Areas with potential for hazards were removed from consideration. The changes will also correct parcels with split land use categories;

11. The Area Plan implements zone changes to align with the changes to the Land Use Policy Map within the Area Plan's designated "growth areas". The zone changes include those that allow for additional housing types and a greater diversity of land uses in proximity to each other. The specific types of zone changes within the "growth areas" include the following: A-1 (Light Agricultural) to R-2 (Two-Family Residence), R-3 (Limited Density Multiple Residence), or C-1 (Restricted Business); R-A (Residential Agricultural) to R-2 (Two-Family Residence), or R-3 (Limited Multiple Residence); R-1 (Single-Family Residence) to R-2 (Two-Family Residence); and C-1 (Restricted Business), C-2 (Neighborhood Business), C-3 (General Commercial), or C-H (Commercial Highway) to MXD (Mixed Use Development);

12. The Area Plan includes a Zoning Consistency Program which implements zone changes to update zoning for consistency with the existing General Plan Land Use Policy Map, to correct the zoning category for parcels with multiple zoning designations and apply the predominant zone to the entire property, ensuring consistency with its context, and to address legacy agricultural zoning in areas developed with residential subdivisions. The legacy

agricultural zone changes apply to Light Agricultural (A-1) properties with primary residential uses and residential land use policy categories (H5, H9, H18). The properties are rezoned to either Residential Agricultural (R-A) or Single-Family Residence (R-1) depending on property size and location, where appropriate, to ensure consistency between the General Plan Land Use Policy Map, the Zoning Map, and the existing land use of the properties. The A-1 zoning was maintained, where feasible and consistent with the goals of the Area Plan, where agricultural or equestrian uses exist;

13. The Southern California Association of Governments determined that the County's Regional Housing Needs Allocation ("RHNA"), or fair share of the regional housing need, for the period October 15, 2021 – October 15, 2029, is as follows: 25,648 units for extremely low/very low-income households; 13,691 units for low-income households; 14,180 units for moderate-income households; and 36,533 units for above moderate-income households for a total of 90,052 units;

14. The County determined that there is not sufficient capacity to accommodate the RHNA, and identified the following shortfall by income level: 16,393 units for extremely low/very low-income households; 4,357 units for low-income households; 9,019 units for moderate-income households; and 26,005 units for above moderate-income households;

15. The County will complete the rezoning through various community-based efforts, including the East San Gabriel Valley Area Plan, as described in Program 17: Adequate Sites for RHNA of the Revised Housing Element;

16. The Area Plan implements land use and zone changes as required by the Revised Housing Element, adopted by the Board on May 17, 2022, and certified by the State Department of Housing and Community Development on May 27, 2022, which includes a list of sites to be rezoned by 2024 to accommodate the RHNA shortfall, pursuant to Government Code section 65583(c)(1)(A).

17. The Area Plan implements the addition of the "-GZ" zoning suffix for specific properties in existing designated Green Zones Districts to clarify to which properties the adopted Green Zones Program standards are applicable. The Green Zones Program was adopted by the Board on June 14, 2022 and the zoning suffixes implemented with the Project are intended to facilitate implementation of the Green Zones Program;

18. A notice of a change to land use and/or zoning designation was sent to approximately 25,183 property owners on January 26, 2023 informing them of the proposed changes in advance of the public hearing to allow time to contact the Department for further information or to voice their concern. The

Department received approximately 405 calls and emails requesting further information or to express their concerns. The Department reviewed properties where concern was voiced and communicated with the affected property owners to address their concerns where feasible and consistent with the goals of the Area Plan and General Plan.

