PUBLIC REVIEW DRAFT

ENVIRONMENTAL IMPACT REPORT

FOR THE

LA VERNE GENERAL PLAN AND ZONING ORDINANCE UPDATE

(SCH: 2023040002)

AUGUST 2024

Prepared for:

City of La Verne
Community Development Department
3660 D Street
La Verne, CA 91750

Prepared by:

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Tustin, CA 92780

De Novo Planning Group

A Land Use Planning, Design, and Environmental Firm

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Appendix C – Biological Resources

Appendix D – Cultural/Paleontological Resources Study

Appendix E – Noise

Appendix F – Transportation Impact Analysis

Appendix G – Tribal Consultation

1.0 EXECUTIVE SUMMARY

1.1 PROJECT LOCATION

The City of La Verne is located at the eastern edge of the San Gabriel Valley in Los Angeles County, approximately 30 miles east of Los Angeles and approximately 23 miles east of Pasadena, refer to Figure 3-1, *Regional Location*. The City is comprised of approximately nine square miles located adjacent to the San Gabriel Mountains. California State Route 210 bisects the City from east to west, with the City lying approximately two miles north of Interstate 10 and three miles east of State Route 57.

The Planning Area is the geographic area for which the General Plan Update provides a framework for long-term growth and resource conservation. State law requires the Planning Area for the General Plan Update to include all territory within La Verne's incorporated area as well as "any land outside its boundaries which in the planning agency's judgment bears relation to its planning" (California Government Code Section 65300). The General Plan Update Planning Area, as shown in Figure 3-2, *General Plan Planning Area*, includes the entire City limits (approximately 5,454 acres) as well as the City of La Verne's Sphere of Influence (approximately 1,510 acres); the entire Planning Area is approximately 6,964 acres.

1.2 PROJECT BACKGROUND

California Government Code Section 65300 et seq. requires all counties and cities to prepare and maintain a General Plan for the long-term growth, development, and management of the land within the jurisdiction's planning boundaries. The General Plan acts as a "constitution" for development, and is the jurisdiction's lead legal document in relation to growth, development, and resource management issues. Zoning and development regulations (e.g., zoning and subdivision standards) are required by law to be consistent with the General Plan.

The General Plan must include Land Use, Circulation, Housing, Conservation, Open Space, Air Quality, Noise, Safety, and Environmental Justice elements, as specified in Government Code Section 65302, to the extent that the issues identified by State law exist in the City's planning area; the City of La Verne is not required to prepare an Environmental Justice element. The City's 6th Cycle 2021-2029 Housing Element was adopted on November 21, 2022, and is not part of this update. At the discretion of each jurisdiction, the General Plan may combine these elements and may add optional elements relevant to the physical features of the jurisdiction. The City may also address other topics of interest. The California Government Code also requires that a General Plan be comprehensive, internally consistent, and plan for the long term.

The City of La Verne circulated a Notice of Preparation (NOP) of an EIR for the Project on March 30, 2023 to trustee and responsible agencies, the State Clearinghouse, and the public. A scoping

meeting was held on April 19, 2023. The NOP public review period began on Thursday, March 30, 2023, and ended on Friday, April 28, 2023.

1.3 PROJECT OBJECTIVES

The following objectives were identified for the proposed update to the General Plan:

1. Reflect the current goals and vision and address issues and concerns expressed by City residents, businesses, decision-makers, and other stakeholders;
2. Celebrate La Verne's family-oriented environment, character, and sense of community;
3. Provide a range of high-quality housing options;
4. Accommodate new growth around the future Metro A (Gold) Line Station and along the community's transportation corridors;
5. Support the initiatives of community partners including the University of La Verne;
6. Attract and retain businesses and industries that provide high-quality and high-paying jobs so that residents can live and work in La Verne;
7. Expand retail opportunities to provide better local services and increased sales tax revenues;
8. Continue to maintain the road network and improve active transportation opportunities;
9. Maintain strong fiscal sustainability and continue to provide efficient and adequate public services; and
10. Address new requirements of State law.

1.4 PROJECT CHARACTERISTICS

The City of La Verne is preparing a comprehensive update to its existing General Plan and Zoning Ordinance, expected to be adopted in 2024. The updated La Verne General Plan will guide the City's development and conservation through land use objectives and policy guidance. The General Plan Update is intended to be an expression of the community's vision for the City and Planning Area and constitutes the policy and regulatory framework by which future development projects will be reviewed and public improvements will be implemented. The City will implement the General Plan Update by requiring development, infrastructure improvements, and other projects to be consistent with its policies and by implementing the actions included in the General Plan Update.

The La Verne General Plan Update will include a comprehensive set of goals, policies, and actions organized into Elements, as well as a revised Land Use Map, refer to Figure 3-4, *General Plan*

Update Land Use Map. The goals and policies provide guidance to the City on how to direct change, manage growth, and manage resources over the 20-year life of the General Plan. In order to ensure that the goals and policies in the General Plan are effectively implemented, a series of actions, or implementation measures have been developed, and are presented in each Element.

The La Verne General Plan Update will include all of the required State-mandated elements, and will address optional topics including: Economic Development, Community Facilities, Community Design, Fiscal Sustainability, and Community Health and Wellness.

1.4.1 GENERAL PLAN BUILDOUT ANALYSIS

State General Plan law requires that the General Plan indicate the maximum densities and intensities permitted within the Land Use Plan. Maximum allowable development on individual parcels of land is governed by these measures of density or intensity. The maximum density or intensity permitted for an individual parcel is controlled by the land use designation, unless a density bonus pursuant to State law and La Verne Municipal Code Chapter 18.114, *Density Bonus Provisions*, applies. In addition to the land use designation, development of a parcel is influenced by a variety of factors including the physical characteristics of a parcel, compatibility with nearby uses, access and infrastructure limitations, market factors, and previous developments trends.

While no specific development projects are proposed as part of the La Verne General Plan Update, the General Plan will accommodate future growth in La Verne, including new businesses, expansion of existing businesses, and new residential uses. New growth is anticipated to occur along the City's major corridors (Arrow Highway and Foothill Boulevard) and around the new Metro A (Gold) Line Station. No new development is anticipated within the Sphere of Influence. The buildout analysis assumes a 20+ year planning horizon, and 2045 is to be the full buildout year of the General Plan (the point at which all parcels in the City are developed according to their General Plan land use designation).

Table 1-1, *General Plan Update Growth Assumptions*, summarizes the growth anticipated by the General Plan Update based upon the buildout potential associated with the General Plan Update Land Use Map in 2045 compared to existing on-the-ground conditions by General Plan Update Land Use Designation (refer to Table 3-4, *General Plan 2045 Buildout by Land Use Designation*, of Section 3.0).

Table 1-1
General Plan Update Growth Assumptions

Description	Housing Units	Population	Non-Residential Development (Square Feet)	Jobs	Jobs per Housing Unit
Existing Developed Conditions (2023)	11,674	32,339	5,500,864	11,318	0.97
Proposed 2045 General Plan	14,354	37,142	8,037,850	16,572	1.15
Net Change	**2,680**	**4,803**	**2,536,986**	**5,254**	**N/A**

1.5 ENVIRONMENTAL IMPACTS

The City determined that a Program EIR should be prepared pursuant to the California Environmental Quality Act Guidelines (CEQA Guidelines). The environmental issues identified by the City for assessment in the Program EIR are:

- Aesthetics
- Agricultural Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Energy
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Noise
- Population and Housing
- Public Services
- Recreation
- Transportation
- Tribal Cultural Resources
- Utilities and Service Systems
- Wildfire

Section 5.0, *Environmental Analysis*, of this EIR provides a description of potential environmental impacts of the General Plan Update. After implementation of the General Plan Update goals, policies, and actions, most of the potentially significant impacts associated with the proposed General Plan Update would be reduced to a less than significant level. However, the impacts listed below could not be feasibly mitigated and would result in a significant and unavoidable impact with implementation of the General Plan Update.

Air Quality

- General Plan implementation would result in a cumulatively considerable net increase of criteria pollutants for which the project region is non-attainment under an applicable federal or State ambient air quality standard during construction and operational activities.
- General Plan implementation would expose sensitive receptors to substantial pollutant concentrations during construction and operational activities.
- General Plan implementation would result in a cumulatively considerable contribution to significant cumulative air quality impacts with the potential to expose sensitive receptors to substantial pollutant concentrations.

Greenhouse Gas Emissions

- Project implementation would generate greenhouse gas emissions that would not satisfy the Greenhouse Gas reduction targets established by federal and State law and may have a significant effect on the environment.
- Project implementation would contribute to global climate change through a cumulatively considerable contribution of greenhouse gases. The Project would result in a cumulatively considerable and significant adverse GHG emissions impact.

Transportation

- Project implementation would result in a significant cumulative VMT impact.

1.6 SUMMARY OF PROJECT ALTERNATIVES

Pursuant to Section 15126.6 of the CEQA Guidelines, “an EIR shall describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives. An EIR need not consider every conceivable alternative to a project. Rather it must consider a reasonable range of potentially feasible alternatives that will foster informed decision making and public participation. An EIR is not required to consider alternatives which are infeasible. The lead agency is responsible for selecting a range of project alternatives for examination and must publicly disclose its reasoning for selecting those alternatives.” This EIR includes two alternatives as discussed below.

- Alternative 1 – No Project/Existing General Plan
- Alternative 2 – Reduced Growth Alternative

Alternative 1: No Project/Existing General Plan

Under Alternative 1, the City would continue to implement the existing General Plan and no changes would be made to address updated OPR General Plan Guidelines, or the requirements of State law. Since adoption of the existing General Plan, State legislation has been passed requiring the City to address new safety and circulation requirements in the General Plan and to further address greenhouse gas emissions. Additionally, the City recently updated its 2021-2029 Housing Element (adopted in November 2022), and the existing General Plan and Municipal Code do not conform to State requirements regarding consistency between General Plan elements and implementation of the Housing Element programs. The General Plan goals, policies, and actions, as well as the Land Use Map, would not be updated to address the vision and concerns of the City's residents, property owners, decision-makers, and other stakeholders that actively participated in the visioning and goal and policy development process.

The development anticipated by the No Project/Existing General Plan Alternative would result in the following when compared to the General Plan Update:

- 1,403 fewer housing units;
- 1,268 fewer residents;
- 491,344 fewer nonresidential square feet of development; and
- 1,479 fewer jobs.

Alternative 2: Reduced Growth Alternative

Alternative 2 continues to allow for new development of residential and non-residential development, like those included in the proposed Project, but with less anticipated residential growth than reflected in the proposed General Plan Update.

The goals, policies, and actions of the General Plan Update would apply to subsequent development, planning, and infrastructure projects under this alternative. This Alternative was developed to reduce the severity of potential impacts related to air quality, greenhouse gas emissions, and total vehicle miles traveled, as overall development of residential uses within the Planning Area would be less than what would be anticipated under the proposed Project.

The development anticipated by the Reduced Growth Alternative would result in the following when compared to the General Plan Update:

- 287 fewer housing units;
- 588 fewer residents;

- Nonresidential development would remain the same; and
- Employment opportunities would remain the same.

1.7 SUMMARY OF ENVIRONMENTAL IMPACTS

In accordance with the CEQA Guidelines, this EIR focuses on the Project's significant effects on the environment. The CEQA Guidelines defines a significant effect as a substantial adverse change in the physical conditions, which exist in the area affected by the proposed project. A less than significant effect is one in which there is no long or short-term significant adverse change in environmental conditions. Some impacts are reduced to a less than significant level with the implementation of General Plan Update policies and actions, and/or compliance with regulations.

The environmental impacts of the proposed Project, the impact level of significance prior to mitigation, identification of any mitigation measures, if relevant, and the impact level of significance after mitigation are summarized in Table 1-2, *Summary of Environmental Impacts and Mitigation Measures*.

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Table 1-2
Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	General Plan Update Goals, Policies, and Actions	Mitigation Measures	Level of Significance
5.1 Aesthetics			
AES-1: Would the project have a substantial adverse effect on a scenic vista?	Land Use Goal 4. Land Use Policies 1.2, 1.8, 1.9, 4.1, 4.2, 4.4, 4.7, 4.8, 4.9, 5.2, 5.3, 5.4, and 5.11. Land Use Actions 1.1, 1.2, 1.3, and 2.6. Resource Management Policies 2.2, 2.4, and 6.8. Community Design Goal 3. Community Design Policies 3.1, 3.2, and 3.3. Community Design Action 3.1.	No mitigation measures are required.	Less Than Significant Impact
AES-2: In non-urbanized areas, would the project substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	Land Use Goal 4. Land Use Policies 1.1, 1.2, 1.3, 4.1, 4.2, 4.4, 4.7, 4.8, 4.9. 5.2, 5.3, 5.4, and 5.11. Land Use Actions 1.1, 1.2, 1.3, and 2.6. Resource Management Policies 2.2, 2.4, and 6.8. Community Design Goal 3. Community Design Policies 3.1, 3.2, and 3.3. Community Design Actions 2.1 and 3.1.	No mitigation measures are required.	Less Than Significant Impact
AES-3: Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	Land Use Policies 3.5 and 5.6. Land Use Action 5.1.	No mitigation measures are required.	Less Than Significant Impact

Table 1-2 (continued)
Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	General Plan Update Goals, Policies, and Actions	Mitigation Measures	Level of Significance
Would the project, combined with other related cumulative projects, have a substantial adverse effect on a scenic vista?	Refer to the General Plan Update Goals, Policies, and Actions cited above in this section.	No mitigation measures are required.	Less Than Significant Impact
Would the project, combined with other related cumulative projects, conflict with applicable zoning and other regulations governing scenic quality?	Refer to the General Plan Update Goals, Policies, and Actions cited above in this section.	No mitigation measures are required.	Less Than Significant Impact
Would the project, combined with other related cumulative projects, create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	Refer to the General Plan Update Goals, Policies, and Actions cited above in this section.	No mitigation measures are required.	Less Than Significant Impact
5.2 Air Quality			
AQ-1: Would the project conflict with or obstruct implementation of the applicable air quality plan?	Land Use Goals 1 and 3. Land Use Policies 1.1, 1.9, and 3.5. Mobility Goal 2. Mobility Policies 2.1, 2.2, and 2.3. Resource Management Goals 6 and 8. Resource Management Policies 6.1, 6.2, 6.3, 6.4, 6.5, 8.1, 8.2, 8.3, 8.4, 8.5, 8.6, 8.7, 8.8, 8.9, 8.10, and 8.11. Resource Management Actions 8.1, 8.2, 8.3, 8.4, 8.14, and 8.15.	No mitigation measures are required.	Less Than Significant Impact

Table 1-2 (continued)
Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	General Plan Update Goals, Policies, and Actions	Mitigation Measures	Level of Significance
AQ-2: Would the project result in cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under the applicable federal or state ambient air quality standard?	Refer to the General Plan Update goals, policies and actions cited above in AQ-1.	There is no feasible mitigation available for this impact.	Significant and Unavoidable Impact.
AQ-3: Would the project expose sensitive receptors to substantial pollutant concentrations?	Refer to the General Plan Update goals, policies and actions cited above in AQ-1.	There is no feasible mitigation available for this impact.	Significant and Unavoidable Impact.
AQ-4: Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	Resource Management Goal 8. Resource Management 7.2, 8.1, 8.2, 8.3, 8.5, 8.6, 8.7, 8.8, and 8.9., Resource Management Actions 8.1 and 8.2.	No mitigation measures are required.	Less Than Significant Impact
Would the project, combined with other related cumulative projects, conflict with or obstruct implementation of the applicable air quality plan?	Refer to the General Plan Update Goals, Policies, and Actions cited above in this section.	No mitigation measures are required.	Less Than Significant Impact
Would the project, combined with other related cumulative projects, conflict with or obstruct implementation of the applicable air quality plan, or result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard?	Refer to the General Plan Update Goals, Policies, and Actions cited above in this section.	There is no feasible mitigation available for this impact.	Significant and Unavoidable Impact.

Table 1-2 (continued)
Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	General Plan Update Goals, Policies, and Actions	Mitigation Measures	Level of Significance
Would the project, combined with other related cumulative projects, expose sensitive receptors to substantial pollutant concentrations?	Refer to the General Plan Update Goals, Policies, and Actions cited above in this section.	There is no feasible mitigation available for this impact.	Significant and Unavoidable Impact.
Would the project, combined with other related cumulative projects, result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	Refer to the General Plan Update Goals, Policies, and Actions cited above in this section.	No mitigation measures are required.	Less Than Significant Impact
5.3 Biological Resources			
BIO-1: Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	Resource Management Goals 2 and 5. Resource Management Policies 2.1, 2.2, 2.3, 2.5, 2.6, 5.1, 5.2, 5.3, 5.4, 5.5, 5.6, 5.7, 5.8, 5.9, and 5.10. Resource Management Actions 2.2, 5.1, 5.2, 5.3 and 5.4.	No mitigation measures are required.	Less Than Significant Impact
BIO-2: Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	Refer to the General Plan Update goals, policies and actions cited above in BIO-1.	No mitigation measures are required.	Less Than Significant Impact

Table 1-2 (continued)
Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	General Plan Update Goals, Policies, and Actions	Mitigation Measures	Level of Significance
BIO-3: Would the project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	Resource Management Goals 2 and 5. Resource Management Policies 2.1, 2.2, 2.3, 2.5, 2.6, 5.1, 5.2, 5.3, 5.4, 5.5, 5.6, 5.7, 5.8, 5.9, and 5.10. Resource Management Actions 2.2, 5.1, 5.2, and 5.3.	No mitigation measures are required.	Less Than Significant Impact
BIO-4: 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?	Refer to the General Plan Update goals, policies and actions cited above in BIO-1.	No mitigation measures are required.	Less Than Significant Impact
BIO-5: Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	Refer to the General Plan Update goals, policies and actions cited above in BIO-3.	No mitigation measures are required.	Less Than Significant Impact
BIO-6: Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	Refer to the General Plan Update goals, policies and actions cited above in BIO-3.	No mitigation measures are required.	Less Than Significant Impact

Table 1-2 (continued)
Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	General Plan Update Goals, Policies, and Actions	Mitigation Measures	Level of Significance
Would the project, combined with other related cumulative projects, have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	Refer to the General Plan Update Goals, Policies, and Actions cited above in this section.	No mitigation measures are required.	Less Than Significant Impact
Would the project, combined with other related cumulative projects, a have substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	Refer to the General Plan Update Goals, Policies, and Actions cited above in this section.	No mitigation measures are required.	Less Than Significant Impact
Would the project, combined with other related cumulative projects, have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	Refer to the General Plan Update Goals, Policies, and Actions cited above in this section.	No mitigation measures are required.	Less Than Significant Impact

Table 1-2 (continued)
Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	General Plan Update Goals, Policies, and Actions	Mitigation Measures	Level of Significance
Would the project, combined with other related cumulative projects, 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?	Refer to the General Plan Update Goals, Policies, and Actions cited above in this section.	No mitigation measures are required.	Less Than Significant Impact
Would the project, combined with other related cumulative projects, conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	Refer to the General Plan Update Goals, Policies, and Actions cited above in this section.	No mitigation measures are required.	Less Than Significant Impact
Would the project, combined with other related cumulative projects, conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	Refer to the General Plan Update Goals, Policies, and Actions cited above in this section.	No mitigation measures are required.	Less Than Significant Impact
5.4 Cultural Resources			
CUL-1: Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?	Resource Management Goal 3. Resource Management Policies 3.1, 3.2, 3.3., 3.4, 3.6, and 3.7. Resource Management Actions 3.2, 3.5, 3.6, 3.7, 3.12, 3.14, 3.15, 3.16, and 3.17.	No mitigation measures are required.	Less Than Significant Impact

Table 1-2 (continued)
Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	General Plan Update Goals, Policies, and Actions	Mitigation Measures	Level of Significance
CUL-2: Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	Resource Management Goal 3. Resource Management Policies 3.1, 3.2, 3.3., 3.4, 3.8, and 3.9. Resource Management Actions 3.3 and 3.11.	No mitigation measures are required.	Less Than Significant Impact
CUL-3: Disturb any human remains, including those interred outside of formal cemeteries?	Resource Management Goal 3. Resource Management Policies 3.10 and 3.11. Resource Management Action 3.4.	No mitigation measures are required.	Less Than Significant Impact
Would the project, combined with other related cumulative projects, cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	Refer to the General Plan Update Goals, Policies, and Actions cited above in this section.	No mitigation measures are required.	Less Than Significant Impact
Would the project, combined with other related cumulative projects, cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	Refer to the General Plan Update Goals, Policies, and Actions cited above in this section.	No mitigation measures are required.	Less Than Significant Impact
Would the project, combined with other related cumulative projects, disturb any human remains, including those interred outside of dedicated cemeteries?	Refer to the General Plan Update Goals, Policies, and Actions cited above in this section.	No mitigation measures are required.	Less Than Significant Impact

Table 1-2 (continued)
Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	General Plan Update Goals, Policies, and Actions	Mitigation Measures	Level of Significance
5.5 Energy			
EN-1: Would the project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation; or conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	Land Use Goals 1 and 3. Land Use Policies 1.1 and 1.9. Resource Management Goals 6 and 8. Resource Management Policies 6.1, 6.2, 6.3, 6.4, 6.5, 6.6, 8.1,8.4, and 8.10. Resource Management Actions 6.1, 6.2, 6.3, 6.4, and 8.4.	No mitigation measures are required.	Less Than Significant Impact
Would the project, combined with other related cumulative projects, result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation.	Refer to the General Plan Update Goals, Policies, and Actions cited above in this section.	No mitigation measures are required.	Less Than Significant Impact
5.6 Geology & Soils			
GS-1: Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?	Public Safety Goal 3. Public Safety Policies 3.1, 3.3, 3.4, 3.6, 3.9, and 3.10. Public Safety Actions 3.1 and 3.2.	No mitigation measures are required.	Less Than Significant Impact

Table 1-2 (continued)
Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	General Plan Update Goals, Policies, and Actions	Mitigation Measures	Level of Significance
GS-2: Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking, landslides, or seismic-related ground failure, including liquefaction?	Public Safety Goal 3. Public Safety Policies 3.1, 3.2, 3.3, 3.4, 3.5, 3.6, 3.7, 3.9, and 3.10. Public Safety Actions 3.1 and 3.2.	No mitigation measures are required.	Less Than Significant Impact
GS-3: Would the project result in substantial soil erosion of the loss of topsoil?	Land Use Goal 4. Land Use Policies 4.2, 4.3, 4.4, 4.5, 4.6, 4.8, and 4.9. Public Safety Goal 3. Public Safety Policies 2.7, 3.2, 3.4, 3.5, and 3.7.	No mitigation measures are required.	Less Than Significant Impact
GS-4: Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	Public Safety Goal 3. Public Safety Policies 3.2, 3.4, 3.5, 3.7, and 3.10. Public Safety Actions 3.1 and 3.2.	No mitigation measures are required.	Less Than Significant Impact
GS-5: Would the project be located on expansive soil, as defined in Tables 18-1-D of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	Public Safety Goal 3. Public Safety Policies 3.4, 3.5, 3.6, 3.7, and 3.10.	No mitigation measures are required.	Less Than Significant Impact

Table 1-2 (continued)
Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	General Plan Update Goals, Policies, and Actions	Mitigation Measures	Level of Significance
GS-6: Would the project have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	Public Safety Goal 3. Public Safety Policies 2.7, 3.1, 3.2, 3.4, 3.5, 3.7, 3.9, and 3.10.	No mitigation measures are required.	Less Than Significant Impact
GS-7:Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	Resource Management Goal 3. Resource Management Policy 3.9. Resource Management Actions 3.1 and 3.3.	No mitigation measures are required.	Less Than Significant Impact
Would the project, combined with other related cumulative projects, directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	Refer to the General Plan Update Goals, Policies, and Actions cited above in this section.	No mitigation measures are required.	Less Than Significant Impact
Would the project, combined with other related cumulative projects, directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking or seismic-related ground failure, including liquefaction?	Refer to the General Plan Update Goals, Policies, and Actions cited above in this section.	No mitigation measures are required.	Less Than Significant Impact

Table 1-2 (continued)
Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	General Plan Update Goals, Policies, and Actions	Mitigation Measures	Level of Significance
Would the project, combined with other related cumulative projects result in substantial soil erosion or the loss of topsoil?	Refer to the General Plan Update Goals, Policies, and Actions cited above in this section.	No mitigation measures are required.	Less Than Significant Impact
Would the project, combined with other related cumulative projects, be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	Refer to the General Plan Update Goals, Policies, and Actions cited above in this section.	No mitigation measures are required.	Less Than Significant Impact
Would the project, combined with other related cumulative projects, be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	Refer to the General Plan Update Goals, Policies, and Actions cited above in this section.	No mitigation measures are required.	Less Than Significant Impact
Would the project, combined with other related cumulative projects directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	Refer to the General Plan Update Goals, Policies, and Actions cited above in this section.	No mitigation measures are required.	Less Than Significant Impact

Table 1-2 (continued)
Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	General Plan Update Goals, Policies, and Actions	Mitigation Measures	Level of Significance
5.7 Greenhouse Gas Emissions			
GHG-1: Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	Land Use Goals 1 and 3. Land Use Policies 1.1, 1.9, and 3.5. Mobility Goals 2, 5, and 6. Mobility Policies 2.1, 2.2, 2.3, 5.1, 5.2, 5.3, 5.4, 5.5, 5.6, 5.7, 5.8, 5.9, 6.5, 6.6, 6.7, 6.8, 6.9, and 6.10. Resource Management Goals 6 and 8. Resource Management Policies 6.1, 6.2, 6.3, 6.4, 6.5, 7.1, 7.2, 7.3, 8.1, 8.2, 8.3, 8.4, 8.5, 8.6, 8.7, 8.8, 8.9, 8.10, and 8.11. Resource Management Actions 8.1, 8.2, 8.3, 8.4, 8.14, and 8.15.	There is no feasible mitigation available for this impact.	Significant and Unavoidable Impact.
GHG-2: Would the project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	Refer to the General Plan Update goals, policies and actions cited above in GHG-1.	There is no feasible mitigation available for this impact.	Significant and Unavoidable Impact.
Would the Project, combined with other related cumulative projects, generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment, or conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	Refer to the General Plan Update Goals, Policies, and Actions cited above in this section.	There is no feasible mitigation available for this impact.	Significant and Unavoidable Impact.

Table 1-2 (continued)
Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	General Plan Update Goals, Policies, and Actions	Mitigation Measures	Level of Significance
5.8 Hazards and Hazardous Materials			
HAZ-1: Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	Mobility Policies 7.1, 7.2, and 7.3. Mobility Actions 7.1 and 7.2. Public Safety Goals 4 and 8. Public Safety Policies 4.1, 4.2, 4.3, 4.4, 4.5, 4.6, 4.7, 4.8, 8.3, 8.4, 8.5, 8.6, and 8.11. Public Safety Actions 4.1, 4.2, 4.3, 8.1, and 8.2. Community Services and Facilities Policies 5.1, 5.2, 5.4, 5.5, 5.6, 5.7, and 5.8. Community Services and Facilities Actions 5.1, 5.5, and 5.6.	No mitigation measures are required.	Less Than Significant Impact
HAZ-2: Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	Refer to the General Plan Update goals, policies and actions cited above in HAZ-1.	No mitigation measures are required.	Less Than Significant Impact
HAZ-3: Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	Refer to the General Plan Update goals, policies and actions cited above in HAZ-1.	No mitigation measures are required.	Less Than Significant Impact

Table 1-2 (continued)
Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	General Plan Update Goals, Policies, and Actions	Mitigation Measures	Level of Significance
HAZ-4: Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	Refer to the General Plan Update goals, policies and actions cited above in HAZ-1.	No mitigation measures are required.	Less Than Significant Impact
HAZ-5: For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	Public Safety Goal 6. Public Safety Policies 6.1, 6.2, 6.3, 6.4, 6.5, 6.6, 7.2, and 7.11. Public Safety Actions 7.1 and 7.2.	No mitigation measures are required.	Less Than Significant Impact
HAZ-6: Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	Public Safety Goal 8. Public Safety Policies 4.5, 8.1, 8.2, 8.3, 8.4, 8.6, 8.7, 8.8, 8.9, 8.10, and 8.11. Public Safety Actions 8.1, 8.2, and 8.3. Community Services and Facilities Policies 5.4, 5.5, and 5.8. Community Services and Facilities Actions 5.1, 5.5, and 5.6.	No mitigation measures are required.	Less Than Significant Impact
HAZ-7: Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	Public Safety Goal 1. Public Safety Policies 1.1, 1.2, 1.3, 1.4, 1.5, 1.6, 1.7, 1.8, 1.9, 1.10, 1.11, 1.12, 1.13, 1.14, 1.15, 1.16, 1.17, 1.18, and 1.19. Public Safety Actions 1.1, 1.2, 1.3, 1.4, 1.5, 1.6, 1.7, 1.8, 1.9, 1.10, and 1.11.	No mitigation measures are required.	Less Than Significant Impact

Table 1-2 (continued)
Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	General Plan Update Goals, Policies, and Actions	Mitigation Measures	Level of Significance
Would the project, combined with other related cumulative projects, result in significant cumulative impacts with respect to hazards and hazardous materials?	Refer to the General Plan Update Goals, Policies, and Actions cited above in this section.	No mitigation measures are required.	Less Than Significant Impact
5.9 Hydrology			
HWQ-1:Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	Public Safety Policy 2.7. Community Services Policy 2.10. Community Services Actions 2.4, 2.5, 2.6, and 2.7.	No mitigation measures are required.	Less Than Significant Impact
HWQ-2:Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	Resource Management Goal 4. Resource Management Policies 4.1, 4.2, 4.3, 4.4, and 4.5. Resource Management Action 4.1. Public Safety Policy 2.9. Community Services Goal 2. Community Services Policy 2.1, 2.5, 2.7, and 2.10. Community Services Actions 2.5 and 2.6.	No mitigation measures are required.	Less Than Significant Impact

Table 1-2 (continued)
Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	General Plan Update Goals, Policies, and Actions	Mitigation Measures	Level of Significance
HWQ-3: Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: • result in substantial erosion or siltation on- or off-site; • substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite; • create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or • impede or redirect flood flows?	Public Safety Goal 2. Public Safety Policies 2.1, 2.2, 2.3, 2.4, 2.5, 2.6, 2.7, 2.8, 2.9, 2.10, 2.11, 3.4, and 3.5. Public Safety Actions 2.1, 2.2, 2.3, and 2.4. Community Services Policy 2.10. Community Services Actions 2.4, 2.5, 2.6, and 2.7.	No mitigation measures are required.	Less Than Significant Impact
HWQ-4:Would the project, in flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	Public Safety Goal 2. Public Safety Policies 2.1, 2.2, 2.3, 2.4, 2.5, 2.6, 2.7, 2.8, 2.9, 2.10, and 2.11. Public Safety Actions 2.1, 2.2, 2.3, and 2.4	No mitigation measures are required.	Less Than Significant Impact

Table 1-2 (continued)
Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	General Plan Update Goals, Policies, and Actions	Mitigation Measures	Level of Significance
HWQ-5:Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	Resource Management Goal 4. Resource Management Policies 4.1, 4.2, 4.3, 4.4, and 4.5. Resource Management Action 4.1. Public Safety Goal 2. Public Safety Policies 2.1, 2.2, 2.3, 2.4, 2.5, 2.6, 2.7, 2.8, and 2.9. Community Services Policies 2.5, 2.7, and 2.10. Community Services Actions 2.4, 2.5, 2.6, and 2.7.	No mitigation measures are required.	Less Than Significant Impact
Would the project, combined with other related cumulative projects, result in significant cumulative impacts with respect to hydrology and water quality?	Refer to the General Plan Update Goals, Policies, and Actions cited above in this section.	No mitigation measures are required.	Less Than Significant Impact
5.10 Land Use and Planning			
LU-1: Would the project physically divide an established community?	Land Use Goals 1, 2, 3 and 5. Land Use Policies 1.1, 1.3, 1.9, 1.10, 2.4, 2.10, 3.1, 3.2, 3.3., 3.4. 3.5, 3.6, 5.1, 5.5, and 5.6.	No mitigation measures are required.	Less Than Significant Impact

Table 1-2 (continued)
Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	General Plan Update Goals, Policies, and Actions	Mitigation Measures	Level of Significance
LU-2: Would the project conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	Land Use Goals 1, 2, and 4. Land Use Policies 1.1, 1.9, 2.2, 4.4, 4.7, and 4.10. Mobility Goals 1, 2, 4, and 9. Mobility Policies 1.4, 1.5, 2.1, 2.2, 2.3, 2.7, 4.3, 4.5, 7.2, 9.1, and 9.2. Mobility Actions 1.3 and 2.1. Resource Management Goals 2, 3, 4, 5, 6, 7, and 8. Resource Management Policies 2.1, 2.2, 2.4, 3.2, 3.6, 3.9, 3.10, 3.11, 4.1, 4.2, 4.3, 4.4, 4.5, 5.1, 5.3, 6.1, 6.2, 6.4, 7.1, 7.3, 8.1, 8.2, 8.3, 8.4, 8.8, and 8.9. Health and Wellness Goals 1, 2, and 3. Health and Wellness Policies 1.1, 1.2, 1.3, 1.4, 2.1, 2.2, 2.3, 2.4, 2.5, 2.6, 3.1, 3.2, 3.3, 3.4, 3.5, and 3.6.	No mitigation measures are required.	Less Than Significant Impact
Would the project, combined with other related cumulative projects, physically divide an established community?	Refer to the General Plan Update Goals, Policies, and Actions cited above in this section.	No mitigation measures are required.	Less Than Significant Impact
Would the project, combined with other related cumulative projects, cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	Refer to the General Plan Update Goals, Policies, and Actions cited above in this section.	No mitigation measures are required.	Less Than Significant Impact

Table 1-2 (continued)
Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	General Plan Update Goals, Policies, and Actions	Mitigation Measures	Level of Significance
5.11 Noise			
NOI-1: Would the project result in the generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	Public Safety Policies 7.1, 7.2, 7.3, 7.6, 7.7, 7.8, 7.10, and 7.11. Public Safety-7 Actions 1, 2, 3, 4, and 5.	No mitigation measures are required.	Less Than Significant Impact
NOI-2: Would the project result in the generation of excessive groundborne vibration or groundborne noise levels?	Public Safety Policies 7.7, 7.8, and 7.11. Public Safety-7 Actions 1, 2, and 3.	No mitigation measures are required.	Less Than Significant Impact
NOI-3: For a project located within the vicinity of a private airstrip land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise?	Public Safety Policies 7.2 and 7.11. Public Safety-7 Actions 1, 2, and 3.	No mitigation measures are required.	Less Than Significant Impact
Would the project, combined with other related cumulative projects, generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	Refer to the General Plan Update Goals, Policies, and Actions cited above in this section.	No mitigation measures are required.	Less Than Significant Impact

Table 1-2 (continued)
Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	General Plan Update Goals, Policies, and Actions	Mitigation Measures	Level of Significance
Would the project, combined with other related cumulative projects, generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	Refer to the General Plan Update Goals, Policies, and Actions cited above in this section.	No mitigation measures are required.	Less Than Significant Impact
For a project located within the vicinity of a private airstrip land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project, combined with other related cumulative projects, expose people residing or working in the project area to excessive noise?	Refer to the General Plan Update Goals, Policies, and Actions cited above in this section.	No mitigation measures are required.	Less Than Significant Impact
5.12 Population and Housing			
POP-1: Would the project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure?	Land Use Goals 1, 2, and 3. Land Use Policies 1.1, 1.9, 2.1, 2.2, 2.3, 2.4, 2.11, 3.1, and 5.4. Community Services Policies 1.1, 1.3, and 2.4.	No mitigation measures are required.	Less Than Significant Impact
POP-2: Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	Land Use Goals 1, 2, and 3. Land Use Policies 1.1, 2.1, 2.11, 3.1, and 5.4.	No mitigation measures are required.	Less Than Significant Impact

Table 1-2 (continued)
Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	General Plan Update Goals, Policies, and Actions	Mitigation Measures	Level of Significance
Would the project, combined with other related cumulative projects, induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes, and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	Refer to the General Plan Update Goals, Policies, and Actions cited above in this section.	No mitigation measures are required.	Less Than Significant Impact
Would the Project combined with other related cumulative projects displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	Refer to the General Plan Update Goals, Policies, and Actions cited above in this section.	No mitigation measures are required.	Less Than Significant Impact
5.13 Public Services			
PS-1: Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Fire Protection and Emergency Services.	Public Safety Goals 1 and 8. Public Safety Policies 1.1, 1.12, 1.13, 1.17, 8.1, and 8.3. Public Safety Actions 1.2, 1.6, 1.7, and 1.10. Community Services and Facilities Goals 1 and 5. Community Services and Facilities Policies 1.1, 1.3, 1.5, 1.9, 5.1, and 5.4. Community Services and Facilities Actions 1.2 and 1.3.	No mitigation measures are required.	Less Than Significant Impact

Table 1-2 (continued)
Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	General Plan Update Goals, Policies, and Actions	Mitigation Measures	Level of Significance
PS-1: Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Law Enforcement Services.	Community Services and Facilities Goals 1 and 5. Community Services and Facilities Policies 1.1, 1.3, 1.5, 1.9, 1.10, 5.1,5.2, 5.3, 5.4, 5.6, 5.7, and 5.10. Community Services and Facilities Actions 1.2, 1.3, 5.2, 5.3, and 5.4.	No mitigation measures are required.	Less Than Significant Impact
PS-1: Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Schools.	Community Services and Facilities Goals 1 and 6. Community Services and Facilities Policies 1.1, 1.3, 1.5, 1.9, 1.10, 6.1,6.2, 6.3, 6.4, 6.5, 6.6, 6.7, 6.8, 6.9, and 6.11. Community Services and Facilities Actions 1.2, 1.3, 6.1, 6.2, 6.3, and 6.4.	No mitigation measures are required.	Less Than Significant Impact

Table 1-2 (continued)
Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	General Plan Update Goals, Policies, and Actions	Mitigation Measures	Level of Significance
PS-1: Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Libraries and Community Services.	Community Services and Facilities Goals 1 and 7. Community Services and Facilities Policies 1.1, 1.3, 1.5, 1.8, 1.9, 6.4, 6.7, 6.8, 6.11, 7.3, and 7.6. Community Services and Facilities Actions 1.2, 1.3, 1.5, 6.1, and 6.2.	No mitigation measures are required.	Less Than Significant Impact
PS-2: Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	Land Use Policy 1.2. Resource Management Goals 1 and 2. Resource Management Policies 1.1, 1.2, 1.3, 1.4, 1.5, 1.6, 1.7, 1.8, 1.9, 1.10, 1.11, 2.1, 2.2, 2.3, 2.4, 2.5, and 2.6. Resource Management Actions 1.1, 1.2, 1.3, 1.4, 2.1, and 2.2. Community Services and Facilities Policies 1.1 and 1.9.	No mitigation measures are required.	Less Than Significant Impact

Table 1-2 (continued)
Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	General Plan Update Goals, Policies, and Actions	Mitigation Measures	Level of Significance
PS-3: Would the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	Land Use Policy 1.9. Land Use Action 2.6. Resource Management Goals 1 and 2. Resource Management Policies 1.2, 1.3, 1.5, 1.6, 1.8, 1.11, 2.1, 2.2, 2.3, 2.4, 2.5, and 2.6. Resource Management Actions 1.1, 1.3, and 2.2.	No mitigation measures are required.	Less Than Significant Impact
Would the Project, combined with other relevant cumulative projects, result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Fire Protection	Refer to the General Plan Update Goals, Policies, and Actions cited above in this section.	No mitigation measures are required.	Less Than Significant Impact

Table 1-2 (continued)
Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	General Plan Update Goals, Policies, and Actions	Mitigation Measures	Level of Significance
Would the Project, combined with other relevant cumulative projects, result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Police Protection	Refer to the General Plan Update Goals, Policies, and Actions cited above in this section.	No mitigation measures are required.	Less Than Significant Impact
Would the Project, combined with other relevant cumulative projects, result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Schools	Refer to the General Plan Update Goals, Policies, and Actions cited above in this section.	No mitigation measures are required.	Less Than Significant Impact

Table 1-2 (continued)
Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	General Plan Update Goals, Policies, and Actions	Mitigation Measures	Level of Significance
Would the Project, combined with other relevant cumulative projects, result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Other Public Facilities.	Refer to the General Plan Update Goals, Policies, and Actions cited above in this section.	No mitigation measures are required.	Less Than Significant Impact
Would the project, combined with other relevant cumulative projects, increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	Refer to the General Plan Update Goals, Policies, and Actions cited above in this section.	No mitigation measures are required.	Less Than Significant Impact
5.14 Transportation			
TR-1: Would the project conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadways, bicycle and pedestrian facilities?	Mobility Goals 1, 2, 5, and 6. Mobility Policies 1.1, 1.2, 1.4, 1.6, 2.1, 2.5, 2.6, 2.8, 5.1, 5.2, 5.3, 5.4, 5.5, 5.6, 5.8, 6.1, 6.2, 6.3, 6.4, 6.5, 6.6, 6.7, 6.8, 6.9, 6.10, 7.3, and 10.1. Mobility Actions 1.3, 1.5, 1.7, 1.8, 2.1, and 5.1.	No mitigation measures are required.	Less Than Significant Impact

Table 1-2 (continued)
Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	General Plan Update Goals, Policies, and Actions	Mitigation Measures	Level of Significance
TR-2: Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	Land Use Policy 1.1, 1.3, and 1.9. Mobility Goals 1, 2, 5, and 6. Mobility Goals 2, 5, 6 and 9. Mobility Policies 2.1, 2.5, 2.6, 2.8, 5.1, 5.2, 5.3, 5.4, 5.5, 5.6, 5.8, 6.1, 6.2, 6.3, 6.5, 6.6, 6.7, 6.8, 6.9, 6.10, 9.1, and 9.2. Mobility Actions 2.1, 5.1, 9.1, 9.2, and 9.3.	No mitigation measures are required.	Less Than Significant Impact
TR-3: Would the project substantially increase hazards due to geometric design features (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?	Mobility Goal 2. Mobility Policies 2.1, 2.4, 2.5, 2.7, 2.8, 4.1, 4.2, 4.3, 4.4, 4.5, 4.6, 4.7, 7.1, 7.2, and 7.3. Mobility Actions 2.1, 2.4, and 4.1.	No mitigation measures are required.	Less Than Significant Impact
TR4: Would the project result in inadequate emergency access?	Mobility Goal 1. Mobility Policies 1.1, 1.2, 1.4, 7.1, 7.2, and 7.3. Mobility Actions 1.2, 1.3, 7.1, and 7.2. Public Services and Facilities Policy 1.17. Public Services and Facilities Actions 1.2 and 1.10.	No mitigation measures are required.	Less Than Significant Impact
Would the project, combined with other related cumulative projects, conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	Refer to the General Plan Update Goals, Policies, and Actions cited above in this section.	No mitigation measures are required.	Less Than Significant Impact
Would the project, combined with other related cumulative projects, conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	Refer to the General Plan Update Goals, Policies, and Actions cited above in this section.	No mitigation measures are required.	Less Than Significant Impact

Table 1-2 (continued)
Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	General Plan Update Goals, Policies, and Actions	Mitigation Measures	Level of Significance
Would the project, combined with other related cumulative projects, substantially increase hazards due to geometric design features (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	Refer to the General Plan Update Goals, Policies, and Actions cited above in this section.	No mitigation measures are required.	Less Than Significant Impact
Would the project, combined with other related cumulative projects, result in inadequate emergency access?	Refer to the General Plan Update Goals, Policies, and Actions cited above in this section.	No mitigation measures are required.	Less Than Significant Impact

Table 1-2 (continued)
Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	General Plan Update Goals, Policies, and Actions	Mitigation Measures	Level of Significance
5.15 Tribal Cultural Resources			
Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: TCR-1: Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)? TCR-2: A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?	Resource Management Goal 3. Resource Management Policies 3.9 and 3.11. Resource Management Action 3.3.	No mitigation measures are required.	Less Than Significant Impact

Table 1-2 (continued)
Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	General Plan Update Goals, Policies, and Actions	Mitigation Measures	Level of Significance
Would the project, combined with other related cumulative projects, result in significant cumulative impacts with respect to tribal cultural resources?	Refer to the General Plan Update Goals, Policies, and Actions cited above in this section.	No mitigation measures are required.	Less Than Significant Impact
5.16 Utilities and Service Systems			
USS-1: Would the Project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	Community Services and Facilities Goals 1, 2, and 3. Community Services and Facilities Policies 1.1, 1.3, 1.7, 2.2, 2.4, 2.6, 2.7, 2.8, 2.9, 2.10, 3.2, 3.4, 4.1, and 4.2. Community Services and Facilities Actions 1.3, 1.5, 2.1, 2.2, 2.3, 2.4, 2.5, 2.6, 2.7, 2.8, and 4.2. Resource Management Goal 4. Resource Management Policies 4.1, 4.2, and 4.3.	No mitigation measures are required.	Less Than Significant Impact
USS-2: Would the Project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	Community Services and Facilities Goals 1 and 2. Community Services and Facilities Policies 1.1, 1.2, 1.3, 1.7, 1.8, 2.2, 2.4, 2.6, 2.7, and 2.8. Community Services and Facilities Actions 1.3, 1.5, 2.1, 2.2, and 2.3. Resource Management Goal 4. Resource Management Policies 4.1, 4.2, and 4.3.	No mitigation measures are required.	Less Than Significant Impact

Table 1-2 (continued)
Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	General Plan Update Goals, Policies, and Actions	Mitigation Measures	Level of Significance
USS-3: Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	Community Services and Facilities Goals 1 and 3. Community Services and Facilities Policies 1.1, 1.2, 1.3, 1.7, 1.8, 3.1, 3.2, 3.3, 3.4, and 3.5. Community Services and Facilities Actions 1.3, 1.5, 3.1, and 3.2.	No mitigation measures are required.	Less Than Significant Impact
USS-4: Would the Project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	Community Services and Facilities Goals 1 and 7. Community Services and Facilities Policies 1.1, 1.3, 1.5, 1.9, 7.1, and 7.3. Community Services and Facilities Actions 1.1, 1.3, and 1.5. Resource Management Goal 7. Resource Management Policies 7.1, 7.2, 7.3, 7.4, 7.5, 7.6, and 7.7. Resource Management Action 7.1.	No mitigation measures are required.	Less Than Significant Impact
USS-5: Would the Project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	Resource Management Goal 7. Resource Management Policies 7.1, 7.3, 7.4, and 7.6. Resource Management Action 7.2.	No mitigation measures are required.	Less Than Significant Impact

Table 1-2 (continued)
Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	General Plan Update Goals, Policies, and Actions	Mitigation Measures	Level of Significance
Would the project, combined with other related cumulative projects, require or result in the relocation or construction of new or expanded water facilities, the construction or relocation of which could cause significant environmental effects, or have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	Refer to the General Plan Update Goals, Policies, and Actions cited above in this section.	No mitigation measures are required.	Less Than Significant Impact
Would the project, combined with other related cumulative projects, require or result in the relocation or construction of new or expanded wastewater facilities, the construction or relocation of which could cause significant environmental effects, or result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	Refer to the General Plan Update Goals, Policies, and Actions cited above in this section.	No mitigation measures are required.	Less Than Significant Impact

Table 1-2 (continued)
Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	General Plan Update Goals, Policies, and Actions	Mitigation Measures	Level of Significance
Would the project, combined with other related cumulative projects, require or result in the relocation or construction of new or expanded stormwater facilities, the construction or relocation of which could cause significant environmental effects?	Refer to the General Plan Update Goals, Policies, and Actions cited above in this section.	No mitigation measures are required.	Less Than Significant Impact
Would the project, combined with other related cumulative projects, require or result in the relocation or construction of new or expanded electrical, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	Refer to the General Plan Update Goals, Policies, and Actions cited above in this section.	No mitigation measures are required.	Less Than Significant Impact
Would the project, combined with other related cumulative projects, generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals, and comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	Refer to the General Plan Update Goals, Policies, and Actions cited above in this section.	No mitigation measures are required.	Less Than Significant Impact

Table 1-2 (continued)
Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	General Plan Update Goals, Policies, and Actions	Mitigation Measures	Level of Significance
5.17 Wildfire			
WF-1: If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project substantially impair an adopted emergency response plan or emergency evacuation plan?	Public Safety Goal 8. Public Safety Policies 4.5, 8.1, 8.2, 8.3, 8.4, 8.5, 8.6, 8.7, 8.8, 8.9, 8.10, and 8.11. Public Safety Actions 8.1, 8.2, and 8.3. Community Services and Facilities Policies 5.4, 5.5, and 5.8. Community Services and Facilities Actions 5.1, 5.5, and 5.6.	No mitigation measures are required.	Less Than Significant Impact
WF-2: Due to slope, prevailing winds, and other factors, would the Project exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire of the uncontrolled spread of a wildfire?	Public Safety Goals 1 and 5. Public Safety Policies 1.1, 1.3, 1.4, 1.5, 1.6, 1.7, 1.8, 1.9, 1.10, 1.17, 1.19, and 5.1. Public Safety Actions 1.2, 1.3, 1.4, 1.6, and 1.9.	No mitigation measures are required.	Less Than Significant Impact
WF-3: Would the Project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	Public Safety Goal 1. Public Safety Policies 1.1, 1.5, 1.8, 1.9, 1.10, 1.14, and 1.17. Public Safety Actions 1.3 and 1.10. Community Services and Facilities Goal 4. Community Services and Facilities Policies 4.3 and 4.4.	No mitigation measures are required.	Less Than Significant Impact

Table 1-2 (continued)
Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	General Plan Update Goals, Policies, and Actions	Mitigation Measures	Level of Significance
WF-4: Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	Public Safety Goals 1 and 2. Public Safety Policies 1.3, 1.5, 1.10, 1.11, 1.16, 2.2, 2.3, and 2.7. Public Safety Actions 1.4, 1.6, 1.8, and 1.9.	No mitigation measures are required.	Less Than Significant Impact
Would the Project, combined with other relevant cumulative projects, substantially impair an adopted emergency response plan or emergency evacuation plan?	Refer to the General Plan Update Goals, Policies, and Actions cited above in this section.	No mitigation measures are required.	Less Than Significant Impact
Due to slope, prevailing winds, and other factors, would the Project, combined with other relevant cumulative projects, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	Refer to the General Plan Update Goals, Policies, and Actions cited above in this section.	No mitigation measures are required.	Less Than Significant Impact
Would the Project, combined with other relevant cumulative projects, require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	Refer to the General Plan Update Goals, Policies, and Actions cited above in this section.	No mitigation measures are required.	Less Than Significant Impact

Table 1-2 (continued)
Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	General Plan Update Goals, Policies, and Actions	Mitigation Measures	Level of Significance
Would the Project, combined with other relevant cumulative projects, expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	Refer to the General Plan Update Goals, Policies, and Actions cited above in this section.	No mitigation measures are required.	Less Than Significant Impact

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2.0 INTRODUCTION

2.1 PURPOSE AND TYPE OF EIR

The California Environmental Quality Act (CEQA) requires that all State and local agencies consider the potential environmental impacts of projects over which they have discretionary authority. An Environmental Impact Report (EIR) is intended to provide decision-makers and the public with information concerning the potential environmental impacts of a proposed project, possible ways to reduce or avoid the possible significant environmental impacts and identify alternatives to the project. An EIR must also disclose significant impacts that cannot be avoided; growth inducing impacts; effects found not to be significant; as well as significant cumulative impacts of all past, present and reasonably anticipated future projects.

The City of La Verne is the Lead Agency under CEQA and is responsible for preparing this Program EIR for the General Plan Update (State Clearinghouse No. 2023040002). This Program EIR has been prepared in conformance with CEQA (California Public Resources Code Section 21000 et seq.), CEQA Guidelines (California Code of Regulations, Title 14, Section 15000 et seq.), and the rules, regulations, and procedures for implementation of CEQA, as adopted by the City of La Verne. The principal CEQA Guidelines sections governing content of this document are Sections 15120 through 15132 (Contents of Environmental Impact Reports), and Section 15168 (Program EIR). A Program EIR is designed to be used with later activities to determine if subsequent environmental documentation is required. Additionally, a Program EIR can simplify later environmental review as set forth more fully below.

The purpose of this Program EIR is to review the existing conditions, analyze potential environmental impacts, identify General Plan Update policies and programs that serve as mitigation, and identify additional mitigation measures to reduce potentially significant effects of the proposed City of La Verne General Plan and Zoning Ordinance Update (General Plan Update). For more detailed information regarding the proposed Project, refer to Section 3.0, *Project Description*.

The City of La Verne (which has the principal responsibility for processing and approving the Project) and other public (i.e., responsible and trustee) agencies that may use this Program EIR in the decision-making or permit process will consider the information in this Program EIR, along with other information that may be presented during the CEQA process. Environmental impacts are not always able to be mitigated to a level considered less than significant; in those cases, impacts are considered significant and unavoidable impacts. In accordance with Section 15093(b) of the CEQA Guidelines, if a public agency approves a project that has significant impacts that cannot be mitigated (i.e., significant unavoidable impacts), the agency shall state in writing the specific reasons for approving the project, based on the Final EIR and any other information in

the public record for the project. This is termed, per Section 15093 of the CEQA Guidelines, a "statement of overriding considerations."

This document analyzes the environmental effects of the General Plan Update to the degree of specificity appropriate to the current proposed actions, as required by Section 15146 of the CEQA Guidelines. The Project is the General Plan Update, with a horizon year of 2045, and Zoning Ordinance Update. Buildout of the General Plan includes residential, commercial, office, industrial, mixed-use, open space, and other land uses (see Section 3.0, *Project Description* for further detail). The analysis considers the activities associated with the Project to determine the short-term and long-term effects associated with their implementation. This Program EIR discusses both the direct and indirect impacts of this Project, as well as the cumulative impacts associated with other past, present, and reasonably foreseeable future projects at a programmatic level.

This EIR has been prepared as a Program EIR in accordance with CEQA Guidelines Section 15168, which states the following:

a) General. A program EIR is an EIR which may be prepared on a series of actions that can be characterized as one large project and are related either:
   1. Geographically,
   2. As logical parts in the chain of contemplated actions,
   3. In connection with issuance of rules, regulations, plans, or other general criteria to govern the conduct of a continuing program, or
   4. As individual activities carried out under the same authorizing statutory or regulatory authority and having generally similar environmental effects which can be mitigated in similar ways.
b) Advantages. Use of a program EIR can provide the following advantages. The program EIR can:
   1. Provide an occasion for a more exhaustive consideration of effects and alternatives than would be practical in an EIR on an individual action,
   2. Ensure consideration of cumulative impacts that might be slighted in a case- by-case analysis,
   3. Avoid duplicative reconsideration of basic policy considerations,
   4. Allow the Lead Agency to consider broad policy alternatives and program- wide mitigation measures at an early time when the agency has greater flexibility to deal with basic problems or cumulative impacts, and
   5. Allow reduction in paperwork.
c) Use with Later Activities. Subsequent activities in the program must be examined in the light of the program EIR to determine whether an additional environmental document must be prepared.

1. If a later activity would have effects that were not examined in the Program EIR, a new Initial Study would need to be prepared leading to either an EIR or a Negative Declaration.
2. If the agency finds that pursuant to Section 15162, no new effects could occur or no new mitigation measures would be required, the agency can approve the activity as being within the scope of the project covered by the program EIR, and no new environmental document would be required.
3. An agency shall incorporate feasible mitigation measures and alternatives developed in the program EIR into subsequent actions in the program.
4. Where the subsequent activities involve site-specific operations, the agency should use a written checklist or similar device to document the evaluation of the site and the activity to determine whether the environmental effects of the operations were covered in the program EIR.
5. A program EIR will be most helpful in dealing with subsequent activities if it deals with the effects of the program as specifically and comprehensively as possible. With a good and detailed analysis of the program, many subsequent activities could be found to be within the scope of the project described in the program EIR, and no further environmental documents would be required.

d) Use with Subsequent EIRs and Negative Declarations. A program EIR can be used to simplify the task of preparing environmental documents on later parts of the program. The program EIR can:
   1. Provide the basis in an Initial Study for determining whether the later activity may have any significant impacts.
   2. Be incorporated by reference to deal with regional influences, secondary effects, cumulative impacts, broad alternatives, and other factors that apply to the program as a whole.
   3. Focus an EIR on a subsequent project to permit discussion solely of new effects which had not been considered before.

2.2 LA VERNE GENERAL PLAN UPDATE

GENERAL PLAN

The City of La Verne General Plan is the overarching policy document that guides land use, housing, transportation, open space, public safety, community services, and other policy decisions throughout the City of La Verne and the Sphere of Influence (collectively referred to as the Planning Area). The General Plan Update includes the seven elements mandated by State law, to the extent that they are relevant locally, including: Land Use, Circulation, Housing, Conservation, Open Space, Noise, Safety, and Air Quality. The City is not required to prepare an Environmental Justice element. The City may also address other topics of interest; this General Plan Update includes elements related to Economic Development. The General Plan Update sets

out the goals, policies, and actions in each of these areas, serves as a policy guide for how the City will make key planning decisions in the future, and guides how the City will interact with the broader Los Angeles County, surrounding cities, southern California region, and other local, regional, State, and federal agencies.

The General Plan Update contains the goals and policies that will guide future decisions within the Planning Area. It also identifies implementation programs, in the form of actions, that will ensure the goals and policies in the General Plan Update are carried out. As part of the General Plan Update, the City and the consultant team prepared several support documents that serve as the building blocks for the General Plan Update and analyze the environmental impacts associated with implementing the General Plan Update.[1]

EXISTING CONDITIONS REPORT

The General Plan Existing Conditions Report discusses La Verne's current (2017-2018) trends and conditions; what is on the ground. It provides a detailed description of a wide range of topics within the City, such as demographic and economic conditions, land use, public facilities, and environmental resources. The Existing Conditions report provides background data and serves as a technical framework, while the General Plan focuses on goals, policies, and implementation programs. The Existing Conditions Report provides decision-makers, the public, and local agencies with context for making policy decisions. The Existing Conditions Report also provides the environmental setting and description contained within this Draft Environmental Impact Report (EIR).

ENVIRONMNETAL IMPACT REPORT (EIR)

The EIR has been prepared in accordance with the requirements of CEQA as found at Public Resources Code section 2100 *et seq.* and the CEQA Guidelines found at Title 14 of the California Code of Regulations, section 15000 *et seq.* the CEQA Guidelines. The Community Development Department and City Council will use the EIR during the General Plan Update process in order to understand the potential environmental implications associated with implementing the General Plan Update. This EIR was prepared concurrently with the General Plan policy document in order to facilitate the development of a General Plan that is largely self-mitigating. In other words, as environmental impacts associated with the new General Plan Update, including the Land Use Map, were identified; policies and actions were incorporated into the General Plan Update policy document in order to reduce or avoid potential environmental impacts.

[1] The Draft General Plan Update and associated documents, including the Existing Conditions Report, are available for review at City Hall and on the City's website.

2.3 INTENDED USES

The City of La Verne, as the lead agency, has prepared this EIR to provide the public and responsible and trustee agencies with an objective analysis of the potential environmental impacts resulting from adoption of the General Plan Update and subsequent implementation of projects consistent with the General Plan Update. The environmental review process enables interested parties to evaluate the proposed Project in terms of its environmental consequences, to examine and recommend methods to eliminate or reduce potential adverse impacts, and to consider a reasonable range of alternatives to the Project. While CEQA requires that consideration be given to avoiding adverse environmental effects, the lead agency must balance adverse environmental effects against other public objectives, including the economic and social benefits of a project, in determining whether a project should be approved.

This EIR will be used as the primary environmental document to evaluate all subsequent planning and permitting actions associated with the General Plan Update. This EIR may also be used by other agencies within Los Angeles County.

2.4 KNOWN RESPONSIBLE AND TRUSTEE AGENCIES

The term "Responsible Agency" includes all public agencies other than the Lead Agency that have discretionary approval power over the project or an aspect of the project (CEQA Guidelines Section 15381). For the purpose of CEQA, a "Trustee" agency has jurisdiction by law over natural resources that are held in trust for the people of the State of California (CEQA Guidelines Section 15386). While no Responsible Agencies or Trustee Agencies are responsible for approvals associated with adoption of the General Plan Update, implementation of future projects within the Planning Area may require permits and approvals from such agencies, which may include the following:

- California Department of Fish and Wildlife (CDFW);
- California Department of Transportation (Caltrans);
- Los Angeles Regional Water Quality Control Board (RWQCB);
- U.S. Army Corps of Engineers (ACOE);
- U.S. Fish and Wildlife Service (USFWS);
- South Coast Air Quality Management District (SCAQMD);
- California Air Resources Board (CARB);
- California Department of Conservation;
- California Department of Water Resources;
- California Department of Toxic Substances Control;
- California Emergency Management Agency;
- Native American Heritage Commission;
- California Energy Commission;

- California Department of Forestry and Fire (CALFIRE);
- California Environmental Protection Agency (CalEPA);
- California Office of Emergency Services;
- Southern California Association of Governments (SCAG);
- Golden State Water Company;
- Golden State Water Company– San Dimas System;
- Los Angeles County Fire Department (LACoFD);
- Los Angeles County Public Works; and
- Bonita Unified School District

2.5 ORGANIZATION AND SCOPE

Sections 15122 through 15132 of the State CEQA Guidelines identify the content requirements for Draft and Final EIRs. An EIR must include a description of the environmental setting, an environmental impact analysis, mitigation measures for any significant impacts, alternatives, significant irreversible environmental changes, growth-inducing impacts, and cumulative impacts. The EIR reviews environmental and planning documentation developed for the Project, environmental and planning documentation prepared for recent projects located within the Planning Area, and responses to the Notice of Preparation (NOP).

This Draft EIR is organized in the following manner:

SECTION 1.0 EXECUTIVE SUMMARY

The Executive Summary summarizes the characteristics of the proposed Project, known areas of controversy and issues to be resolved, and provides a concise summary matrix of the Project's environmental impacts and possible mitigation measures. This chapter identifies alternatives that reduce or avoid at least one significant environmental effect of the proposed Project.

SECTION 2.0 INTRODUCTION

Section 2.0 briefly describes the proposed Project, the purpose of the environmental evaluation, identifies the lead, trustee, and responsible agencies, summarizes the process associated with preparation and certification of an EIR, identifies the scope and organization of the Draft EIR, and summarizes comments received on the NOP.

SECTION 3.0 PROJECT DESCRIPTION

Section 3.0 provides a detailed description of the proposed Project, including the location of land uses, intended objectives, background information, the physical and technical characteristics, including the decisions subject to CEQA, subsequent projects and activities, and a list of related agency action requirements.

SECTION 4.0 BASIS OF CUMULATIVE ANAYLSIS

Section 4.0 describes the approach taken and methodology for the cumulative environmental analysis.

SECTION 5.0 ENVIRONMENTAL ANALYSIS

Section 5.0 evaluates the impacts associated with implementation of the General Plan Update. This section is organized according to issue area. Each area includes a description of the environmental and regulatory setting relative to that issue; the CEQA thresholds for the specific issue area; the environmental impacts of the proposed Project; mitigation measures; and determination of significance after mitigation. Mitigation measures that are incorporated into the General Plan Update in the form of goals and policies are described in the Impacts and Mitigation Measures subsection and additional mitigation measures, which may be required to mitigate Project impacts, are recommended.

Impacts and mitigation measures are generally organized according to the topical areas. However, an impact or mitigation measure's location within the document should not restrict it from being considered under another issue topic, even though omitted from that section. Many of the impacts relating to the General Plan Update are multi-faceted. Similarly, the goals, policies, and actions that serve as mitigation measures and additional mitigation measures recommended, may accomplish several objectives and mitigate more than one impact. It is important that decision-makers be cognizant of this fact in their consideration and use of this document. If mitigation measures are altered, the affect that would have on other issues should be evaluated.

SECTION 6.0 OTHER CEQA CONSIDERATIONS

Section 6.0 discusses the long-term implications of the proposed action. Irreversible environmental changes that would be involved in the proposed action, should it be implemented, are considered. The Project's growth-inducing impacts, including the potential for population growth, and energy conservation impacts are also discussed.

SECTION 7.0 ALTERNATIVES

Section 7.0 provides a comparative analysis between the merits of the proposed Project and the selected alternatives. State CEQA Guidelines Section 15126.6 requires that an EIR describe a range of reasonable alternatives to the Project, which could feasibly attain the basic objectives of the Project and avoid and/or lessen any significant environmental effects of the Project.

SECTION 8.0 EFFECTS FOUND NOT SIGNIFICANT

Section 8.0 provides an explanation of potential impacts that have been determined not to be significant and are therefore not discussed in detail in the EIR.

SECTION 9.0 REPORT PPREPARERS

Section 9.0 lists all authors and agencies that assisted in the preparation of the Draft EIR, by name, title, and company or agency affiliation.

APPENDICES

This section includes all notices and other procedural documents pertinent to the Draft EIR, as well as technical material prepared to support the analysis.

2.6 ENVIRONMENTAL REVIEW PROCESS

The review and certification process for the EIR has involved, or will involve, the following general procedural steps:

NOTICE OF PREPARATION

The City of La Verne circulated a Notice of Preparation (NOP) of an EIR for the Project on March 30, 2023 to trustee and responsible agencies, the State Clearinghouse, and the public. A scoping meeting was held on April 19, 2023. No public or agency comments on the NOP related to the EIR analysis were presented or submitted during the scoping meeting. However, during the 30-day public review period for the NOP, which ended on April 28, 2023, six written comment letters were received on the NOP. A summary of the NOP comments is provided later in this chapter. The NOP and all comments received on the NOP are presented in Appendix A, *NOP and NOP Comment Letters*.

DRAFT EIR

The Draft EIR contains a description of the Project, description of the environmental setting, identification of the Project's direct and indirect impacts on the environment and mitigation measures for impacts found to be significant, as well as an analysis of Project alternatives, identification of significant irreversible environmental changes, growth-inducing impacts, and cumulative impacts. This Draft EIR identifies issues determined to have no impact or a less than significant impact, and provides detailed analysis of potentially significant and significant impacts. Comments received in response to the NOP were considered in preparing the analysis in this EIR. Upon completion of the Draft EIR, the City of La Verne will file the Notice of Completion (NOC) with the State Clearinghouse of the Governor's Office of Planning and Research to begin the public review period.

PUBLIC NOTICE/PUBLIC REVIEW

Coinciding with the NOC, the City of La Verne will provide a public notice of availability for the Draft EIR, and invite comment from the general public, agencies, organizations, and other interested parties. Consistent with CEQA requirements, the review period for this Draft EIR is

forty-five (45) days. Public comment on the Draft EIR will be accepted in written form. All comments or questions regarding the Draft EIR should be addressed to:

Candice Bowcock, Principal Planner
City of La Verne
3660 D Street
La Verne, CA 91750

Or by email to:

Planning@cityoflaverne.org

RESPONSE TO COMMENTS

Following the public review period, a Final EIR will be prepared. The Final EIR will respond to both oral and written comments received during the public review period, as well as all required topics set forth in CEQA Guidelines Section 15132.

CERTIFICATION OF THE EIR/PROJECT CONSIDERATION

The City of La Verne Planning Commission will review and consider the General Plan and Zoning Ordinance Update along with the Draft and Final EIR at a duly noticed public hearing and then make a recommendation to the City Council regarding the Project and the Final EIR.

The City of La Verne City Council will then review and consider the Project and Final EIR at public hearings. If the City finds that the Final EIR is "adequate and complete," the City Council may certify the Final EIR in accordance with CEQA. As set forth by CEQA Guidelines Section 15151, the standards of adequacy require an EIR to provide a sufficient degree of analysis to allow decisions to be made regarding the proposed project that intelligently take account of environmental consequences.

Upon review and consideration of the Final EIR, the City Council may take action to approve, revise, or deny the Project. If the EIR determines that the project would result in significant adverse impacts to the environment that cannot be mitigated to less than significant levels, the City Council would be required to adopt a statement of overriding considerations as well as written findings in accordance with State CEQA Guidelines Sections 15091 and 15093. If additional mitigation measures are required (beyond the General Plan Update policies and actions that reduce potentially significant impacts, as identified throughout this EIR), a Mitigation Monitoring and Reporting Program (MMRP) would also be adopted in accordance with Public Resources Code Section 21081.6(a) and CEQA Guidelines Section 15097 for mitigation measures that have been incorporated into or imposed upon the project to reduce or avoid significant effects on the environment. The MMRP would be designed to ensure that these measures are carried out during Project implementation and future development and infrastructure projects, in a manner that is consistent with the EIR.

2.7 INCORPORATEED BY REFERENCE

Pertinent documents relating to this EIR have been cited in accordance with CEQA Guidelines Section 15148, which encourages "incorporation by reference" as a means of reducing redundancy and length of environmental reports. The documents listed below, which are available for public review at the City of La Verne City Hall at 3660 D Street, and available on the City's website (https://www.cityoflaverne.org/167/Community-Development) are hereby incorporated by reference into this EIR. Information contained within these documents has been utilized for each section of this EIR. A brief synopsis of the scope and content of these documents is provided below.

CITY OF LA VERNE GENERAL PLAN 1998

The 1998 General Plan contains a thorough and adequate treatment of land use, environmental, economic and development issues that have been updated to reflect current and future conditions. The plan incorporates policies addressing both State and local laws, regional plans and other documents enacted or adopted during the past decade. The General Plan provides a wide variety of techniques to enhance the public health, safety, and welfare, through incorporation of defensive space strategies, new fire hazard policies, airport land use policies, noise, transportation, and emergency planning. The General Plan supports housing opportunities through the continuation of neighborhood housing development, and specialized zoning controls for targeted housing and social service needs. The General Plan continues to protect the public health by limiting development to those areas capable of sustaining it without irreversible or unmitigated damage to the environment. Finally, the General Plan incorporates regional policies drawn from a variety of plans adopted for the region and East San Gabriel Valley subregion.

The 1998 General Plan includes the adoption of an Environmental Impact Report that was prepared for that document. The Draft Environmental Impact Report (DEIR) prepared for the 1998 General Plan accounts for all environmental impacts which may be expected; considers a reasonable range of alternatives; and identifies significant cumulative and long-term impacts which may be best addressed with the policies of the proposed (1998) General Plan document.

LA VERNE EXISTING CONDITIONS REPORT 2018

This City of La Verne General Plan Update Existing Conditions Report provides an overview of La Verne's physical, environmental, economic, and demographic setting, as of late-2017. This document is intended to serve as a comprehensive reference for community members, policymakers, staff, the City's General Plan Advisory Committee, and the consultant team throughout the General Plan Update process.

The City of La Verne's General Plan Update is a multi-year process that will include a comprehensive 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. This Existing Conditions Report document provides information about these components and establishes the existing setting for the EIR.

The Existing Conditions Report identifies development patterns, natural resources, socioeconomic conditions, and environmental constraints in the city and identifies the regulatory environment for each topic.

UNIVERSITY OF LA VERNE FACILITIES AND TECHNOLOGY MASTER PLAN UPDATE 2016

The Master Plan establishes the vision of the University of La Verne for the planning and development of their lands over a period of approximately 20 years. The Master Plan is consistent with the University's 2020 Strategic Vision, and would result in a physical development plan that extends to the year 2035 in three, six-year phases. It also forms a policy plan that would guide the University in its facility and technology strategic investments. The Master Plan would give priority attention to academic and co-curricular learning spaces, as well as technology improvements that enhance and support the educational process.

The Master Plan intends to:

- Create a plan that enables and supports the Initiatives of the 2020 Strategic Vision
- Create a plan that maximizes the academic and educational experience and provides for appropriate, flexible classrooms and laboratories technologically capable of supporting increasing technology in the learning experience
- Utilize a planning process that includes and engages campus and community stakeholders, is guided by data, and helps fulfill the promise of the University of La Verne
- Design a plan that demonstrates a commitment to sustainability and environmental conservation and engages and tests new ideas, and
- Create a plan that strategically integrates the role of technology into the University's teaching and learning experience and in the administrative operational processes

CITY OF LA VERNE NATURAL HAZARDS MITIGATION PLAN 2012

The City of La Verne Natural Hazard Mitigation Plan includes resources and information to assist City residents, public and private sector organizations, and others interested in participating in planning for natural disasters. The Mitigation Plan provides a list of activities that may assist the City of La Verne in reducing risk and preventing loss from future natural hazard events. The action items address multi-hazard issues, as well as activities for earthquakes, earth movement, flooding, wildfires and windstorms.

The mission of the City of La Verne Natural Hazards Mitigation Plan is to promote sound public policy designed to protect citizens, critical facilities, infrastructure, and private property, from

natural hazards. This can be achieved by increasing public awareness, documenting the resources for risk reduction and loss-prevention, and identifying activities to guide the City towards building a safer, more sustainable community

CITY OF LA VERNE MUNICIPAL CODE

The La Verne Municipal Code (Municipal Code) consists of all the regulatory and penal ordinances and administrative ordinances of the City of La Verne. The Municipal Code is one of the City's primary tools to control land uses, in accordance with the General Plan programs and policies. The City's Zoning regulations, incorporated as Title 18, *Zoning*, are intended to protect and promote the public health, safety, comfort, convenience, prosperity, and general welfare and to provide the economic and social advantages resulting from an orderly planned use of land resources. The Zoning Code's main purposes are to maintain community character, conserve resources, avoid congestion, and ensure compatibility between land uses.

Municipal Code Title 15, *Buildings and Construction*, adopts the 2022 California Building Standards Code, with amendments in consideration of the City's local climactic, geological, and topographical considerations. Other relevant Municipal Code regulations include the following, among others: Title 8, *Health and Safety*; Title 10, *Vehicles and Traffic*; and Title 12, *Streets, Sidewalks, and Public Places*; and Title 13, *Public Services*.

2.8 COMMENTS RECEIVED ON THE NOTICE OF PREPARATION

The City received six comment letters on the NOP. Copies of these letters are provided in Appendix A of this Draft EIR and the comments are summarized below Table 2-1, *Notice of Preparation Summary of Comments*.

Table 2-1
Notice of Preparation Summary of Comments

Organization/ Individual	Summary of Comments
The California Department of Fish and Wildlife (CDFW)	The California Department of Fish and Wildlife (CDFW) provides comments and recommendations to assist the lead agency in adequately identifying, avoiding and/or mitigating potential significant impacts on fish and wildlife. Specific comments include comments and recommendations regarding impacts on the mountain lion (*Puma concolor*), Species of Special Concern (SSC) – Reptiles, bats, oak trees and oak woodlands, nesting birds, the Lake and Streambed Alteration Program, and Los Angeles County Significant Ecological Areas (SEAs). General comments and recommendations provided by the CDFW include that the EIR should provide an adequate biological resources assessment; a Scientific Collecting Permit is required to monitor project impacts on wildlife resources, that the CDFW generally does not support the use of translocation or translocation as a primary mitigation strategy; that the EIR should comply with CEQA Guidelines Sections 15151 and 15126.4; to report any special status species and natural communities detected by completing and submitting CNDDB Field Survey Forms; recommends providing a through discussion of impacts excepted to adversely affect biological resources; that mitigation measures should emphasize avoidance and reduction of project-related impacts; and mitigation measures should include the long-term management of mitigation lands.

Table 2-1 (continued)
Notice of Preparation Summary of Comments

Organization/ Individual	Summary of Comments
The California Geological Survey (CGS)	The California Geological Survey (CGS) comments that the Planning Area includes a number of zones for seismically induced landslides and liquefaction. The CGS recommends the EIR should depict these hazard zones as they relate to the Planning Area and discuss the regulatory impact of these zones on development.
California Department of Transportation, District 7 Office (Caltrans)	The California Department of Transportation, District 7 Office (Caltrans) recommends that the Project incorporate complete streets elements, and that the Draft EIR ensures that all modes of transportation are served well by planning and development activities. Caltrans encourages the Lead Agency to evaluate the potential of Transportation Demand Management (TDM) strategies and Intelligent Transportation System (ITS). Caltrans recommends that the Draft EIR include the Transportation section with VMT analysis and to include queuing analysis with actual signal timing for existing traffic conditions at the westbound/eastbound off-ramps on Freeway 210 within the General Plan at the State facilities. Caltrans encourages the Lead Agency to prepare traffic safety impact analysis using the Caltrans guidelines above.
Native American Heritage Commission (NAHC)	The Native American Heritage Commission (NAHC) provided direction regarding tribal consultation in accordance with Assembly Bill 52 and Senate Bill 18. The NAHC provided recommendations for the Cultural Resources Assessments.
Southern California Association of Governments (SCAG)	The Southern California Association of Governments (SCAG) provides SCAG Connect SoCal Goals for discussion of consistency, non-consistency, or non-applicability, in the Draft EIR and background regarding the 2045 demographic and growth forecasts. SCAG recommends the Final PEIR for Connect SoCal be reviewed for guidance.
Cynthia Gabaldon, PE	Ms. Gabaldon's letter included comments on both the Project and as well as the following environmental issues: aesthetic aspects of the planned housing, building height, sound, infrastructure, and safety.

3.0 PROJECT DESCRIPTION

3.1 PROJECT LOCATION

The City of La Verne is located at the eastern edge of the San Gabriel Valley in Los Angeles County, approximately 30 miles east of Los Angeles and approximately 23 miles east of Pasadena, refer to Figure 3-1, *Regional Location*. The City is comprised of approximately nine square miles located adjacent to the San Gabriel Mountains. California State Route 210 bisects the City from east to west, with the City lying approximately two miles north of Interstate 10 and three miles east of State Route 57.

The Planning Area is the geographic area for which the General Plan Update provides a framework for long-term growth and resource conservation. State law requires the Planning Area for the General Plan Update to include all territory within La Verne's incorporated area as well as "any land outside its boundaries which in the planning agency's judgment bears relation to its planning" (California Government Code Section 65300). The General Plan Update Planning Area, as shown in Figure 3-2, *General Plan Planning Area*, includes the entire City limits (approximately 5,454 acres) as well as the City of La Verne's Sphere of Influence (approximately 1,510 acres); the entire Planning Area is approximately 6,964 acres.

3.2 ENVIRONMENTAL SETTING

The City of La Verne has a population of approximately 32,000 people (Department of Finance 2023). The City was incorporated in 1906, following a citrus production history, with extension of the railroad having a major impact on the City's history and founding. The area was originally named Lordsburg and was founded in 1886. The University of La Verne was founded in 1892 and remains an important community institution. Major employers include the University of La Verne, Gilead Sciences, Metropolitan Water District, and the Bonita Unified School District.

Residential uses comprise the majority of La Verne's existing land use pattern. La Verne's housing supply is strongly oriented to single-family homes; however, the City also has multi-family residential development and well-established mobile home communities. Existing commercial uses in the City include the following types of activities: auto service, banking, department stores, offices, restaurants and food service, shopping centers, and supermarkets. These commercial uses are located primarily along the City's major corridors and in Old Town La Verne. The City also has a number of industrial facilities, including light and heavy manufacturing, storage, and warehouse and distribution. Industrial uses are located primarily along and south of Arrow Highway. Other major land uses in the City include the University of La Verne, Metropolitan Water District, and Bracket Field Airport.

CITY OF LA VERNE GENERAL PLAN

The City's General Plan was last comprehensively updated in 1998 and the 6th Cycle Housing Element was recently adopted in 2022. The City's Existing General Plan Land Use Map (Figure 3-3, *Existing General Plan Land Use Map*), designates land uses within the Planning Area, which includes the City and its Sphere of Influence. Table 3-1, *Existing General Plan Land Use Designations*, summarizes the land use designations and associated acreages within the City and Sphere of Influence.

Table 3-1
Existing General Plan Land Use Designations

Land Use Designation	Within City Boundary		Within Sphere of Influence		Total Planning Area	
	Acres	% of Total Acres	Acres	% of Total Acres	Acres	% of Total Acres
Hillside Residential (0-2 du/ac)	623	9%	152	2%	775	11%
Low Density Residential (0-5 du/ac)	1,519	22%	131	2%	1,650	24%
Medium Density Residential (0-10 du/ac)	297	4%	-	0%	297	4%
High Density Residential (0-15 du/ac)	36	1%	-	0%	36	1%
Commercial/Business Park	356	5%	-	0%	356	5%
Industrial	93	1%	-	0%	93	1%
Community Facilities	976	14%	2	0%	978	14%
Open Space	718	10%	1,168	17%	1,886	27%
Right-of-Way (including Freeway Corridor)	836	12%	57	1%	893	13%
Total	**5,454**	**78%**	**1,510**	**22%**	**6,964**	**100%**

Source: De Novo Planning, 2023.
du/ac = dwelling units per acre

Hillside Residential (0-2 dwelling units per acre): Single-family units may be built up to a density of two dwelling units per acre. However, due to environmental constraints (steep slopes, significant strands of oak and sycamore trees, fire hazard) some areas in this category may not be developable. All developments in this category must first undergo a detailed constraints analysis prepared by the applicant to determine the extent of development that would be feasible.

Low Density Residential (0-5 dwelling units per acre): This category will permit single-family units at a density of 0-5 units per acre. The density designation will provide for the preservation of existing single-family neighborhoods.

Medium Density Residential (0-10 dwelling units per acre): The medium density residential category allows for the development of duplexes and other attached dwellings. The medium density/mixed-use category is intended to accommodate and facilitate the development of commercial/office uses and medium density residential uses.

High Density Residential (0-15 dwelling units per acre): This second multiple-family residential category also provides for the development of duplexes and other attached dwelling units.

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

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

Community Facilities: This category includes water and sewer service systems, storm drains, schools, and the library system. In addition, some special facilities unique to La Verne are included in this category: Brackett Field, the University of La Verne, and Metropolitan Water District (MWD) properties.

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

Freeway Corridor: the right-of-way for the 210 Freeway is designated by this land use category. Access points (on and off ramps) in La Verne are designated as part of this category.

CITY OF LA VERNE ZONING ORDINANCE AND ZONING MAP

The City's Zoning Ordinance is codified as Title 18, Zoning, of the La Verne Municipal Code. The stated purpose of Title 18 is to designate and regulate, the best location, use and design of buildings, structures and land for residence, commerce, trade, industry, water conservation, environmental preservation, or other uses in appropriate places and in accordance with the La Verne General Plan; to regulate and determine the size of yards and other open spaces and the size, height, bulk and design of structures; and to regulate and limit the density of population, and for that purpose to divide the city into districts and zones of such number, shape and area as may be deemed best suited to carry out these regulations and provide for their enforcement. The location of the zones established by Title 18 are identified on the City's Official Zoning Map.

3.3 PROJECT BACKGROUND

California Government Code Section 65300 et seq. requires all counties and cities to prepare and maintain a General Plan for the long-term growth, development, and management of the land within the jurisdiction's planning boundaries. The General Plan acts as a "constitution" for development, and is the jurisdiction's lead legal document in relation to growth, development, and resource management issues. Zoning and development regulations (e.g., zoning and subdivision standards) are required by law to be consistent with the General Plan.

The General Plan must include Land Use, Circulation, Housing, Conservation, Open Space, Air Quality, Noise, Safety, and Environmental Justice elements, as specified in Government Code Section 65302, to the extent that the issues identified by State law exist in the City's planning area; the City of La Verne is not required to prepare an environmental justice element. The City's 6th Cycle 2021-2029 Housing Element was adopted on November 21, 2022, and is not part of this update. At the discretion of each jurisdiction, the General Plan may combine these elements and may add optional elements relevant to the physical features of the jurisdiction. The City may also address other topics of interest.

The California Government Code also requires that a General Plan be comprehensive, internally consistent, and plan for the long term. The General Plan should be clearly written, easy to administer, and available to all those concerned with the community's development.

State planning and zoning law (California Government Code Section 65000 et seq.) establishes that zoning ordinances are required to be consistent with the General Plan and any applicable Specific Plans, Area Plans, Master Plans, and other related planning documents. When amendments to the General Plan are made, corresponding changes in the zoning ordinance may be required within a reasonable time to ensure consistency between the revised land use designations in the General Plan (if any) and the permitted uses or development standards of the zoning ordinance (Gov. Code Section 65860, subd. [c]). Thus, the La Verne Zoning Ordinance is effectively the principal tool for implementing the City's General Plan, and by State law, must be consistent with the General Plan.

3.4 STATEMENT OF OBJECTIVES

The following objectives were identified for the proposed update to the General Plan:

1. Reflect the current goals and vision and address issues and concerns expressed by City residents, businesses, decision-makers, and other stakeholders;
2. Celebrate La Verne's family-oriented environment, character, and sense of community;
3. Provide a range of high-quality housing options;

4. Accommodate new growth around the future Metro A (Gold) Line Station and along the community's transportation corridors;
5. Support the initiatives of community partners including the University of La Verne;
6. Attract and retain businesses and industries that provide high-quality and high-paying jobs so that residents can live and work in La Verne;
7. Expand retail opportunities to provide better local services and increased sales tax revenues;
8. Continue to maintain the road network and improve active transportation opportunities;
9. Maintain strong fiscal sustainability and continue to provide efficient and adequate public services; and
10. Address new requirements of State law.

3.5 PROJECT CHARACTERISTICS

The City of La Verne is preparing a comprehensive update to its existing General Plan and Zoning Ordinance, expected to be adopted in early 2024.

3.5.1 GENERAL PLAN UPDATE

The updated La Verne General Plan will guide the City's development and conservation through land use objectives and policy guidance. The General Plan Update is intended to be an expression of the community's vision for the City and Planning Area and constitutes the policy and regulatory framework by which future development projects will be reviewed and public improvements will be implemented. The City will implement the General Plan Update by requiring development, infrastructure improvements, and other projects to be consistent with its policies and by implementing the actions included in the General Plan Update.

The La Verne General Plan Update will include a comprehensive set of goals, policies, and actions organized into Elements, as well as a revised Land Use Map, refer to Figure 3-4, *General Plan Update Land Use Map*. The goals and policies provide guidance to the City on how to direct change, manage growth, and manage resources over the 20-year life of the General Plan. In order to ensure that the goals and policies in the General Plan are effectively implemented, a series of actions, or implementation measures have been developed, and are presented in each Element.

- A **goal** is a description of the general desired result that the City seeks to create through the implementation of the General Plan.
- A **policy** is a specific statement that guides decision-making as the City works to achieve its goals. Once adopted, policies represent statements of City regulations. The General

Plan's policies set out the standards that will be used by City staff, the Planning Commission, and the City Council in their review of land development projects, resource protection activities, infrastructure improvements, and other City actions. Policies are on-going and require no specific action on behalf of the City.

- An **action** is an implementation measure, procedure, technique, or specific program to be undertaken by the City to help achieve a specified goal or implement an adopted policy. The City must take additional steps to implement each action in the General Plan. An action is something that can and will be completed.

Additional elements that relate to the physical development of the City will also be addressed in the General Plan Update. The degree of specificity and level of detail of the discussion of each General Plan Update Element need only reflect local conditions and circumstances. The La Verne General Plan Update will include all of the required State-mandated elements, and will address optional topics including: Economic Development, Community Facilities, Community Design, Fiscal Sustainability, and Community Health and Wellness.

The General Plan Update is being prepared to address the requirements of State law and the relevant items addressed in Government Code Section 65300 et seq. The La Verne General Plan Update is intended to reflect the desires and vision of La Verne residents, businesses, the Planning Commission, and City Council.

General Plan Update Elements

As part of the General Plan Update, some of the elements have been renamed and reorganized, including combining topical areas, as described and summarized below.

Land Use Element

The Land Use Element designates the general distribution and intensity of residential, commercial, industrial, community facilities, open space, and other categories of public and private land uses. The Land Use Element includes the Land Use Map, which identifies land use designations for each parcel in the Planning Area (Figure 3-4). The Land Use Element demonstrates the City's commitment to providing for strong local job growth and economic development opportunities, and retaining La Verne's high quality of life by providing a range of housing types that promote a safe and family-oriented living environment.

Economic Development

The Economic Development Element seeks to sustain and diversify the City's economy to move toward a more self-sufficient economy, recognizing the importance of supporting existing and local businesses while broadening and expanding the employment base and economic opportunities within the City. Providing a broader economic base is intended to improve the City's economic vitality while increasing access for La Verne residents to local goods and services

and local employment opportunities. The Economic Development Element is not mandated by State law and is therefore considered optional.

Mobility Element (Circulation)

The Mobility Element provides the framework for decisions concerning the City's multimodal transportation system, which includes roadway, transit, bicycle, pedestrian, and rail modes of travel. The Mobility Element provides for coordination with the Los Angeles County Metropolitan Transportation Authority (Metro), which serves as the coordinating agency for transportation funding for Los Angeles County. The Mobility Element reflects the City's desire to provide for complete street, bicycle, and pedestrian facilities and support the success of the Metro A (Gold) Line in La Verne.

Resource Management Element (Conservation and Open Space)

The Resource Management Element establishes goals, policies, and actions that provide for the protection of the City's natural resources, which contribute to the community's high quality of life and distinct regional identity. The Resource Management Element focuses on the cultural, natural, environmental, and man-made resources and the provision of open spaces. The Resource Management Element also addresses solid waste management and air quality. The Element combines the State-mandated Open Space and Conservation Elements and provides the foundation for resource conservation in the context of the City's long-term vision for the future.

Public Safety Element (Safety and Noise)

The Public Safety Element establishes goals, policies, and actions to reduce the risk of death, injury, property damage, economic loss, and harm due to natural and manmade disasters. This Element closely relates to the Community Services and Facilities Element and provides the foundation for the City's adopted Natural Hazard Mitigation Plan. The required topics related to noise, including standards and policies to protect the community from the harmful and annoying effects of exposure to excessive noise levels are also included. The long-term risks associated with Climate Change are also addressed in this Element.

Community Services and Facilities Element

The Community Services and Facilities Element guides decision making to meet the infrastructure and public services needs of business and residents. Goals, policies, and actions address the provision of services and facilities, as well as water, wastewater and communications systems, and community safety specific to police and fire services. Educational resources are also discussed in this Element.

Community Design Element

The Community Design Element of the General Plan establishes the framework for the appearance, livability, and functionality of the City by creating new high-level design standards for projects and future activity centers. The Element addresses community identity and placemaking, design quality, and the natural environment. The Community Design Element is not mandated by State law and is therefore considered optional.

Fiscal Sustainability Element

The Fiscal Sustainability Element presents goals, policies, and actions relating to the City's long-term financial health and prosperity. This Element supports a revenue base that allows the City to provide services such as public safety, parks, recreation, code enforcement, planning, and public works. Goals, policies, and actions also provide for long-term financial planning to guide the long-term fiscal property of the City. The Fiscal Sustainability Element is not mandated by State law and is therefore considered optional.

Community Health and Wellness Element

The Community Health and Wellness Element provides goals, policies, and actions to support a healthy and well community. A healthy community contributes to a safe and welcoming environment for community members of all ages and abilities. This Element addresses healthy lifestyle, healthcare, and human services. The Community Health and Wellness Element is not mandated by State law and is therefore considered optional.

Housing Element

The Housing Element is the City’s primary policy guide for the maintenance, improvement, and development of housing withing La Verne. The Element provides an indication of the need for housing in the community in terms of affordability, availability, adequacy and accessibility. It provides a strategy to address housing needs and identifies a series of specific housing program actions to meet community needs at all income levels for the 6th Cycle Housing Element Planning Period (2021-2029). The City’s 2021-2029 Housing Element was adopted on November 21, 2022, and is not part of this update.

Land Use Designations

The General Plan Land Use Map identifies land use designations for each parcel within the Planning Area (Figure 3-4). The revisions to the Land Use Map would include simplifying how Specific Plans are shown on the map through utilization of the new Specific Plan – Residential and Specific Plan – Mixed-Use land use designations, described below, and various other updates to reflect amendments to the land use map reviewed and approved since the last comprehensive update. Changes to existing land use designations not previously approved are not proposed.

The Land Use Element of the General Plan Update defines various land use designations by their allowable uses, minimum parcel sizes, and maximum development densities. Table 3-2, *General Plan Update Land Use Designations*, summarizes land uses included in the General Plan Update. It is noted that the Very High Density Residential land use category allowing for up to 32 dwelling units per acre is a new land use category to be provided for potential future development and is not assigned to any specific parcels within the City under the proposed General Plan Update. Additionally, all areas previously designated Industrial are within an existing Specific Plan area, which would be designated Specific Plan – Mixed Use under the General Plan Update, as described below. Therefore, the existing Industrial land use category is not assigned to any specific parcels within the City under the General Plan Update. However, it is an available land use category for future application outside of a Specific Plan area.

Table 3-2
General Plan Update Land Use Designations

Land Use Designations	Within City Boundary		Within Sphere of Influence		Total Planning Area	
	Acres	% of Total Acres	Acres	% of Total Acres	Acres	% of Total Acres
Hillside Residential (0-2 du/ac)	326	5%	152	2%	477	7%
Low Density Residential (0-5 du/ac)	1,048	15%	131	2%	1,179	17%
Medium Density Residential (0-10 du/ac)	286	4%	0	0%	286	4%
High Density Residential (0-15 du/ac)	28	<1%	0	0%	28	<1%
Very High Density Residential (0-32 du/ac)	0	0%	0	0%	0	0%
Commercial/Business Park (0.50 FAR)	3	<1%	0	0%	3	0%
Industrial (0.50 FAR)	0	0%	0	0%	0	0%
Community Facilities	598	9%	2	<1%	600	9%
Open Space	347	5%	1,168	17%	1,516	22%
Specific Plan – Residential	1,121	16%	0	0%	1,121	16%
Specific Plan – Mixed-Use	860	12%	0	0%	860	12%
Right-of-Way	836	12%	57	1%	894	13%
Total	**5,454**	**78%**	**1,510**	**22%**	**6,964**	**100%**

Numbers are rounded to the nearest whole number.
FAR = floor to area ratio

The following describes the proposed land use designations for the General Plan Update.

Hillside Residential: 0-2 du/ac

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

Low Density Residential: 0-5 du/ac

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

Medium Density Residential: 0-10 du/ac

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

High Density Residential: 0-15 du/ac

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

Very High Density Residential: 0-32 du/ac

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

Commercial/Business Park: 0.50 FAR

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

Industrial: 0.50 FAR

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

Community Facilities

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

Open Space

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

Specific Plan – Residential

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

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

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

Specific Plan – Mixed-Use

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

The Specific Plan-Mixed Use designation does not require that each individual project be a mixed-use development. Single-use projects are allowed; stand-alone residential projects should be located in proximity to nonresidential development.

As described above, the actual zoning designation of each area will be an abbreviation of the Specific Plan name followed by "SP" (e.g., ACSP for Arrow Corridor Specific Plan).

General Plan Buildout Analysis

State General Plan law requires that the General Plan indicate the maximum densities and intensities permitted within the Land Use Plan. Maximum allowable development on individual parcels of land is governed by these measures of density or intensity. The maximum density or intensity permitted for an individual parcel is controlled by the land use designation, unless a density bonus pursuant to La Verne Municipal Code Chapter 18.114, *Density Bonus Provisions*, applies. In addition to the land use designation, development of a parcel is influenced by a variety

of factors including the physical characteristics of a parcel, compatibility with nearby uses, access and infrastructure limitations, market factors, and previous developments trends.

The EIR will evaluate the anticipated development that could occur within the Planning Area if every parcel developed at the densities and intensities expected under the General Plan. While no specific development projects are proposed as part of the La Verne General Plan Update, the General Plan will accommodate future growth in La Verne, including new businesses, expansion of existing businesses, and new residential uses. New growth is anticipated to occur along the City's major corridors (Arrow Highway and Foothill Boulevard) and around the new Metro A (Gold) Line Station. No new development is anticipated within the Sphere of Influence. The buildout analysis assumes a 20+ year planning horizon, and 2045 is to be the full buildout year of the General Plan (the point at which all parcels in the City are developed according to their General Plan land use designation).

Table 3-4, *General Plan 2045 Buildout by Land Use Designation*, provides a statistical summary of the buildout potential associated with the General Plan Update Land Use Map compared to existing on-the-ground conditions by General Plan Update Land Use Designation. As shown in Table 3-4, buildout of the General Plan could yield a total of up to 14,400 housing units, a population of 37,500 people, approximately 8.0 million square feet of non-residential building square footage, and 16,500 jobs within the Planning Area. As shown in Table 3-4, this represents development growth over existing conditions of up to approximately 2,700 new housing units, 4,800 people, 2.5 million square feet of new non-residential building square footage and 5,250 jobs.

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Table 3-4
General Plan 2045 Buildout by Land Use Designation

Land Use Designations	Existing Conditions				Proposed General Plan Update (2045)				Net Change			
	DU	Pop	NRSF	Jobs	DU	Pop	NRSF	Jobs	DU	Pop	NRSF	Jobs
Hillside Residential (0-2 du/ac)	263	729	-	-	263	729	-	-	-	-	-	-
Low Density Residential (0-5 du/ac)	5,008	13,872	-	-	5,008	13,872	-	-	-	-	-	-
Medium Density Residential (0-10 du/ac)	2,418	6,698	-	-	2,418	6,698	-	-	-	-	-	-
High Density Residential (0-15 du/ac)	383	1,061	-	-	263	729	-	-	(120)	(332)	-	-
Very High Density Residential (0-32 du/ac)	-	-	-	-	-	-	-	-	-	-	-	-
Commercial/Business Park (0.50 FAR)	2	6	29,304	60	2	6	34,188	70	-	-	4,884	10
Industrial (0.50 FAR)	-	-	-	-	-	-	-	-	-	-	-	-
Community Facilities	28	78	460,273	947	30	82	463,249	955	2	4	2,976	8
Open Space	-	-	-	-	-	-	-	-	-	-	-	-
Specific Plan – Residential	2,723	7,543	26,427	54	2,723	7,543	30,599	63	-	-	4,172	9
Specific Plan – Mixed-Use	849	2,352	4,984,860	10,257	3,647	7,483	7,509,814	15,484	2,798	5,131	2,524,954	5,227
Total	**11,674**	**32,339**	**5,500,864**	**11,318**	**14,354**	**37,142**	**8,037,850**	**16,572**	**2,680**	**4,803**	**2,536,986**	**5,254**

DU = dwelling units; Pop = population; NRSF = non-residential square feet

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For each environmental issue addressed in Section 5.0, *Environmental Analysis*, the analysis of the General Plan Update is based on various assumptions regarding existing and future conditions in La Verne. Unless otherwise stated, the assumptions are as specified in Table 3-5, *General Plan Update Growth Assumptions*.

Table 3-5
General Plan Update Growth Assumptions

Description	Housing Units	Population	Non-Residential Development (Square Feet)	Jobs	Jobs per Housing Unit
Existing Developed Conditions (2023)	11,674	32,339	5,500,864	11,318	0.97
Proposed 2045 General Plan	14,354	37,142	8,037,850	16,572	1.15
Net Change	**2,680**	**4,803**	**2,536,986**	**5,254**	**N/A**

3.5.2 ZONING UPDATE

The City's Zoning Ordinance is the tool for implementing the City's General Plan, and by State law, must be consistent with the General Plan.

La Verne's Zoning Ordinance (Title 18, Zoning of the Municipal Code) is intended to carry out the La Verne General Plan policies by regulating development and land uses within the City, consistent with the General Plan. La Verne Municipal Code Title 18 identifies land uses permitted and prohibited according to the zoning of each parcel, which is illustrated on the City of La Verne Zoning Map.

The Zoning Ordinance Update includes the following to implement the General Plan Update. Overall, the revisions will ensure consistency with the revised General Plan, including the Housing Element adopted by City Council in November 2022.

- Create a new zoning district and development standards to implement the proposed Very High Density Residential land use designation;
- Create new objective design and development standards for multifamily and mixed-use development;
- Update permitted uses by zone consistent with State law;

- Update multifamily apartment and multifamily planned residential development standards;
- Update Development Review Findings consistent with State law; and,
- Update Definitions consistent with State law.

3.6 INTENDED USE OF THE EIR AND REQUIRED AGENCY APPROVALS

3.6.1 CITY OF LA VERNE

The City of La Verne is the lead agency for the proposed Project. The City of La Verne General Plan and Zoning Ordinance Update will be presented to the Planning Commission for review and recommendation, and to the City Council for comment, review, and consideration for adoption. The City Council has the sole discretionary authority to approve and adopt the General Plan and Zoning Ordinance Updates. In order to approve the proposed project, the City Council would consider the following actions:

- Certification of the General Plan and Zoning Ordinance Update EIR;
- Adoption of required CEQA findings and Statement of Overriding Considerations for the above action, if required;
- Adoption of a Mitigation Monitoring and Reporting Program;
- Approval of the General Plan Update; and
- Approval of the Zoning Update.

3.6.2 SUBSEQUENT USES OF THE EIR

The policy framework set forth in the proposed General Plan Update would not result in the construction of any new development nor entitlement of any new project. All new development within the Planning Area would continue to be subject to the City's development review and approval processes (with Los Angeles County responsible for the unincorporated SOI area). Elected and appointed officials and City staff will review subsequent project applications for consistency with the General Plan and Zoning Ordinance, and will prepare appropriate environmental documentation to comply with CEQA and other applicable environmental requirements.

Pursuant to Section 15168 of the State CEQA Guidelines, this EIR is a Program EIR. The goals, policies, actions, land use designations, and other substantive components of the General Plan and implementing sections of the Zoning Ordinance constitute the "program" evaluated in this Program EIR. When considering approval of subsequent activities under the proposed General Plan Update, the City of La Verne would utilize this EIR as the basis in determining potential

environmental effects and the appropriate level of environmental review, if any, of a subsequent activity. Projects or activities successive to this EIR may include, but are not limited to, the following:

- Approval and funding of major projects and capital improvements;
- Development plan approvals, such as tentative subdivision maps, variances, conditional use permits, and other land use permits;
- Development Agreements;
- Permit issuances and other approvals necessary for public and private development projects; and
- Approval of facility and service master plans and financing plans
- Issuance of permits and other approvals necessary for implementation of the General Plan.

3.6.3 OTHER GOVERNMENT AGENCY APPROVALS

Subsequent projects and other actions to support implementation of the General Plan Update would require actions, including permits and approvals, by other public agencies that may include, but are not necessarily limited to:

- California Department of Fish and Wildlife (CDFW) approval of potential future streambed alteration agreements, pursuant to Fish and Game Code. Approval of any future potential take of State-listed wildlife and plant species covered under the California Endangered Species Act.
- California Department of Transportation (Caltrans) approval of projects and encroachment permits for projects affecting State highway facilities.
- Regional Water Quality Control Board (RWQCB) approval for National Pollution Discharge Elimination System compliance, including permits and Storm Water Pollution Prevention Plan approval and monitoring.
- U.S. Fish and Wildlife Service (USFWS) approvals involving any future potential take of Federally listed wildlife and plant species and their habitats, pursuant to the Federal Endangered Species Act.

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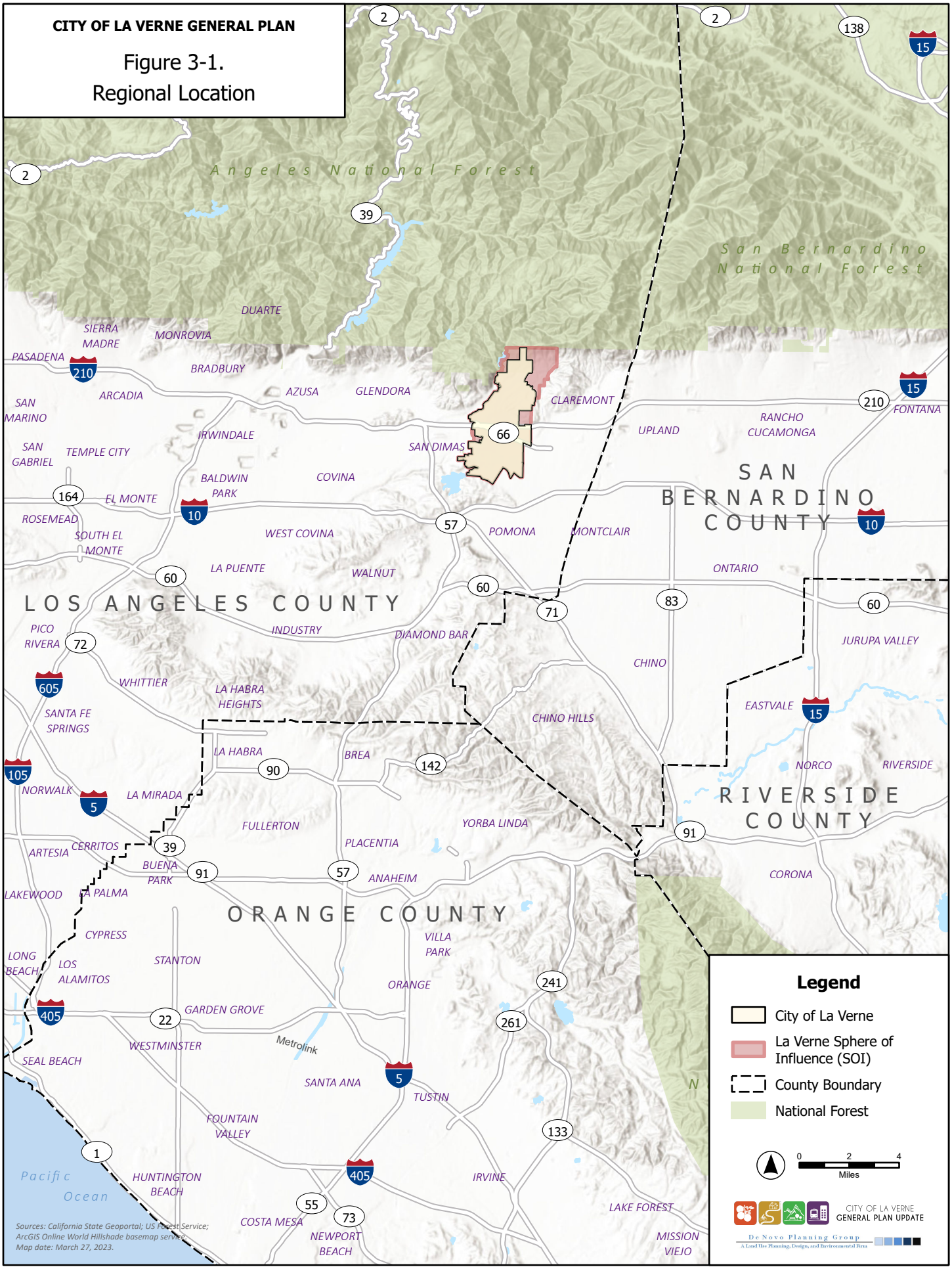
CITY OF LA VERNE GENERAL PLAN

Figure 3-1.
Regional Location



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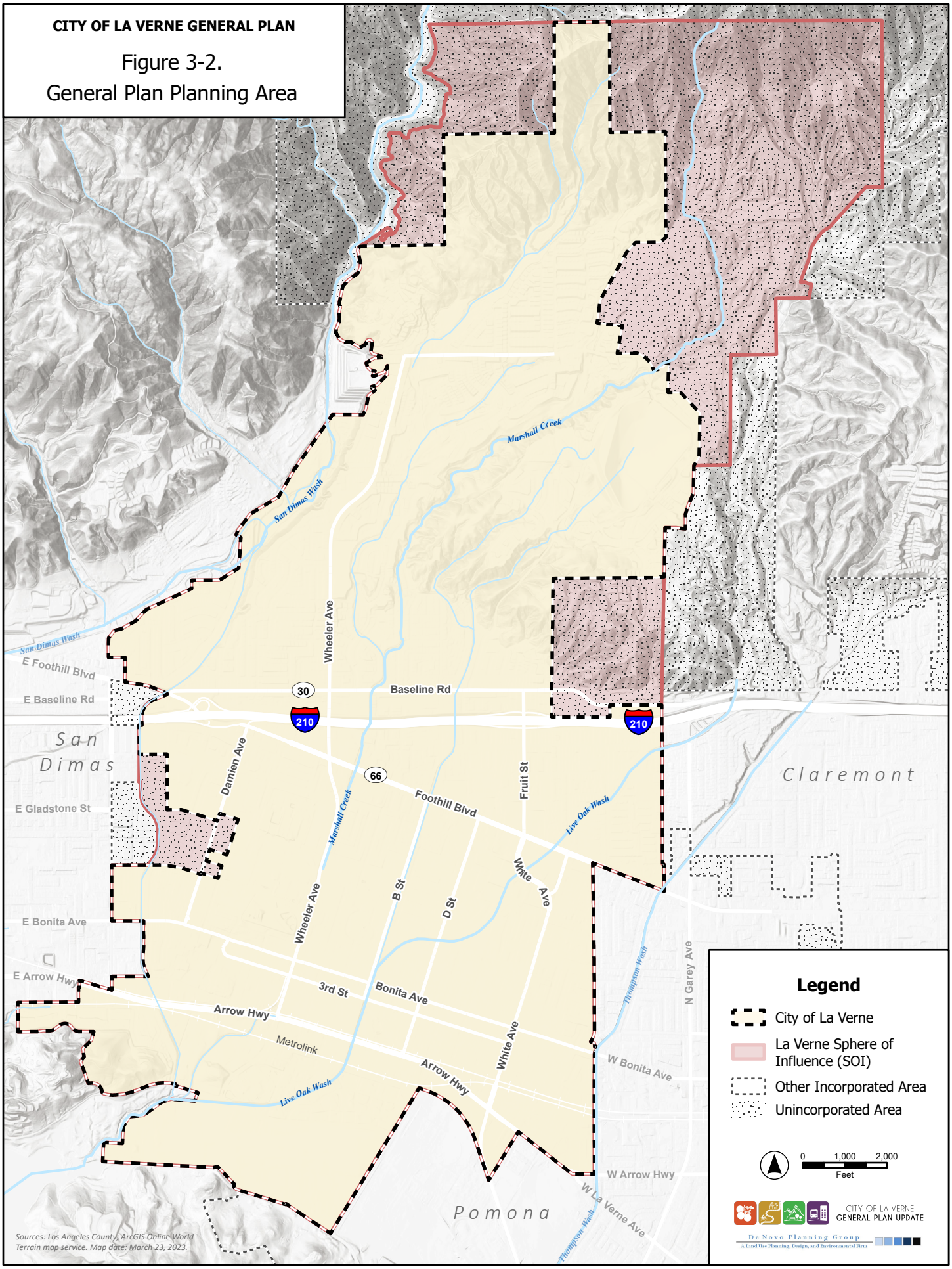
CITY OF LA VERNE GENERAL PLAN

Figure 3-2.
General Plan Planning Area



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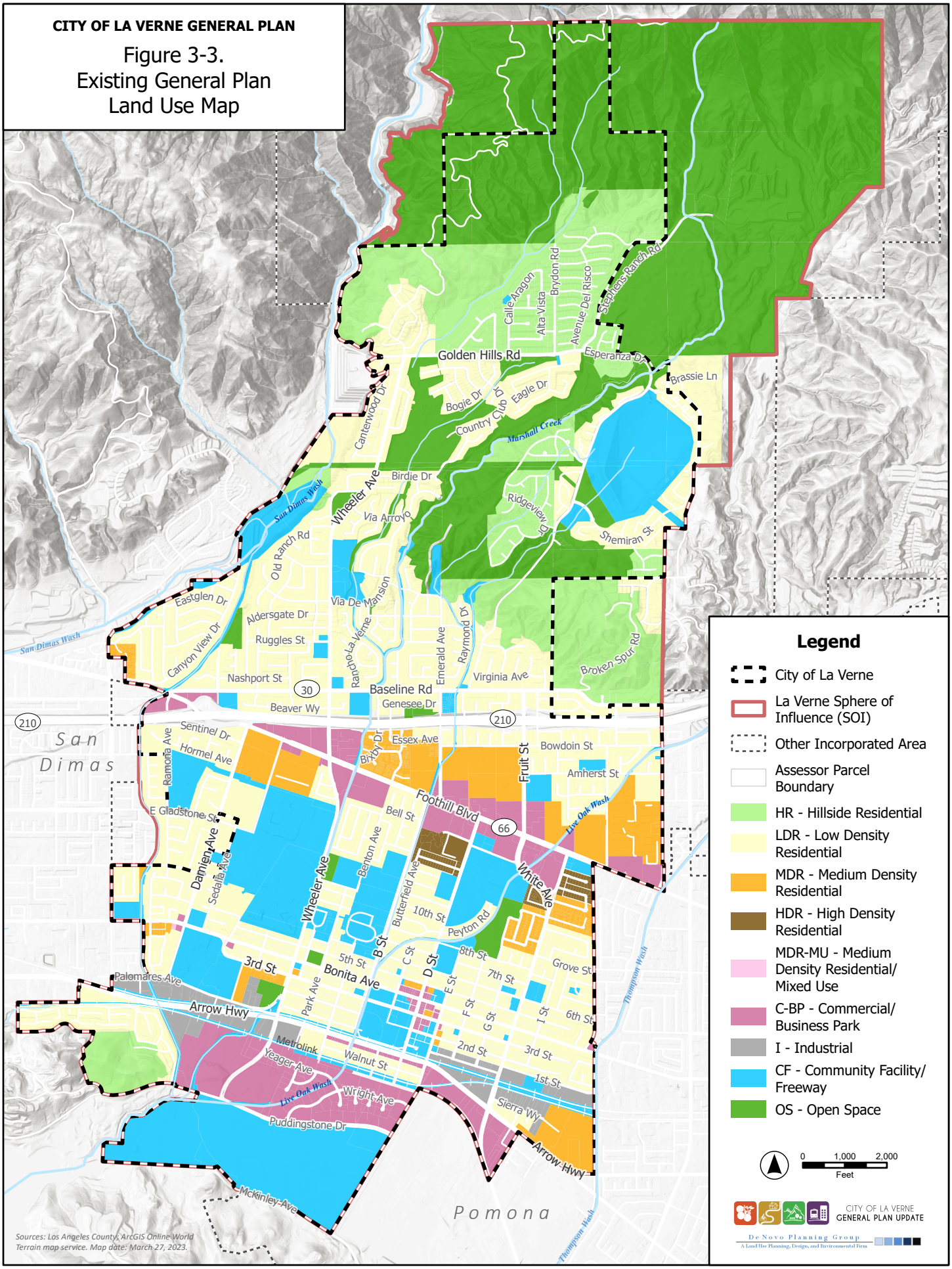
CITY OF LA VERNE GENERAL PLAN

Figure 3-3. Existing General Plan Land Use Map



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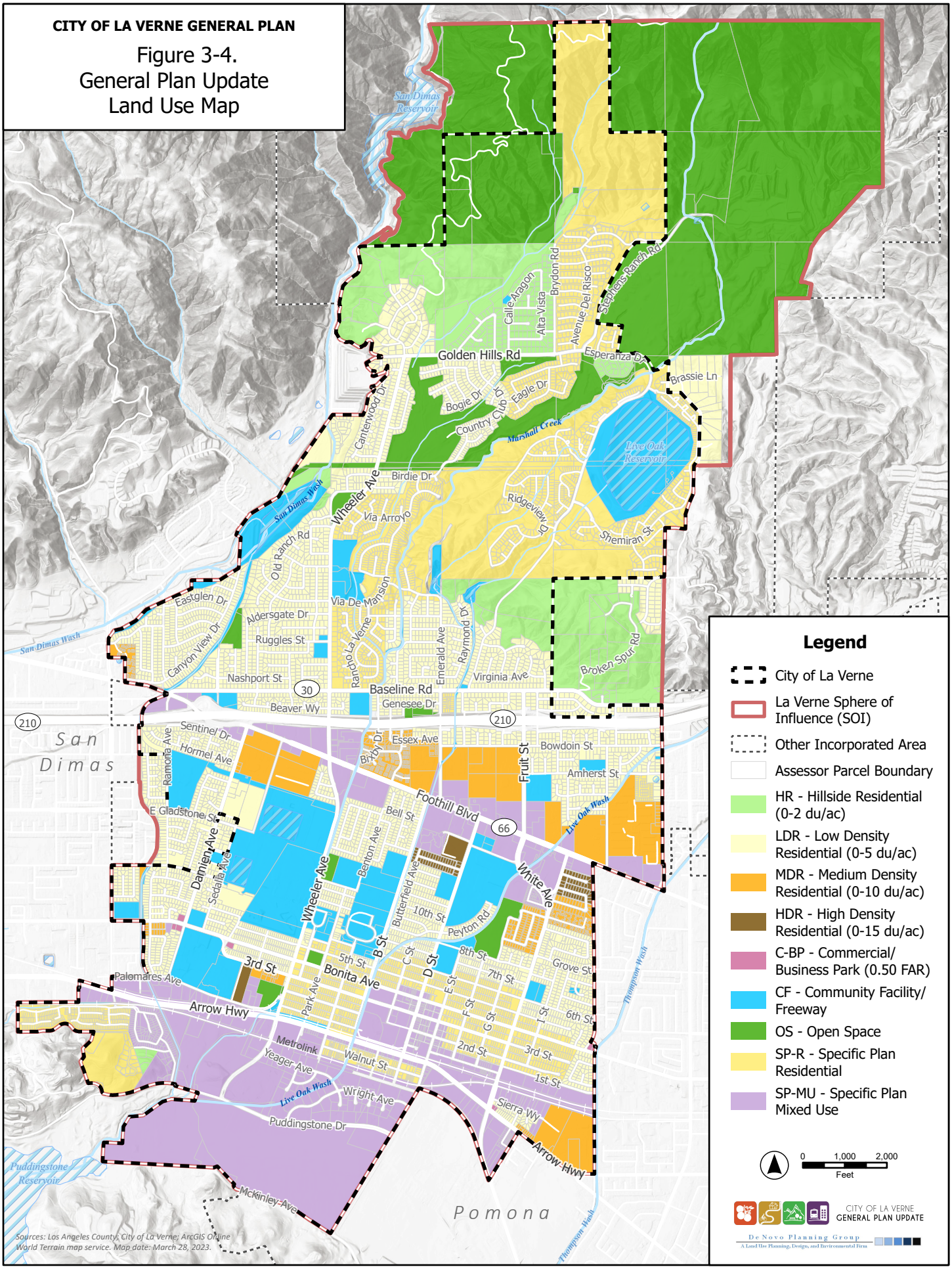
CITY OF LA VERNE GENERAL PLAN

Figure 3-4. General Plan Update Land Use Map



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4.0 BASIS OF CUMULATIVE ANALYSIS

4.1 INTRODUCTION

CEQA requires that an EIR contain an assessment of the cumulative impacts that could be associated with the General Plan Update. According to CEQA Guidelines Section 15130(a), "an EIR shall discuss cumulative impacts of a project when the project's incremental effect is cumulatively considerable." CEQA Guidelines Section 15355 defines cumulative impacts as "two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts…" The following elements are necessary in an adequate discussion of cumulative impacts, as noted in Sections 15130(b) through 15130(e) of the CEQA Guidelines:

> *(b) The discussion of cumulative impacts shall reflect the severity of the impacts and their likelihood of occurrence, but the discussion need not provide as great detail as is provided for the effects attributable to the project alone. The discussion should be guided by standards of practicality and reasonableness, and should focus on the cumulative impact to which the identified other projects contribute rather than the attributes of other projects which do not contribute to the cumulative impact. The following elements are necessary to an adequate discussion of significant cumulative impacts:*
>
> > *(1) Either:*
> >
> > > *(A) A list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the agency; or,*
> > >
> > > *(B) A summary of projections contained in an adopted local, regional or statewide plan, or related planning document, that describes or evaluates conditions contributing to the cumulative effect. Such plans may include: a general plan, regional transportation plan, or plans for the reduction of greenhouse gas emissions. A summary of projections may also be contained in an adopted or certified prior environmental document for such a plan. Such projections may be supplemented with additional information such as a regional modeling program. Any such document shall be referenced and made available to the public at a location specified by the lead agency.*
> >
> > *(2) When utilizing a list, as suggested in paragraph (1) of subdivision (b), factors to consider when determining whether to include a related project should include the nature of each environmental resource being examined, the location of the project*

and its type. Location may be important, for example, when water quality impacts are at issue since projects outside the watershed would probably not contribute to a cumulative effect. Project type may be important, for example, when the impact is specialized, such as a particular air pollutant or mode of traffic.

(3) Lead agencies should define the geographic scope of the area affected by the cumulative effect and provide a reasonable explanation for the geographic limitation used.

(4) A summary of the expected environmental effects to be produced by those projects with specific reference to additional information stating where that information is available; and

(5) A reasonable analysis of the cumulative impacts of the relevant projects. An EIR shall examine reasonable, feasible options for mitigating or avoiding the project's contribution to any significant cumulative effects.

(c) With some projects, the only feasible mitigation for cumulative impacts may involve the adoption of ordinances or regulations rather than the imposition of conditions on a project-by-project basis.

(d) Previously approved land use documents such as general plans, specific plans, and local coastal plans may be used in cumulative impact analysis. A pertinent discussion of cumulative impacts contained in one or more previously certified EIRs may be incorporated by reference pursuant to the provisions for tiering and program EIRs. No further cumulative impacts analysis is required when a project is consistent with a general, specific, master or comparable programmatic plan where the lead agency determines that the regional or areawide cumulative impacts of the proposed project have already been adequately addressed, as defined in section 15152(f), in a certified EIR for that plan.

(e) If a cumulative impact was adequately addressed in a prior EIR for a community plan, zoning action, or general plan, and the project is consistent with that plan or action, then an EIR for such a project should not further analyze that cumulative impact, as provided in Section 15183(j).

4.2 CUMULATIVE ANALYSIS IN THIS EIR

A cumulative impact is an impact created by the combination of the project evaluated in the EIR and other reasonably foreseeable projects or actions. CEQA Guidelines Section 15130 requires an EIR to discuss cumulative impacts of a project when the project's incremental effect is "cumulatively considerable." Used in this context, cumulatively considerable means that the incremental effects of an individual project are considerable when viewed in connection with effects of past projects, other current projects, and probable future projects.

Cumulative impacts may be discussed in terms of impacts resulting from the General Plan Update, in combination with impacts anticipated for future development (including approved and planned development within the Planning Area and surrounding affected area), and impacts associated with growth within the greater region. Where the incremental effect of a project is not "cumulatively considerable," a lead agency need not consider that effect significant but must briefly describe its basis for concluding that the effect is not cumulatively considerable. The geographic area for each impact varies, depending on the nature of the impact, whether it is regional, such as air quality or greenhouse gas emissions, or local, such as noise or aesthetics.

Quantification can pose as a challenge for cumulative impacts, as it requires speculative estimates of impacts including, but not limited to the following: the geographic diversity of impacts (impacts of future development may affect different areas); variations in time of impacts; and data for buildout projections may change following subsequent approvals. However, every attempt has been made herein to make sound qualitative judgments of the combined effects of, and relationship between, land uses and potential environmental impacts.

This EIR assesses the overall environmental effects of the General Plan Update at a program level of detail. This EIR evaluates the overall (cumulative) effects of development in accordance with the community development types, land use assumptions, and all goals and policies contained in the General Plan Update. The environmental analyses in Sections 5.1 through 5.17 of this EIR consider Project impacts in combination with regional impacts, where applicable, that could be expected as other cities within the greater Los Angeles region approach 2045.

In compliance with CEQA Guidelines Section 15130(1)(b), this section of the EIR describes the environmental effects of the General Plan Update in combination with the effects of regional growth, as forecasted in the Southern California Association of Governments (SCAG) Regional Transportation Plan/Sustainable Communities Strategy, adopted by SCAG's Regional Council on September 3, 2020. It is important to note that the SCAG projections, which are compiled using a number of sources, including adopted plans, historical trends, and interviews with local jurisdictions, tend to be more accurate on a regional level than on a local or city level. It is likely that through a combination of market changes, catalytic projects, updated land use direction in the General Plan Update, and other factors, La Verne could capture either more or less of expected regional growth than forecasted by SCAG.

Table 4-1, *Los Angeles County Growth Projections*, summarizes household, population, and employment growth forecasts for the County. The Project considers growth patterns for the year 2045, consistent with the SCAG forecasts. As shown in Table 4-1, SCAG forecasts Los Angeles County's population will grow to 11,674,000 persons by 2045, an increase of approximately 18 percent over the existing 2023 population estimate of 9,861,224 persons. The number of households in the Los Angeles County region is projected to increase from approximately 3,635,136 households in 2023 to 4,119,000 households in 2045. Employment numbers are

forecasted to increase from approximately 4,767,204 jobs in 2023 to 5,382,000 jobs in 2045 within the County. Section 5.12, *Population and Housing*, further elaborates on projected growth assumptions within the Planning Area as well as within the Los Angeles region.

Table 4-1
Los Angeles County Growth Projections

Description	Population	Households	Jobs (Employment)
Existing Conditions (2023)[1]	9,861,224	3,635,136	4,767,204
SCAG 2045 Forecasts[2]	11,674,000	4,119,000	5,382,000
2045 SCAG: Existing Conditions Difference	+1,812,776	+483,864	+614,796
2045 SCAG: Existing Conditions % Difference	+18.4%	+13.3%	+12.9%

Source:
1: California Department of Finance, Report E-5 Population and Housing Estimates for Cities, and Counties, and the State. January 1, 2023 and Southern California Association of Governments (SCAG), *Local Profiles Report County of Los Angeles*, May 2019b.
2: Southern California Association of Governments (SCAG), *Connect SoCal, Current Context Demographics and Growth Forecast*, *Table 13 (County Forecast of Population, Households, and Employment*), September 2020.

The City of La Verne is substantially developed; as indicated in Section 3.0, *Project Description*, the City is forecast to have approximately 14,354 housing units by 2045 buildout, which would result in an approximate population of 37,142 persons. Therefore, the General Plan Update would facilitate the addition of 2,680 housing units through 2045 and would result in a population growth of approximately 4,803 persons in the City.

5.1 AESTHETICS

5.1.1 PURPOSE

This section identifies the existing aesthetic and light/glare conditions within the Planning Area and provides an analysis of potential impacts associated with implementation of the General Plan Update.

Because of its inherent subjectivity, difficulties arise in the evaluation of visual quality and the degree of impact that may result from visual change. Additionally, there are limited objectives or quantitative standards to analyze visual quality and individuals respond differently to changes in the visual environment. What may be considered an adverse visual condition to one person may represent an improved visual condition to another.

One comment was received during the NOP comment period regarding aesthetics. The comment was received from Cynthia Gabaldon. This section addresses the environmental issues raised during the NOP comment period.

CONCEPTS AND TERMINOLOGY

When viewing the same landscape, people may have different responses to that landscape and any proposed visual changes, based upon their values, familiarity, concern, or expectations for that landscape and its scenic quality. Since each person's attachment to and value for a particular landscape is unique, visual changes to that landscape inherently affect viewers differently. However, generalizations can be made about viewer sensitivity to scenic quality and visual changes. The visual sensitivity of a landscape is affected by the viewing distances at which it is seen, such as close-up or far away. The visual sensitivity of a landscape also is affected by the travel speed at which a person is viewing the landscape (high speeds on a highway, low speeds on a hiking trail, or stationary at a residence).

The same feature of a project can be perceived differently by people depending on the distance between the observer and the viewed object. When a viewer is closer to a viewed object in the landscape, more detail can be seen, and there is greater potential influence of the object on visual quality because of its form or scale (relative size of the object in relation to the viewer). When the same object is viewed at background distances, details may be imperceptible but overall forms of terrain and vegetation are evident, and the horizon and skyline are dominant. In the middle-ground, some detail is evident (e.g., the foreground), and landscape elements are seen in context with landforms and vegetation patterns (e.g., the background).

The following terms and concepts are used in this EIR section:

- **Scenic vista**. An area that is designated, signed, and accessible to the public for the express purposes of viewing and sightseeing. This includes any such areas designated by a federal, State, or local agency.
- **Scenic highway**. Any stretch of public roadway that is designated as a scenic corridor by a federal, State, or local agency.
- **Sensitive receptors**. Viewer responses to visual settings are inferred from a variety of factors, including distance, viewing angle, types of viewers, number of viewers, duration of view, and viewer activities. The viewer type and associated viewer sensitivity are distinguished among project viewers in recreational, residential, commercial, military, and industrial areas. Viewer activities can range from a circumstance that encourages a viewer to observe the surroundings more closely (such as recreational activities) to one that discourages close observation (such as commuting in heavy traffic). Viewers in recreational areas are considered to have high sensitivity to visual resources. Residential viewers generally have moderate sensitivity but extended viewing periods. Viewers in commercial, military, and industrial areas are considered to have low sensitivity.
- **Viewshed**. The viewshed for a project is defined as the surrounding geographic area from which the project is likely to be seen, based on topography, atmospheric conditions, land use patterns, and roadway orientations.
- **Visual character** typically consists of the landforms, vegetation, water features, and cultural modifications that impart an overall visual impression of an area's landscape. Scenic areas typically include open space, landscaped corridors, and viewsheds. Visual character is influenced by many different landscape attributes including color contrasts, landform prominence, repetition of geometric forms, and uniqueness of textures among other characteristics.
- **Light and glare.** Lighting effects are associated with the use of artificial light during the evening and nighttime hours. There are two primary sources of light: light emanating from building interiors passing through windows and light from exterior sources (i.e., street lighting, building illumination, security lighting, parking lot lighting, landscape lighting, and signage). Light introduction can be a nuisance. Uses such as residences and hotels are considered light sensitive, since occupants have expectations of privacy during evening hours and may be subject to disturbance by bright light sources. Light spill is typically defined as the presence of unwanted light on properties adjacent to the property being illuminated. With respect to lighting, the degree of illumination may vary widely depending on the amount of light generated, height of the light source, presence of barriers or obstructions, type of light source, and weather conditions.

  Glare is primarily a daytime occurrence caused by the reflection of sunlight or artificial light on highly polished surfaces such as window glass or reflective materials and, to a

lesser degree, from broad expanses of light-colored surfaces. Perceived glare is the unwanted and potentially objectionable sensation as observed by a person as they look directly into the light source of a luminaire. Daytime glare generation is common in urban areas and is typically associated with buildings with exterior facades largely or entirely comprised of highly reflective glass. Glare can also be produced during evening and nighttime hours by the reflection of artificial light sources such as automobile headlights. Glare generation is typically related to either moving vehicles or sun angles, although glare resulting from reflected sunlight can occur regularly at certain times of the year. Glare-sensitive uses include residences, hotels, transportation corridors, and aircraft landing corridors.

5.1.2 ENVIRONMENTAL SETTING

The City of La Verne and surrounding areas possess numerous visual resources that contribute to La Verne's community image. Many scenic resources are found in the natural areas within the unincorporated areas of Los Angeles County, while within La Verne visual resources include natural parks and trails, creek corridors, as well as defining visual elements within the City including trees, landscaping, and structures.

SCENIC VISTAS

La Verne is located in the San Gabriel Valley, and the City's northern borders are defined by the San Gabriel Mountains. La Verne's location along the foothills of the San Gabriel Mountains within the Angeles National Forest provides it with scenic vistas throughout the City. Scenic resources include the San Gabriel Mountains, foothills, and canyons located in the northern portion of the City. Other features that contribute to the character of La Verne include commercial corridors, residential neighborhoods, natural and historical resources, and public improvements.

SCENIC HIGHWAYS

According to the California Scenic Highway Mapping System, administered by Caltrans, there are no officially designated State scenic highways in the vicinity of the City of La Verne (Caltrans 2023). The nearest officially designated State scenic highway is a portion of State Route 2, located approximately 15 miles north of the Planning Area. The nearest eligible State scenic highway is State Route 39, located approximately 6.7 miles west of the Planning Area.

LIGHT & GLARE

Sensitive light and glare receptors in and around the City are generally represented by residential uses, natural wildlife habitat areas, and open space lands adjacent to existing or planned development.

During the day, sunlight reflecting from structures is a primary source of glare, while nighttime light and glare can be divided into both stationary and mobile sources. Stationary sources of

nighttime light include structure illumination, interior lighting, decorative landscape lighting, and streetlights. The principal mobile source of nighttime light and glare is vehicle headlamp illumination. This ambient light environment can be accentuated during periods of low clouds or fog.

The variety of urban land uses in the Planning Area are the main source of daytime and nighttime light and glare. They are typified by single and multi-family residences, commercial structures, industrial areas, and streetlights. These areas and their associated human activities (inclusive of vehicular traffic) characterize the existing light and glare environment present during daytime and nighttime hours in the urbanized portions of the Planning Area. Areas which are less developed in the Planning Area, including the northeastern areas, are characterized primarily by open space uses and lower intensity hillside residential development and generally have lower levels of ambient nighttime lighting and daytime glare. However, areas along the 210 Freeway, Foothill Boulevard, and the more urbanized portions of the Planning Area generally have more sources of glare.

Within the City of La Verne, existing light sources generally include buildings, recreational facilities (i.e., sports fields), and nighttime safety lighting along roadways and parking lots. Interior light emanating from a structure; exterior light sources (i.e., security lighting); or, lighting to illuminate features for safety or decorative purposes may be visible within the existing landscape.

Sunlight reflecting off a reflective surface can result in glare effects and unsafe visual conditions that may interfere with the vision of motorists operating vehicles in the proximity or that may otherwise generally degrade scenic views. Few structures within the Planning Area presently exhibit highly reflective materials (i.e., taller buildings with extensive glazing), and therefore, potential glare effects are not considered to be of major concern under existing conditions.

5.1.3 REGULATORY SETTING

STATE

California Scenic Highways and Historic Parkways Program

The California Scenic Highways and Historic Parkways Program was created in 1963 to preserve and protect highway corridors located in areas of outstanding natural beauty from changes that would diminish the aesthetic value of the adjacent lands. Caltrans maintains its State Scenic Highways and Historic Parkways Program, through which segments of the State highway system are designated as being of particular scenic value or interest. 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. Interstates, State highways, byways, and parkways are eligible for designation or for

recognition as eligible for designation. The Program is governed by the regulations found in the California Streets and Highways Code, Section 260 et seq.

California Streets and Highway Code Section 261 requires local government agencies to take the following actions to protect the scenic appearance of the scenic corridor:

- Regulate land use and density of development;
- Provide detailed land and site planning;
- Prohibit offsite outdoor advertising and control of on-site outdoor advertising;
- Pay careful attention to and control of earthmoving and landscaping; and
- Scrutinize the design and appearance of structures and equipment.

California Streets and Highway Code Section 262 provides the California State Legislature with the authority to identify highways as eligible for designation as a scenic highway. The government with jurisdiction over land abutting a highway considered to be scenic is required to adopt a "scenic corridor protection program" that restricts development, outdoor advertising, and earthmoving activities along the affected segment or corridor ("Corridor Protection Program"). Caltrans must also indicate that the highway segment meets established criteria for the roadway or segment to be designated as scenic.

California Building Standards Code

Title 24 of the California Building Standards Code serves as the basis for the design and construction of buildings in California. In addition to safety, sustainability, new technology and reliability, the California Building Standards Code addresses light pollution and glare hazards through the establishment of maximum allowable backlight, up light, and glare (BUG) ratings.

LOCAL

Los Angeles County General Plan

The Los Angeles County General Plan identifies the importance of the County's natural visual resources, including hillsides, scenic viewsheds, and ridgelines. The County General Plan addresses the protection of visual and scenic resources, as well as State Scenic Highways and Corridors. In particular, the County General Plan recognizes the importance of maintaining hillside areas through the County Hillside Management Areas (HMA) Ordinance, which, in part, establishes hillside design guidelines to preserve significant natural features in hillside areas (Los Angeles County 2023). In addition, the Conservation and Natural Resources Element identifies the following policies concerning visual and scenic resources:

- Policy C/NR 13.1: Protect scenic resources through land use regulations that mitigate development impacts.

- Policy C/NR 13.2: Protect ridgelines from incompatible development that diminishes their scenic value
- Policy C/NR 13.3: Reduce light trespass, light pollution and other threats to scenic resources.
- Policy C/NR 13.6: Prohibit outdoor advertising and billboards along scenic routes, corridors, waterways, and other scenic areas
- Policy C/NR 13.8: Manage development in HMAs to protect their natural and scenic character and minimize risks from natural hazards, such as fire, flood, erosion, and landslides.

City of La Verne Specific Plans

A specific plan is a comprehensive planning document that guides the development of a defined geographic area. There are 17 adopted specific plans within La Verne:

- SP 81-2, Walnut
- SP 81-4, Puddingstone
- SP 87-20, Live Oak
- SP 89-21, Emerald Ridge
- SP 84-9, Sierra La Verne
- SP 84-12, Arrow Corridor
- SP 86-16, Ranch Esperanza
- SP 86-17, La Verne Heights
- SP 86-18, Foothill Boulevard
- SP 87-19, Marshall Canyon
- SP 91-26 Lordsburg
- SP 96-32, Rancho La Verne
- SP 94-30, 900 Bonita Specific Plan
- SP 10-16, Emerald Collection
- Puddingstone La Venture
- Old Town La Verne Specific Plan
- Amherst Specific Plan

Specific plans typically contain detailed regulations, conditions, programs, and design criteria unique to a defined geographic area and are intended to implement the General Plan. Projects within individual specific plan areas would be required to comply with applicable development standards and design guidelines enumerated within the specific plan.

City of La Verne Municipal Code

The La Verne Municipal Code Section 2.48.165, *Environmental Review*, requires development projects to be reviewed for compliance with the California Environmental Quality Act (CEQA) prior to development of the subject site.

Title 18 of the City of La Verne Municipal Code, also known as the Zoning Ordinance, provides specific development standards that influence the City's scenic views, visual character, and

restrict lighting. The Zoning Ordinance implements the General Plan goals and policies by classifying and regulating the specific uses of land and structures within the City. Chapters 18.32 to 18.68 of the Municipal Code establish development standards for each zoning designation that include, but are not limited to:

- Minimum lot size;
- Maximum lot coverage;
- Maximum building height;
- Building setbacks;
- Parking and garage/carport placement;
- Landscaping and screening requirements; and
- Lighting requirements.

The La Verne Municipal Code Chapter 18.16, *Development Review*, requires a precise plan in all zones whenever there is a new use or an "intensification of use" to a building or property. To grant precise plan approval, the reviewing body must find that:

- The subject application is consistent with the General Plan and conforming to all Specific Plan, zoning, other applicable ordinances and subdivisions requirements and resolutions;
- The site plan is safe, functional and environmentally sensitive to the surroundings. Grading, where required, minimizes environmental damage to the extent possible;
- The architecture proposed observes community standards and protects the character of adjacent development;
- The landscaping plan ensures visual relief, providing an attractive environment for the public's enjoyment; and
- Defensible space measures to provide a safe environment.

Criteria to be considered include orientation and location of buildings and open space, protection and enhancement of historic, archaeological and cultural resources, minimization of environmental impacts, scale, character, and quality of the design, appropriate use of design elements and principles; harmony with surrounding development, screening of exterior structural projections, lighting design, screening of buildings and structures, and minimization and concealment of grading and mechanical features, amongst other criteria.

The La Verne Municipal Code Section 18.76.090, *Parking Lot Lighting Standards,* provides lighting requirements for parking areas. These include requirements that parking area light standards in and adjacent to residential zones have a maximum height of 20 feet as measured from the adjacent grade to the top of the light fixture; that heights in other zoning districts not exceed

district height standards; and that illumination of parking lots provides not less than one-quarter foot-candle on the parking surface, except in industrial zones which may provide not less than three-quarters foot-candles overall average illumination.

The La Verne Municipal Code Section 16.34.010, *Hillside Areas*, provides that low-rise lighting fixtures be used wherever possible in hillside subdivisions and be deflected away from residential properties.

The La Verne Municipal Code Section 16.34.050, *Properties Involving Scenic or Cultural Resources*, provides standards that apply to the subdivision of any parcel containing a potential historic resource identified in city, county or State records, by local survey, by nomination to a city register, by the General Plan or any implementing zoning or Specific Plan. It also provides guidelines to assist in the identification and preservation of historic and cultural resources within the City.

La Verne Municipal Code Chapter 18.68, *H-D-O-Z Hillside Development Overlay Zone*, provides supplemental standards for the development of hillside areas in the City concerning fire protection, siting, circulation, grading and drainage, architecture, walls, fences, natural land forms, views, native vegetation, wildlife and landscaping. More specifically, Section 18.68.070, *Siting Guidelines*, and Section 18.68.080, *Grading Guidelines*, regulates development of hillside areas by relating the number and distribution of dwelling units and other buildings to the topography to prevent disfigurement of the terrain through extensive cut and fill and to preserve and enhance vistas. Section 18.68.120, *Architecture and Urban Design*, sets hillside architecture and urban design guidelines to ensure hillside development is consistent with the overall natural environmental qualities of the site.

The City of La Verne Municipal Code Chapter 18.78, *Preservation, Protection and Removal of Trees*, provides protections for significant and heritage trees within the City by prohibiting the removal of any significant or heritage tree unless a tree or heritage grove removal permit is first obtained. Per Section 18.78.020, *Definitions*, “heritage trees” are identified as a tree or group of trees that:

- Is of historical value because of its association with a place, building, natural feature, or event of local, regional, or national historic significance; or
- Is identified on any historic or cultural resources survey as a significant feature of a landmark, historic site or historic district; or
- Is representative of a significant period of the city’s growth or development; or
- Is designated for protection or conservation in a specific plan, conditional use permit, precise plan of design or similar development approval; or
- Is of significant size, age or rareness to warrant protection.

"Significant tree" means any tree that is identified or protected in a specific plan or is protected as a condition of approval of a precise plan, subdivision map, conditional use permit or variance and; any tree located on a parcel of private or public property that has a caliper of eight inches or more and is of the following species: Deodar Cedar (Cedrus deodara); Camphor Tree (Cinnamomum camphor); Oak Trees (all Quercus species of Oak); California Sycamore (Platanus racemose); and Southern California Black Walnut (Juglans californica). This definition does not include any tree under thirty-six inches in caliper located on a private parcel of property of less than one acre zoned for residential use.

Prior to the granting of a tree removal permit, an application for removal must be submitted to the community development department. The removal of a significant and heritage trees requires replacement with a species designated by the community development director or his designee, per Section 18.78.140, *Replacement Required*.

5.1.4 SIGNIFICANCE CRITERIA AND THRESHOLDS

Appendix G of the California Environmental Quality Act (CEQA) Guidelines contains the Initial Study Environmental Checklist, which includes questions related to aesthetics and light/glare. The issues presented in the Initial Study Environmental Checklist have been utilized as thresholds of significance in this section. Accordingly, a project may create a significant environmental impact if it would:

- Have a substantial adverse effect on a scenic vista (refer to Impact Statement AES-1);
- Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway (refer to Section 8.0, *Effects Found Not To Be Significant*);
- In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings and/or in an urbanized area, conflict with applicable zoning and other regulations governing scenic quality (refer to Impact Statement AES-2); and
- Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area (refer to Impact Statement AES-3).

5.1.5 IMPACTS AND MITIGATION MEASURES

AES-1: Would the project have a substantial adverse effect on a scenic vista?

Impact Analysis: The Planning Area is located along the foothills of the San Gabriel Mountains within the Angeles National Forest. Scenic views within the Planning Area include the San Gabriel Mountains, foothills, and canyons located in the northern portion of the City, which are

intermittently visible within the Planning Area due to intervening development within the Project Area and surrounding area.

While most new development proposed under the General Plan Update would occur in areas that have been previously developed, subsequent development under the General Plan Update could result in new development and intensification of existing urban uses within the Planning Area that may detract from the existing scenic vistas. The General Plan Update has been developed to preserve expansive areas of open space and to ensure that new development is located in and around existing urbanized areas, thus ensuring that new development is primarily an extension of the existing urban landscape, and minimizes interruption of views of nearby visual features. As described in Section 3.0, *Project Description*, and shown in Figure 3-3, *Existing General Plan Land Use Map*, and Figure 3-4, *General Plan Update Land Use Map*, although the General Plan Update Land Use Map redesignates a portion of currently-designated Open Space to Specific Plan Residential, these areas are implemented with Specific Plans which only allow for residential development, associated community facilities, and open space; the General Plan Update Land Use Map would not convert any open space lands to urban uses. Further, the La Verne Zoning Ordinance would regulate maximum building height, building setbacks, building type and intensity, and other development characteristics in place in each zoning district to protect scenic vistas within the Planning Area.

As described above, La Verne Municipal Code Chapter 18.16, *Development Review*, provides for project-specific design review of future development proposals within City limits, which would ensure that development pursuant to the General Plan Update is attractive and cohesive without diminishing the quality of the natural beauty of the general vicinity. Development review would be required for development projects that propose a new use or intensification of use to a building or property within the City. Criteria to be considered include orientation and location of buildings and open space, minimization of environmental impacts, scale, character, and quality of the design, appropriate use of design elements and principles; harmony with surrounding development, screening of exterior structural projections, lighting design, screening of buildings and structures, and minimization and concealment of grading and mechanical features, amongst other criteria. Additionally, Municipal Code Chapter 18.68, *H-D-O-Z Hillside Development Overlay Zone*, provides supplemental standards for the development of hillside areas in the City concerning siting, circulation, grading and drainage, architecture, walls, fences, natural land forms, views, native vegetation, wildlife and landscaping. More specifically, Section 18.68.070, *Siting Guidelines*, and Section 18.68.080, *Grading Guidelines*, regulates development of hillside areas by relating the number and distribution of dwelling units and other buildings to the topography to prevent disfigurement of the terrain through extensive cut and fill and to preserve and enhance vistas. Section 18.68.120, *Architecture and Urban Design*, sets hillside architecture and urban design guidelines to ensure hillside development is consistent with the overall natural environmental qualities of the site. Accordingly, projects which may impact views of ridgelines

would be given particular attention. Future development within the City's SOI that is under the County's land use control would be subject to the County's entitlement requirements, regulations, and design review process.

Furthermore, the General Plan Update goals, policies, and actions are intended to ensure that future residential and non-residential development in the Planning Area is located in and around existing urbanized areas; is developed to be visually compatible with nearby open space resources; and that adverse effects on public views are minimized. Policy LU-1.9 encourages new development to occur in infill locations. Policy LU-4.1 maintains low density/intensity land use designations in hillside areas. Policy LU-4.2 encourages natural grading techniques that blend with existing topography and preserve the physical shape of the hillside and views where feasible. Policy LU-4.4 requires, to the extent feasible, the implementation of strategic site and building design techniques to shield new hillside development from view from the valley floor below. Policy LU-4.7 preserves off-site views by prohibiting hillside grading and development practices which damage the integrity of hillside areas. Policy LU-4.9 directs the City to deny development above the 1,780-foot elevation line unless it can be concealed from offsite view. Policy RM-2.4 discourages development on or immediately adjacent to existing scenic vistas in order to preserve community character. Policy CD-3.1 directs the City to identify, preserve, and improve the outstanding scenic vistas within the City, and ensure that the scale, bulk, and setbacks of new development preserve important public scenic views and vistas. Policy CD-3.2 aims to recognize, preserve, and enhance the aesthetic value of the City's enhanced landscape corridors and scenic corridors. Policy CD-3.3 promotes thoughtful hillside development that respects the natural landscape by designing houses that fit into the natural contours of the slope. Action CD-3.1 directs the City to identify, define, map, and protect the City's scenic resources, scenic vistas, scenic corridors, viewsheds, and natural landmarks. Therefore, implementation of the General Plan Update impacts related to having a substantial adverse effect on a scenic vista would be less than significant.

Proposed General Plan Update Goals, Policies, and Actions:

LAND USE ELEMENT

Policy LU-1.2: **Open Space Areas.** Create, maintain, and expand recreational and open space lands to the extent feasible.

Policy LU-1.8: **Development Standards Consistency.** Encourage quality development and ensure projects are consistent with development standards.

Policy LU-1.9: **Growth Pattern.** Strongly encourage new development to occur in infill locations in a balanced and efficient pattern that reduces sprawl, preserves open space, and creates convenient connections to other land uses and transportation facilities.

Action LU-2.6: Utilize a site development permit process and the California Environmental Quality Act in the review of proposed development projects to promote high quality in urban design and minimize environmental impacts.

Goal LU-4: **Hillside Development.** A community defined by safe and subtle hillside development.

Policy LU-4.1: **Development Level.** Maintain low density/intensity land use designations in hillside areas.

Policy LU-4.2: **Natural Grading.** Encourage natural grading techniques that blend with existing topography; grading should use rounded contours on slopes to minimize disturbance. Encourage the preservation of the physical shape of the hillside and views where feasible.

Policy LU-4.4: **Site Design Techniques.** To the extent feasible, require the implementation of strategic site and building design techniques to shield new hillside development from view from the valley floor below.

Policy LU-4.7: **Off-Site Views.** Preserve off-site views by prohibiting hillside grading and development practices which damage the integrity of hillside areas.

Policy LU-4.8: **Subdivision Ordinance and Hillside Ordinance.** Enforce the City's Subdivision Ordinance and Hillside Development Overlay Zone Ordinance, which establish standards for grading along ridgelines, saddles, knolls, canyons, and other significant topographic features.

Policy LU-4.9: **Elevation Level.** Deny development above the 1780' elevation line unless it can be concealed from offsite view and it can be proven that adequate sewer and water service can be provided.

RESOURCE MANAGEMENT ELEMENT

Policy RM-2.2: **Minimal Alterations to Existing Space.** Encourage minimal alteration of the natural terrain in environmentally sensitive open space areas.

Policy RM-2.4: **Scenic Vistas and Routes.** Discourage development on or immediately adjacent to existing scenic vistas in order to preserve community character.

Policy RM-6.8: **Mining in Open Space Areas.** Limit the impacts of mining operations on the City's natural open space biological and scenic resources, and any adjacent land uses.

COMMUNITY DESIGN ELEMENT

Goal CD-3: **Scenic Vistas and Corridors.** A community that recognizes the exceptional value of its scenic vistas and corridors as a key component of its regional identity.

Policy CD-3.1: **Preservation of Scenic Views and Vistas.** Identify, preserve, and improve the outstanding scenic vistas within the City; ensure that the scale, bulk, and setbacks of new development preserve important public scenic views and vistas.

Policy CD-3.2: **Scenic Corridors.** Recognize, preserve, and enhance the aesthetic value of the city's enhanced landscape corridors and scenic corridors.

Policy CD-3.3: **Hillside Development.** Promote thoughtful hillside development that respects the natural landscape by designing houses that fit into the natural contours of the slope and sensitive development that preserves and protects important cultural and biological resources.

Action CD-3.1: Identify, define, map, and protect the City's scenic resources, scenic vistas, scenic corridors, viewsheds, and natural landmarks.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

AES-2: In non-urbanized areas, would the project substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

Impact Analysis: Public Resources Code Section 21071 defines an "Urbanized area" as:

(a) An incorporated city that meets either of the following criteria:

(1) Has a population of at least 100,000 persons.

(2) Has a population of less than 100,000 persons if the population of that city and not more than two contiguous incorporated cities combined equals at least 100,000 persons.

According to the California Department of Finance, the City of La Verne has a current (2023) population of 32,056. The adjacent incorporated City of Pomona has a current (2023) population of 149,721. Combined, these two contiguous cities have a population that is greater than 100,000 persons; thus, the City of La Verne qualifies as being within an "Urbanized Area." Therefore, a

significant impact would occur if a future development project associated with implementation of the General Plan Update conflicts with applicable zoning and other regulations governing scenic quality.

The General Plan Update incorporates consistent and compatible development intensities that would maintain and enhance the overall visual character/quality of the Planning Area. Specifically, the Land Use Element includes goals, policies, actions, and maps to control and direct the general distribution, location, and extent of land uses within the Planning Area. Other regulations governing scenic quality applicable to the City include the Zoning Ordinance and development standards and design guidelines within the City's various Specific Plans. Goals, policies, and actions in the proposed General Plan Update are intended to complement and further the intent of these provisions regulating scenic quality and resources. Any future development project occurring under the proposed General Plan Update would be subject to compliance with applicable regulations set forth in the Municipal Code and Specific Plan applicable to the project, and be guided by relevant General Plan Update policies. The proposed General Plan Update would therefore not substantially degrade the existing visual character or quality of public views of the Planning Area and its surroundings. Scenic quality-related impacts associated with implementation of the General Plan Update would thus be less than significant. In order to further ensure that future development allowed under the General Plan Update would not degrade the existing visual character of the environment, the City has included the following policies and actions.

Proposed General Plan Update Goals, Policies, and Actions:

LAND USE ELEMENT

Policy LU-1.2: **Open Space Areas.** Create, maintain, and expand recreational and open space lands to the extent feasible.

Policy LU-1.8: **Development Standards Consistency.** Encourage quality development and ensure projects are consistent with development standards.

Policy LU-1.9: **Growth Pattern.** Strongly encourage new development to occur in infill locations in a balanced and efficient pattern that reduces sprawl, preserves open space, and creates convenient connections to other land uses and transportation facilities.

Action LU-1.1: Update the City's Zoning Map to be consistent with the land use designations shown on Figure LU-1, Land Use Map.

Action LU-1.2: Review the standards provided in the Zoning Ordinance (Title 18 of the La Verne Municipal Code) and amend as necessary for consistency with General Plan, goals, policies, allowed uses, and future growth projections.

Action LU-1.3: Review the standards provided in the City's adopted Specific Plans and amend as necessary for consistency with General Plan goals, policies, allowed uses, and future growth projections; require new Specific Plans to be consistent with the goals, policies, uses, and growth projections identified in the General Plan.

Action LU-2.6: Utilize a site development permit process and the California Environmental Quality Act in the review of proposed development projects to promote high quality in urban design and minimize environmental impacts.

Goal LU-4: **Hillside Development.** A community defined by safe and subtle hillside development.

Policy LU-4.1: **Development Level.** Maintain low density/intensity land use designations in hillside areas.

Policy LU-4.2: **Natural Grading.** Encourage natural grading techniques that blend with existing topography; grading should use rounded contours on slopes to minimize disturbance. Encourage the preservation of the physical shape of the hillside and views where feasible.

Policy LU-4.4: **Site Design Techniques.** To the extent feasible, require the implementation of strategic site and building design techniques to shield new hillside development from view from the valley floor below.

Policy LU-4.7: **Off-Site Views.** Preserve off-site views by prohibiting hillside grading and development practices which damage the integrity of hillside areas.

Policy LU-4.8: **Subdivision Ordinance and Hillside Ordinance.** Enforce the City's Subdivision Ordinance and Hillside Development Overlay Zone Ordinance, which establish standards for grading along ridgelines, saddles, knolls, canyons, and other significant topographic features.

Policy LU-4.9: **Elevation Level.** Deny development above the 1780' elevation line unless it can be concealed from offsite view and it can be proven that adequate sewer and water service can be provided.

Policy LU-5.2: **Citywide Development Standards and Guidelines.** Provide, periodically update, and consistently enforce comprehensive citywide development standards and guidelines.

Policy LU-5.3: **Zoning Standards.** Adhere to our zoning standards and regulations for specific plan areas, master plan areas, and special overlay zones and districts.

Policy LU-5.4: **Impact Evaluation.** Evaluate each development proposal for impact upon the neighborhood, City and San Gabriel Valley region.

Policy LU-5.11: **Specific Plans.** Require that development projects comply with applicable regulations when they are located within a Specific Plan area.

RESOURCE MANAGEMENT ELEMENT

Policy RM-2.2: **Minimal Alterations to Existing Space.** Encourage minimal alteration of the natural terrain in environmentally sensitive open space areas.

Policy RM-2.4: **Scenic Vistas and Routes.** Discourage development on or immediately adjacent to existing scenic vistas in order to preserve community character.

Policy RM-6.8: **Mining in Open Space Areas.** Limit the impacts of mining operations on the City's natural open space biological and scenic resources, and any adjacent land uses.

COMMUNITY DESIGN ELEMENT

Policy CD-2.11: **Municipal Code Consistency.** Require projects to adhere to adopted design standards included in the City of La Verne Municipal Code, including standards included in adopted Specific Plans, overlays, and other similar implementing plans and programs.

Action CD-2.1: Implement the City's existing development standards, or where not in place, create new standards (either through an update to the Zoning Code or through the creation of Specific Plans or other regulating tools) to regulate new construction and revisions to existing buildings.

Goal CD-3: **Scenic Vistas and Corridors.** A community that recognizes the exceptional value of its scenic vistas and corridors as a key component of its regional identity.

Policy CD-3.1: **Preservation of Scenic Views and Vistas.** Identify, preserve, and improve the outstanding scenic vistas within the City; ensure that the scale, bulk, and setbacks of new development preserve important public scenic views and vistas.

Policy CD-3.2: **Scenic Corridors.** Recognize, preserve, and enhance the aesthetic value of the city's enhanced landscape corridors and scenic corridors.

Policy CD-3.3: **Hillside Development.** Promote thoughtful hillside development that respects the natural landscape by designing houses that fit into the natural contours of the slope and sensitive development that preserves and protects important cultural and biological resources.

Action CD-3.1: Identify, define, map, and protect the City's scenic resources, scenic vistas, scenic corridors, viewsheds, and natural landmarks.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

AES-3: Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Impact Analysis: Future development accommodated through implementation of the General Plan Update could introduce new sources of light or glare with the potential to adversely affect day or nighttime views. Light and glare impacts could result from new light sources such as street lighting, interior and exterior building lighting (including for safety purposes), vehicle headlights, illuminated signage, traffic signals, and new glare sources such as reflective building materials, roofing materials, and windows. These new sources of light and glare would be most visible from development along adjacent roadways, and to receptors such as residents and traveling motorists. Light pollution can also interfere with nocturnal wildlife, particularly night-hunting or foraging animals, such as owls, rodents, and others, or lead to skyglow, which interferes with the operation of astronomical observatories.

All lighting installed in future development projects as a result of the implementation of the General Plan Update would be subject to conformance with applicable Zoning Ordinance requirements and guided by General Plan Update policies and actions intended to protect sensitive receptors. General Plan Update Land Use Element Action LU-5.1 ensures, as part of the City's development review process, that commercial projects are designed to minimize conflicts with residential uses. Review of commercial projects should ensure that design concepts that would result in excessive glare or excessive impacts from light sources onto adjacent properties are minimized or avoided in projects that abut residential areas.

The Zoning Ordinance contains several standards applicable to light and glare. Chapter 18.16, *Development Review*, provides for project-specific design review of future development proposals within City limits, which would ensure that development pursuant to the General Plan Update does not adversely affect day or nighttime views. Development review would be required for development projects that propose a new use or intensification of use to a building or property within the City. Criteria to be considered include orientation and location of buildings and open space, minimization of environmental impacts, lighting design, and screening of buildings and structures, amongst other criteria. Section 18.76.090, *Parking Lot Lighting Standards,* provides lighting requirements for parking areas. These include requirements that parking area light standards in and adjacent to residential zones have a maximum height of 20 feet as measured from the adjacent grade to the top of the light fixture; that heights in other zoning districts not exceed district height standards; and that illumination of parking lots provides

not less than one-quarter foot-candle on the parking surface, except in industrial zones which may provide not less than three-quarters foot-candles overall average illumination. Section 16.34.010, *Hillside Areas*, provides that low-rise lighting fixtures be used wherever possible in hillside subdivisions and be deflected away from residential properties. Pursuant to Municipal Code Section 2.48.165, *Environmental Review*, future development projects would be reviewed for compliance with CEQA on a project-by-project basis prior to development of the subject site. If necessary, mitigation would be recommended to reduce potential impacts to a less than significant level. Therefore, implementation of the General Plan Update is not anticipated to result in adverse light and glare impacts. Impacts would be less than significant in this regard.

Proposed General Plan Update Goals, Policies, and Actions:

LAND USE ELEMENT

Policy LU-3.5: **Sensitive Uses.** Locate residences away from areas of excessive noise, smoke, or dust and ensure that adequate provisions, including buffers or transitional uses, are made to ensure the health and well-being of existing and future residents.

Policy LU-5.6: **Land Use Compatibility.** Non-residential use developments adjacent to residential land use designations shall be designed to ensure compatibility between the uses and to reduce any potential negative impacts associated with aesthetics, noise, and safety.

Action LU-5.1: As part of the City's development review process, ensure that commercial projects are designed to minimize conflicts with residential uses. Review of commercial projects should ensure that the following design concepts are minimized or avoided in projects that abut residential areas:

a. Inappropriate building scale and/or siting on the lot.

b. Excessive glare or excessive impacts from light sources onto adjacent properties.

c. Excessive noise generated from freight and waste management activities during night hours.

d. Excessive air pollutant emissions from freight trucks and large expanses of parking lot areas.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

5.1.6 CUMULATIVE IMPACTS

Section 4.0, *Basis of Cumulative Analysis,* identifies projected growth within the Planning Area with the potential to interact with the proposed Project to the extent that a significant cumulative effect may occur. The cumulative projects' setting for aesthetics is the City and County.

Would the project, combined with other related cumulative projects, have a substantial adverse effect on a scenic vista?

Impact Analysis: As described above, scenic views within the Planning Area include the San Gabriel Mountains, foothills, and canyons located in the northern portion of the City, which are intermittently visible within the Planning Area due to intervening development within the Project Area and surrounding area. While most new development proposed under the General Plan Update would occur in areas that have been previously developed, subsequent development under the General Plan Update could result in new development and intensification of existing urban uses within the Planning Area. This new development may result in changes to the skyline throughout the Planning Area, which may obstruct or interfere with views of visual features surrounding the Planning Area, including the San Gabriel Mountains, foothills, and canyons located in the northern portion of the City.

Future development projects in the City would be subject to the City's development standards, site plan and/or design review process to ensure conformance with City's established development standards. Further, future projects implemented under the General Plan Update would be required to be consistent with the General Plan Update goals, policies, and actions pertaining to aesthetics. With implementation of the adopted policies and regulations described above, the proposed General Plan Update would not considerably contribute to permanent changes in visual character, such as obstruction of scenic views. The polices and actions included within the General Plan Update and compliance with the established regulatory framework would reduce the cumulative effect of the General Plan Update on visual character to a less-than-significant level. Thus, the Project's incremental effects involving the potential for substantial adverse effects on a scenic vista would not be cumulatively considerable.

Proposed General Plan Update Goals, Policies, and Actions: Refer to the General Plan goals, policies, and actions cited above.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

Would the project, combined with other related cumulative projects, conflict with applicable zoning and other regulations governing scenic quality?

Impact Analysis: Future development and cumulative development are located within the Planning Area and are therefore within an "Urbanized Area." As discussed above, implementation of the General Plan Update would result in new development and intensification of existing urban uses around existing urbanized areas, thus ensuring that new development is primarily an extension of the existing urban landscape along major corridors. While the Project does not include any specific development proposals, the Project could facilitate future development projects within these areas at higher densities and intensities than currently exist. The General Plan Update incorporates consistent and compatible development intensities that would maintain and enhance the overall visual character/quality of the Planning Area. Specifically, the Land Use Element includes goals, policies, actions, and maps to control and direct the general distribution, location, and extent of land uses within the Planning Area. Other regulations governing scenic quality applicable to the City include the Zoning Ordinance and development standards and design guidelines within the City's various Specific Plans. Development within the City is subject to the Zoning Ordinance, which provides for project-specific design review of future development proposals, which would ensure that development is consistent with the General Plan Update goals, policies, and actions, and the Zoning Code. Compliance with the established regulatory framework would ensure that the General Plan Update would not conflict with applicable zoning and other regulations governing scenic quality. Thus, the Project's incremental effects involving potential conflicts with applicable zoning and other regulations governing scenic quality would not be cumulatively considerable.

Proposed General Plan Update Goals, Policies, and Actions: Refer to the General Plan goals, policies, and actions cited above.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

Would the project, combined with other related cumulative projects, create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Impact Analysis: Future development associated with the General Plan Update and development in the surrounding communities could introduce new sources of light or glare with the potential to adversely affect day or nighttime views. All lighting installed in future development projects would be subject to conformance with the General Plan Update and applicable Zoning Code requirements. Additionally, pursuant to Chapter 18.16, *Development Review*, Section 18.76.090, *Parking Lot Lighting Standards*, and/or Section 16.34.010, *Hillside Areas*, future residential development projects would be reviewed for conformance with the City's established design criteria, including project illumination. Further, future projects implemented under the General

Plan Update would be required to be consistent with the General Plan Update policies and actions pertaining to aesthetics. With implementation of the adopted policies and regulations described above, the proposed General Plan Update would not considerably contribute to permanent changes in visual character, such as increased lighting or glare which would affect day or nighttime views in the area. The polices and actions included within the General Plan Update and compliance with the Zoning Code would reduce the cumulative effect of the General Plan Update on lighting and glare to a less-than-significant level. Thus, through compliance with the City's established regulatory framework, the Project's incremental effects involving the potential to create a new source of substantial light or glare which would adversely affect day or nighttime views in the area would not be cumulative considerable.

Proposed General Plan Update Goals, Policies, and Actions: Refer to the General Plan goals, policies, and actions cited above.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

5.1.7 SIGNIFICANT UNAVOIDABLE IMPACTS

Aesthetics impacts associated with the implementation of the General Plan Update would be less than significant. No significant unavoidable aesthetics impacts would occur as a result of the General Plan Update.

5.1.8 REFERENCES

California Department of Finance (DOF), *E-5 Population and Housing Estimates for Cities, Counties, and the State, January 2021-2023, with 2020 Benchmark*, January 1, 2023, https://dof.ca.gov/forecasting/demographics/estimates/e-5-population-and-housing-estimates-for-cities-counties-and-the-state-2020-2023/, accessed August 22, 2023.

Los Angeles County, *General Plan*, October 2015.

Los Angeles County, *Hillside Management Area (HMA) Ordinance*, https://planning.lacounty.gov/hma, accessed March 17, 2023.

State of California Department of Transportation (Caltrans), *California State Scenic Highways System Map*, https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aacaa, accessed March 17, 2023.

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5.2 AIR QUALITY

5.2.1 PURPOSE

This section identifies the existing air quality conditions within the Planning Area and provides an analysis of potential impacts associated with implementation of the General Plan Update. Potential impacts are identified and mitigation measures to address potentially significant impacts are recommended, as necessary.

This section is primarily based upon the air quality emissions analysis and modeling prepared by De Novo Planning Group, and included as Appendix B, *Air Quality, Energy and Greenhouse Gas Emissions Modeling Data*.

5.2.2 ENVIRONMENTAL SETTING

The California Air Resources Board (CARB) divides the State into 15 air basins that share similar meteorological and topographical features. The Planning Area is located within the South Coast Air Basin (SCAB or Basin), a 6,600-square mile area bounded by the Pacific Ocean to the west and the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east. The SCAB includes the non-desert portions of San Bernardino, Los Angeles, and Riverside Counties, as well as all of Orange County, in addition to the San Gorgonio Pass area of Riverside County.

The extent and severity of the air pollution problem in the Basin is a function of the area's natural physical characteristics (weather and topography), as well as man-made influences (development patterns and lifestyle). Factors, such as wind, sunlight, temperature, humidity, rainfall, and topography, all affect the accumulation and dispersion of air pollutants throughout the Basin.

LOCAL CLIMATE AND METEOROLOGY

The topography and climate of Southern California combine to make the SCAB an area highly favorable for forming air pollution. A warm air mass frequently descends over the cool, moist marine layer produced by the interaction between the ocean's surface and the lowest layer of the atmosphere. Within the atmosphere, the warm upper layer forms a cap over the cooler surface layer, which traps the pollutants near the ground. Light winds can further limit ventilation. The region also experiences periods of hot, dry winds from the desert, known as Santa Ana winds. If the Santa Ana winds are strong, they can surpass the sea breeze, which blows from the ocean to the land, and carry the suspended dust and pollutants out to the ocean. If the winds are weak, they are opposed by the sea breeze and cause stagnation, resulting in high pollution events.

The annual average temperature varies little throughout much of the Basin, ranging from the low to middle 60s, measured in degrees Fahrenheit (°F). With more pronounced oceanic influence,

coastal areas, such as the Basin where the Project site is located, show less variability in annual minimum and maximum temperatures compared to inland air basins. The majority of the annual rainfall in the Basin occurs between November and April. Summer rainfall is minimal and is generally limited to scattered thunderstorms in the coastal regions and slightly heavier showers in the eastern portion of the Basin along the coastal westerly side of the mountains. Year-to-year patterns in rainfall are unpredictable because of fluctuations in the weather.

Temperature inversions limit the vertical depth through which pollution can be mixed. Among the most common temperature inversions in the Basin are radiation inversions, which form on clear winter nights when cold air off mountains sink to the valley floor while the air aloft over the valley remains warm. These inversions, in conjunction with calm winds, trap pollutants near the source. Other types of temperature inversions that affect the Basin include marine, subsidence, and high-pressure inversions. While these inversions may lead to air pollution "hot spots" in heavily developed coastal areas of the Basin, there is not enough traffic to cause any winter air pollution problems.

Summers are often periods of hazy visibility and occasionally unhealthful air. Strong temperature inversions may occur that limit the vertical depth through which air pollution can be dispersed. Air pollutants concentrate because they cannot rise through the inversion layer and disperse. These inversions are more common and persistent during the summer months. Over time, sunlight produces photochemical reactions within this inversion layer that creates ozone, a particularly harmful air pollutant. Occasionally, strong thermal convections occur which allows the air pollutants to rise high enough to pass over the mountains and ultimately dilute the smog cloudtrap pollutants such as automobile exhaust near their source.

The temperature and precipitation levels for the Pomona Fairplex, the closest station with data, are in Table 5.2-1, *Metrological Summary*. Table 5.2-1 shows that August is typically the warmest month and January is typically the coolest month. Rainfall in the Project area varies considerably in both time and space. Almost all the annual rainfall comes from the fringes of mid-latitude storms from late November to early April, with summers being almost completely dry.

Table 5.2-1
Metrological Summary

Month	Temperature (˚F)		Average Precipitation (inches)
	Average High	Average Low	
January	65.5	38.1	3.56
February	67.6	40.3	3.49
March	70.1	42.3	2.82
April	74.2	45.6	2.82
May	77.8	50.0	0.35
June	84.1	53.4	0.10
July	91.0	57.7	0.01
August	91.1	58.1	0.07
September	88.4	55.3	0.26
October	80.6	49.8	0.78
November	73.2	42.6	1.56
December	66.4	38.4	2.77
Annual Average	**77.5**	**47.6**	**16.97**

Source: Western Regional Climate Center, *Period of Record Monthly Climate Summary*, https://wrcc.dri.edu/cgi-bin/cliMAIN.pl?ca7050, accessed on May 1, 2023.

CRITERIA POLLUTANTS

The air pollutants emitted into the ambient air by stationary and mobile sources are regulated by State and federal laws. These regulated air pollutants are known as "criteria air pollutants" and are categorized into primary and secondary pollutants.

Primary air pollutants are emitted directly from sources. Carbon monoxide (CO), reactive organic gases (ROG), nitrogen oxide (NO_X), sulfur dioxide (SO_2), coarse particulate matter (PM_{10}), fine particulate matter ($PM_{2.5}$), and lead are primary air pollutants. Of these, CO, NO_X, SO_2, PM_{10}, and $PM_{2.5}$ are criteria pollutants. ROG and NO_X are criteria pollutant precursors and form secondary criteria pollutants through chemical and photochemical reactions in the atmosphere. For example, the criteria pollutant O_3 is formed by a chemical reaction between ROG and NO_X in the presence of sunlight. O_3 and nitrogen dioxide (NO_2) are the principal secondary pollutants.

Carbon Monoxide (CO). CO is an odorless, colorless toxic gas that is emitted by mobile and stationary sources as a result of incomplete combustion of hydrocarbons or other carbon-based fuels. In cities, automobile exhaust can cause as much as 95 percent of all CO emissions. CO replaces oxygen in the body's red blood cells. Individuals with a deficient blood supply to the heart, patients with diseases involving heart and blood vessels, fetuses (unborn babies), and patients with chronic hypoxemia (oxygen deficiency) as seen in high altitudes are most susceptible to the adverse effects of CO exposure. People with heart disease are also more susceptible to developing chest pains when exposed to low levels of carbon monoxide.

Ozone (O_3). O_3 occurs in two layers of the atmosphere. The layer surrounding the earth's surface is the troposphere. The troposphere extends approximately 10 miles above ground level, where it meets the second layer, the stratosphere. The stratospheric (the "good" O_3 layer) extends upward from about 10 to 30 miles and protects life on earth from the sun's harmful ultraviolet rays. "Bad" O_3 is a photochemical pollutant, and needs volatile organic compounds (VOCs), nitrogen oxides (NO_X), and sunlight to form; therefore, VOCs and NO_X are O_3 precursors. To reduce O_3 concentrations, it is necessary to control the emissions of these O_3 precursors. Significant O_3 formation generally requires an adequate amount of precursors in the atmosphere and a period of several hours in a stable atmosphere with strong sunlight. High O_3 concentrations can form over large regions when emissions from motor vehicles and stationary sources are carried hundreds of miles from their origins.

While O_3 in the upper atmosphere (stratosphere) protects the earth from harmful ultraviolet radiation, high concentrations of ground-level O_3 (in the troposphere) can adversely affect the human respiratory system and other tissues. O_3 is a strong irritant that can constrict the airways, forcing the respiratory system to work hard to deliver oxygen. Individuals exercising outdoors, children, and people with pre-existing lung disease such as asthma and chronic pulmonary lung disease are considered to be the most susceptible to the health effects of O_3. Short-term exposure (lasting for a few hours) to O_3 at elevated levels can result in aggravated respiratory diseases such as emphysema, bronchitis and asthma, shortness of breath, increased susceptibility to infections, inflammation of the lung tissue, increased fatigue, as well as chest pain, dry throat, headache, and nausea.

Nitrogen Dioxide (NO_2). NO_X are a family of highly reactive gases that are a primary precursor to the formation of ground-level O_3 and react in the atmosphere to form acid rain. NO_2 (often used interchangeably with NO_X) is a reddish-brown gas that can cause breathing difficulties at elevated levels. Peak readings of NO_2 occur in areas that have a high concentration of combustion sources (e.g., motor vehicle engines, power plants, refineries, and other industrial operations). NO_2 can irritate and damage the lungs and lower resistance to respiratory infections such as influenza. The health effects of short-term exposure are still unclear. However, continued or frequent exposure to NO_2 concentrations that are typically much higher than those normally found in the

ambient air may increase acute respiratory illnesses in children and increase the incidence of chronic bronchitis and lung irritation. Chronic exposure to NO_2 may aggravate eyes and mucus membranes and cause pulmonary dysfunction.

Coarse Particulate Matter (PM_{10}). PM_{10} refers to suspended particulate matter, which is smaller than 10 microns or ten one-millionths of a meter. PM_{10} arises from sources such as road dust, diesel soot, combustion products, construction operations, and dust storms. PM_{10} scatters light and significantly reduces visibility. In addition, these particulates penetrate into lungs and can potentially damage the respiratory tract. On June 19, 2003, the CARB adopted amendments to the statewide 24-hour particulate matter standards based upon requirements set forth in the Children's Environmental Health Protection Act (Senate Bill 25).

Fine Particulate Matter ($PM_{2.5}$). Due to recent increased concerns over health impacts related to fine particulate matter (particulate matter 2.5 microns in diameter or less), both State and federal $PM_{2.5}$ standards have been created. Particulate matter impacts primarily affect infants, children, the elderly, and those with pre-existing cardiopulmonary disease. In 1997, the U.S. Environmental Protection Agency (EPA) announced new $PM_{2.5}$ standards. Industry groups challenged the new standard in court and the implementation of the standard was blocked. However, upon appeal by the EPA, the United States Supreme Court reversed this decision and upheld the EPA's new standards.

On January 5, 2005, the EPA published a Final Rule in the Federal Register that designates the Basin as a nonattainment area for federal $PM_{2.5}$ standards. On June 20, 2002, CARB adopted amendments for statewide annual ambient particulate matter air quality standards. These standards were revised/established due to increasing concerns by CARB that previous standards were inadequate, as almost everyone in California is exposed to levels at or above the current State standards during some parts of the year, and the statewide potential for significant health impacts associated with particulate matter exposure was determined to be large and wide-ranging. On July 8, 2016, EPA made a finding that the South Coast has attained the 1997 24-hour and annual $PM_{2.5}$ standards based on 2011-2013 data. However, the Basin remains in nonattainment as the EPA has not determined that California has met the Federal Clean Air Act requirements for redesignating the Basin nonattainment area to attainment.

Sulfur Dioxide (SO_2). Sulfur dioxide (SO_2) is a colorless, irritating gas with a rotten egg smell; it is formed primarily by the combustion of sulfur-containing fossil fuels. Sulfur dioxide is often used interchangeably with SO_X. Exposure of a few minutes to low levels of SO_2 can result in airway constriction in some asthmatics.

Volatile Organic Compounds (VOC). VOCs are hydrocarbon compounds (any compound containing various combinations of hydrogen and carbon atoms) that exist in the ambient air. VOCs contribute to the formation of smog through atmospheric photochemical reactions and/or

may be toxic. Compounds of carbon (also known as organic compounds) have different levels of reactivity; that is, they do not react at the same speed or do not form O_3 to the same extent when exposed to photochemical processes. VOCs often have an odor, and some examples include gasoline, alcohol, and the solvents used in paints. Exceptions to the VOC designation include carbon monoxide, carbon dioxide, carbonic acid, metallic carbides or carbonates, and ammonium carbonate. VOCs are a criteria pollutant since they are a precursor to O_3, which is a criteria pollutant. The terms VOC and reactive organic gases (ROG), discussed below, are often used interchangeably.

Reactive Organic Gases (ROG). Similar to VOCs, ROGs are also precursors in forming O_3 and consist of compounds containing methane, ethane, propane, butane, and longer chain hydrocarbons, which are typically the result of some type of combustion/decomposition process. Smog is formed when ROG and nitrogen oxides react in the presence of sunlight. ROGs are a criteria pollutant since they are a precursor to O_3, which is a criteria pollutant.

TOXIC AIR CONTAMINANTS

Toxic air contaminants (TACs) are airborne substances capable of causing short-term (acute) and/or long-term (chronic) or carcinogenic (i.e., cancer causing) adverse human health effects (i.e., injury or illness). TACs include both organic and inorganic chemical substances. They may be emitted from a variety of common sources including gasoline stations, automobiles, dry cleaners, industrial operations, and painting operations. The current California list of TACs includes approximately 200 compounds, including particulate emissions from diesel-fueled engines.

Hazardous air pollutant (HAP) is a term used in the Federal Clean Air Act (FCAA) and includes a variety of pollutants generated or emitted by industrial production activities. Identified as TACs under the California Clean Air Act (CCAA), ten pollutants have been singled out through ambient air quality data as being the most substantial health risks in California. Direct exposure to these pollutants has been shown to cause cancer, birth defects, brain and nervous system damage, and respiratory disorders.

TACs do not have ambient air quality standards because no safe levels of TACs can be determined. Instead, TAC impacts are evaluated by calculating the health risks associated with a given exposure. The requirements of the Air Toxic "Hot Spots" Information and Assessment Act (Assembly Bill [AB] 2588) apply to facilities that use, produce, or emit toxic chemicals. Facilities subject to the toxic emission inventory requirements of AB 2588 must prepare, submit, and periodically update their toxic emission inventory plans and reports.

Toxic contaminants often result from fugitive emissions during fuel storage and transfer activities, and from leaking valves and pipes. For example, the electronics industry, including semiconductor manufacturing, uses highly toxic chlorinated solvents in semiconductor

production processes. Automobile exhaust also contains toxic air pollutants such as benzene and 1,3-butadiene.

Diesel Particulate Matter

Diesel Particulate Matter (DPM) is emitted from both mobile and stationary sources. In California, on-road diesel-fueled engines contribute approximately 24 percent of the Statewide total, with an additional 71 percent attributed to other mobile sources, such as construction and mining equipment, agricultural equipment, and transport refrigeration units. Stationary sources contribute approximately five percent of total DPM in the State. It should be noted that CARB has developed several plans and programs to reduce diesel emissions such as the Diesel Risk Reduction Plan, the Statewide Portable Equipment Registration Program (PERP), and the Diesel Off-Road Online Reporting System (DOORS). PERP and DOORS allow owners or operators of portable engines and certain other types of equipment to register their equipment in order to operate them in the State without having to obtain individual permits from local air districts.

Diesel exhaust and many individual substances contained in it (e.g., arsenic, benzene, formaldehyde, and nickel) have the potential to contribute to mutations in cells that can lead to cancer. Long-term exposure to diesel exhaust particles poses the highest cancer risk of any TAC evaluated by Office of Environmental Health Hazard Assessment (OEHHA). CARB estimates that about 70 percent of the cancer risk that the average Californian faces from breathing toxic air pollutants stems from diesel exhaust particles.

In its comprehensive assessment of diesel exhaust, OEHHA analyzed more than 30 studies of people who worked around diesel equipment, including truck drivers, railroad workers, and equipment operators. The studies showed these workers were more likely to develop lung cancer than workers who were not exposed to diesel emissions. These studies provide strong evidence that long-term occupational exposure to diesel exhaust increases the risk of lung cancer. Using information from OEHHA's assessment, CARB estimates that diesel particle levels measured in California's air in 2000 could cause 540 "excess" cancers in a population of one million people over a 70-year lifetime. Other researchers and scientific organizations, including the National Institute for Occupational Safety and Health, have calculated cancer risks from diesel exhaust similar to those developed by OEHHA and CARB.

Exposure to diesel exhaust can also have immediate health effects. Diesel exhaust can irritate the eyes, nose, throat, and lungs, and can cause coughing, headaches, lightheadedness, and nausea. In studies with human volunteers, diesel exhaust particles made people with allergies more susceptible to the materials to which they are allergic, such as dust and pollen. Exposure to diesel exhaust also causes inflammation in the lungs, which may aggravate chronic respiratory symptoms and increase the frequency or intensity of asthma attacks.

Diesel engines are a major source of fine particulate pollution. The elderly and people with emphysema, asthma, and chronic heart and lung disease are especially sensitive to fine-particle pollution. Numerous studies have linked elevated particle levels in the air to increased hospital admissions, emergency room visits, asthma attacks, and premature deaths among those suffering from respiratory problems. Because children's lungs and respiratory systems are still developing, they are also more susceptible than healthy adults to fine particles. Exposure to fine particles is associated with increased frequency of childhood illnesses and can also reduce lung function in children. In California, diesel exhaust particles have been identified as a carcinogen.

ODORS

Typically, odors are regarded as an annoyance rather than a health hazard. However, manifestations of a person's reaction to foul odors can range from psychological (e.g., irritation, anger, or anxiety) to physiological (e.g., circulatory and respiratory effects, nausea, vomiting, and headache).

With respect to odors, the human nose is the sole sensing device. The ability to detect odors varies considerably among the population and overall is quite subjective. Some individuals have the ability to smell minute quantities of specific substances; others may not have the same sensitivity but may have sensitivities to odors of other substances. In addition, people may have different reactions to the same odor; in fact, an odor that is offensive to one person (e.g., from a fast-food restaurant) may be perfectly acceptable to another.

It is also important to note that an unfamiliar odor is more easily detected and is more likely to cause complaints than a familiar one. This is because of the phenomenon known as odor fatigue, in which a person can become desensitized to almost any odor and recognition only occurs with an alteration in the intensity.

Quality and intensity are two properties present in any odor. The quality of an odor indicates the nature of the smell experience. For instance, if a person describes an odor as flowery or sweet, then the person is describing the quality of the odor. Intensity refers to the strength of the odor. For example, a person may use the word "strong" to describe the intensity of an odor. Odor intensity depends on the odorant concentration in the air.

When an odorous sample is progressively diluted, the odorant concentration decreases. As this occurs, the odor intensity weakens and eventually becomes so low that the detection or recognition of the odor is quite difficult. At some point during dilution, the concentration of the odorant reaches a detection threshold. An odorant concentration below the detection threshold means that the concentration in the air is not detectable by the average human.

SENSITIVE RECEPTORS

Sensitive receptors are defined as facilities or land uses that include members of the population that are particularly sensitive to the effects of air pollutants, such as children, the elderly, and people with illnesses. Examples of these sensitive receptors are residences, schools, hospitals, and daycare centers. CARB has identified the following groups of individuals as the most likely to be affected by air pollution: the elderly over 65, children under 14, athletes, and persons with cardiovascular and chronic respiratory diseases, such as asthma, emphysema, and bronchitis.

Because the proposed Project is a planning document that does not include exact locations, sizes, or land use type for any individual projects that would occur within the City under the General Plan Update, there are no specific sensitive locations identified with respect to the proposed Project. As a conservative estimate of impacts, sensitive receptors are anticipated to be located directly adjacent to new development.

AMBIENT AIR QUALITY

Both the U.S. EPA and the CARB have established ambient air quality standards for common pollutants. These ambient air quality standards represent safe levels of contaminants that avoid specific adverse health effects associated with each pollutant.

The federal and State ambient air quality standards are summarized in Table 5.2-2, *Federal and State Ambient Air Quality Standards* for important pollutants. The federal and State ambient standards were developed independently, although both processes attempted to avoid health-related effects. As a result, the federal and State standards differ in some cases. In general, the California standards are more stringent. This is particularly true for ozone, $PM_{2.5}$, and PM_{10}. The U.S. EPA signed a final rule for the federal ozone eight-hour standard of 0.070 ppm on October 1, 2015, and was effective as of December 28, 2015 (equivalent to the State ambient air quality eight-hour standard for ozone).

Table 5.2-2
Federal and State Ambient Air Quality Standards

Pollutant	Averaging Time	Federal Primary Standard	State Standard
Ozone	1-Hour 8-Hour	-- 0.070 ppm	0.09 ppm 0.070 ppm
Carbon Monoxide	8-Hour 1-Hour	9.0 ppm 35.0 ppm	9.0 ppm 20.0 ppm
Nitrogen Dioxide	Annual 1-Hour	0.053 ppm 0.100 ppm	0.03 ppm 0.18 ppm
Sulfur Dioxide	Annual 24-Hour 1-Hour	0.03 ppm 0.14 ppm 0.075 ppm	-- 0.04 ppm 0.25 ppm
PM_{10}	Annual 24-Hour	-- 150 ug/m^3	20 ug/m^3 50 ug/m^3
$PM_{2.5}$	Annual 24-Hour	12 ug/m^3 35 ug/m^3	12 ug/m^3 --
Lead	30-Day Avg. 3-Month Avg.	-- 0.15 ug/m^3	1.5 ug/m^3 --
Source: California Air Resources Board, 2024a. Notes: ppm = parts per million, ug/m3 = Micrograms per Cubic Meter.			

Attainment Status

In accordance with the California Clean Air Act (CCAA), CARB is required to designate areas of the State as attainment, nonattainment, or unclassified with respect to applicable standards. An "attainment" designation for an area signifies that pollutant concentrations did not violate the applicable standard in that area. A "nonattainment" designation indicates that a pollutant concentration violated the applicable standard at least once, excluding those occasions when a violation was caused by an exceptional event, as defined in the criteria.

Depending on the frequency and severity of pollutants exceeding applicable standards, the nonattainment designation can be further classified as serious nonattainment, severe nonattainment, or extreme nonattainment, with extreme nonattainment being the most severe of the classifications. An "unclassified" designation signifies that the data does not support either an attainment or nonattainment status. The CCAA divides districts into moderate, serious, and severe air pollution categories, with increasingly stringent control requirements mandated for

each category.

The U.S. EPA designates areas for ozone, carbon monoxide, and nitrogen dioxide as "does not meet the primary standards," "cannot be classified," or "better than national standards." For sulfur dioxide, areas are designated as "does not meet the primary standards," "does not meet the secondary standards," "cannot be classified," or "better than national standards." However, the CARB terminology of attainment, nonattainment, and unclassified is more frequently used.

Los Angeles County has a State designation Attainment or Unclassified for all criteria pollutants except for ozone, PM_{10} and $PM_{2.5}$. Los Angeles County has a national designation of either Unclassified or Attainment for all criteria pollutants except for Ozone and $PM_{2.5}$. Table 5.2-3, *State and National Attainment Status in Los Angeles County* presents the state and national attainment status for Los Angeles County.

Table 5.2-3
State and National Attainment Status in Los Angeles County

Criteria Pollutants	State Designations	National Designations
Ozone (O_3)	Nonattainment	Nonattainment
PM_{10}	Nonattainment	Attainment
$PM_{2.5}$	Nonattainment	Nonattainment
Carbon Monoxide (CO)	Attainment	Unclassified/Attainment
Nitrogen Dioxide (NO_2)	Attainment	Unclassified/Attainment
Sulfur Dioxide (SO_2)	Attainment	Unclassified/Attainment
Sulfates	Attainment	
Lead	Attainment	Nonattainment
Hydrogen Sulfide	Unclassified	
Visibility Reducing Particles	Unclassified	
Source: California Air Resources Board, 2024b.		

Separately, Table 5.2-4, *South Coast Air Basin Attainment Status*, lists the attainment status for the criteria pollutants in the South Coast Air Basin.

Table 5.2-4
South Coast Air Basin Attainment Status

Pollutant	Standard[1]	Averaging Time	Designation[2]	Attainment Deadline Date[3]
1-Hour Ozone	NAAQS	1979 1-Hour (0.12 ppm)	Nonattainment (Extreme)	2/6/2023 (not attained)[4]
	CAAQS	1-Hour (0.09 ppm)	Nonattainment	N/A
8-Hour Ozone[5]	NAAQS	1997 8-Hour (0.08 ppm)	Nonattainment (Extreme)	6/15/2024
	NAAQS	2008 8-Hour (0.075 ppm)	Nonattainment (Extreme)	7/20/2032
	NAAQS	2015 8-Hour (0.070 ppm)	Nonattainment (Extreme)	8/3/2038
	CAAQS	8-Hour (0.070 ppm)	Nonattainment	Beyond 2032
CO	NAAQS	1-Hour (35 ppm)	Attainment (Maintenance)	6/11/2007 (attained)
	CAAQS	8-Hour (9 ppm)	Attainment	6/11/2007 (attained)
NO_2[6]	NAAQS	1-Hour (0.1 ppm)	Unclassifiable/Attainment	N/A (attained)
	NAAQS	Annual (0.053 ppm)	Attainment (Maintenance)	9/22/1998 (attained)
	CAAQS	1-hour (0.18 ppm) Annual (0.030 ppm)	Attainment	--
SO_2[7]	NAAQS	1-Hour (75 ppb)	Designations Pending (expect Uncl./Attainment)	N/A (attained)
	NAAQS	24-Hour (0.14 ppm) Annual (0.03 ppm)	Unclassifiable/Attainment	3/19/1979 (attained)

Table 5.2-4 (continued)
South Coast Air Basin Attainment Status

Pollutant	Standard[1]	Averaging Time	Designation[2]	Attainment Deadline Date[3]
PM_{10}	NAAQS	1987 24-Hour (150 µg/m^3)	Attainment (Maintenance)[8]	7/26/2013 (attained)
	CAAQS	24-Hour (50 µg/m^3) Annual (20 µg/m^3)	Nonattainment	N/A
$PM_{2.5}$[9]	NAAQS	2006 24-Hour (35 µg/m^3)	Nonattainment (Serious)	12/31/2019
	NAAQS	1997 Annual (15.0 µg/m^3)	Attainment	8/24/2016
	NAAQS	2021 Annual (12.0 µg/m^3)	Nonattainment (Serious)	12/31/2025
	CAAQS	Annual (12.0 µg/m^3)	Nonattainment	N/A
Lead	NAAQS	3-Months Rolling (0.15 µg/m3)	Nonattainment (Partial)[10]	12/31/2015
Hydrogen Sulfide (H2S)	CAAQS	1-Hour (0.03 ppm/42 µg/m3)	Attainment	--
Sulfates	CAAQS	24-Hour (25 µg/m3)	Attainment	--

Table 5.2-4 (continued)
South Coast Air Basin Attainment Status

Pollutant	Standard[1]	Averaging Time	Designation[2]	Attainment Deadline Date[3]
Vinyl Chloride	CAAQS	24-Hour (0.01 ppm/26 µg/m3)	Attainment	--

Source: South Coast Air Quality Management District, *National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS) Attainment Status for South Coast Air Basin*, September 2018.
Notes:
[1] NAAQS = National Ambient Air Quality Standards, CAAQS = California Ambient Air Quality Standards
[2] U.S. EPA often only declares Nonattainment areas; everywhere else is listed as Unclassifiable/Attainment or Unclassifiable.
[3] A design value below the NAAQS for data through the full year or smog season prior to the attainment date is typically required for attainment demonstration.
[4] 1-hour O_3 standard (0.12 ppm) was revoked, effective June 15, 2005 ; however, the Basin has not attained this standard based on 2008-2010 data and is still subject to anti-backsliding requirements.
[5] 1997 8-hour O_3 standard (0.08 ppm) was reduced (0.075 ppm), effective May 27, 2008; the revoked 1997 O_3 standard is still subject to anti-backsliding requirements.
[6] New NO_2 1-hour standard, effective August 2, 2010; attainment designations January 20, 2012; annual NO_2 standard retained.
[7] The 1971 annual and 24-hour SO_2 standards were revoked, effective August 23, 2010; however, these 1971 standards will remain in effect until one year after U.S. EPA promulgates area designations for the 2010 SO_2 1-hour standard. Area designations are still pending, with Basin expected to be designated Unclassifiable /Attainment.
[8] Annual PM_{10} standard was revoked, effective December 18, 2006; 24-hour PM_{10} NAAQS deadline was 12/31/2006; SCAQMD request for attainment redesignation and PM_{10} maintenance plan was approved by U.S. EPA on June 26, 2013, effective July 26, 2013.
[9] Attainment deadline for the 2006 24-Hour $PM_{2.5}$ NAAQS (designation effective December 14, 2009) is December 31, 2019 (end of the 10th calendar year after effective date of designations for Serious nonattainment areas). Annual $PM_{2.5}$ standard was revised on January 15, 2013, effective March 18, 2013, from 15 to 12 µg/m3. Designations effective April 15, 2015, so Serious area attainment deadline is December 31, 2025.
[10] Partial Nonattainment designation – Los Angeles County portion of Basin only for near-source monitors. Expect redesignation to attainment based on current monitoring data.

Los Angeles County Monitoring

CARB monitors ambient air quality at approximately 250 air monitoring stations across the State. Air quality monitoring stations usually measure pollutant concentrations ten feet above ground level; therefore, air quality is often referred to in terms of ground-level concentrations. The SCAQMD maintains the East San Gabriel Valley 1 air quality monitoring station located at 803 N Loren Avenue in the city of Azusa, approximately eight miles west of the Project Area. Local air quality data from 2019 to 2021 for the East San Gabriel Valley 1 monitoring station is provided in Table 5.2-5, *Summary of Air Quality Data*. The following table lists the monitored maximum concentrations and number of exceedances of State/federal air quality standards for each year. However, it should be noted that due to the air monitoring station distance from the City, recorded air pollution levels at the air monitoring station reflect with varying degrees of accuracy, local air quality conditions at the Planning Area.

Table 5.2-5
Local Area Air Quality Levels

Pollutant (Standard)[1]	Year		
	2019	**2020**	**2021**
Ozone:			
Maximum 1-Hour Concentration (ppm)	0.123	0.168	0.108
Days > CAAQS (0.09 ppm)	**34**	**53**	**20**
Maximum 8-Hour Concentration (ppm)	0.094	0.125	0.086
Days > NAAQS (0.07 ppm)	**39**	**61**	**22**
Days > CAAQS (0.07 ppm)	**39**	**61**	**21**
Carbon Monoxide:			
Maximum 1-Hour Concentration (ppm)	1.7	2.4	1.5
Days > NAAQS (20 ppm)	0	0	0
Maximum 8-Hour Concentration (ppm)	1.3	2.0	1.4
Days > NAAQS (9 ppm)	0	0	0
Nitrogen Dioxide:			
Maximum 1-Hour Concentration (ppm)	0.064	0.065	0.078
Days > NAAQS (0.25 ppm)	0	0	0
Sulfur Dioxide:[2]			
Maximum 1-Hour Concentration (ppm)	--	--	--
Days > CAAQS (0.25 ppm)	--	--	--

Table 5.2-5 (continued)
Local Area Air Quality Levels

Pollutant (Standard)[1]	Year		
	2019	**2020**	**2021**
Inhalable Particulates (PM_{10}):			
Maximum 24-Hour Concentration (ug/m^3)	82	95	79
Days > NAAQS (150 ug/m^3)	0	0	0
Days > CAAQS (50 ug/m^3)	**4 (7%)**	**8 (19%)**	**11 (18%)**
Annual Average (ug/m^3)	28.1	37.7	32.8
Annual > NAAQS (50 ug/m^3)	No	No	No
Annual > CAAQS (20 ug/m^3)	**Yes**	**Yes**	**Yes**
Ultra-Fine Particulates ($PM_{2.5}$):			
Maximum 24-Hour Concentration (ug/m^3)	28.3	33.0	61.9
Days > NAAQS (35 ug/m^3)	0	0	**3 (3%)**
Annual Average (ug/m^3)	9.18	11.13	11.43
Annual > NAAQS (15 ug/m^3)	No	No	No
Annual > CAAQS (12 ug/m^3)	No	No	No

Source: South Coast Air Quality Management District, *Historical Air Quality Data by Year*, https://www.aqmd.gov/home/air-quality/historical-air-quality-data/historical-data-by-year, accessed April 12, 2023.
Notes:
[1] CAAQS = California Ambient Air Quality Standard; NAAQS = National Ambient Air Quality Standard; ppm = parts per million
[2] Pollutant not monitored.

The monitoring data presented in Table 5.2-5 shows that ozone and particulate matter (PM_{10}) are the air pollutants of primary concern in the Planning Area, which are detailed below.

Ozone

During the 2019 to 2021 monitoring period, the State 1-hour concentration standard for ozone has been exceeded between 20 and 53 days at the East San Gabriel Valley 1 Station. The State 8-hour ozone standard has been exceeded between 22 and 61 days each year over the past three years at the East San Gabriel Valley 1 Station. The federal 8-hour ozone standard has been exceeded between 21 and 61 days each year over the past three years at the East San Gabriel Valley 1 Station.

Ozone is a secondary pollutant as it is not directly emitted. Ozone is the result of chemical reactions between other pollutants, most importantly hydrocarbons and NO_2, which occur only in the presence of bright sunlight. Pollutants emitted from upwind cities react during transport

downwind to produce the oxidant concentrations experienced in the area. Many areas of the SCAQMD contribute to the ozone levels experienced at the monitoring station, with the more significant areas being those directly upwind.

Carbon Monoxide

CO is another important pollutant that is due mainly to motor vehicles. The East San Gabriel Valley 1 Area did not record an exceedance of the state or federal 1-hour or 8-hour CO standards for the last three years.

Nitrogen Dioxide

The East San Gabriel Valley 1 Station did not record an exceedance of the State or federal NO_2 standards for the last three years.

Sulfur Dioxide

Data is not available for this pollutant at the East San Gabriel Valley 1 Station.

Particulate Matter

During the 2019 to 2021 monitoring period, the State 24-hour concentration standard for PM_{10} was exceeded for four days in 2019, eight days in 2020, and 11 days in 2021 at the East San Gabriel Valley 1 Station. Over the same time period, the federal 24-hour and annual standards for PM_{10} have not been exceeded at the East San Gabriel Valley 1 Station.

During the 2019 to 2021 monitoring period, the federal 24-hour standard for $PM_{2.5}$ was exceeded for three days in 2021 at the East San Gabriel Valley 1 Station.

According to the EPA, some people are much more sensitive than others to breathing fine particles (PM_{10} and $PM_{2.5}$). People with influenza, chronic respiratory and cardiovascular diseases, and the elderly may suffer worsening illness and premature death due to breathing these fine particles. People with bronchitis can expect aggravated symptoms from breathing in fine particles. Children may experience decline in lung function due to breathing in PM_{10} and $PM_{2.5}$. Other groups considered sensitive are smokers and people who cannot breathe well through their noses. Exercising athletes are also considered sensitive, because many breathe through their mouths during exercise.

5.2.3 REGULATORY SETTING

FEDERAL

Clean Air Act

The Federal Clean Air Act (FCAA) was first signed into law in 1970. In 1977, and again in 1990, the law was substantially amended. The FCAA is the foundation for a national air pollution control effort, and it is composed of the following basic elements: NAAQS for criteria air pollutants,

hazardous air pollutant standards, state attainment plans, motor vehicle emissions standards, stationary source emissions standards and permits, acid rain control measures, stratospheric ozone protection, and enforcement provisions.

The USEPA is responsible for administering the FCAA. The FCAA requires the USEPA to set NAAQS for several problem air pollutants based on human health and welfare criteria. Two types of NAAQS were established: primary standards, which protect public health (with an adequate margin of safety, including for sensitive populations such as children, the elderly, and individuals suffering from respiratory diseases), and secondary standards, which protect the public welfare from non-health-related adverse effects such as visibility reduction.

NAAQS standards define clean air and represent the maximum amount of pollution that can be present in outdoor air without any harmful effects on people and the environment. Existing violations of the ozone and $PM_{2.5}$ ambient air quality standards indicate that certain individuals exposed to these pollutants may experience certain health effects, including increased incidence of cardiovascular and respiratory ailments.

NAAQS standards have been designed to accurately reflect the latest scientific knowledge and are reviewed every five years by a Clean Air Scientific Advisory Committee (CASAC), consisting of seven members appointed by the USEPA administrator. Reviewing NAAQS is a lengthy undertaking and includes the following major phases: Planning, Integrated Science Assessment (ISA), Risk/Exposure Assessment (REA), Policy Assessment (PA), and Rulemaking. The process starts with a comprehensive review of the relevant scientific literature. The literature is summarized and conclusions are presented in the ISA. Based on the ISA, USEPA staff perform a risk and exposure assessment, which is summarized in the REA document. The third document, the PA, integrates the findings and conclusions of the ISA and REA into a policy context, and provides lines of reasoning that could be used to support retention or revision of the existing NAAQS, as well as several alternative standards that could be supported by the review findings. Each of these three documents is released for public comment and public peer review by CASAC. Members of CASAC are appointed by the USEPA Administrator for their expertise in one or more of the subject areas covered in the ISA. The committee's role is to peer review NAAQS documents, ensure that they reflect the thinking of the scientific community, and advise the Administrator on the technical and scientific aspects of standard setting. Each document goes through two to three drafts before CASAC deems it to be final.

Although there is some variability among the health effects of NAAQS pollutants, each has been linked to multiple adverse health effects including, among others, premature death, hospitalizations and emergency department visits for exacerbated chronic disease, and increased symptoms such as coughing and wheezing. NAAQS standards were last revised for each of the six criteria pollutants as listed below, with detail on what aspects of NAAQS changed during the most recent update:

- Ozone: On October 1, 2015, the USEPA lowered the national eight-hour standard from 0.075 ppm to 0.070 ppm, providing for a more stringent standard consistent with the current California state standard.
- CO: In 2011, the primary standards were retained from the original 1971 level, without revision. The secondary standards were revoked in 1985.
- NO_2: The national NO_2 standard was most recently revised in 2010 following an exhaustive review of new literature pointed to evidence for adverse effects in asthmatics at lower NO_2 concentrations than the existing national standard.
- SO_2: On June 2, 2010, a new 1-hour SO_2 standard was established and the existing 24-hour and annual primary standards were revoked. To attain the 1-hour national standard, the 3-year average of the annual 99th percentile of the 1-hour daily maximum concentrations at each site must not exceed 75 ppb.
- PM: The national annual average $PM_{2.5}$ standard was most recently revised in 2012 following an exhaustive review of new literature pointed to evidence for increased risk of premature mortality at lower $PM_{2.5}$ concentrations than the existing standard.
- Lead: The national standard for lead was revised on October 15, 2008 to a rolling 3-month average. In 2016, the primary and secondary standards were retained.

The law recognizes the importance for each state to locally carry out the requirements of the FCAA, as special consideration of local industries, geography, housing patterns, etc., are needed to have full comprehension of the local pollution control problems. As a result, the USEPA requires each state to develop a State Implementation Plan (SIP) that explains how the state will implement the FCAA within its jurisdiction. A SIP is a collection of rules and regulations that a particular state will implement to control air quality within their jurisdiction. CARB is the state agency that is responsible for preparing and implementing the California SIP.

Transportation Conformity

Transportation conformity requirements were added to the FCAA in the 1990 amendments, and the EPA adopted implementing regulations in 1997. See §176 of the FCAA (42 U.S.C. §7506) and 40 CFR Part 93, Subpart A. Transportation conformity serves much the same purpose as general conformity: it ensures that transportation plans, transportation improvement programs, and projects that are developed, funded, or approved by the United States Department of Transportation or that are recipients of funds under the Federal Transit Act or from the Federal Highway Administration (FHWA), conform to the SIP as approved or promulgated by EPA.

Currently, transportation conformity applies in nonattainment areas and maintenance areas (maintenance areas are those areas that were in nonattainment that have been redesignated to attainment, under the FCCA). Under transportation conformity, a determination of conformity with the applicable SIP must be made by the agency responsible for the project, such as the

Metropolitan Planning Organization, the Council of Governments, or a federal agency. The agency making the determination is also responsible for all the requirements relating to public participation. Generally, a project will be considered in conformance if it is in the transportation improvement plan and the transportation improvement plan is incorporated in the SIP. If an action is covered under transportation conformity, it does not need to be separately evaluated under general conformity.

Transportation Control Measures

One particular aspect of the SIP development process is the consideration of potential control measures as a part of making progress towards clean air goals. While most SIP control measures are aimed at reducing emissions from stationary sources, some are typically also created to address mobile or transportation sources. These are known as transportation control measures (TCMs). The TCM strategies are designed to reduce vehicle miles traveled and trips, or vehicle idling and associated air pollution. These goals are achieved by developing attractive and convenient alternatives to single-occupant vehicle use. Examples of TCMs include ridesharing programs, transportation infrastructure improvements such as adding bicycle and carpool lanes, and expansion of public transit.

STATE

California Clean Air Act

The CCAA was first signed into law in 1988. The CCAA provides a comprehensive framework for air quality planning and regulation, and spells out, in statute, the state's air quality goals, planning and regulatory strategies, and performance. CARB is the agency responsible for administering the CCAA. CARB established ambient air quality standards pursuant to the California Health and Safety Code (CH&SC) [§39606(b)], which are similar to the federal standards.

California Air Quality Standards

Although NAAQS are determined by the USEPA, states have the ability to set standards that are more stringent than the federal standards. As such, California established more stringent ambient air quality standards. Federal and State ambient air quality standards have been established for ozone, carbon monoxide, nitrogen dioxide, sulfur dioxide, suspended particulates (PM_{10}) and lead. In addition, California has created standards for pollutants that are not covered by federal standards. Although there is some variability among the health effects of the CAAQS pollutants, each has been linked to multiple adverse health effects including, among others, premature death, hospitalizations and emergency department visits for exacerbated chronic disease, and increased symptoms such as coughing and wheezing. The existing State and federal primary standards for major pollutants are shown in Table 5.2-2.

Air quality standard setting in California commences with a critical review of all relevant peer reviewed scientific literature. OEHHA uses the review of health literature to develop a

recommendation for the standard. The recommendation can be for no change, or can recommend a new standard. The review, including the OEHHA recommendation, is summarized in a document called the draft Initial Statement of Reasons (ISOR), which is released for comment by the public, and also for public peer review by the Air Quality Advisory Committee (AQAC). The AQAC members are appointed by the President of the University of California for their expertise in the range of subjects covered in the ISOR, including health, exposure, air quality monitoring, atmospheric chemistry and physics, and effects on plants, trees, materials, and ecosystems. The Committee provides written comments on the draft ISOR. CARB staff next revises the ISOR based on comments from the AQAC and the public. The revised ISOR is then released for a 45-day public comment period prior to consideration by the Board at a regularly scheduled Board hearing.

In June of 2002, CARB adopted revisions to the PM_{10} standard and established a new $PM_{2.5}$ annual standard. The new standards became effective in June 2003. Subsequently, staff reviewed the published scientific literature on ground-level ozone and nitrogen dioxide and CARB adopted revisions to the standards for these two pollutants. Revised standards for ozone and nitrogen dioxide went into effect on May 17, 2006 and March 20, 2008, respectively. These revisions reflect the most recent changes to the CAAQS.

CARB Mobile-Source Regulation

The State of California is responsible for controlling emissions from the operation of motor vehicles in the State. Rather than mandating the use of specific technology or the reliance on a specific fuel, CARB's motor vehicle standards specify the allowable grams of pollution per mile driven. In other words, the regulations focus on the reductions needed rather than on the manner in which they are achieved. Towards this end, CARB has adopted regulations which required auto manufacturers to phase in less polluting vehicles.

CARB Air Quality and Land Use Handbook

CARB's *Air Quality and Land Use Handbook: A Community Health Perspective* addresses the importance of considering health risk issues when siting sensitive land uses, including residential development, in the vicinity of intensive air pollutant emission sources including freeways or high-traffic roads, distribution centers, ports, petroleum refineries, chrome plating operations, dry cleaners, and gasoline dispensing facilities. The CARB Handbook draws upon studies evaluating the health effects of traffic traveling on major interstate highways in metropolitan California centers within Los Angeles (Interstate [I] 405 and I-710), the San Francisco Bay, and San Diego areas. The recommendations identified by CARB, including siting residential uses a minimum distance of 500 feet from freeways or other high-traffic roadways, are consistent with those adopted by the State of California for location of new schools. Specifically, the CARB Handbook recommends, "Avoid siting new sensitive land uses within 500 feet of a freeway, urban roads with 100,000 vehicles/day, or rural roads with 50,000 vehicles/day."

Tanner Air Toxics Act

California regulates TACs primarily through the Tanner Air Toxics Act (AB 1807) and the Air Toxics Hot Spots Information and Assessment Act of 1987 (AB 2588). The Tanner Act sets forth a formal procedure for CARB to designate substances as TACs. This includes research, public participation, and scientific peer review before CARB can designate a substance as a TAC. To date, CARB has identified more than 21 TACs and has adopted EPA's list of HAPs as TACs. Most recently, diesel PM was added to the CARB list of TACs. Once a TAC is identified, CARB then adopts an Airborne Toxics Control Measure (ATCM) for sources that emit that particular TAC. If there is a safe threshold for a substance at which there is no toxic effect, the control measure must reduce exposure below that threshold. If there is no safe threshold, the measure must incorporate Best Available Control Technology (BACT) to minimize emissions.

AB 2588 requires that existing facilities that emit toxic substances above a specified level prepare a toxic-emission inventory, prepare a risk assessment if emissions are significant, notify the public of significant risk levels, and prepare and implement risk reduction measures. CARB has adopted diesel exhaust control measures and more stringent emission standards for various on-road mobile sources of emissions, including transit buses and off-road diesel equipment (e.g., tractors, generators). In February 2000, CARB adopted a new public-transit bus-fleet rule and emission standards for new urban buses. These rules and standards provide for (1) more stringent emission standards for some new urban bus engines, beginning with 2002 model year engines; (2) zero-emission bus demonstration and purchase requirements applicable to transit agencies; and (3) reporting requirements under which transit agencies must demonstrate compliance with the urban transit bus fleet rule. Other recent milestones include the low-sulfur diesel-fuel requirement, and tighter emission standards for heavy-duty diesel trucks (2007) and off-road diesel equipment (2011) nationwide.

LOCAL

South Coast Air Quality Management District (SCAQMD)

The SCAQMD shares responsibility with CARB for ensuring that all state and federal ambient air quality standards are achieved and maintained over an area of approximately 10,743 square miles. This area includes all of Orange County and Los Angeles County except for the Antelope Valley, the non-desert portion of western San Bernardino County, and the western and Coachella Valley portions of Riverside County.

The SCAQMD reviews projects to ensure that they do not (1) cause or contribute to any new violation of any air quality standard; (2) increase the frequency or severity of any existing violation of any air quality standard; or (3) delay the timely attainment of any air quality standard or any required interim emission reductions or other milestones of any federal attainment plan.

The SCAQMD is responsible for controlling emissions primarily from stationary sources. The SCAQMD maintains air quality monitoring stations throughout the SCAB. In coordination with the Southern California Association of Governments (SCAG), the SCAQMD is also responsible for developing, updating, and implementing the Air Quality Management Plan (AQMP) for the SCAB. An AQMP is a plan prepared and implemented by an air pollution district for a county or region designated as nonattainment of the national and/or California ambient air quality standards.

In 2003, an AQMP was prepared by the SCAQMD to bring the SCAB, as well as portions of the Salton Sea Air Basin under the SCAQMD jurisdiction, into compliance with the 1-hour ozone and PM_{10} national standards. The 2003 AQMP also replaced the 1997 attainment demonstration for the federal CO standard and provided a basis for a maintenance plan for CO for the future. It also updated the maintenance plan for the federal NO_2 standard, which the SCAB has met since 1992.

A subsequent AQMP for the Basin was adopted by the SCAQMD on June 1, 2007. The goal of the 2007 AQMP was to lead the SCAB into compliance with the national 8-hour ozone and $PM_{2.5}$ standards. The 2007 AQMP outlined a detailed strategy for meeting the national health-based standards for $PM_{2.5}$ by 2015 and 8-hour ozone by 2024 while accounting for and accommodating future expected growth. The 2007 AQMP incorporated significant new emissions inventories, ambient measurements, scientific data, control strategies, and air quality modeling. Most of the reductions were to be from mobile sources, which are currently responsible for about 75 percent of all smog and particulate-forming emissions.

The 2012 AQMP, adopted December 7, 2012, incorporated the latest scientific and technological information and planning assumptions, including the 2012–2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and updated emission inventory methodologies for various source categories. The 2012 AQMP outlines a comprehensive control strategy that meets the requirement for expeditious progress toward attainment with the 24-hour $PM_{2.5}$ federal ambient air quality standard with all feasible control measures and demonstrates attainment of the standard by 2014. The 2012 AQMP also updates the 8-hour ozone control plan with new emission reduction commitments from a set of new control measures that implement the 2007 AQMP's Section 182 (e)(5) commitments. The goal of the Final 2012 AQMP is to lead the Basin into compliance with the national 8-hour ozone and $PM_{2.5}$ standards.

The 2016 AQMP, adopted March 3, 2017, includes transportation control measures developed by SCAG from the 2016–2040 RTP/SCS, as well as the integrated strategies and measures needed to meet the NAAQS. The 2016 AQMP demonstrates attainment of the 1-hour and 8-hour ozone NAAQS as well as the latest 24-hour and annual $PM_{2.5}$ standards.

The 2022 AQMP, adopted December 2, 2022, builds upon measures already in place from previous AQMPs to reduce air pollution and meet the federal ozone standard established by the

U.S. EPA in 2015. It includes a variety of additional actions and strategies such as regulation, accelerated deployment of available cleaner technologies (e.g., zero emission emissions technologies, when cost-effective and feasible, and low NOx technologies in other applications), best management practices, co-benefits from existing programs (e.g., climate and energy efficiency), incentives, and other Clean Air Act measures to achieve the 2015 8-hour ozone standard.

The SCAQMD has also prepared the 2010 Clean Communities Plan (Formerly the Air Toxics Control Plan), the Air Quality Monitoring Network Plan, the Vision for Air: A Framework for Air Quality and Climate Plan.

The SCAQMD is responsible for limiting the amount of emissions that can be generated throughout the Basin by various stationary, area, and mobile sources. Specific rules and regulations have been adopted by the SCAQMD Governing Board that (1) limit the emissions that can be generated by various uses and activities; and (2) identify specific pollution reduction measures, which must be implemented in association with various uses and activities. These rules regulate the emissions of not only the federal and state criteria pollutants, but also TACs and acutely hazardous materials. The rules are also subject to ongoing refinement by the SCAQMD.

Among the SCAQMD rules that may be applicable to future development projects within the City are Rule 401 (Visible Emissions), Rule 402 (Nuisance), Rule 403 (Fugitive Dust), Rule 1113 (Architectural Coatings), Rule 1138 (Control of Emissions from Restaurant Operations), Rule 1146.2 (Emissions of Oxides of Nitrogen from Large Water Heaters and Small Boilers and Process Heaters), and Rule 1403 (Asbestos Emissions from Demolition/Renovation Activities). Rule 401 restricts the emissions of air contaminants that significantly reduce air opacity. Rule 402 restricts discharges that cause nuisance to the public. Rule 403 requires the use of stringent best available control measures (BACMs) to minimize PM_{10} emissions during grading and construction activities. Rule 1113 requires reductions in the VOC content of coatings. Rule 1138 specifies PM and VOC emissions and odor control requirements for some kinds of commercial cooking operations. Rule 1146.2 restricts the NOx emissions from natural gas-fired water heaters, boilers, and process heaters as defined by this rule. Compliance with SCAQMD Rule 1403 requires the owner or operator of any demolition or renovation activity to have an asbestos survey performed prior to demolition and to provide notification to the SCAQMD prior to commencing demolition activities.

The SCAQMD's CEQA guidelines are voluntary initiatives recommended for consideration by local planning agencies. The CEQA *Air Quality Handbook* (Handbook) published by the SCAQMD provides local governments with guidance for analyzing and mitigating project-specific air quality impacts. The SCAQMD is currently updating some of the information and methods in the Handbook, such as the screening tables for determining the air quality significance of a project and the on-road mobile source emission factors. While this process is underway, the SCAQMD

recommends using other approved models to calculate emissions from land use projects, such as CalEEMod.

The SCAQMD's *Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning* considers impacts on air quality sensitive receptors from TAC-emitting facilities. The SCAQMD's siting distance recommendations are the same as those provided by CARB (e.g., a 500-foot siting distance for air quality sensitive receptors proposed in proximity to freeways and high-traffic roads, and the same siting criteria for distribution centers and dry-cleaning facilities).

Southern California Association of Governments (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)

SCAG is the metropolitan planning organization (MPO) for the region in which the City is located. In 2020, SCAG adopted Connect SoCal, the 2020-2045 RTP/SCS, which is an update to the previous 2016 RTP/SCS.

The 2020 RTP/SCS considers the role of transportation in the broader context of economic, environmental, and quality-of-life goals for the future, identifying regional transportation strategies to address mobility needs. The 2020 RTP/SCS describes how the region can attain the GHG emission-reduction targets set by CARB by achieving a 19 percent reduction by 2035 compared to the 2005 level. Although the focus of the 2020 RTP/SCS is on GHG emission-reduction, compliance with and implementation of 2020 RTP/SCS policies and strategies would also have co-benefits of reducing per capita criteria air pollutant and TAC emissions associated with reduced per capita vehicle miles traveled (VMT). Improved air quality with implementation of the 2020 RTP/SCS policies would decrease reactive organic gases (ROG) (similar to VOCs), CO, NO_X, and $PM_{2.5}$.

SCAG's 2020 RTP/SCS builds on the land use policies that were incorporated into the 2016 RTP/SCS, and provides specific strategies for successful implementation. These strategies include implementing the Sustainable Communities Program (SCP) – Housing and Sustainable Development (HSD) which will both accelerate housing production as well as enable implementation of the Sustainable Communities Strategy of Connect SoCal; encouraging use of active transportation, or human powered transportation such as bicycles, tricycles, wheelchairs, electric wheelchairs/scooters, skates, and skateboards; and supporting alternative fueled vehicles. The 2020 RTP/SCS overall land use pattern reinforces the trend of focusing new housing and employment in infill areas well served by transit.

In addition, the 2020 RTP/SCS includes goals and strategies to promote active transportation and improve transportation demand management (TDM). The 2020 RTP/SCS strategies support local planning and projects that serve short trips, increase access to transit, expand understanding and consideration of public health in the development of local plans and projects, and support improvements in sidewalk quality, local bike networks, and neighborhood mobility areas. The

2020 RTP/SCS proposes to better align active transportation investments with land use and transportation strategies, increase competitiveness of local agencies for federal and state funding, and to expand the potential for all people to use active transportation.

It should be noted that SCAG is in the process of developing their 2024 RPT/SCS. However, as of March 2024, the 2024 RTP/SCS has not yet been adopted by the SCAG Regional Council.

Los Angeles County General Plan

The Los Angeles County General Plan 2035 provides a comprehensive set of goals, policies, and implementing programs to guide the County's growth. The County's General Plan includes Chapter 8, Air Quality Element, which summarizes air quality issues and outlines the goals and policies in the General Plan to improve air quality and reduce GHG emissions.

5.2.4 SIGNIFICANCE CRITERIA AND THRESHOLDS

Consistent with Appendix G of the CEQA Guidelines and the SCAQMD thresholds of significance, the project will have a significant impact on the environment associated with air quality if it will:

- Conflict with or obstruct implementation of the applicable air quality plan (refer to Impact Statement AQ-1);
- Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard (refer to Impact Statement AQ-2);
- Expose sensitive receptors to substantial pollutant concentrations (refer to Impact Statement AQ-3); and/or
- Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people (refer to Impact Statement AQ-4).

METHODOLOGY AND ASSUMPTIONS

A brief discussion of the methodology and assumptions used to estimate the proposed Project's air pollutant emissions is provided below. For further detail on air emissions modeling parameters and assumptions, and other related calculations; refer to Appendix B, *Air Quality, Energy and Greenhouse Gas Emissions Modeling Data*.

Construction

Construction of the growth anticipated by implementation of the General Plan Update would have the potential to temporarily emit criteria air pollutant emissions through the use of heavy-duty construction equipment, such as excavators, cranes, and forklifts, and through vehicle trips generated from workers and haul trucks traveling to and from project sites. In addition, fugitive dust emissions would result from demolition and various soil-handling activities. Construction emissions of VOC, NOx, CO, SO_2, PM_{10} and $PM_{2.5}$ are included in this analysis. Construction

emissions can vary substantially from day-to-day, depending on the intensity and specific type of construction activity. The maximum daily regional emissions are predicted values for the worst-case day and do not represent the emissions that would actually occur during every day of construction.

The proposed Project is a planning-level document, and, as such, there are no specific projects, project construction dates, or specific construction plans identified. Therefore, quantification of emissions associated with buildout cannot be specifically determined at this time. However, the type and size of total anticipated growth is known. Construction emissions are based on the type and amount of off-road construction equipment and the scope of future development that could be allowed under the proposed Project. Therefore, since CalEEMod provides default construction scenarios based on size and land use type, a reasonable worst case annual construction scenario was analyzed to provide an idea of daily emissions that could occur due to construction under the proposed Project.[1] Buildout of the General Plan Update (based on the land use assumptions provided by the proposed project) expected to occur by 2045 were modeled in CalEEMod.[2]

Construction was estimated to begin in January 2025 and continue throughout 2045. Emission calculations assumed construction in 2025 as a conservative peak emissions year. In a year later, construction emissions would be less because cleaner construction equipment and vehicle fleet mix are expected as a result of State regulations that require cleaner construction equipment to be phased-in for heavy-duty equipment. Thus, construction emissions occurring in later years would be less than the impacts disclosed herein.

Construction activities were modeled to include demolition, site preparation, excavation/grading, building construction, paving, and architectural coating. CalEEMod defaults were used to determine construction equipment based on the type of construction. Modeling assumed the land uses contained in Table 3-4 of Section 3.0, *Project Description*. The construction schedule was simplified for the purposes of analysis; a conservative assumption that all modeled construction phases would occur throughout the entirety of the 2025 through 2045 construction period.

Daily regional criteria air pollutant emissions for the different phases of construction were forecast based on construction activities, on-road and off-road mobile sources, and fugitive dust emission factors associated with the specific construction activity. Off-road mobile source emissions would result from the use of heavy-duty construction equipment such as bulldozers,

[1] Note that CalEEMod estimates daily emissions based on the size and type of the development, the number of days that would be needed to complete the activity (CalEEMod default), and the amount of equipment that would be needed to accomplish construction (CalEEMod default).

[2] For the sake of a conservative analysis, the modeling for both Project construction and operational phases account for the total development that is projected to exist in the Planning Area at 2045 buildout, which includes both existing and potential future development within the Planning Area in year 2045. This acts as a proxy for the 'worst-case scenario' for the purposes of CEQA analysis.

loaders, and cranes. These off-road mobile sources emit VOC, NOx, CO, SO_2, PM_{10} and $PM_{2.5}$. The emissions were estimated using CalEEMod (v.2022.1) software, an emissions inventory software program recommended by the SCAQMD. CalEEMod is based on outputs from the OFFROAD model and Emission Factor (EMFAC) model, which are emissions estimation models developed by CARB and used to calculate emissions from construction activities, heavy-duty off-road equipment, and on-road vehicles. Activities parameters, such as number of equipment and equipment usage hours were provided by the future applicant.

Fugitive dust emissions (using PM_{10} as a surrogate) during construction activities were estimated in CalEEMod, which are based on the methods described in the US EPA AP-42 Compilation of Air Pollutant Emission Factors. During the application of architectural coatings, evaporation of solvents contained in surface coatings result in VOC emissions. CalEEMod was used to calculate VOC emissions based on the building surface area and the default VOC content provided by the air district or CARB's statewide limits.

On-road mobile sources during construction also have the potential to generate temporary criteria air pollutant emissions through worker vehicles and haul trucks traveling to and from project sites during construction. For the sake of a more conservative analysis, mobile source emissions were calculated using CalEEMod model default VMT and trips data, as these were more conservative that the values provided in the Transportation Impact Assessment developed for the proposed Project (Kittelson & Associates 2024).

Operational

Operation of development contemplated by the General Plan Update would generate criteria air pollutant emissions from vehicle trips throughout the City, energy sources, such as natural gas combustion, and area sources, such as operation of landscaping equipment and use of consumer products, including solvents used in non-industrial applications which emit VOCs during their product use, such as cleaning supplies, kitchen aerosols, cosmetics and toiletries. Operational impacts were assessed for the General Plan Update buildout year of 2045, inclusive of all development within La Verne projected to exist at that time. Daily maximum criteria air pollutant emissions were compared with the SCAQMD operational thresholds to determine the operational impacts of the General Plan Update.

The operational area emissions from the future development accommodated by the General Plan Update were estimated using the CalEEMod software. Area source emissions are based on hearth emissions, architectural coatings, landscaping equipment, and consumer product usage rates provided in CalEEMod. CalEEMod default values were used for area source emissions except that wood stoves and wood fireplaces were removed from the emissions calculations as they are not permitted within the SCAQMD jurisdiction.

Intersection Hot Spots

Operation of the future development accommodated under the General Plan Update has the potential to generate traffic congestion and increase delay times at intersections within the Planning Area. The pollutant of primary concern when assessing the General Plan Update's impacts at local intersections is carbon monoxide because an elevated concentration of CO tends to accumulate near areas of heavy traffic congestion and where average vehicle speeds are low. Tailpipe emissions are of concern when assessing localized impacts of CO along paved roads.

An adverse concentration of CO, known as a "hotspot", would occur if there was an exceedance of the NAAQS or CAAQS. The SCAQMD does not currently have guidance for conducting intersection hot spot analysis. However, Caltrans has guidance for evaluating CO hot spots in their Transportation Project-Level Carbon Monoxide Protocol (CO Protocol). Detailed guidance discussing which modeling programs to use, calculating emission rates, receiver placement, calculating 1-hour and 8-hour concentrations, and utilizing background concentrations are provided in the Caltrans' CO Protocol.

The potential for future development accommodated by the General Plan Update to cause or contribute to CO hotspots is evaluated by comparing project intersections' volume data from the Transportation Impact Assessment (Kittelson & Associates 2024) with prior studies conducted by the SCAQMD in support of their AQMPs and considering existing background CO concentrations.

Toxic Air Contaminant Impacts (Construction and Operation)

Construction and operational activities have the potential to result in health risk impacts (cancer, or other acute or chronic conditions) related to TACs exposure from airborne emissions, specifically the emissions of diesel particulate matter. Health risk from TACs exposure is a cumulative localized impact-based exposure of nearby sensitive receptors to specific construction activities as well as on location to the construction and operational activities that emit TACs. To determine the magnitude of health risks associated with TACs exposure, a Health Risk Assessment (HRA) is required. HRAs include dispersion modeling of TACs and in order to determine the specific numerical cancer and non-cancer (acute and chronic) risks associated with TACs on nearby individual receptors (including residences and workers). In order to accurately model the magnitude of TAC exposure on individual receptors, the following information is required:

- Type of TACs emitted during construction and operational activities (e.g., diesel particulate matter, benzene, acrolein, aniline, etc.) (note: there are 187 hazardous air pollutants currently regulated by the USEPA that are considered TACs);
- TACs source location(s) and configuration (note: this is typically provided by the project applicant for the operational phase via a site plan and detail on the specific project type, and for the construction phase via construction plans);

- TAC emissions rate(s);
- TAC release height(s); and
- The precise location of nearby residential and workplace receptors.

This information is incorporated into dispersion modeling software (such as AERMOD), which is used in conjunction with facility health risk assessment software (such as the Hotspots Analysis and Reporting Program, otherwise known as HARP-2). The results of such analysis provide a numerical estimate of maximum health risks, which are incorporated into the HRA (with detailed methodology and a list of assumptions provided). However, since the proposed Project is a long-range planning document and therefore does not provide sufficient detail on specific development projects that would be developed as part of future Project implementation (such as providing detailed information on the type, location, and sizing of potential sources of TACs such as warehouses, gasoline/diesel refueling stations, light industrial facilities, etc.), there is insufficient information available at this level of analysis to conduct a reasonable or scientifically valid analysis of TACs. Specific development projects in La Verne that have the potential to generate potentially significant risks associated with the release of TACs are required by the SCAQMD to undergo an analysis of their potential health risks associated with TACs, based upon the specific details of each individual project, in accordance with AB 2588 and the Tanner Air Toxics Act.[3]

Overall, because there are no specific development projects identified or approved under the General Plan Update, the location of the development projects, and the exact nature of the development are unknown, determining health risk as this time is speculative. Therefore, the analysis of TAC health risk is discussed qualitatively in this analysis.

5.2.5 IMPACTS AND MITIGATION MEASURES

AQ-1: Would the project conflict with or obstruct implementation of the applicable air quality plan?

Impact Analysis: The following analysis addresses the General Plan Update's consistency with applicable plans and policies that govern air quality. In particular, the analysis addresses consistency with the SCAQMD's AQMP, which is an air quality plan that includes strategies for achieving attainment of applicable ozone, PM_{10}, and $PM_{2.5}$ standards.

As discussed above, the SCAQMD has adopted a series of AQMPs to lead the Basin into compliance with several criteria air pollutant standards and other federal requirements, while taking into account construction and operational emissions associated with population and economic growth projections provided by SCAG's 2020 RTP/SCS. The SCAQMD recommends that,

[3] See SCAQMD's *Air Quality Analysis Handbook* for more detail: https://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook

when determining whether a project is consistent with the relevant AQMPs, the lead agency should assess whether the project would directly obstruct implementation of the plans by impeding SCAQMD's efforts to achieve attainment with respect to any criteria air pollutant for which it is currently not in attainment of the NAAQS and CAAQS (e.g., ozone, PM_{10}, and $PM_{2.5}$) and whether it is consistent with the demographic and economic assumptions (typically land use related, such as employment and population/residential units) upon which the plan is based. The SCAQMD guidance indicates that projects whose growth is included in the projections used in the formulation of the AQMP are considered to be consistent with the plan and would not interfere with its attainment.

The SCAQMD thresholds for construction and operational emissions are designed for the analysis of individual projects and not for long-term planning documents, such as the General Plan Update, which would be implemented over a 20-year period. Emissions are dependent on the exact size, nature, and location of an individual land use type, combined with reductions in localized impacts from the removal of existing land use types, as applicable (i.e., conversion of light industrial uses). Emissions associated with the operation of individual projects, could exceed project-specific thresholds established by the SCAQMD.

CEQA requires that General Plans be evaluated for consistency with the AQMP. Because the AQMP strategy is based on projections from local General Plans, only new or amended General Plan elements, Specific Plans, or individual projects under the General Plan need to undergo a consistency review. Projects considered consistent with the local General Plan are consistent with the air quality-related regional plan. Indicators of consistency include:

- Control Strategies: Whether implementation of a project would increase the frequency or severity of existing air quality violations; would cause or contribute to new violations; or would delay the timely attainment of AAQS or interim emissions reductions within the AQMP.
- Growth Projections: Whether implementation of the project would exceed growth assumptions within the AQMP, which in part, bases its strategy on growth forecasts from local General Plans.

CONSTRUCTION

Control Strategies

The Basin is designated nonattainment for ozone and $PM_{2.5}$ under the CAAQS and NAAQS, and nonattainment for PM_{10} under the CAAQS. Future development accommodated by the General Plan Update involves long-term growth associated with buildout of the City of La Verne. Therefore, the emissions of criteria pollutants associated with future developments under the General Plan Update could exceed the SCAQMD thresholds for criteria pollutants. Future development of individual projects under the General Plan Update would be required to comply

with CARB's requirements to minimize short-term emissions from on-road and off-road diesel equipment, including the ATCM to limit heavy-duty diesel motor vehicle idling to no more than five minutes at any given time, and with SCAQMD's regulations such as Rule 403 for controlling fugitive dust and Rule 1113 for controlling VOC emissions from architectural coatings. Furthermore, as applicable to the type of development, individual projects under the proposed General Plan Update would comply with fleet rules to reduce on-road truck emissions (i.e., 13 CCR, Section 2025 (CARB Truck and Bus regulation)). The General Plan Update includes goals, policies, and actions that support reduced air quality impacts associated with construction activities, including: Policy RM-8.8, which directs new development to meet State and federal clean air standards by minimizing particulate matter emissions from construction activities; Action RM-8.2, which requires project applicants to prepare air quality analyses to address the SCAQMD and General Plan Update requirements; and Action RM-8.14, which requires future development projects implemented under the General Plan Update to demonstrate consistency with the SCAQMD construction emission thresholds, and, where emissions exceed the SCAQMD thresholds, incorporate mitigation measures as necessary to minimize impacts. Compliance with these measures and requirements would be consistent with and meet or exceed the AQMP requirements for control strategies intended to reduce emissions from construction equipment and activities. Therefore, the construction anticipated by the proposed Project would be consistent with the AQMP under the first indicator.

Growth Projections

Implementation of the General Plan Update would result in an increase in short-term employment compared to existing conditions. Future development accommodated by the General Plan Update would involve construction, but implementation of the General Plan Update would not necessarily lead to new population growth, since construction-related jobs generated by future development would likely be filled by existing employees within the construction industry within the City of La Verne, Los Angeles County, and the surrounding region. Construction industry jobs generally have no regular place of business, as construction workers commute to job sites throughout a given region, which may change several times a year. Moreover, these jobs would be temporary in nature. Therefore, the construction jobs generated by future development accommodated by the General Plan Update would not conflict with the long-term employment or population projections upon which the 2022 AQMP is based.

OPERATION

Control Strategies

Future development under the General Plan Update would be required to comply with CARB motor vehicle standards, the SCAQMD regulations for stationary sources and architectural coatings, Title 24 energy efficiency standards, and, to the extent applicable, the 2020 RTP/SCS.[4]

As discussed above, the 2022 AQMP includes land use and transportation strategies from the 2020 RTP/SCS that are intended to reduce VMT and resulting regional mobile source emissions. The applicable land use strategies include: planning for growth around livable corridors; providing more options for short trips/neighborhood mobility areas; supporting zero emission vehicles and expanding vehicle charging stations; and supporting local sustainability planning. The applicable transportation strategies include: managing through the Transportation Demand Management (TDM) Program and the Transportation System Management (TSM) Plan including advanced ramp metering, and expansion and integration of the traffic synchronization network; promoting active transportation. The majority of the transportation strategies are to be implemented by cities, counties, and other regional agencies such as SCAG and the SCAQMD, although some can be furthered by individual development projects.

The types and location of land uses anticipated by the General Plan Update would further implement land use and transportation strategies related to reducing vehicle trips by increasing commercial and residential density near public transit. The availability of public transportation and the focus on increasing density relative to the existing public transportation, enables implementation of the General Plan Update to potentially reduce vehicle trips, VMT, and associated transportation-related emissions per capita, compared to the existing conditions. For example, according to the Transportation Study prepared by Kittelson & Associates, the average VMT per service population would be reduced from 28.08 to 27.47 in year 2040 (i.e. the horizon year for the current City of La Verne General Plan), associated with the growth and development anticipated under the General Plan Update. The General Plan Update also includes goals, policies, and actions that support reduced air quality impacts associated with project operations. These include proposed Land Use Element Policy LU-1.9 and proposed Resource Management Policy RM-8.1, which direct the City to encourage land use patterns and strategies aimed at reducing vehicle trips and VMT, such as mixed-use and infill development; and proposed Resource Management Policies RM-6.1, RM-6.2, RM-6.3, RM-6.4, and RM-6.5, which are aimed at promoting gas and energy conservation and alternative energy sources. Other General Plan Update policies include Policy RM-8.5, which is aimed at minimizing exposure of sensitive receptors to concentrations of air pollutant emissions and TACs, and requires discretionary projects involving sensitive receptors that are proposed within 500 feet of SR-210 to analyze

[4] It should be noted that, as future RTP/SCS's are adopted, new development would be required to be reviewed for consistency with the RTP/SCS in effect at the time, as appropriate.

mobile source toxic air contaminant health risks and, if necessary, implement appropriate mitigation measures to reduce health risks to acceptable levels; Policy RM-8.6, which directs the City to reduce adverse air quality impacts of municipal operations; Action RM-8.1, which directs the City to review all new industrial and commercial development projects for potential air quality impacts to residences and other sensitive receptors; Action RM-8.2, which requires project applicants to prepare air quality analyses to address the SCAQMD and General Plan Update requirements; and Action RM-8.15, which requires future development projects implemented under the General Plan Update to demonstrate consistency with SCAQMD operational emission thresholds, and, where emissions exceed the SCAQMD thresholds, incorporate mitigation measures as necessary to minimize impacts. Therefore, the General Plan Update would result in a less than significant impact associated with air quality. The proposed Project would be consistent with the AQMP under the first indicator.

Growth Projections

The emissions inventory for the SCAB is formed, in part, by existing city and county General Plans. The AQMP is based on population, employment, and VMT forecasts by SCAG. A project might be in conflict with the AQMP if the development is greater than that anticipated in the local General Plan and SCAG's growth projections. Although the proposed General Plan Update accounts for future growth and development in the City, it does not involve any land use changes that would provide for additional growth opportunities beyond the intensities and densities that are currently allowed by the existing (1998) General Plan, and would therefore be consistent with the AQMP growth assumptions. Future development in the City of La Verne that is consistent with the General Plan Update would increase vehicle trips and total VMT over existing conditions, which would result in emissions of ozone precursors and particulate matter. Individual projects under the General Plan Update would be required to undergo subsequent environmental review pursuant to CEQA, and would be required to demonstrate compliance with the AQMP. Individual projects would also be required to demonstrate compliance with the SCAQMD rules and regulations governing air quality.

The City of La Verne continues to coordinate with the SCAQMD and SCAG to ensure City-wide growth projections, land use planning efforts, and local development patterns are accounted for in the regional planning and air quality planning processes. Therefore, implementation of the proposed General Plan Update would not conflict with or obstruct the implementation of the applicable air quality plan. Therefore, this impact is less than significant. Because impacts are less than significant, no mitigation measures are required. Nonetheless, the proposed General Plan includes policies and actions that when implemented would minimize potential impacts to air quality. The proposed General Plan Update Resource Management Element includes Goal RM-8 and related policies and actions to addresses potential air quality impacts by improving air quality in La Verne and the region through reductions in air pollutants and GHG emissions. Additionally,

Policy LU-1.1 of the proposed General Plan Update Land Use Element promotes a land use pattern that would reduce pollution and air quality impacts.

Proposed General Plan Update Goals, Policies, and Actions:

LAND USE ELEMENT

Goal LU-1: **Land Use Mix.** A City with a land use plan that supports a diverse, self-sufficient community that offers a variety of housing types, job opportunities, institutional uses, community facilities, commercial services and recreational opportunities.

Policy LU-1.1: **Land Use Pattern.** Provide for an overall mix of housing, employment, service, and recreational opportunities that promotes efficient development and multimodal choices; reduces pollution, greenhouse gas emissions, and the expenditure of energy and other resources; ensures compatibility between uses; enhances community livability and public health; and sustains economic vitality.

Policy LU-1.9: **Growth Pattern.** Strongly encourage new development to occur in infill locations in a balanced and efficient pattern that reduces sprawl, preserves open space, and creates convenient connections to other land uses and transportation facilities.

Goal LU-3: **Residential Development.** A community that preserves and protects its residential neighborhoods.

Policy LU-3.5: **Sensitive Uses.** Locate residences away from areas of excessive noise, smoke, or dust and ensure that adequate provisions, including buffers or transitional uses, are made to ensure the health and well-being of existing and future residents.

MOBILITY ELEMENT

Goal M-2: **Complete Streets.** A community with a well-designed and built transportation network that is safe, accessible, comfortable, and convenient for all transportation modes and users.

Policy M-2.1: **Complete Streets for Roadway Projects.** Apply Complete Streets principles to all new transportation improvements impacting the public right-of-way.

Policy M-2.2: **Local and Regional Collaboration.** Cooperate and collaborate with regional and local partners, stakeholders, and agencies to ensure the implementation of Complete Streets within and connecting to the City.

Policy M-2.3: **Best Practices and Design Guidance**. Monitor and strive to follow the best and latest design standards for implementing Complete Streets in the City.

RESOURCE MANAGEMENT ELEMENT

Goal RM-6: **Energy and Mineral Resources.** A community that protects its energy and mineral resources for future generations.

Policy RM-6.1: **Regulatory Compliance.** Meet all state and regional regulations in regard to gas and energy conservation and technology use, including the mandatory energy efficiency requirements of the California Green Building Standards Code (CALGreen) and Building and Energy Efficiency Standards.

Policy RM-6.2: **Reduced Consumption.** Promote energy sustainability and conservation in order to reduce consumption of natural resources and promote air quality.

Policy RM-6.3: **Alternative Energy Use.** Regularly evaluate the viability of alternative energy sources for their application in La Verne.

Policy RM-6.4: **Green Building.** Support the use of green building standards and sustainable development strategies, such as Leadership in Energy and Environmental Design (LEED), in both private and public projects.

Policy RM-6.5: **Regional Conservation.** Participate in regional alternative energy supply movements and transition when financially feasible.

Goal RM-8: **Air Quality and Greenhouse Gas Emissions.** Improved air quality in La Verne and the region through reductions in air pollutants and greenhouse gas (GHG) emissions.

Policy RM-8.1: **Development Patterns.** Improve air quality through continuing to require a development pattern that focuses growth in and around existing urbanized areas, locates new housing near places of employment, encourages alternative modes of transportation, supports efficient parking strategies, reduces vehicle miles traveled, and requires projects to mitigate significant air quality impacts.

Policy RM-8.2: **Regional Collaboration.** Coordinate planning efforts with the South Coast Air Quality Management District (SCAQMD), Southern California Association of Governments (SCAG), and the California Air Resource Board (CARB) to meet local and regional air quality standards and ensure attainment of established goals.

Policy RM-8.3: **Measurement.** Coordinate with the California Air Resources Board and South Coast Air Quality Management District to properly measure air quality at emission sources and enforce the standards of the Clean Air Act.

Policy RM-8.4: **Local Reduction Targets.** The City of La Verne establishes the following per capita GHG reduction targets, in order to meet the requirements established by the state under AB 32 and SB 32, consistent with the CARB's Scoping Plan:

- 3.99 MT CO2e per capita by 2030
- 2.66 MT CO2e per capita by 2040; and
- 1.33 MT CO2e per capita by 2050.

Policy RM-8.5: **Sensitive Receptors.** Minimize exposure of sensitive receptors to concentrations of air pollutant emissions and toxic air contaminants. For discretionary projects involving sensitive receptors (i.e., children, the elderly, or people with illnesses) proposed within 500 feet of SR-210, require an analysis of mobile source toxic air contaminant health risks and, if necessary, appropriate mitigation measures to reduce health risks to acceptable levels.

Policy RM-8.6: **Municipal Operations.** Reduce adverse air quality impacts of municipal operations.

Policy RM-8.7: **Effects of Development on Air Quality.** Use the City's development review process and the California Environmental Quality Act to evaluate and mitigate the local and cumulative effects of new development on air quality.

Policy RM-8.8: **Construction Activities.** Meet state and federal clean air standards by minimizing particulate matter emissions from construction activities**.**

Policy RM-8.9: **Airborne Pollutants and Noxious Odors.** Comply with regional, state, and federal standards and programs for control of all airborne pollutants and noxious odors, regardless of source.

Policy RM-8.10: **GHG Reduction.** Consider and adopt new policies and programs that will help to provide energy efficient alternatives to fossil fuel use and reduce consumption in order to reduce greenhouse gas emissions.

Policy RM-8.11: **Carbon Reduction.** Expand the number of parks and trees in La Verne to provide a larger carbon sink or area containing natural sources that retain more carbon than what those sources emit.

Action RM-8.1: Review all new industrial and commercial development projects for potential air quality impacts to residences and other sensitive receptors. Ensure that

mitigation measures and best management practices are implemented to reduce significant emissions of criteria pollutants.

Action RM-8.2: Review development, infrastructure, and planning projects for consistency with SCAQMD requirements during the CEQA review process. Require project applicants to prepare air quality analyses to address SCAQMD and General Plan requirements, which include analysis and identification of:

- Air pollutant emissions associated with the project during construction, project operation, and cumulative conditions.
- Potential exposure of sensitive receptors to toxic air contaminants.
- Significant air quality impacts associated with the project for construction, project operation, and cumulative conditions.
- Mitigation measures to reduce significant impacts to less than significant or the maximum extent feasible where impacts cannot be mitigated to less than significant.

Action RM-8.3: Work with Los Angeles County to implement programs aimed at improving regional air quality.

Action RM-8.4: Continue to review development projects to ensure that all new public and private development complies with the California Code of Regulations (CCR), Title 24 standards as well as the energy efficiency standards established by the La Verne Municipal Code.

Action RM-8.14: Future development projects implemented under the General Plan will be required to demonstrate consistency with SCAQMD construction emission thresholds. Where emissions from individual projects exceed SCAQMD thresholds, the following actions shall be incorporated as necessary to minimize impacts. These measures do not exclude the use of other, equally effective mitigation measures.

- Require all off-road diesel equipment greater than 50 horsepower (hp) used for this Project to meet, at minimum, USEPA Tier 4 final off-road emission standards or equivalent. Such equipment shall be outfitted with Best Available Control Technology (BACT) devices including, at minimum, a California Air Resources Board Certified Level 3 Diesel Particulate Filter (DPF) or equivalent. This DPF will reduce diesel particulate matter and NOx emissions during construction activities.
- Require a minimum of 50 percent of construction debris be diverted for recycling.

- Require building materials to contain a minimum 10 percent recycled content.
- Require materials such as paints, primers, sealants, coatings, and glues to have a low volatile organic compound concentration compared to conventional products. If low VOC materials are not available, architectural coating phasing should be extended sufficiently to reduce the daily emissions of VOCs.

Action RM-8.15: Future development projects implemented under the General Plan will be required to demonstrate consistency with SCAQMD's operational emission thresholds. For projects where operational emissions exceed regulatory thresholds, the following measures may be used to reduce impacts. Note the following measures are not all inclusive and developers have the option to add or substitute measures that are equally or more appropriate for the scope of their project.

- Develop a project specific TDM program for residents and/or employees that provides opportunities for carpool/vanpools.
- Provide onsite solar/renewable energy in excess of regulatory requirements.
- Require that owners/tenants of non-residential or multi-family residential developments use architectural coatings that are 10 grams per liter or less when repainting/repairing properties.
- Require dripless irrigation and irrigation sensor units that prevent watering during rain storms.
- Ensure all parking areas are wired for capability of future EV charging and include EV charging stations that exceed regulatory requirements.

Mitigation Measures: No mitigation is required.

Level of Significance: Less Than Significant Impact.

AQ-2: Would the project result in cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under the applicable federal or state ambient air quality standard?

Impact Analysis: Ozone, NO_2, VOC and PM_{10} and $PM_{2.5}$ are pollutants of concern, as the SCAB has been designated as a nonattainment area for State ozone, PM_{10} and $PM_{2.5}$ and as a federal nonattainment area for ozone and PM_{10}. The SCAB is currently in attainment and/or unclassified for State and federal CO, SOx, NO_2, lead and federal attainment for PM_{10}. The SCAQMD has established numerical significance thresholds for regional emissions during construction and

operation. The numerical significance thresholds are based on the recognition that the Basin is a distinct geographic area with a critical air pollution problem for which ambient air quality standards have been promulgated to protect public health. Implementation of the General Plan Update would potentially cause or contribute to an exceedance of an ambient air quality standard if the following would occur:

Regional construction emissions from both direct and indirect sources would exceed any of the following the SCAQMD prescribed daily emissions thresholds:

- 75 pounds a day for VOC;
- 100 pounds per day for NOx;
- 150 pounds per day for PM_{10}; and
- 55 pounds per day for $PM_{2.5}$.

Regional operational emissions exceed any of the following the SCAQMD prescribed daily emissions thresholds:

- 55 pounds a day for VOC;
- 55 pounds per day for NOx;
- 150 pounds per day for PM_{10}; and
- 55 pounds per day for $PM_{2.5}$.

CONSTRUCTION

Construction of the growth anticipated by the proposed General Plan Update has the potential to temporarily emit criteria air pollutant emissions through the use of heavy-duty construction equipment, and through vehicle trips generated by workers and haul trucks. In addition, fugitive dust emissions would result from demolition and various soil-handling activities. Mobile source emissions, primarily NOx and PM emissions (i.e., PM_{10} and $PM_{2.5}$), would result from the use of diesel-powered on- and off-road vehicles and equipment. Construction emissions can vary substantially from day-to-day, depending on the level of activity and the specific type of construction activity.

Information regarding the specific development projects and location of receptors for those projects is required in order to model specific emissions throughout the buildout horizon. Construction activities are anticipated to occur at various levels throughout the approximately 20-year buildout horizon (2025 to 2045). Since specific projects are unknown at this time, as is the level of intensity of construction over the 20 years, the analysis provides emissions from an

anticipated reasonable worst-case construction scenario. Specifically, emissions were modeled for all development within the Planning Area in buildout year 2045.[5]

As detailed in the methodology section above, daily emissions were estimated for the construction of the land uses provided in Table 3-4 of Section 3.0, *Project Description*. Detailed information on modeling parameter inputs is provided in Appendices A and B. The results of the criteria air pollutant calculations are presented in Table 5.2-6, *Maximum Regional Construction Emissions*. The calculations used to develop construction emissions incorporate compliance with applicable dust control measures required to be implemented during each phase of construction by SCAQMD Rule 403 (Control of Fugitive Dust), and fugitive VOC control measures required to be implemented by architectural coating emission factors based on SCAQMD Rule 1113 (Architectural Coatings).

As shown in Table 5.2-6, construction-related daily emissions would exceed the SCAQMD significance thresholds for VOCs, NOx, CO, PM_{10}, and $PM_{2.5}$. Therefore, short-term regional construction emissions would be potentially significant.

Table 5.2-6
Maximum Regional Construction Emissions (pounds/day)

Source	VOC	NOx	CO	SO_2	PM_{10}	$PM_{2.5}$
Maximum Daily Emissions	92.6	248	847	0.76	188	55.2
SCAQMD Threshold	75	100	550	150	150	55
Above Threshold?	**Yes**	**Yes**	**Yes**	No	**Yes**	**Yes**
Source: CalEEMod v.2022.1						

OPERATION

Operation of future development accommodated by the General Plan Update would generate criteria air pollutant emissions from project-generated vehicle trips traveling within the City, energy sources such as natural gas combustion, and area sources such as landscaping equipment and consumer products usage. The on-road mobile sources related to the operation of future development accommodated by the General Plan Update include passenger vehicles, onsite use

[5] Note that this approach provides an overestimate of the emissions generated by the proposed project within the Planning Area (since it models total development that is projected to exist within the Planning Area in 2045, including development that currently exists and would continue to exist in 2045). This approach to estimated proposed project emissions provides a proxy for the 'worst-case scenario' for the purposes of CEQA analysis.

of off-road equipment and delivery trucks. VMT data takes into account ridership, mode, and distance on freeways and local streets as provided in Section 5.14, *Transportation*. Projected emissions resulting from operational activities of future development accommodated by the General Plan Update are presented in Table 5.2-7, *Maximum Regional Operational Emissions (pounds/day)*.

Table 5.2-7
Maximum Regional Operational Emissions (pounds/day)

Source	VOC	NOx	CO	SO_2	PM_{10}	$PM_{2.5}$
Maximum Daily Emissions	1,229	485	5,549	13.9	1,465	385
SCAQMD Threshold	55	55	550	150	150	55
Above Threshold?	**Yes**	**Yes**	**Yes**	No	**Yes**	**Yes**
Source: CalEEMod v.2022.1						

As identified in Table 5.2-7, operational emissions for future development accommodated by the General Plan Update would exceed regulatory thresholds for VOC, NOx, CO, PM_{10}, and $PM_{2.5}$. While these thresholds are the only thresholds available for numerically determining significance, it should be noted that these thresholds were specifically developed for use in determining significance for individual projects and not for program-level documents, such as the General Plan Update. However, as emissions for VOC, NOx, CO, PM_{10}, and $PM_{2.5}$ exceed regulatory thresholds, the regional operational emissions would be potentially significant.

CONCLUSION

The exact level of construction emissions from the development anticipated by future development accommodated by the General Plan Update cannot be quantified without full detail of the development projects to be implemented and the extent to which mitigation can be applied. Individual projects anticipated by the General Plan Update would be required to implement their own environmental review. The proposed policies and actions of the General Plan Update listed below would potentially reduce emissions, which could potentially address impacts related to conflicts with an applicable air quality plan. For instance, the General Plan Update includes: Policy RM-8.8, which directs new development to meet State and federal clean air standards by minimizing particulate matter emissions from construction activities; Action RM-8.2, which requires project applicants to prepare air quality analyses to address the SCAQMD and General Plan Update requirements; and Action RM-8.14, which requires future development projects implemented under the General Plan Update to demonstrate consistency with the SCAQMD construction emission thresholds, and, where emissions exceed the SCAQMD

thresholds, incorporate mitigation measures as necessary to minimize impacts. These policies and actions are oriented toward the reduction of the air quality impacts of individual projects.

With respect to operational emissions, future development under the General Plan Update would be required to comply with the AQMP, IP, CARB, SCAQMD regulations, Title 24 energy efficiency standards, and the General Plan Update's policies and actions. Implementation of the policies and actions listed above would mitigate and reduce such emissions. However, as there is no way to determine the extent to which these regulations would be, or need to be, implemented, it is impossible to determine if potential impacts would be reduced to below regulatory thresholds because the details and potential emissions levels of future development projects is not known at this time, as there are no specific development projects proposed as part of the General Plan Update. Like for construction emissions, the policies and actions of the General Plan listed below would potentially reduce operational emissions.

For example, the General Plan Update includes proposed Land Use Element Policy LU-1.9 and proposed Resource Management Policy RM-8.1, which direct the City to encourage land use patterns and strategies aimed at reducing vehicle trips and VMT, such as mixed-use and infill development; and proposed Resource Management Policies RM-6.1, RM-6.2, RM-6.3, RM-6.4, and RM-6.5, which are aimed at promoting gas and energy conservation and alternative energy sources. Other General Plan Update policies include Policy RM-8.5, which is aimed at minimizing exposure of sensitive receptors to concentrations of air pollutant emissions and TACs, and requires discretionary projects involving sensitive receptors that are proposed within 500 feet of SR-210 to analyze mobile source toxic air contaminant health risks and, if necessary, implement appropriate mitigation measures to reduce health risks to acceptable levels; Policy RM-8.6, which directs the City to reduce adverse air quality impacts of municipal operations; Action RM-8.1, which directs the City to review all new industrial and commercial development projects for potential air quality impacts to residences and other sensitive receptors; Action RM-8.2, which requires project applicants to prepare air quality analyses to address the SCAQMD and General Plan Update requirements; and Action RM-8.15, which requires future development projects implemented under the General Plan Update to demonstrate consistency with the SCAQMD operational emission thresholds, and, where emissions exceed the SCAQMD thresholds, incorporate mitigation measures as necessary to minimize impacts.

There are no feasible criteria air pollutant reduction measures beyond those identified within the policies and actions listed above and those listed below, that would reduce impacts. While implementation of these policies and actions would reduce criteria pollutant emissions, the extent to which the impacts would have to be determined on a project-by-project basis, as necessary. Therefore, this impact is significant and unavoidable.

Proposed General Plan Update Goals, Policies, and Actions: Refer to the General Plan Update goals, policies and actions cited above in AQ-1.

Mitigation Measures: There is no feasible mitigation available for this impact.

Level of Significance: Significant and Unavoidable Impact.

AQ-3: Would the project expose sensitive receptors to substantial pollutant concentrations?

Impact Analysis: Criteria air pollutant emissions have the potential to result in health impacts on sensitive receptors located near new development within the Planning Area. As discussed previously, localized impacts are associated with onsite activities. In addition to these localized impacts, vehicle travel associated with future development accommodated by the General Plan Update has the potential to result in exposure of sensitive receptors to CO emissions from intersection congestion. Based on the nature and extent of new development, nearby sensitive receptors could be exposed to levels of toxic air contaminants that could result in a potential increase in cancer, acute, and/or chronic risk. The proposed Project would potentially cause a significant impact if one of the following would occur:

- Localized emissions from NO_2 and CO for future development accommodated by the General Plan Update, when combined with existing ambient concentrations, would exceed the CAAQS.
- Localized emissions from PM_{10} and $PM_{2.5}$ would result in exceedance of the following incremental increase thresholds:
    - 10.4 µg/m^3 (24-hour) and 1 µg/m^3 of PM_{10} (Annual) for construction;
    - 10.4 µg/m^3 (24-hour) of $PM_{2.5}$ for construction;
    - 2.5 µg/m^3 (24-hour) and 1.0 µg/m^3 (Annual) of PM_{10} for operations; and
    - 2.5 µg/m^3 (24-hour) of $PM_{2.5}$ for operation.

Additionally, buildout of the General Plan Update would be considered to emit significant carcinogenic materials or TACs if development were to exceed the maximum incremental cancer risk of ten in one million or an acute or chronic hazard index of 1.0; or if cancer burden were to correspond to an increase in more than 0.5 excess cancer cases in areas where the Project-related increase in individual cancer risk exceeds 1 in one million.

LOCAL AIR QUALITY

The SCAQMD recommends the evaluation of localized air quality impacts on sensitive receptors in the immediate vicinity of project-specific level proposed projects (following the SCAQMD Localized Significant Threshold, or LST, methodology). However, the SCAQMD explicitly advises that the LST methodology is not applicable to regional projects such as general plans. Therefore, an analysis of localized emissions during construction activities is not provided herein. Because the exact nature, location, and operation of the future developments are unknown, quantification of potential localized operational risk would be speculative. However, as

construction and operation of these future developments would occur within close proximity to sensitive receptors, there is the potential for localized emissions to exceed regulatory levels. Therefore, localized construction and operational emissions with respect to the proposed Project would be potentially significant.

INTERSECTION HOT SPOT ANALYSIS

The potential for future development accommodated by the General Plan Update to cause or contribute to CO hotspots is evaluated by comparing Planning Area intersections (both intersection geometry and traffic volumes) with prior studies conducted by the SCAQMD in support of the AQMPs and considering existing background CO concentrations. As discussed below, this comparison demonstrates that the implementation of the General Plan Update would not cause or contribute considerably to the formation of CO hotspots, that CO concentrations at project impacted intersections would remain well below the ambient air quality standards, and that no further CO analysis is warranted or required.

CO levels in the Planning Area are substantially below the federal and State standards. CO levels decreased dramatically in the Basin with the introduction of the catalytic converter in 1975. No exceedances of CO have been recorded at monitoring stations in the Basin for some time and the Basin is currently designated as a CO attainment area for both the CAAQS and NAAQS. Thus, it is not expected that CO levels within the Planning Area at project-impacted intersections would rise to the level of an exceedance of these standards.

Additionally, the SCAQMD conducted CO modeling for the 2003 AQMP for the four worst-case intersections in the Basin: (1) Wilshire Boulevard and Veteran Avenue; (2) Sunset Boulevard and Highland Avenue; (3) La Cienega Boulevard and Century Boulevard; and (4) Long Beach Boulevard and Imperial Highway. Based on the intersection volumes identified in the 2003 AQMP, if a project's traffic levels exceed 100,000 vehicles per day at any proposed project-impacted intersection, there would be the potential for significant impacts and dispersion modeling would need to be conducted to determine project level impacts.

As provided within the Transportation Impact Analysis (see Appendix F), there are no intersections that would exceed 100,000 vehicles per day within the Planning Area. As a result, CO concentrations are expected to be less than those estimated in the 2003 AQMP, and would not exceed the applicable thresholds. Thus, this comparison demonstrates that the proposed project would not contribute considerably to the formation of CO hotspots and no further CO analysis is required. The proposed project would result in less than significant impacts with respect to CO hotspots.

TOXIC AIR CONTAMINANTS

Construction and operation of future development anticipated by the General Plan Update would result in emissions of TACs, predominantly from diesel particulate emissions from on- and off-

road vehicles during construction and from the operation of diesel fueled equipment or generators during operational activities. Because the exact nature, location, and operation of the future developments are unknown, and because health risk impacts from TACs are cumulative over the life of the nearby receptors, quantification of potential health risks would be speculative. However, as construction and operation of these future developments would occur within close proximity to sensitive receptors, there is the potential for risk to exceed regulatory levels. Therefore, health risks with respect to the development anticipated by the General Plan Update would be potentially significant.

HEALTH IMPACTS

Because regional emissions exceed the SCAQMD regulatory thresholds during construction and operational activities, there is the potential that these emissions would exceed the CAAQS and NAAQS, potentially resulting in a health impact. Without knowing the exact specifications for all projects that may be developed under the General Plan Update, there is no way to accurately calculate the potential for health impacts from the overall General Plan Update. Individual development projects would be required to assess the potential for health impacts from the construction and operation of individual projects. Because there is no way to determine the potential for these projects to affect health of sensitive receptors within the City of La Verne, the proposed Project would result in potentially significant health impacts.

The proposed policies of the General Plan Update listed below would potentially reduce emissions, which could potentially reduce impacts related to conflicts with an applicable air quality plan. For example, Goal RM-8 of the General Plan Update Resources Management Element addresses potential air quality impacts by improving air quality in La Verne and the region through reductions in air pollutants and GHG emissions. Specifically, Policy RM-8.5 is aimed at minimizing exposure of sensitive receptors to concentrations of air pollutant emissions and TACs, and requires discretionary projects involving sensitive receptors that are proposed within 500 feet of SR-210 to analyze mobile source toxic air contaminant health risks and, if necessary, implement appropriate mitigation measures to reduce health risks to acceptable levels; and Action RM-8.1 directs the City to review all new industrial and commercial development projects for potential air quality impacts to residences and other sensitive receptors. Policy LU-1.1 of the General Plan Update Land Use Element promotes a land use pattern that would reduce pollution and air quality impacts.

CONCLUSION

With respect to local air quality emissions, toxic air contaminant emissions, and health impacts, future development under the General Plan Update would be required to comply with the AQMP, SIP, CARB, SCAQMD regulations, Title 24 energy efficiency standards, and the proposed General Plan Update policies and actions. Implementation of the goals and policies would mitigate and reduce such emissions. However, the exact location, type, nature, and size of future projects that

may expose sensitive receptors to pollutant concentrations cannot be calculated at this time, as the details of potential future projects are not currently known. As such, there is no way to determine the extent to which these regulations will be, or need to be, implemented, and it is impossible to determine if potential impacts would be reduced to below regulatory thresholds. Therefore, localized operational impacts, construction and operational health and toxic air impacts would remain significant and unavoidable.

Proposed General Plan Update Goals, Policies, and Actions: Refer to the General Plan Update goals, policies and actions cited above in AQ-1.

Mitigation Measures: There is no feasible mitigation available for this impact.

Level of Significance: Significant and Unavoidable Impact.

AQ-4: Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Impact Analysis: Potential sources that may emit odors during construction activities include the use of architectural coatings and solvents. SCAQMD Rule 1113 (Architectural Coatings) limits the amount of VOCs from architectural coatings and solvents. According to the SCAQMD's *CEQA Air Quality Handbook*, construction equipment is not a typical source of odors. Odors from the combustion of diesel fuel would be minimized by complying with the CARB ATCM that limits diesel-fueled commercial vehicle idling to five minutes at any given location, which was adopted in 2004. Future development accommodated by the General Plan Update would also comply with SCAQMD Rule 402 (Nuisance), which prohibits the emissions of nuisance air contaminants or odorous compounds. Through adherence to and mandatory compliance with SCAQMD Rules and State measures, construction activities and materials would not create objectionable odors. Construction of future development would not be expected to generate nuisance odors at nearby air quality sensitive receptors. Therefore, impacts with respect to odors would be less than significant.

According to the SCAQMD's *CEQA Air Quality Handbook*, land uses associated with odor complaints typically include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. Potential operational airborne odors could be created by commercial and industrial uses developed under the General Plan Update. However, future development would be required to comply with the City's Municipal Code, including Chapter 6.16, *Animal Regulations*, which prohibits animal premises from being sources of offensive odors, and SCAQMD's Rule 402 (Nuisance), which prohibits the emissions of nuisance air contaminants or odorous compounds. The other potential source of odors would be new waste receptacles within the Planning Area. The receptacles would be stored in areas and in containers, as required by the City, and be emptied on a regular basis, before potentially substantial odors have developed.

Additionally, the policies included as part of the General Plan Update would reduce mobile and stationary source emissions and odors associated with diesel fuel by focusing on land use patterns that improve air quality, reduce air pollution from stationary sources, and encourage/enable increased transit behavior. Consequently, implementation of the General Plan Update would not create operational-related objectionable odors affecting a substantial number of people within the City. Impacts would be less than significant in this regard.

Proposed General Plan Update Goals, Policies, and Actions:

RESOURCE MANAGEMENT ELEMENT

Policy RM-7.2: **Solid Waste Collection.** Provide adequate waste disposal, recycling, and refuse services for present and future residents and businesses, including programs that improve public access to solid waste collection and recycling facilities.

Goal RM-8: **Air Quality and Greenhouse Gas Emissions.** Improved air quality in La Verne and the region through reductions in air pollutants and greenhouse gas (GHG) emissions.

Policy RM-8.1: **Development Patterns.** Improve air quality through continuing to require a development pattern that focuses growth in and around existing urbanized areas, locates new housing near places of employment, encourages alternative modes of transportation, supports efficient parking strategies, reduces vehicle miles traveled, and requires projects to mitigate significant air quality impacts.

Policy RM-8.2: **Regional Collaboration.** Coordinate planning efforts with the South Coast Air Quality Management District (SCAQMD), Southern California Association of Governments (SCAG), and the California Air Resource Board (CARB) to meet local and regional air quality standards and ensure attainment of established goals.

Policy RM-8.3: **Measurement.** Coordinate with the California Air Resources Board and South Coast Air Quality Management District to properly measure air quality at emission sources and enforce the standards of the Clean Air Act.

Policy RM-8.5: **Sensitive Receptors.** Minimize exposure of sensitive receptors to concentrations of air pollutant emissions and toxic air contaminants. For discretionary projects involving sensitive receptors (i.e., children, the elderly, or people with illnesses) proposed within 500 feet of SR-210, require an analysis of mobile source toxic air contaminant health risks and, if necessary, appropriate mitigation measures to reduce health risks to acceptable levels.

Policy RM-8.6: **Municipal Operations.** Reduce adverse air quality impacts of municipal operations.

Policy RM-8.7: **Effects of Development on Air Quality.** Use the City's development review process and the California Environmental Quality Act to evaluate and mitigate the local and cumulative effects of new development on air quality.

Policy RM-8.8: **Construction Activities.** Meet state and federal clean air standards by minimizing particulate matter emissions from construction activities**.**

Policy RM-8.9: **Airborne Pollutants and Noxious Odors.** Comply with regional, state, and federal standards and programs for control of all airborne pollutants and noxious odors, regardless of source.

Action RM-8.1: Review all new industrial and commercial development projects for potential air quality impacts to residences and other sensitive receptors. Ensure that mitigation measures and best management practices are implemented to reduce significant emissions of criteria pollutants.

Action RM-8.2: Review development, infrastructure, and planning projects for consistency with SCAQMD requirements during the CEQA review process. Require project applicants to prepare air quality analyses to address SCAQMD and General Plan requirements, which include analysis and identification of:

- Air pollutant emissions associated with the project during construction, project operation, and cumulative conditions.
- Potential exposure of sensitive receptors to toxic air contaminants.
- Significant air quality impacts associated with the project for construction, project operation, and cumulative conditions.
- Mitigation measures to reduce significant impacts to less than significant or the maximum extent feasible where impacts cannot be mitigated to less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

5.2.6 CUMULATIVE IMPACTS

Section 4.0, *Basis of Cumulative Analysis,* identifies projected growth within the Planning Area with the potential to interact with the proposed Project to the extent that a significant cumulative effect may occur. The geographic setting for air quality considers development within the City as well as the SCAB.

Would the project, combined with other related cumulative projects, conflict with or obstruct implementation of the applicable air quality plan?

Impact Analysis: As stated under Impact AQ-1, the City of La Verne continues to coordinate with the SCAQMD and SCAG to ensure Citywide growth projections, land use planning efforts, and local development patterns are accounted for in the regional planning and air quality planning processes. Additionally, the General Plan Update includes policies and actions to further minimize potential impacts to air quality in support of the AQMP. Therefore, the operation of the proposed General Plan Update would not conflict with or obstruct the implementation of the applicable air quality plan and impacts would be less than significant.

Proposed General Plan Update Goals, Policies, and Actions: Refer to the General Plan goals, policies, and actions cited above.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

Would the project, combined with other related cumulative projects, conflict with or obstruct implementation of the applicable air quality plan, or result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable Federal or state ambient air quality standard?

Impact Analysis: Construction of the growth anticipated by the General Plan Update has the potential to temporarily emit criteria air pollutant emissions through the use of heavy-duty construction equipment, and through vehicle trips generated by workers and haul trucks. In addition, fugitive dust emissions would result from demolition and various soil-handling activities. Mobile source emissions, primarily NOx and PM emissions (i.e., PM_{10} and $PM_{2.5}$), would result from the use of diesel-powered on- and off-road vehicles and equipment. Construction emissions can vary substantially from day-to-day, depending on the level of activity and the specific type of construction activity. As shown in Table 5.2-6, construction-related daily emissions would exceed the SCAQMD significance thresholds for VOCs, NOx, CO, SO_2, PM_{10}, and $PM_{2.5}$.

Operation of the future development accommodated by the General Plan Update would generate criteria air pollutant emissions from Project-generated vehicle trips traveling within the City, energy sources such as natural gas combustion, and area sources such as landscaping equipment and consumer products usage. As identified in Table 5.2-7, potential operational emissions for the proposed Project would also exceed regulatory thresholds (for VOC, NOx, CO, PM_{10}, and $PM_{2.5}$). Feasible mitigation measures are incorporated into the policies and actions included within the General Plan Update. However, there are no feasible criteria air pollutant reduction measures beyond those identified within the policies and actions listed under above,

that would reduce impacts. While implementation of these policies and actions would reduce criteria pollutant emissions, the extent to which the impacts would be generated by future development and infrastructure projects have to be determined on a project-by-project basis, as necessary.

Moreover, with respect to local air quality emissions, toxic air contaminant emissions, and health impacts, future development under the General Plan Update would be required to comply with the AQMP, SIP, CARB, SCAQMD regulations, Title 24 energy efficiency standards, and the proposed General Plan Update policies and actions. Implementation of the policies and actions listed above would mitigate and reduce such emissions. However, as there is no way to determine the extent to which these regulations would be, or need to be, implemented, it is impossible to determine if potential impacts would be reduced to below regulatory thresholds because the details and potential emissions levels of future development projects is not known at this time, as there are no specific development projects proposed as part of the General Plan Update. Therefore, localized operational impacts, construction and operational health, and toxic air impacts would remain significant and unavoidable.

Lastly, with respect to other emissions, as stated, future development under the General Plan Update would be required to comply with the AQMP, SIP, CARB, SCAQMD regulations, Title 24 energy efficiency standards, and the proposed General Plan Update policies and actions. However, as there is no way to determine the extent to which these regulations would be, or need to be, implemented, it is impossible to determine if potential impacts would be reduced to below regulatory thresholds. As project-specific information is not currently known, there are no known feasible mitigation measures that can be identified at this time beyond the policies and actions listed above. Based on these impacts, the General Plan Update would contribute to a cumulative impact with regard to air quality in the region and within the Basin as a whole. Therefore, this impact is considered a cumulatively considerable and significant and unavoidable impact.

Proposed General Plan Update Goals, Policies, and Actions: Refer to the General Plan goals, policies, and actions cited above.

Mitigation Measures: There is no feasible mitigation available for this impact.

Level of Significance: Significant and Unavoidable Impact.

Would the project, combined with other related cumulative projects, expose sensitive receptors to substantial pollutant concentrations?

Impact Analysis: As stated under Impact AQ-3, with respect to local air quality emissions, TAC emissions, and health impacts, future development under the General Plan Update would be required to comply with AQMP, SIP, CARB, SCAQMD regulations, Title 24 energy efficiency

standards, and the proposed General Plan Update policies and actions. Implementation of the General Plan Update policies and actions listed above would mitigate and reduce such emissions. However, the exact location, type, nature, and size of future projects that may expose sensitive receptors to pollutant concentrations cannot be calculated at this time, as the details of potential future projects are not currently known. As such, there is no way to determine the extent to which these regulations will be, or need to be, implemented, and it is impossible to determine if potential impacts would be reduced to below regulatory thresholds. Additionally, as project-specific information is not currently known, there are no known feasible mitigation measures that can be identified at this time beyond the policies and actions listed above. Therefore, this impact is considered a cumulatively considerable and significant and unavoidable impact.

Proposed General Plan Update Goals, Policies, and Actions: Refer to the General Plan goals, policies, and actions cited above.

Mitigation Measures: There is no feasible mitigation available for this impact.

Level of Significance: Significant and Unavoidable Impact.

Would the project, combined with other related cumulative projects, result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Impact Analysis: As stated under Impact AQ-4, with respect to potential sources that may emit odors during construction and operations, future developments under the General Plan Update would be required to comply with the CARB requirements, SCAQMD rules, the City's Municipal Code, and the proposed General Plan Update policies and actions. As a result, the implementation of the General Plan Update would not result in a cumulatively considerable contribution to cumulative odor impacts. Additionally, adherence to SCAQMD rules and regulations would alleviate potential impacts related to cumulative conditions on a project-by-project basis. Project implementation would not contribute to a cumulatively considerable objectionable odors affecting a substantial number of people within the City; impacts would be less than significant in this regard.

Proposed General Plan Update Goals, