



Community Profile June 2018

CITY OF LA VERNE
GENERAL PLAN UPDATE





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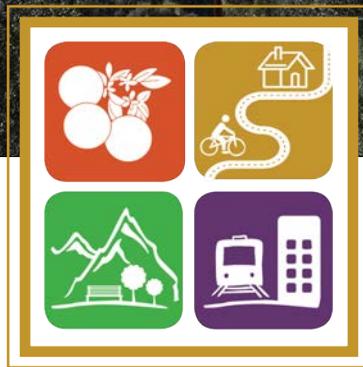
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LA VERNE'S GENERAL PLAN IDENTIFIES THE COMMUNITY'S VISION FOR THE FUTURE.



ENVISION LA VERNE

To prepare a meaningful General Plan, existing conditions must be understood and documented. This Community Profile summarizes key development patterns, natural resources, socioeconomic conditions, and environmental constraints in the city that must be considered when charting the course for La Verne's future.

In 2017, the City of La Verne embarked on an effort to update its General Plan, a long-term policy document which identifies the community's vision for the future and provides a framework to guide decisions on growth, development, and conservation of open space and resources in a manner consistent with the quality of life desire by residents and businesses. The City of La Verne's General Plan Update is a multi-year process that will include a comprehensive



The City's new General Plan will provide the framework for long-term decision making in La Verne for the next 20 years.

update of the General Plan, which sets a vision for the future of the city, and an Environmental Impact Report (EIR), which investigates the possible impacts of the General Plan Update policy changes to the surrounding physical environment.

To prepare a meaningful General Plan, existing conditions must be understood and documented. This Community Profile summarizes key development patterns, natural resources, socioeconomic conditions, and environmental constraints in the city that must be considered when charting the course for La Verne's future. The Community Profile is a summary of information prepared under separate cover within the project's Existing Conditions Report. This abbreviated document will be a resource for the community to refer to during and after the General Plan Update process in order to understand where La Verne has been and where it's going. For more detailed information on the topics covered in the Community Profile, we encourage you to review the comprehensive Existing Conditions Report available at City Hall and on the project's website.

Over time, the city's population and the physical environment in which its residents live and work changes. In order for the General Plan to be a useful document, it must be monitored and periodically revised to respond to and reflect changing conditions and needs. As such, a general plan should be comprehensively updated approximately every 15-20 years to reflect current conditions and emerging trends. This effort is the first comprehensive update to the City's General Plan since 1998. This General Plan provides the framework for long-term decision making in La Verne for the next 20 years. We appreciate the community's participation in this project and look forward to a bright future for our City.

For more information, please visit:
<https://LaVerne.generalplan.org/>

At the project website, you can access project newsletters and status reports, the Existing Conditions Report and other key deliverables, frequently asked questions, and updates on how to get and stay involved.

THE HISTORY OF LA VERNE

The history of human settlements in the La Verne area dates back as far as 8,500 years ago, when the area was inhabited by the Gabrielino (Tongva) tribe. At the time of Spanish contact in the mid-1500s, the Tongva territory encompassed a vast area stretching from Topanga Canyon in the northwest, to the base of Mount Wilson in the north, to San Bernardino in the east, Aliso Creek in the southeast and the Southern Channel Islands, in all an area of more than 2,500 square miles.

Throughout the 1700s and early 1800s, the Spanish colonized California and established missions, presidios, and pueblos (including the San Gabriel Mission, at the southern base of the San Gabriel Mountains). When Mexico won its independence from Spain in 1821, it redistributed the former mission lands in the form of grants to private owners. It was through this process that modern-day La Verne started to take shape.

As part of the railroad expansion and land boom of the mid-1800s, Los Angeles businessman I. W. Lord took an interest in La Verne and identified a route for the Santa Fe railroad that would go through the City. He purchased and sold large amounts of land in the area and, along with other investors, began work on a hotel with more than 60 rooms, known as the Lordsburg Hotel. However, by the time the hotel was completed, the land boom was over and no one came. It is believed that it never had a paying guest. In the late 1800s, the Lordsburg Hotel and 100 city lots were sold for just \$15,000, and in 1891, the hotel was turned into the Lordsburg College, a Christian school with roots in the Brethren denomination.

The City was incorporated in 1906 under the name Lordsburg, but the name was changed to La Verne in 1917. By 1919, more than a thousand carloads of fruit were being shipped from La Verne annually, and the demand continued to grow. Growing, picking, packing, and shipping oranges, lemons, and grapefruit influenced all life in La Verne. The City motto was "Heart of the Orange Empire." However, following the Great Depression, the citrus industry began to have problems and citrus groves began to be sold for housing developments. Sometimes an entire grove would be uprooted in a day as the demand grew for housing. The City grew north into the foothills, east to Pomona and Claremont, and west to San Dimas.

Through World War II, La Verne remained a relatively small college town. After the war, thousands of people who came to California for military service or to work in war industries decided to stay. Many from small towns in the Midwest and East felt quite comfortable in La Verne. The City of La Verne is now home to approximately 33,000 people, with an area of approximately 9 square miles. La Verne is located at the eastern edge of the San Gabriel Valley in Los Angeles County adjacent to the San Gabriel Mountains, approximately 30 miles east of Los Angeles and approximately 23 miles east of Pasadena.

PROJECT BACKGROUND

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

General

As the name implies, a general plan provides general guidance for future land use, transportation, infrastructure, environmental, and resource decisions.

Comprehensive

A general plan covers a wide range of social, economic, infrastructure, and natural resource issues. There are seven State mandated topics that general plans must cover including: **land use, circulation, housing, conservation, open space, safety, and noise**. Cities can also address topics of local significance in their General Plans, including **economic development, community design, and health and wellness**.

Long-Range

A general plan provides guidance on achieving a long-range vision of the future for a city or county. To reach this envisioned future, the general plan includes goals, policies, and implementation programs that address both near-term and long-term needs. The City of La Verne General Plan Update will look ahead approximately 20 years.

Integrated and Coherent

The goals, policies, and implementation programs in a general plan must present a comprehensive, unified

program for development and resource conservation. A general plan uses a consistent set of assumptions and projections to assess future demands for housing, employment, public services, and infrastructure. It has a coherent set of policies and implementation programs that enables residents, landowners, businesses, and industry to be more certain about how future planning decisions will be made and implemented.

DEMOGRAPHICS

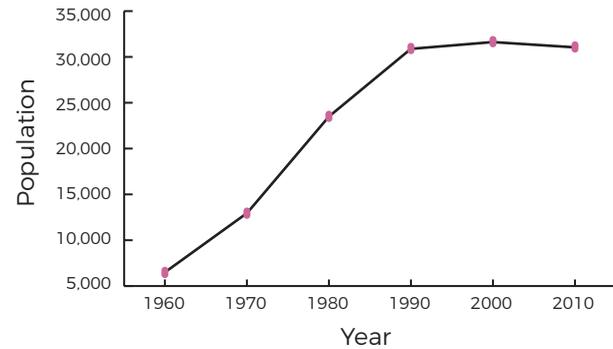
According to the U.S. Census Bureau, the population of La Verne increased by only 1% from 2000 to 2015 compared to a regional and county average of 5%. According to projections by the Southern California Association of Governments (SCAG), La Verne will continue to be a **slow-growth city**. SCAG's 2012-2040 projections forecast 3% La Verne population growth, from 31,800 to 32,900 people.

Since 2000, the age composition of La Verne has shown an **aging trend**. Residents of La Verne have a **higher median age** than in the region or County. La Verne residents in the senior cohort (age 65 and older) accounted for 18% of the population, compared with 12% in both the San Gabriel Valley and County. Combined with the next age cohort shown, 58% of La Verne residents are 35 and older, compared with 49% in the San Gabriel Valley and 51% in the County.

Growth in housing supply in La Verne has been slow with a 4% inventory increase since 2000, compared with 5% and 6% inventory growth for the San Gabriel Valley and County respectively. La Verne's housing supply is **strongly oriented to single-family homes** with 70% of the housing stock in 2015 either detached or attached single-family homes. This is significantly higher than the County average of 57% single-family share. Notably, La Verne's share of multifamily homes (15%) is much lower than in the San Gabriel Valley (26%) and the County (42%), while its proportion of mobile homes (15%) is higher than the San Gabriel Valley at 5% and the County at 2%.

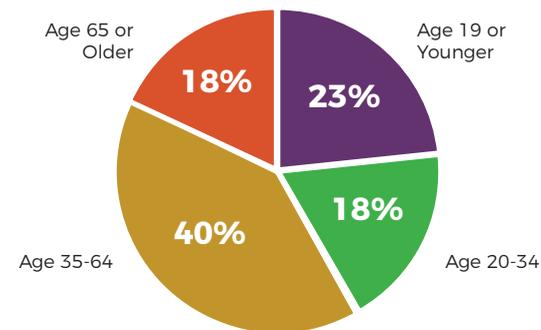
The **rate of home ownership** in La Verne is relatively high with owner-occupied homes making up 69% of the total in 2015, compared with 57% in the San Gabriel Valley and 43% in the County. However, since 2000, the **share of owner-occupied homes declined** in all geographies, by 6% in La Verne, 3% in the San Gabriel Valley, and 2% in the County.

La Verne, Population Growth, 1960-2010



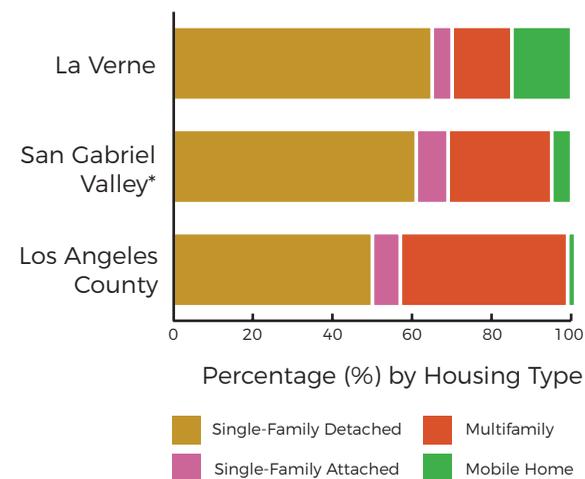
Source: U.S. Decennial Census, 2000, 2010, DOF 2016 E-5 Estimates

La Verne, Age Distribution, 2015



Source: US Census, 2000; ACS, 2015

La Verne, San Gabriel Valley, County of Los Angeles, Housing Stock Distribution, 2015



Source: ACS, 2015; Economic and Planning Systems, 2018. * The San Gabriel Valley data consists of the cities of: La Verne, Azusa, Claremont, Covina, Glendora, Montclair, Pomona, San Dimas, and Upland.

LAND USE



THE GENERAL
PLAN LAND USE
MAP GRAPHICALLY
REPRESENTS THE
GROWTH AND
DEVELOPMENT
VISION FOR THE
CITY.

La Verne features a variety of housing opportunities, quality schools, conveniently located neighborhood parks, shopping centers, and transportation facilities. The City provides a variety of recreational opportunities, including sports leagues and activities, youth programming, and senior activities and services.

La Verne is located on the eastern edge of the San Gabriel Valley. The City is located adjacent to the San Gabriel Mountains. The 210 Freeway runs through the City, with the City lying approximately two miles north of the 10 Freeway and three miles east of the 57 Freeway. The extension of the Foothill Gold Line will connect La Verne to the regional transit system. Regional mobility is important because La Verne's location affords residents, visitors and employers convenient access to all parts of the San Gabriel Valley and the Los Angeles area.

The community enjoys extensive hillside views of the foothills which provide La Verne with a scenic backdrop and visual reference points. Major employers include the University of La Verne, Gilead Sciences, Metropolitan Water District, and the Bonita Unified School District.



EXISTING LAND USE

When discussing land use, it is important to distinguish between planned land uses and existing land uses that reflect existing on-the-ground development. The current General Plan land use designations identify the long-term planned use of land, but do not necessarily present a complete picture of existing land uses. The Los Angeles County Assessor's office maintains a database of existing "on-the-ground" land uses on individual parcels, including the number of dwelling units and related improvements such as non-residential building square footage. This information is used as the basis for property tax assessments. It should be noted that the Los Angeles County Assessor data does not always accurately reflect existing on-the-ground conditions; for example, the Assessor had identified some areas in northern La Verne as "residential" land use although there is not residential development on the ground or planned for that area. As part of this Existing Conditions Report, the Los Angeles County Assessor's was used as a starting point for establishing baseline conditions and updated and modified, where possible, to reflect conditions more accurately.

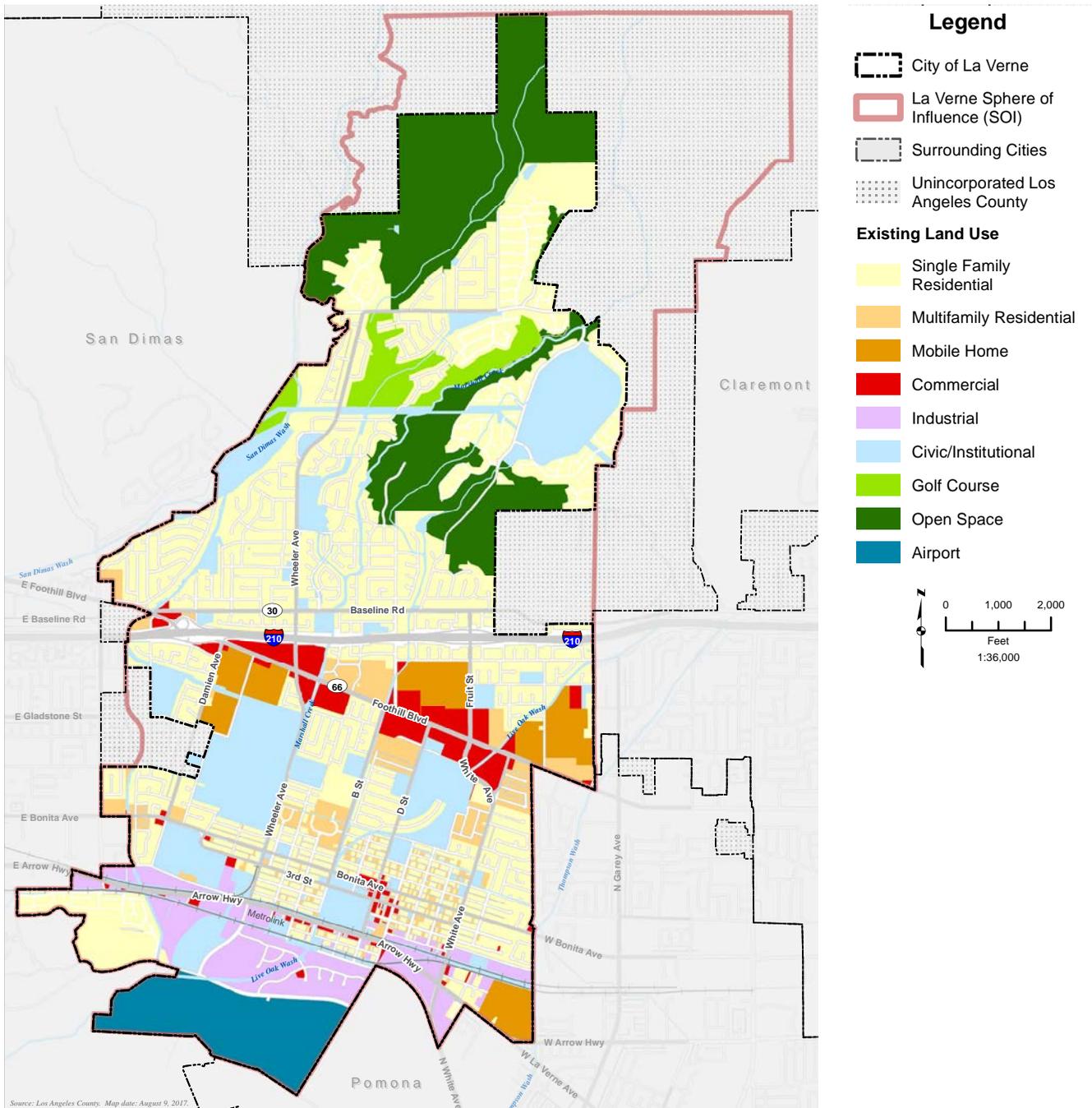
Single Family Residential: Residential uses comprise a significant proportion of the La Verne's existing land use pattern. The City has a variety of land uses to meet the housing needs of a broad range of community members.

Multifamily Family Residential: While most of the City's housing stock is made up of single family homes, the City also has multifamily residential projects. Multifamily projects in La Verne include duplexes, triplexes, and buildings with four or more residential units. These include common development patterns like apartment buildings and senior living facilities.

Mobile Home: La Verne is home to a number of mobile home communities which are primarily located along or around Foothill Boulevard.

Commercial: Existing commercial uses in the City of La Verne include the following types of activities: auto sales and service, banking, department stores, office buildings, restaurants and food service, shopping centers, and supermarkets. These areas are located primarily along the community's major corridors and in Old Town La Verne.

Existing Land Uses



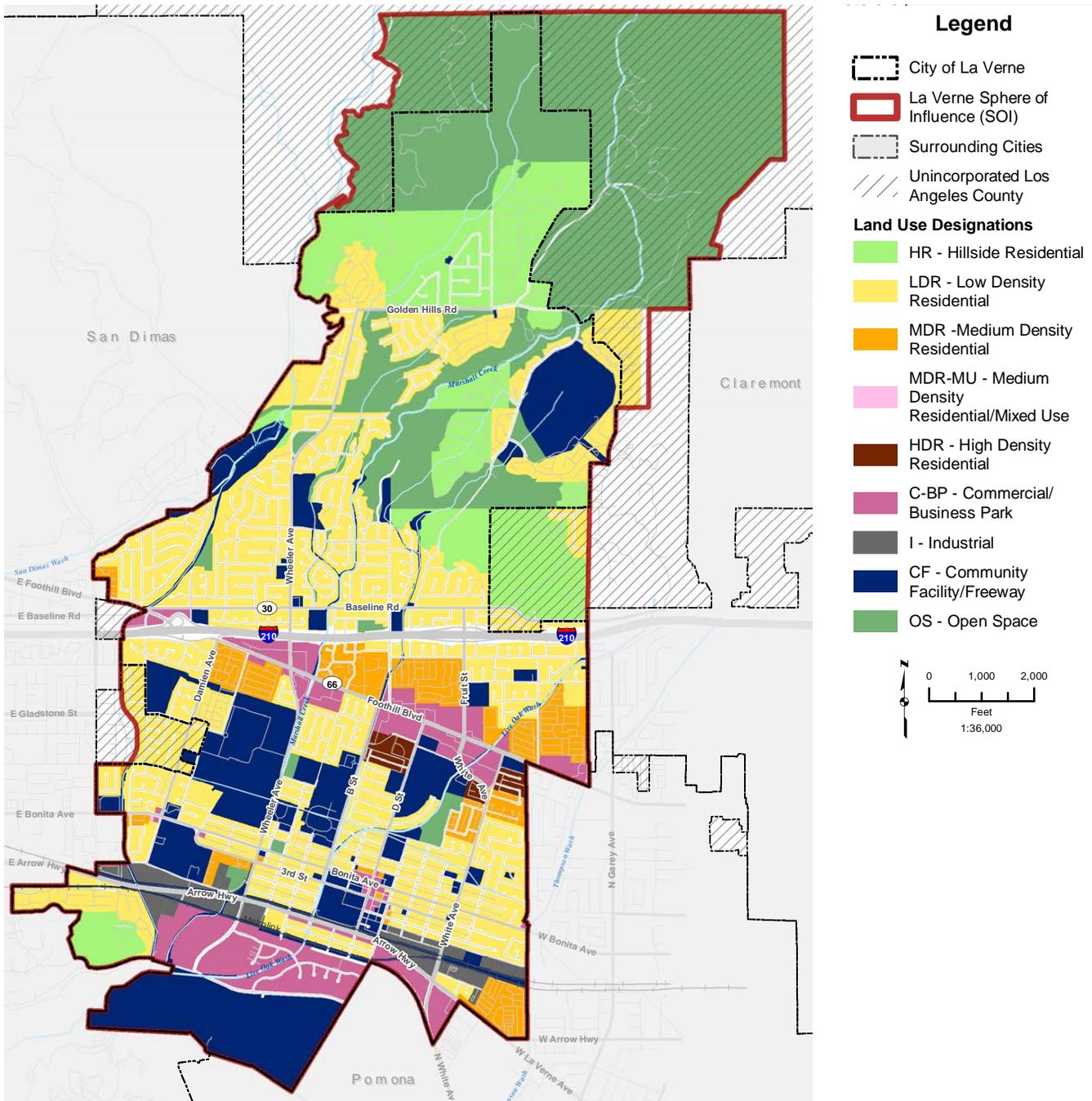
Industrial: Located primarily along and south of Arrow Highway, La Verne has a number of industrial facilities, including light and heavy manufacturing, storage, and warehousing and distribution.

Civic/Institutional: Land designated within the planning area for Institutional use includes parks, the University of La Verne, and other public and private educational facilities. Flood control facilities and utilities are also included. Places of worship are also considered institutional uses.

Golf Course: There are a number of golf courses located within the Planning Area, including inside the City limit and within its Sphere of Influence.

Open Space: Open space represents undeveloped land that is identified for long-term open space preservation. This area provides the community with passive recreation opportunities and includes walking, hiking, and biking trails. Located primarily in northern La Verne, the City's Open Space areas are some of its more important resources.

Current General Plan Land Uses



Airport: The area identified as Airport refers to Brackett Field Airport.

Right-of-Way: Roads, the railroad, and the freeway corridor comprise the City's significant rights-of-way.

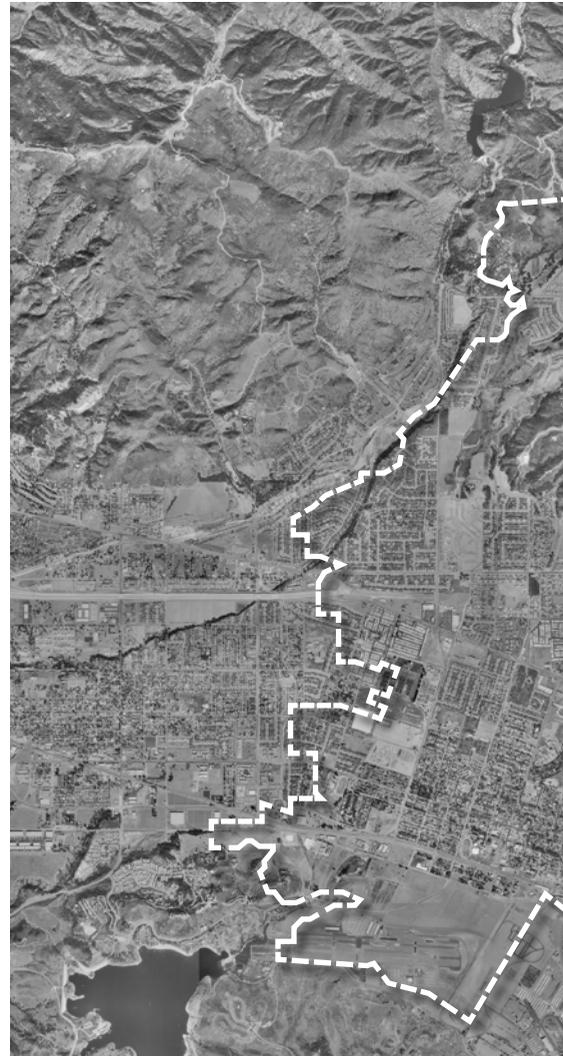
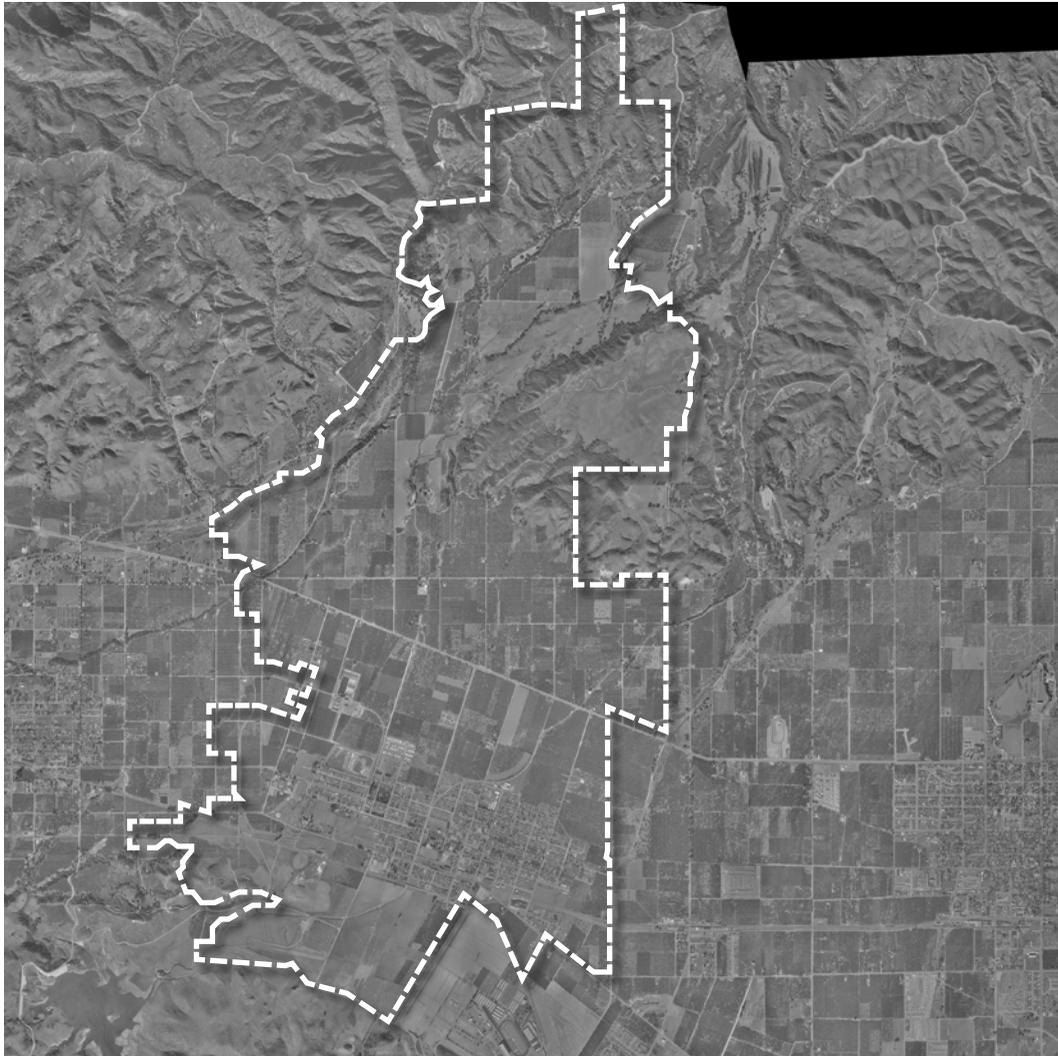
OTHER PLANS

In addition to the land use direction provided in the General Plan and in the Zoning Ordinance, La Verne also has 13 various specific plans that oversee the development of their respective planning areas, a spe-

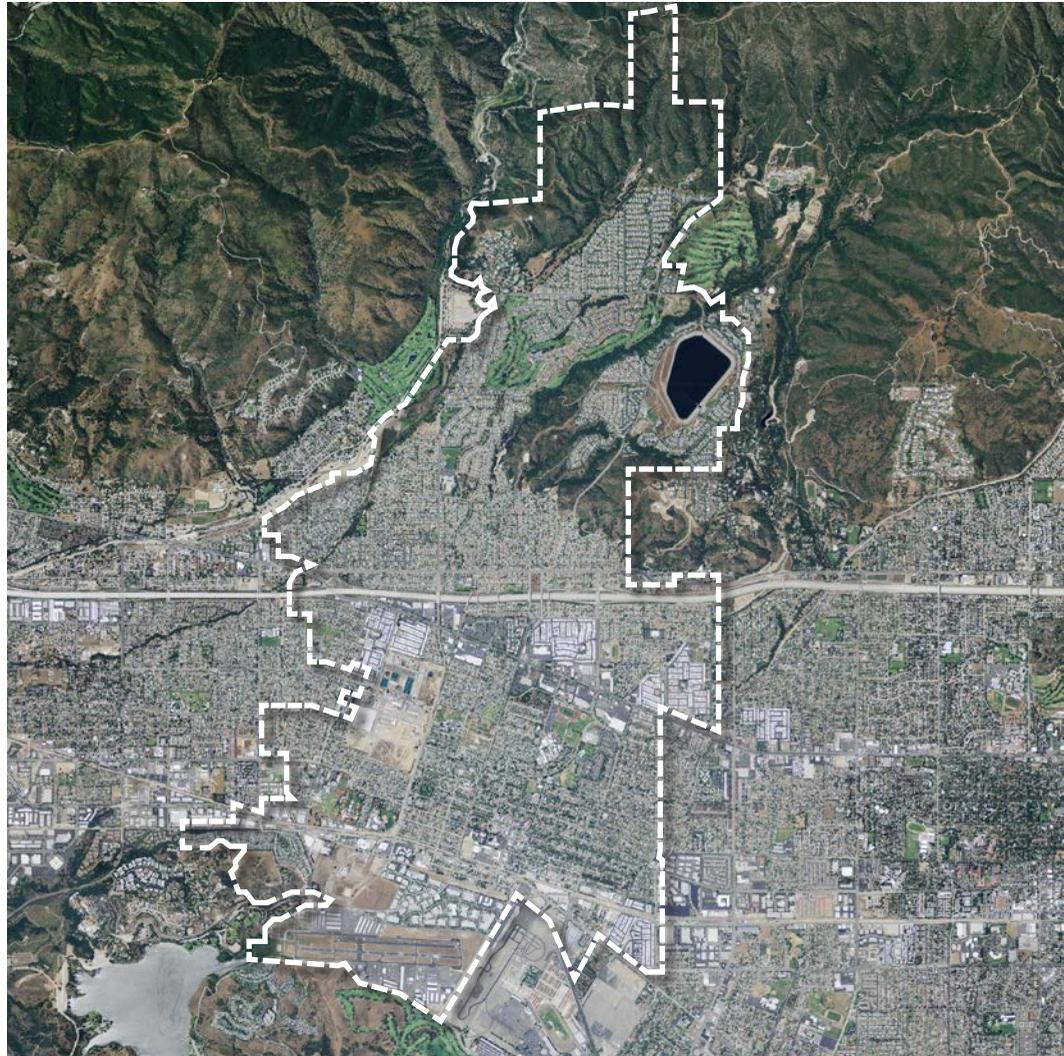
cial overlay zone, and a financing district. These plans act as tools for implementing the goals and policies of the General Plan through the regulation of use, density, height and other design standards to achieve the overall vision for the selected area. La Verne also has a Hillside Development Overlay Zone (HDOZ). This zone applies to hillside areas and addresses development concerns regarding fire protection, siting, circulation, grading and drainage, architecture, walls, fences, natural land forms, views, native vegetation, wildlife and landscaping.

1953
EARLY

1980
MIDDLE



| 2012 |
NOW



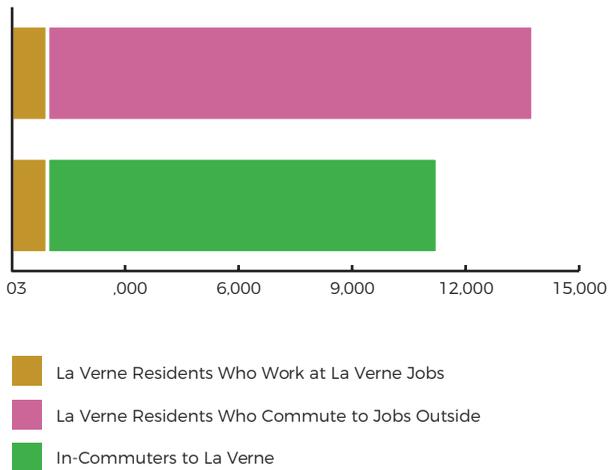
ECONOMICS & FISCAL CONDITIONS



The first half of this section focuses on economics, and provides a snapshot of the attributes of businesses in La Verne, the quantities and types of jobs in La Verne and of residents, commuting patterns. A comparison to Los Angeles County and the San Gabriel Valley, and in some cases the State overall, is included for several demographic variables. It should be noted that, to the extent possible, the current state overview reflects 2015 estimates from industry-standard data sources.

The second half of this section looks at the City's fiscal conditions; the objective is to provide a common understanding of how the City incurs costs and derives revenue, how these both relate to the various City departments, and the potential implications of these dynamics on future development, as it pertains to the City's General Plan Update.

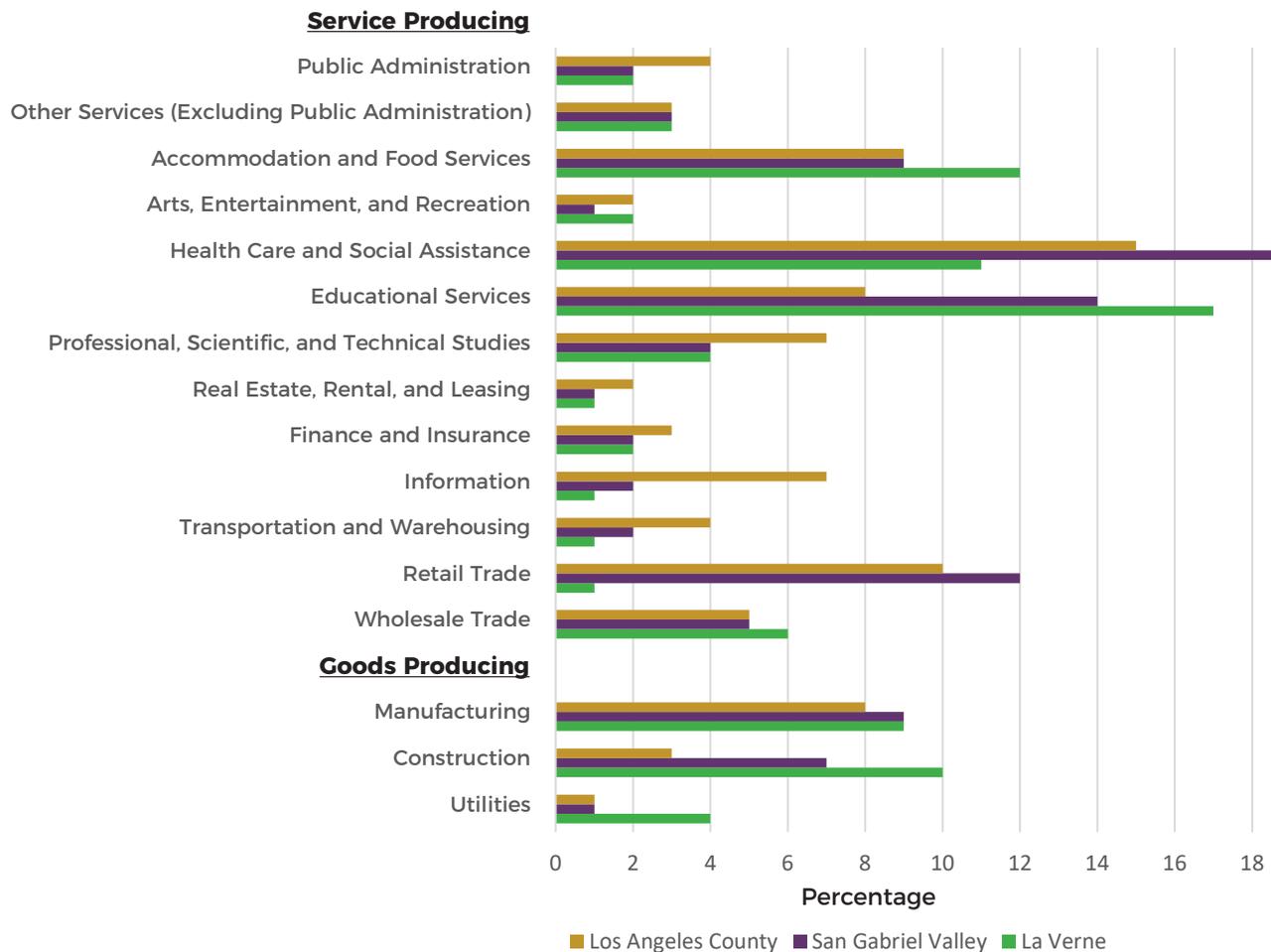
La Verne Residents and Jobs in La Verne, 2018



ECONOMIC COMPOSITION

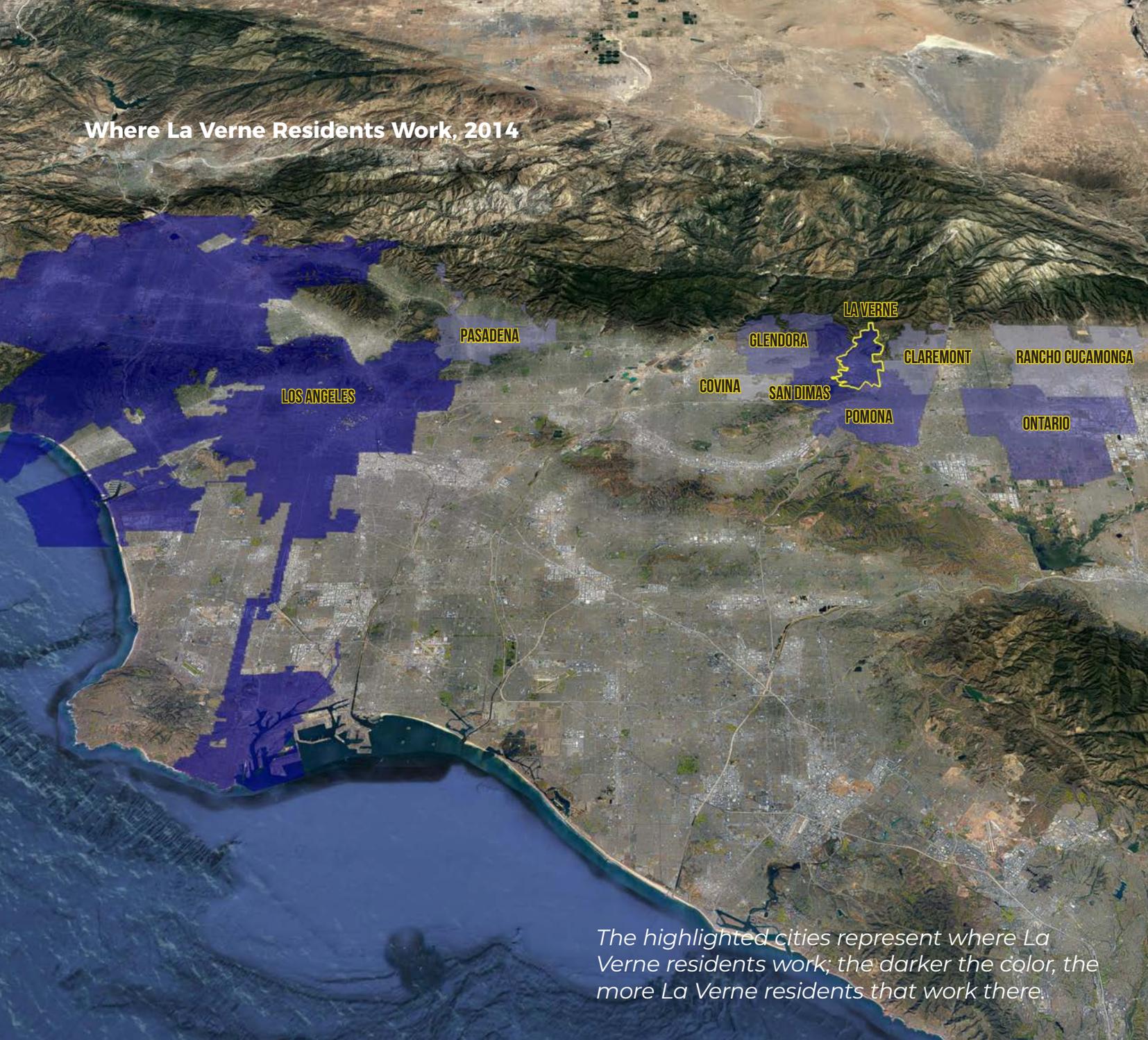
La Verne's largest employment segments by share (in declining order) are Educational Services, Accommodations and Food Service, Health Care and Special Assistance, and Construction, as indicated in the chart below. Of these, all but Health Care are larger than the San Gabriel Valley and County average shares. Educational Services contribute 17% of total City employment, reflecting the importance of the University of La Verne and related organizations to the City's fiscal and economic health. Also notable is the high overall share of goods-producing jobs (24%) in La Verne compared to the Trade Area (17%) and County (12%).

Employment by Sector: La Verne Residents and Jobs in La Verne, by Percentage



Source: LEHD; Economic and Planning Systems, 2018. Note: Service occupations include protective services, food preparation and serving, building and grounds cleaning, healthcare support, and personal care services.

Where La Verne Residents Work, 2014



Source: U.S. Census Bureau, 2018. OnTheMap Application. Longitudinal-Employer Household Dynamics Program, 2014.

COMMUTE PATTERS

Within the San Gabriel Valley, La Verne functions more as a bedroom community than a job center. Approximately 7% of employed La Verne residents also work in La Verne. Of those La Verne residents that did not work in the city, most worked in Los Angeles, followed closely by the cities of San Dimas (4.5%), Pomona (4.4%), Ontario (3.0%), Pasadena (3.0%), Rancho Cucamonga (3.0%), Glendora (2.9%), Covina (2.8%), and Claremont (2.7%). Of those who commute out, approximately 28% work within the San Gabriel Valley region within an approximate 15 minute drive. Approximately 12,800 La Verne residents commute out of the city to work, while approximately 10,300 non-residents commute in.

INDUSTRY TRENDS

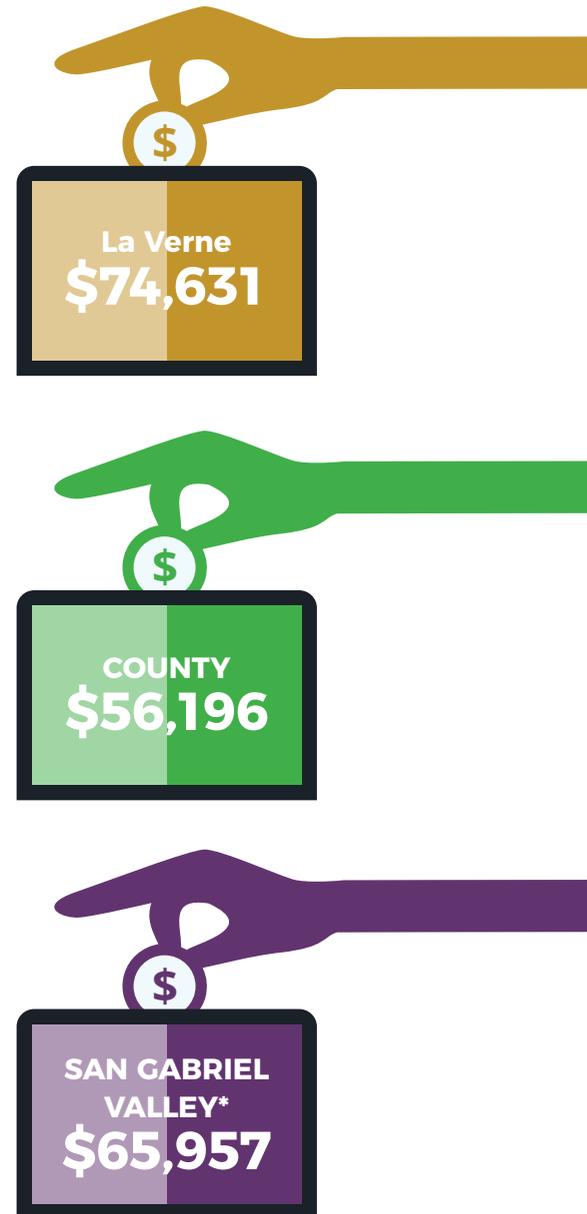
La Verne has a lower average of taxable sales per capita than the San Gabriel Valley and the County. As of calendar year 4Q15-3Q16 (the most recent full-year data available), average taxable sales per capita were \$11,619 in La Verne, \$13,287 in the San Gabriel Valley, and \$15,253 in the County. Lower-than-average taxable sales per capita suggests that the City “leaks” retail spending to out-of-town destinations and/or La Verne does not attract a high volume of out-of-town shoppers relative to other San Gabriel Valley cities.

The breakdown of Taxable Sales per Capita per Category indicates that the categories of Motor Vehicles and Parts Dealers, and Building Materials/Garden Supplies, and General Merchandise stores, and “Other Retail Group (a catch-all category including subcategories such as florists, office/stationery, and gift/novelty stores), are the greatest sources of “leakage.” Most outlets in these categories require large development pads and freeway visibility and are thus typically clustered together at region-serving locations. On the other hand, the categories of Food Services/Drinking Places and home furnishings/appliance stores are areas of relative strength in La Verne and may represent retail concentrations that may be expanded.

The retail real estate market in La Verne has been sluggish over the last 10 years. Retail inventory grew in La Verne by 0.2% since 2006, whereas in the San Gabriel Valley and County inventory grew 5.5% and 3.1%, respectively. Both La Verne and San Gabriel Valley rents have been essentially flat since 2006, indicating market supply equilibrium in a slow-growth environment. Likewise, La Verne vacancy has closely tracked San Gabriel Valley vacancy and underperformed the County average. However, since peak vacancy of 9% in 2010, La Verne’s vacancy has fallen steadily to the present 4.5%, which is essentially full occupancy.

Low vacancy often signals an opportunity for new construction, but a profound and ongoing structural shift in the retail sector impacts growth prospects. E-commerce has grown quickly as a share of all retail in the U.S. From 1998 to 2014, sales at “bricks and mortar” outlets grew at an average annual growth rate of 3.1%, while e-commerce sales grew at 29.1%. The segments hardest hit by e-commerce include media, sporting, and hobby goods, to which e-commerce contributes over 50% of sales; and electronics, appliances, computers, clothing, accessories, furniture and home furnishings, to which e-commerce contributes between 20 and 30% of sales. While e-commerce has made a smaller dent in the home care (7% of sales) and grocery categories (less than 1% of sales), analysts believe both sectors are also likely to see “disruption” by e-commerce in the near term. As a result of e-commerce growth, many traditional retail chains have closed outlets, transitioned to smaller formats, or gone out of business entirely. As e-commerce continues to erode traditional retail sales, unique in-person retail experiences that cannot be replicated online will grow in importance and offer growth opportunities for La Verne.

Average Household Income: La Verne, Los Angeles County, San Gabriel Valley, 2015



Source: ACS, 2015; Economic and Planning Systems, 2018. * The San Gabriel Valley data consists of the cities of: La Verne, Azusa, Claremont, Covina, Glendora, Montclair, Pomona, San Dimas, and Upland.

FISCAL CONDITIONS

Trends in General Fund revenues and expenditures reflect the fiscal stability of the City's core operations and services. General Fund revenues include all property, sales, and other taxes, as well as services fees and fines collected by the City on an annual basis. General Fund expenditures fund services such as public safety, public works, housing, economic development, administration, and other core City services.

Fiscal sustainability is a key issue in the City of La Verne. The City is actively working to address projected increases in expenditures due to an increase in the City's Net Pension Liability.



Enhanced Infrastructure Financing District (EIFD)

The City of La Verne has established an Enhanced Infrastructure Financing District (EIFD) near the City's future Gold Line light rail station at E Street and Arrow Highway with a sub-area near Wheeler Avenue and Arrow Highway. The purpose of this district is to establish a funding mechanism that can facilitate the construction of infrastructure improvements in these areas. The establishment of the EIFD will not result in any new taxes or fees to the property owners.

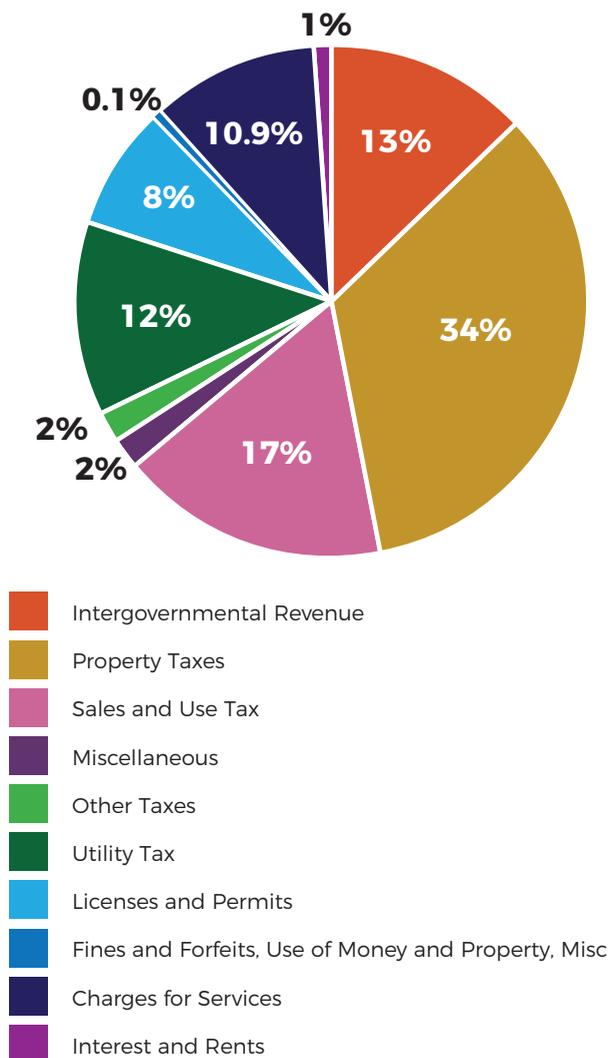
The City is in the process of setting a baseline for tax increment for the tax rolls in 2018; the property tax increment (the amount above the property taxes collected in the base year (expected to be 2017) that the City receives would be specifically restricted to pay for the 14 identified infrastructure projects listed in the Infrastructure Financing Plan (IFP) at an estimated cost of \$33 million. These infrastructure improvements include utility upgrades, undergrounding of overhead utilities, street improvements, pedestrian connectivity, and aesthetic improvements including landscaping and lighting upgrades.

Major Revenue Sources

Property taxes amount to the largest source of General Fund revenues for the City, accounting for roughly 34% of revenue in the 2017-2018 FY. Charges for current services (including planning fees, facilities maintenance, etc.) represent 11% and sales tax represents 17% of the current General Fund budget.

While utility users tax and franchise tax have remained relatively stable over the years, property taxes and sales tax have increased from 2010 to 2017, by 98% and 39%, respectively.

FY 2017-18 General Fund Sources of Revenue

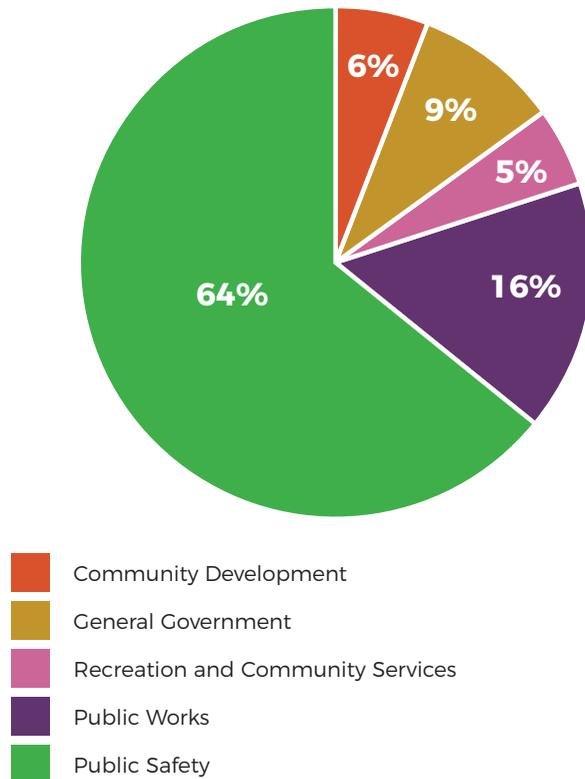


Source: City of La Verne FY17-18 Annual Budget

City Expenditures (Total)

The 2017-18 Annual Budget shows that the City's largest expense is for Public Safety (64%). This is followed by Public Works (16%) and General Government (9%).

FY 2017-18 General Fund Uses of Revenue



Source: City of La Verne FY17-18 Annual Budget

Capital Improvement Projects

Capital improvements include the cost of all acquisition, construction, expansion, or rehabilitation of facilities in the Capital Improvement Budget. Typically, a capital improvement project exceeds \$5,000 and may take more than one year to construct. The cost of the capital project is capitalized as capital assets of the City upon completion.

Key projects include projects from the following: General Capital Improvement Fund, Measure R Fund, Gas Tax Street Improvements, Water Capital Improvements, Sewer Capital Improvements, Park Development, Measure M Fund, Fire Facilities/Equipment Funds, Large Building CFD Fund, and the Fire Equipment Replacement Fund.

PARKS, RECREATION, & OPEN SPACE



Parks, trails, and recreational facilities in the City of La Verne are managed and maintained by the Community Services and Public Works Departments. The City provides a wide range of recreational facilities, which include amenities and features such as sports parks, playgrounds, trails, pools, and other passive and active recreational amenities and facilities. The City is the primary service provider for parks and recreation. The City has 31 parks and a total of approximately 150 park acres. In addition, 183 acres of open space owned by the City are publicly accessible.

COMMUNITY PARKS

Community Parks generally offer a wide range of recreational amenities and facilities including: athletic complexes, swimming pools, arenas, sheltered picnic areas, playground facilities, and/or areas of natural quality for outdoor recreation. Amenities in community parks may vary depending on the park setting.

NEIGHBORHOOD PARKS

Neighborhood parks are designed for intense recreational activities such as: field games, court games, crafts, playground areas, picnicking, etc. These parks should be easily accessible to the neighboring population and geographically centered with safe bicycling or walking access.

SPECIAL USE PARKS

This category includes mini-parks, linear parks, creek trails, flood retention areas, Senior Centers, and Community/Civic Centers. The City of La Verne has six mini parks (one of which is private).

TRAILS

The existing trail system in La Verne consists of a primary trail (LA County owned and maintained Marshall Canyon Trail) with a few connecting bicycle paths and hiking trails in the foothills of northern La Verne.

The Marshall Canyon Trail is the “spine” in the trail system as it traverses the City from the northeast (connecting to trails that lead to Mt. Baldy) to the southwest as it joins the Puddingstone Lake trail system. The trail is considered a multi-use trail and can accommodate equestrians, hikers, and cyclists. Another multi-use trail forms a loop around the Live Oak Reservoir, east of Esperanza Drive.

The Citrus Regional Bicycle Path, currently being developed, is a combined effort of the cities of La Verne, Claremont, San Dimas, and Pomona. It is a multi-use Class II (signed and striped) and Class III (un-striped) bike trail along Bonita Avenue from San Dimas to the county line in Claremont.

The Riparian Channel Trail is a decomposed granite multi-use trail in Rancho La Verne that follows the Puddingstone Channel from Birdie Drive to Heritage Park. This trail also connects to Oak Mesa Park.

Other hiking trails (other than sidewalks provided for the “urban hiker”) are currently limited to the Marshall Canyon Trail and the Live Oak Reservoir Trail. There are presently “beaten paths” established in the foothills of northern La Verne, but these are not designated trails.



CIRCULATION



The Current General Plan includes focused direction on how the City can provide and ensure coordinated land use and transportation planning in the region, while still promoting a balanced and functional circulation system that satisfies the needs of all users including bicyclists, pedestrians, transit users and persons with disabilities. Like many cities in southern California, the residents of La Verne primarily rely on their automobile to get around. However, the City of La Verne is taking important steps to improve the mobility for users for all ages and abilities by preparing an Active Transportation Plan (ATP) concurrent with the update to its General Plan. An Active Transportation Plan is an important step to increase walking, biking, and non-motorized opportunities throughout the City of La Verne and increase safety, mobility, connectivity, and access for all roadway users.

TRANSIT SERVICE

Foothill Transit provides bus service in the San Gabriel and Pomona Valleys. It connects La Verne with Claremont to the east and El Monte to the west. Foothill Transit also provides paratransit services and its buses are equipped with front-loading racks that can hold bicycles.

In addition, transit riders also have access to Metrolink and Amtrak commuter rail services in nearby Pomona. LA Metro also plans to provide light rail service directly to La Verne with the extension of the Gold Line. Currently the Gold Line connects East Los Angeles to Azusa, via Downtown Los Angeles. The extension would connect Azusa to Montclair with a stop in La Verne that will be located north of Arrow Highway and east of E Street. The Pomona Valley Transportation Authority and City of La Verne provide shuttle services for local destinations for eligible residents.

NEW TECHNOLOGIES

New transportation technologies in the City of include Transportation Network Companies (TNCs), such as Uber and Lyft and autonomous (driverless) vehicles. Census data, which previously did not inquire about TNC usage, may provide insight in future years into the number of commute trips taken using TNCs, their effect on mode shifts away from driving alone, traditional carpooling, taxis, bicycling, or transit, and the amount of induced travel they generate.

Self-driving (autonomous) vehicles similarly could have an impact on mode share, travel behavior, and roadway operations when they are added to the vehicle mix in the coming years. Autonomous vehicles (AVs) will be available within five to ten years; however, given normal fleet turnover rates, AVs may not represent a high percentage of vehicles on the road for several decades. The transition period, when streets carry large numbers of both conventional and autonomous vehicles, will involve complex interactions and require new informed analysis methods and professional judgment to address conflicts and benefits. AV interactions with pedestrians and cyclists will also require careful planning and design.

PEDESTRIAN AMENITIES

Pedestrian facilities include sidewalks, crosswalks, pedestrian signal infrastructure, curb ramps, and streetscape amenities. These facilities are provided at most every intersection, with only a few exceptions throughout the city. Most areas in La Verne have sidewalk coverage, although there are areas in Central and Southern La Verne that are missing sidewalks. While marked crosswalks and signal pedestrian crossing phasing is provided at most signalized intersections, in some situations, a pedestrian may need to cross six or more travel lanes.

BICYCLE FACILITIES

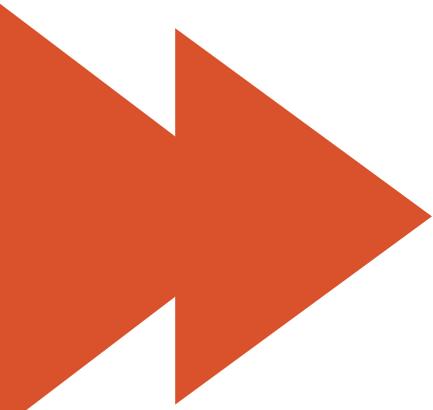
Bicycle circulation in La Verne is supported by an existing network of multi-use paths, and access to regional open space. The City's current General Plan includes several proposed bicycle routes on roads such as Golden Hills Road, Wheeler Avenue, Esperanza Drive, Baseline Road, Fruit Street, White Avenue, D Street, Eighth Street, and Bonita Avenue. However, these bicycle routes currently do not exist. The City's new ATP will take a careful look at planned bike facilities to ensure they adequately meet the needs of the community and have an associated implementation plan for funding and maintenance.

The University of La Verne recently partnered with Spin to provide bike share on campus; 125 bicycles are currently available on campus, which can be used for \$0.50 every half-hour or unlimited 30-minute rides for \$14 per month. Spin bikes must be docked within a few feet of a bike rack on campus, but can be ridden off campus. In anticipation of the Gold Line extension, the Old Town La Verne Specific Plan (March 2013) proposes bikeways to improve connectivity between Old Town, the Gold Line Station, the University of La Verne, and Fairplex.

AVIATION

Brackett Field Airport, located within La Verne on Puddingstone Drive, is a general aviation airport with two runways and accommodates over 114,000 take-offs and landings a year. It serves both business and recreational air travel. The County of Los Angeles owns and operates the airport and has adopted plans for airport land use compatibility. Policies addressing land use compatibility around Brackett Field Airport are in the Land Use Element of the current La Verne General Plan.

UTILITIES & COMMUNITY SERVICES



The provision of adequate utilities and community services is vital to maintaining a high quality of life in La Verne. This section addresses the provision of utilities in the City, including water, wastewater (sewer), stormwater and drainage, solid waste, schools and libraries, and energy and natural gas.

WATER

WASTEWATER

STORMWATER

SOLID WASTE

SCHOOLS AND
LIBRARIES

ENERGY AND
NATURAL GAS

WATER

The City of La Verne is served by two water purveyors: the City of La Verne and Golden State Water Company –San Dimas System (GSWC–San Dimas). The City of La Verne is the water purveyor for the vast majority of the area within the city; remainder portions of the city are served by GSWC–San Dimas along the City’s western border.

La Verne supports a significant residential population which accounts for the bulk of the City’s water deliveries. Also significant are institutional and governmental demands of the various institutions which serve the residential population including schools, churches, civic buildings and most notably the University of La Verne. There are modest industrial and commercial demands related to the various business interests within the City.

The City of La Verne Public Works Department (Sewer Division) maintains sewers within the City of La Verne. Wastewater generated in La Verne is discharged to a regional trunk sewer pipeline owned by the Sanitation Districts of Los Angeles County (LACSD), which is a partnership of 24 independent special districts that serve the wastewater needs of approximately 5.5 million people in Los Angeles County. Wastewater from La Verne then flows by gravity to either the Pomona Water Reclamation Plant (Pomona WRP or PWRP) or the San Jose Creek (San Jose Creek WRP or SJCWRP).

Wastewater generated specifically within the City of La Verne is collected in City sewers and discharged to the regional trunk sewer pipeline owned by the LACSD where it flows by gravity to either the Pomona WRP or the San Jose Creek WRP. The Pomona WRP facility provides primary, secondary, and tertiary treatment for up to 15 million gallons of wastewater per day and serves a population of approximately 130,000 people. The San Jose WRP provides primary, secondary, and tertiary treatment for up to 100 million gallons of wastewater per day. The San Jose WRP currently manages approximately 64.6 million gallons of wastewater per day.

WASTEWATER



La Verne's storm drain system was designed to prevent flooding by transporting excess rainwater from city streets. Since the storm drain system contains no filter, untreated storm water is released into various nearby water bodies. Storm water pollution occurs when untreated contaminated water (urban runoff) drains from city streets into the rivers and oceans. Pollutants are transported into the city's storm drain system in conjunction with various sources such as rain, hoses and sprinklers, which drain from streets, parking lots, and lawns to enter various catch basins, that leads to rivers and oceans.

In a storm, the City of La Verne would generate approximately 160 acre-feet of stormwater runoff. The most critical period for surface water quality is following a rainstorm which produces significant amounts of drainage runoff into streams at low flow, resulting in poor dilution of contaminants in the low flowing stream. Such conditions are most frequent during the fall at the beginning of the rainy season when stream flows are near their lowest annual levels. Besides the greases, oils, pesticides, litter, and organic matter associated with such runoff, heavy metals such as copper, zinc, and cadmium can cause considerable harm to aquatic organisms when introduced to streams in low flow conditions.

THE ADEQUATE PROVISION OF SERVICES IS VITAL TO MAINTAINING A HIGH QUALITY OF LIFE

The City of La Verne has an exclusive contract with Waste Management to collect solid waste, recycling, organics, and green waste from the residential and commercial sector. Waste Management serves 25 million customers in total (throughout the United States).

Residents in La Verne are given three different containers for their disposal and recycling needs. Residents are given a black cart for refuse, a green cart for green waste, and gray cart for recycling.

Waste Management reports diverting over 4,900 tons of recyclable material from the waste stream in the first half of 2016. According to Waste Management's projections, the company could manage up to 20 million tons of material by 2020.

In 2016, CalRecycle reported that approximately 71% of the City's solid waste disposal went to one landfill: El Sobrante Landfill. El Sobrante Landfill has a remaining capacity of 145,430,000 tons, and has a current maximum permitted throughput of 16,054 tons per day. El Sobrante Landfill has sufficient capacity to operate at least through January 1, 2045.



SCHOOLS AND LIBRARIES

La Verne is a proud community with strong support for public schools. There are six public schools, which form a part of the Bonita Unified School District, as well as three parochial schools located within the city. La Verne is also home to the prestigious University of La Verne, a private, not-for-profit university. Of the approximate 8,500 students that attend the University of La Verne (including graduate, part-time, and online learners), roughly 2,700 of them are undergraduate students. The University of La Verne was founded in 1891.

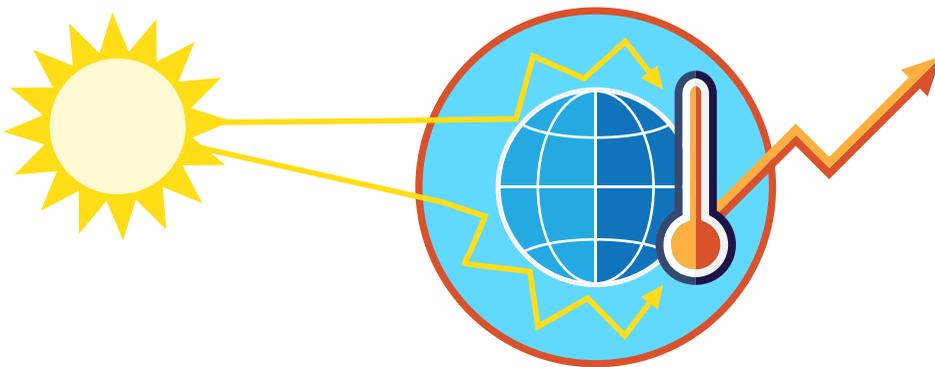
La Verne is served by the La Verne Public Library which is part of the County of Los Angeles Public Library system. It includes a children's area, teen space, and study rooms, as well as a range of programs and activities.

ENERGY AND NATURAL GAS

Southern California Edison (SCE) provides electrical service and Southern California Gas Company (SoCalGas) provides natural gas services to residences and businesses throughout the City of La Verne. SCE provides electricity service to 15 million people over an approximately 50,000 square mile area throughout southern California. SoCalGas provides natural gas service to approximately 21.6 million customers, spanning roughly 20,000 miles.

SCE generates electric power from many sources, including renewable, coal, hydroelectric powerhouses, natural gas, and nuclear sources. SCE also purchases power from independent power producers; generation sources from these producers can range from large fossil power plants to smaller renewable and cogeneration plants. After the power is produced or bought, it goes into SCE's electric transmission and distribution systems to get to the homes and businesses of SCE's customers. The electricity power mix for SCE in 2016 (for SCE as a whole, and for the portion sold to California customers) is shown in the following table. Approximately 25% of all electricity sold to California customers in 2016 were from eligible renewable energy resources.

HAZARDS, NOISE, & CLIMATE CHANGE



Hazards can be naturally induced, the result of natural hazards exacerbated by human activity, or entirely human-made. This section explores these issues.

Issues and topics related to hazards, noise, and climate change within the city and region are discussed in this section. Some of these hazards may be naturally induced, such as wildfire hazards. Other health and safety hazards may be the result of natural hazards, which are exacerbated by human activity, such as development in areas prone to flooding. Additional hazards are entirely human-made, including exposure to hazardous materials, and noise.

HAZARDOUS MATERIALS AND WASTE

If improperly treated, stored, transported, or disposed of, hazardous material may either cause or significantly contribute to an increase in mortality or an increase in serious, irreversible, or incapacitating irreversible illness or pose a substantial present or potential hazard to human health and safety or the environment. Hazardous materials are mainly present because of industries involving chemical by-products from manufacturing, petrochemicals, and hazardous building materials. Hazardous waste is the subset of hazardous materials that has been abandoned, discarded, or recycled and

is not properly contained, including contaminated soil or groundwater.

The Hazardous Waste and Substances Sites (Cortese) List is a planning document used by the State, local agencies, and developers to comply with the California Environmental Quality Act requirements in providing information about the location of hazardous materials release sites. There are no hazardous materials release sites located in the City of La Verne listed on the Cortese List.

There are 30 locations with a La Verne address that are listed in the GeoTracker database for Leaking Underground Storage Tanks (LUST). Of the sites identified, 23 of the locations have undergone LUST clean-up and the State has closed the case. There are 6 locations in La Verne with open cases, and 1 of the locations is on the list as an Informational Item. Based on this information, hazardous materials and waste does not pose a significant risk to the City of La Verne.

FLOODING

Flooding is a temporary increase in water flow that overtops the banks of a river, stream, or drainage channel to inundate adjacent areas not normally covered by water.

La Verne is primarily a suburban community. However, there are some undeveloped areas in the northern portions of the city where storm water can percolate into the ground. Nevertheless, the developed areas are largely paved which reduces infiltration and increases surface runoff, which can increase the risk of localized flooding. Localized flooding may occur in low spots or where infrastructure is unable to accommodate peak flows during a storm event. In most cases, localized flooding dissipates quickly after heavy rain ceases.

Only a small area in the City of La Verne is within a 100- or 500-year flood plain. The area documented to be subject to 100-year and 500-year flooding within La Verne is located along the San Dimas Wash (a dam spillway). The water flowing in the San Dimas Wash is water imported from Northern California, which is used to infiltrate into the groundwater aquifer at Los Angeles Department of Public Works facilities located in Pico Rivera. Risk of flooding along the San Dimas Wash is limited, since flooding within this location would be likely to only affect a largely undeveloped portion of La Verne.

DAM FAILURE

Dam failure is the uncontrolled release of impounded water from behind a dam. Flooding, earthquakes, blockages, landslides, lack of maintenance, improper operation, poor construction, or sabotage can all cause a dam to fail. Dam failure can result in downstream flooding that can affect property and life. Dam Failure (Inundation) maps have been required in California since 1972, following the 1971 San Fernando Earthquake and near failure of the Lower Van Norman Dam.

There are five dams that have the potential to inundate portions of the City of La Verne in the event of dam failure including: the Live Oak Reservoir, Puddingstone Diversion Dam, San Antonio Dam, San Dimas Dam, and Weymouth (as part of a Water Treatment Plant). Much of the southern portion of La Verne has the potential to be inundated during failure of one or more dams.

Most of these dams do not have a history of dam failure; however, the U.S. Army Corp of Engineers gave the San Antonio Dam a Dam Safety Action Class II, or DSAC II, rating in December 2008 based on a Screen Portfolio Risk Analysis, or SPRA, conducted in May 2007. A DSAC II rating is given to dams where failure could begin during normal operations or be initiated as the consequence of an event. The likelihood of failure from one of these occurrences, prior to remediation, is too high to assure public safety; or the combination of life or economic consequences with probability of failure is very high. As a result of San Antonio Dam's DSAC II rating, the Corps has developed a plan to implement Interim Risk Reduction Measures to protect public safety. Routine inspections and operation of the dam will continue and an emergency action plan was developed in coordination with local emergency management officials. Long-term solutions have also been identified and will be implemented as funding and staffing are available.

NOISE

Noise is typically defined as (airborne) sound that is loud, unpleasant, unexpected or undesired, and may therefore be classified as a more specific group of sounds. Perceptions of sound and noise are highly subjective from person to person. The effects of noise on people can be placed in three categories:

- Subjective effects of annoyance, nuisance, and dissatisfaction;
- Interference with activities such as speech, sleep, and learning; and
- Physiological effects such as hearing loss or sudden startling.

An important way of predicting a human reaction to a new noise environment is the way it compares to the existing environment to which one has adapted: the so-called ambient noise level. In general, the more a new noise exceeds the previously existing ambient noise level, the less acceptable the new noise will be judged by those hearing it.

La Verne has several major noise generators including: traffic, the railroad/trains, and fixed noise sources (parking lots, loading docks, parks, schools, and other commercial/retail uses). To understand their impact on the community, the City has undertaken a community noise survey, the results of which are documented

in the General Plan Existing Conditions Report. The results of the community noise survey indicate that existing transportation (traffic) noise sources were the major contributor of noise observed during daytime hours, especially during vehicle pass-bys. Issues related to all noise generators will be addressed in the General Plan.

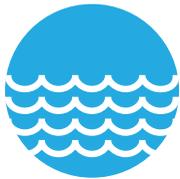
CLIMATE CHANGE AND RESILIENCY

Over the next century, increasing atmospheric greenhouse gas (GHG) concentrations are expected to cause a variety of changes to local climate conditions, including sea level rise (SLR) and storm surge, increased riverine flooding, and higher temperatures more frequently (leading to extreme heat events and wildfires), particularly inland. These climate vari-

ables (and associated threats) are projected to impact critical assets throughout the region, including regionally significant highways, water and wastewater treatment plants, electricity substations, technology campuses and other employment centers, agriculture, homes, vulnerable populations, and ecosystems. Because local governments largely determine the shape of development through land-use plans, regulations, and implementing decisions, they play an important role in developing climate change strategies including resiliency planning and adaptation.

Guidance about the steps involved in an adaptation planning process and adaptation tools are available to local governments by recent documents such as the *California Adaptation Planning Guide*. Potential impacts are described below.

Over the next century, increases in GHG concentrations are expected to cause a variety of changes to local climate conditions.



Sea-Level Rise (SLR): Rising sea levels will directly impact coastal development, infrastructure, and habitats. Local impacts of SLR include temporary flooding (especially in combination with storm surge). Sea level rise will have the greatest impact on coastal communities, however, impacts of SLR on Los Angeles County would impact the whole region. Sea level rise is expected to impact the size of the City's floodplains, the frequency of flooding along major and minor waterways, and the ability of the drainage system to function well.



Wildfires: Wildfires are a result of conditions affected by interactions between primary variables (precipitation, temperature) and other factors. Wildfires are unplanned, natural occurring fires and pose a great threat to life and property, particularly when they move from forest or range and into developed areas. Climate change is projected to increase the frequency of wildfire events, the extent of burn areas, and the length of wildfire seasons. Fire risk increase rates are highly localized, and the city may experience local impacts from increased wildfires in hillside areas and other impacts from surrounding area wildfires including impacts to local air quality.



Extreme Heat: Temperature is directly affected by changes in global atmospheric and oceanic temperatures. The San Gabriel Valley is expected to experience longer, more frequent, and more severe heat waves in the future, but like annual changes, these changes are somewhat variable across the region. Daytime and night-time temperature is projected to increase during extreme heat events in both summer and winter. The frequency of extreme heat days is predicted to increase dramatically by mid- and end-of-century as compared to the historical frequency of 4 days of extreme heat, per year on average.



Riverine Flooding: Riverine flooding—a secondary climate variable—occurs when heavy rainfall causes rivers or creeks to overflow their banks and inundate surrounding areas. While overall annual rainfall is not projected to change by mid-century, increases are projected to occur in winter with more frequent and stronger storms. Additionally, in low-lying areas increases in flood frequencies and flood extent within La Verne are expected. The City of La Verne may be less prone to flood occurrences when compared to many surrounding areas due to local drainage patterns combined with its topography and elevation.



Drought: A drought is a period of abnormally dry weather which persists long enough to produce a serious hydrologic imbalance. The severity of the drought depends on the degree of moisture deficiency, the duration of the dry spell, and the size of the affected area. Periods of drought are projected to increase with climate change and may increase subsidence risk due to reduced groundwater recharge, and extraction causing aquifer depletion, and may impact water availability.

SEISMIC AND GEOLOGIC HAZARDS

Seismic hazards include both rupture (surface and subsurface) along active faults and ground shaking, which can occur over wider areas. Ground shaking, produced by various tectonic phenomena, is the principal source of seismic hazards in areas devoid of active faults. All areas of the state are subject to some level of seismic ground shaking. Potential hazards associated with seismic activity in La Verne include liquefaction, and lateral spreading.

Faults are distinguished as active (has had surface displacement within the last 11,000 years), potentially active (displacement between 1.6 million and 11,000 years ago), or inactive (no evidence of displacement within the past 1.6 million years). There are two known potentially active faults located within La Verne: the Sierra Madre Fault and Indian Hill Fault. Additionally, there are numerous active faults located in the regional vicinity of La Verne.

Other geologic hazards in the city include expansive soils, and landslides. Areas with moderate to high expansive soils would require special design considerations due to shrink-swell potentials. Given the relatively level slopes throughout southern La Verne, the landslide potential is low. However, the landslide potential increases in the northern portion of the city, which contains hillside areas with elevation change.



LOCAL AND REGIONAL CLIMATE CHANGE AND ADAPTATION EFFORTS

La Verne Community Wildfire Protection Plan

The Community Wildfire Protection Plan (CWPP) is a document that evaluates and identifies the threat of wildfire in La Verne, and develops strategies for protecting human life and the City's assets. The CWPP is a collaborative City-wide planning effort that involved City staff, the City Fire Department, and key stakeholders including the Los Angeles County Fire Department, United States Forest Service, and the California Fire Safe Council. The La Verne Fire Marshall is responsible for conducting a thorough review of the CWPP at 5-year intervals.

The primary purpose of the CWPP is to protect human life and reduce the loss of assets such as critical infrastructure, property, and natural and cultural resources. The document includes a comprehensive evaluation of City, State, and Federal fire policies. It identifies assets and resources that are at risk such as critical infrastructure, natural habitat, risks to commerce and financial assets, and risks to the community. The CWPP evaluates fire hazards and then outlines a mitigation plan aimed at prevention. It outlines a clear plan for fighting fire, evacuation procedures, and protecting critical assets.

Regional Collaborations

In Southern California, there are a number of regional collaboratives, agencies, academic institutions, and local governments engaged in climate change mitigation, adaptation, and research. The Alliance of Regional Collaboratives for Climate Adaptation (ARCCA), a network of regional collaboratives across the state, includes two in Southern California: the Los Angeles Regional Collaborative for Climate Action and Sustainability (LARC) and the San Diego Regional Climate Collaborative. Additionally, the state and regional water boards have been working to coordinate climate action planning. The Los Angeles Regional Water Quality Control Board's document, Los Angeles Region Framework for Climate Change Adaptation and Mitigation, notes that the regional board has been engaging in a dialogue with state and federal colleagues to develop a framework for adaptation within their programs. The Los Angeles County Department of Public Health (DPH) also has a focus on inter-departmental collaboration, which has led to the development of a "Five-Point Plan to Reduce the Health Impacts of Climate Change."



CONSERVATION & NATURAL RESOURCES

The city's natural resources form an important part of its unique character and quality of life. In an effort to identify and understand the key natural resources of the city, this section addresses air quality, cultural and historic resources, and biological resources in La Verne and how these valuable pieces of the community can be preserved and protected for future generations.

AIR QUALITY

La Verne is located within the South Coast Air Basin (SCAB), which is comprised of a single air district, the SCAQMD, and consists of Orange County, the western portion of Los Angeles County, the southwestern portion of San Bernardino County, and the western portion of Riverside County. It is the nation's second largest urban area and California's largest metropolitan region. Air quality in this area is determined by such natural factors as topography, meteorology, and climate, in addition to the presence of existing air pollution sources and ambient conditions. The combination of topography, low mixing height, abundant sunshine, and emissions from the second-largest urban area in the United States give the Basin the worst air pollution problem in the nation. Air quality for all pollutants in the Basin continues to improve, with recent years registering the lowest levels since measurements began over six decades ago. During the 1960s, maximum 1-hour concentrations were well above levels considered safe for public health -- more than four times the current health standard. However, in recent times, the maximum measured concentrations are less than one-third of those peak concentrations. Moreover, long-term ozone air quality trends continue to show an overall improvement. The number of days above both the one and eight-hour standards has also declined dramatically.



CULTURAL AND HISTORIC RESOURCES

The City's cultural and historic resources are defined as buildings, sites, structures, or objects that may have historical, architectural, archaeological, cultural, or scientific importance. Preservation of the city's cultural heritage should be considered when planning for the future.

Eighty-three cultural resources have been identified within the project area, according to files maintained by the Northwest Information Center (NWIC) of the California Historical Resources Information System (CHRIS). Of these 83 resources, seven are prehistoric archaeological sites, one is a prehistoric archaeological isolate, two are multicomponent archaeological sites, one is a historic archaeological site, 69 are historic resource, and 2 are historic districts. Maps of all previously recorded cultural resources are located in the Cultural and Paleontological Assessment Report.

BIOLOGICAL RESOURCES

La Verne is located on an alluvial fan originating in the San Gabriel Mountains that serves as the backdrop to the city on its northern side. Various portions of the foothills in the northern portions of La Verne are preserved as open space, and areas north of these areas are in the Angeles National Forest and the San Gabriel Mountains National Monument.

Bioregions

La Verne is located within the South Coast bioregion. Bounded on the north by the southern edge of Los Padres National Forest and the northern base of the San Gabriel and San Bernardino Mountains and bounded on the east by the western edge of the BLM California Desert Conservation Area and on south by Mexican border; landscapes in this bioregion range from flatlands to mountains; ecosystems range from ocean to desert. The region also contains two of California's largest cities (Los Angeles and San Diego) more than any other bioregion urbanization has caused intense effects of natural resources. Urbanization in the south coast bioregion has resulted in the loss of habitat, spread of non-native species and the loss of native species.

California Wildlife Habitat Relationship System

The California Wildlife Habitat Relationship (CWHR) habitat classification scheme has been developed to support the CWHR System, a wildlife information system and predictive model for California's regularly-occurring birds, mammals, reptiles and amphibians.

When first published in 1988, the classification scheme had 53 habitats. At present, there are 59 wildlife habitats in the CWHR System: 27 tree, 12 shrub, 6 herbaceous, 4 aquatic, 8 agricultural, 1 developed, and 1 non-vegetated.

According to the California Wildlife Habitat Relationship System there are 13 cover types (wildlife habitat classifications) in the General Plan project area out of 59 found in the State. These include: Annual Grassland, Chamise-Redshank Chaparral, Mixed Chaparral, Coastal Scrub, Coastal Oak Woodland, Valley Foothill Riparian, Desert Wash, Lacustrine, Deciduous Orchard, Evergreen Orchard, Montane Hardwood, Barren, and Urban land.



COMMUNITY HEALTH & WELLNESS

Community health and wellness is related to a number of environmental categories and topics. To fully understand this topic as it relates to La Verne, be sure to review the other sections of this summary report for details on related topics including circulation, parks and open space, and air quality.

The places where people live, work, and play profoundly shape the health of a community. Transportation options, accessible parks, crosswalks, the availability of grocery stores, and the prevalence of fast food restaurants, and real or perceived levels of crime and safety are a few examples of physical indicators that provide a framework for a community, sculpt the daily routines of residents, impact lifestyle choices, and ultimately affect public health and longevity. Collaborative work between city planners and public health professionals can help strategically develop spaces and systems for safe and healthy human activity.

A growing body of evidence supports the idea that the built environment (urban form, design, and street

configurations) has a strong impact on the public's health. Increasing rates of chronic health conditions in the US have paralleled higher levels of physical inactivity, auto-dependence, and consumption of foods high in calories and low in nutrients. There is a movement to better understand our decisions about the way we structure our community. Walkable urban form, more compact development, mix of land uses, transportation choices, and access to recreation spaces all increase physical activity, which can improve health outcomes.

Land use and planning decisions play a role in determining community members' behavioral and lifestyle choices that ultimately impact their physical health



Key Community Health and Wellness Indicators

	La Verne Residents	California Residents
Children (ages 5-11) active every day for at least 1 hour	21.4%	20.7%
Adults that were active (walked) for at least 1 hour	31.4%	33.0%
Adult body mass index 30+	18.7%	25.8%
Ever diagnosed with asthma (Age 1-17)	15.3%	14.6%
Delayed prescriptions/medical services (18+)	21.1%	21.2%
Residents ever diagnosed with diabetes (18+)	8.2%	8.8%
Children that received the flu vaccine (6m-11)	42.6%	55.4%
Residents ever diagnosed with heart disease	6.6%	5.9%
Adults who smoke tobacco	11.0%	12.6%
Have 1+ sugary drink a day (18+)	14.0%	17.4%
Have health insurance	85.5%	80.7%
No significant psychological distress during the past year	93.5%	91.9%

Source: UCLA Center for Health Policy Research 2014 California Health Interview Survey.

and mental well-being. The quality, safety, location, and convenience of the pedestrian or bicycle environment, such as sidewalks, bicycle lanes, signals, and crosswalks, may impact a resident's decision to use them, which in turn influences physical activity levels. Similarly, neighborhood parks and open space provide an avenue for increased physical activity. Infrastructure and zoning to support local food processing and distribution enables local food to be used in the community where it was grown. Access to full-service grocery stores and farmers' markets is also correlated with increased consumption of fruits and vegetables.

Furthermore, urban design and maintenance can contribute to or decrease levels of crime and perceptions of pedestrian comfort and safety. Poor mental health is associated, in part, with a number of factors related to planning, including long commute times, exposure to crime, lack of transportation choice, driving related stress, lack of access to public spaces, and lack of oppor-

tunities for recreation and physical activity. Emissions from transportation sources are strongly linked with respiratory diseases, and various toxic air contaminants are known or suspected to cause asthma and cancer.

Addressing public health and wellness in the La Verne General Plan Update acknowledges the profound effects of the built environment on travel choices, access to food, levels of physical activity, and exposure to risk from accidents or pollution. Each of these has a health impact, and the General Plan provides an opportunity to prevent further disease and injury and sustain healthy lifestyle choices for La Verne residents. Though the creation of a healthy general plan, La Verne can focus on opportunities to affect changes in the overall health and well-being of the community. There are a range of factors to consider when evaluating community health and wellness; key indicators highlighted on this page provide just a snapshot.

CITY OF LA VERNE
GENERAL PLAN UPDATE



2018 COMMUNITY PROFILE

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