19. The availability of Geographic Information Systems (GIS) technology allows the development of parcelized and digitized maps;

20. The Area Plan includes not only static maps, but GIS data that generate maps and figures in multiple, dynamic ways;

21. Pursuant to County Code Section 22.244.040, the Ordinance is consistent with the principles of the General Plan and supportive of the goals and policies of the General Plan in that it promotes environmentally sensitive and sustainable design, addresses scenic and biological impacts, promotes pedestrian-oriented design, ensures that new development addresses its context, and strengthens and enhances development in the Planning Area;

22. The Ordinance is established to implement specific development standards for and enhance the character of the 24 unincorporated communities of the Planning Area. The Ordinance is necessary to ensure that the goals and policies of the Area Plan and the community-specific regulations for each community are accomplished in a manner which protects the health, safety and general welfare of the community;

23. The Ordinance takes the existing Community Standards Districts (CSDs) into a newly established Planning Area Standards District (PASD). The Ordinance updates and incorporates the Rowland Heights and Avocado Heights Community Standards Districts (CSDs), and incorporates additional supplemental districts applicable to communities in the Planning Area into the new PASD. In addition, the Ordinance streamlines and reorganizes the additional standards applicable to communities within the Planning Area into to facilitate use and application;

24. The Ordinance contains standards to address the specific character and needs of the communities of the Planning Area including: expanding the notification radius for discretionary projects from 500 to 1,000 feet; identification and protections for significant ridgelines; protections for biological resources; pedestrian-oriented commercial design; standards for incorporation of enhanced architectural features, articulation, and design for commercial and mixed use zones; and a 50-foot height limit and height step-back standards from adjoining residential zones for General Commercial (C-3) and Mixed Use Development (MXD) zones;

25. In updating and incorporating the Rowland Heights CSD into the Ordinance, members of the community of Rowland Heights participated in the Rowland Heights Planning Advisory Group and with the Department to develop the updates to the CSD to address requests from the community to revise the CSD to better address their concerns regarding the quality of development, protection of significant ridgelines, supporting pedestrian-oriented development, and shared public spaces in private developments;

26. Pursuant to County Code Section 22.244.040, the Ordinance is consistent with other applicable provisions of Title 22, including Section 22.02.050 pertaining to zoning consistency with the General Plan;

27. Pursuant to Section 1.5.1 of the Airport Land Use Commission (ALUC) Review Procedures, all General Plan Amendments and zoning ordinances must be consistent with the County Airport Land Use Plan, if the General Plan Amendment or ordinance includes areas that are within an airport influence area. Because no unincorporated property in the Planning Area is within an airport influence area, the East San Gabriel Valley Area Plan and Ordinance do not involve an area of concern from an airport compatibility perspective;

28. In accordance with Government Code sections 65092, 65352, and 65352.3, California Native American Tribes traditionally and culturally affiliated with the project area that have requested project notification were notified and invited to request consultation regarding the Area Plan and Ordinance;

29. Two written responses were received from the following tribes: Soboba Band of Luiseno Indians and San Manuel Band of Mission Indians. The representative of the San Manuel Band of Mission Indians requested further information in the form of more detailed maps of specific communities within their ancestral territory within the Planning Area. The requested information was provided with no further request for consultation on the East San Gabriel Valley Area Plan and Ordinance;

30. A Program EIR was prepared in compliance with the California Environmental Quality Act (CEQA) and the County environmental guidelines. The draft Area Plan and Draft EIR were publicly released on February 27, 2023. In conjunction with the release of the draft documents, newsletters and notices were emailed to community stakeholders to share information about the project, newspaper notices were published, and the draft documents were placed for review at 13 County libraries within the Planning Area. The official public review period lasted for 45 days until April 12, 2023.

31. The Final PEIR identified that the Project would result in less than significant impacts to the following 13 areas: Agriculture and Forestry Resources, Energy, Geology and Soils, Greenhouse Gas (GHG) Emissions, Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use and Planning,

Mineral Resources, Population and Housing, Public Services, Recreation, Utilities and Service Systems, and Wildfire. The following were identified as having potentially significant impacts that could be reduced, avoided, or substantially lessened through implementation of mitigation measures: Biological Resources, Cultural Resources, Noise, and Tribal Cultural Resources. However, impacts to Aesthetics, Air Quality, Biological Resources, Noise, and Transportation were determined to be significant and unavoidable, requiring a Statement of Overriding Considerations;

32. The Project has environmental, economic, and social benefits that outweigh the unavoidable adverse environmental impacts of the short-term impacts on air quality, ambient noise level, and ground-borne vibration during construction activities of future development in the Planning Area. In addition, the Project has environmental, economic, and social benefits that outweigh the unavoidable adverse environmental impacts on scenic vistas, visual character, visual quality, and public views; candidate, sensitive, or special status species and sensitive natural communities; and vehicle miles traveled (VMT) from future development in the Planning Area for discretionary projects, by-right development, activities that are subject to ministerial review, or that are statutorily exempt from CEQA. Implementation of the Project supports attainment of state, regional, and County goals for GHG emission reductions, reduction of VMT, and encouragement of housing and economic development opportunities, social equity, and environmental justice.

33. The Department conducted outreach for the development of the proposed Area Plan and Ordinance and engaged local stakeholders, community members, and advisory committees from the community. The Department engaged in a robust and varied outreach strategy attending events and conducting meetings throughout the planning process. The Department organized and/or attended approximately 107 events and workshops in support of the Area Plan and Ordinance;

34. Pursuant to Section 22.222.180 of the County Code, a public hearing notice was published in the following local and regional newspapers between July 6-9, 2023: Asian Journal, Azusa Beacon, Azusa Herald Highlander, The Covina Argus Citizen, Highlander Press Courier, Diamond Bar/Phillips Ranch Highlander, Hacienda Heights Highlander, La Puente Valley Journal, Pasadena Star News, Pasadena Weekly, Rowland Heights/Walnut Highlander, San Gabriel Valley Tribune, West Covina Press. The public hearing was noticed in additional languages in the following newspapers: Chinese Daily News and World Journal (Traditional and Simplified Chinese), La Opinion and Excélsior (Spanish), The Korea Times (Korean), and the Nguoi Viet Daily News (Vietnamese).

35. The public hearing notice was sent by email to 604 interested parties who signed up for Project-related information and departmental contact lists. Materials were also posted on the Department of Regional Planning's website and promoted through social media; and

36. At the Regional Planning Commission hearing on August 9, 2023, seven individuals spoke in opposition to the ESGVAP Project, asked questions, or provided comments. Testifiers raised concerns regarding proposed rezoning of select areas from A-1 to R-1 or R-A, stating that notification and outreach were inadequate. Staff responded that zone changes were revised based on feedback and that the affected parties were previously notified of the revisions. Staff also stated that various strategies for outreach were conducted, including mailings, in-person, and virtual events. One individual spoke in opposition to the recommended downzoning in the Puente Hills. Staff clarified that the change does not affect the existing land use and is intended to bring consistency with the General Plan. Two individuals spoke in favor of the Project commending the outreach, context-sensitive housing options, and protection of sensitive habitat. Following discussion, the Regional Planning Commission closed the public hearing and voted unanimously by voting 5 – 0 in favor of recommending the ESGVAP Project for adoption by the Board of Supervisors.

THEREFORE, BE IT RESOLVED THAT the Regional Planning Commission recommends to the County of Los Angeles Board of Supervisors (Board) as follows:

1. That the Board certify the Final PEIR, Environmental Assessment No. RPPL2022003550, and find that it has been prepared in compliance with CEQA and the State and local agency guidelines related thereto;

2. That the Board determine that where significant adverse environmental effects of the project, as described in the Final Program EIR, have not been reduced to a level of less than significant, the benefits of the East San Gabriel Valley Area Plan and Ordinance, such as specific social, economic, legal, technological, or other considerations outweigh the environmental effects of the project as stated in the CEQA Findings of Fact and Statement of Overriding Considerations (attached) for the project;

3. That the Board hold a public hearing and adopt the East San Gabriel Valley Area Plan and Ordinance, Project No. 2020-000612-(1,5), General Plan Amendment No. RPPL2022003554, Zone Change No. RPPL20220, Ordinance No. RPPL2022014158, amending the General Plan to establish the East San Gabriel Valley Area Plan with the updated Land Use Policy

Map for the 24 unincorporated communities of the East San Gabriel Valley Planning Area, and amending Title 22 to establish the Ordinance and updated zone changes, and find that they are consistent with the General Plan;

4. That the Board find the Area Plan, accompanying Land Use Policy Map, zone changes, and Ordinance compatible with and supportive of the goals and policies of the General Plan, in the interest of public health, safety, and general welfare, in conformity with good zoning practice, and consistent with other applicable provisions of this Title 22.

I hereby certify that the foregoing resolution was adopted by a majority of the voting members of the Regional Planning Commission of the County of Los Angeles on August 9, 2023.

Elida Luna
_____
Elida Luna, Secretary
Regional Planning Commission
County of Los Angeles

APPROVED AS TO FORM: OFFICE OF THE COUNTY COUNSEL

By_____

Kathy Park
Deputy County Counsel
County of Los Angeles

NOTICE OF PUBLIC HEARING CONCERNING
PROJECT NO. 2020-000612-(1,5)
ADVANCE PLANNING CASE NO. RPPL2021013047
GENERAL PLAN AMENDMENT NO. RPPL2022003554
ZONE CHANGE NO. RPPL2022003557
ORDINANCE NO. RPPL2022014158
ENVIRONMENTAL ASSESSMENT NO. RPPL2022003550
EAST SAN GABRIEL VALLEY AREA PLAN PROJECT

Notice is hereby given that the Board of Supervisors will conduct a public hearing on the matter referenced above on **Tuesday, January 30, 2024 at 9:30 a.m.**, in Room 381B of the Kenneth Hahn Hall of Administration, 500 West Temple Street, Los Angeles, California 90012. Interested persons will be given an opportunity to testify in person or remotely. Please visit bos.lacounty.gov/Board-Meeting/Board-Agendas for details on how to listen to the meeting and/or address the Board. Written comments may be submitted to the address above, attention: Public Hearing Section or to https://publiccomment.bos.lacounty.gov/. For information regarding the hearing, you may call (213) 974-1426. If the final decision on this matter is challenged in court, testimony may be limited to issues raised before or at the public hearing.

Location: Unincorporated communities of Avocado Heights, Charter Oak, Covina Islands, East Azusa, East Irwindale, East San Dimas, Glendora Islands, Hacienda Heights, North Claremont, North Pomona, North Whittier, Northeast La Verne, Northeast San Dimas, Pellissier Village, Rowland Heights, South Diamond Bar, South El Monte, South San Jose Hills, South Walnut, Valinda, Walnut Islands, West Claremont, West Puente Valley, West San Dimas.

General Description of Proposal: The Project consists of the East San Gabriel Area Plan (ESGVAP) and the associated amendments to: 1) the General Plan and its accompanying Land Use Policy Map; (2) rescind the Rowland Heights and Hacienda Heights Community Plans and incorporate updated community-level policies, goals, and Land Use Policy Map revisions into the ESGVAP; and (3) Title 22 (Planning and Zoning) of the Los Angeles County Code, including the zoning map, collectively known as the Project. The ESGVAP is a component of the General Plan that guides development in the twenty-four (24) unincorporated communities within the East San Gabriel Valley Planning Area (Planning Area), as listed above, over the next 15 years. The associated amendments to the General Plan and Title 22 implement the goals and policies in the ESGVAP and maintain consistency between the General Plan, the ESGVAP, and the ESGVAP's implementing documents. A Final Programmatic Environmental Impact Report (PEIR) was prepared for the Project in compliance with the California Environmental Quality Act (CEQA) and the County environmental guidelines.

For more information regarding this project, please contact **Community Studies East Section** via email at commplan@planning.lacounty.gov or by telephone at (213) 974-6425. Project materials are available at https://planning.lacounty.gov/long-range-planning/east-san-gabriel-valley-area-plan/documents/. **Si necesita más información en Español, por favor llame al (213) 974-6427**.

If you need reasonable accommodations, such as interpreters, assistive listening devices, agenda in Braille, disability-related accommodations or other auxiliary aids, please contact the Executive Office of the Board at (213) 974-1411 or (213) 974-1707 (TTY), Monday through Friday from 8:00 a.m. to 5:00 p.m., at least three business days prior to the Board meeting. Later requests will be accommodated to the extent feasible. Máquinas de traducción estan disponibles o si necesita

intérprete para las juntas del Condado de Los Angeles, por favor llame al (213) 974-1426, de lunes a viernes de 8:00 a.m. a 5:00 p.m., con tres días de anticipación.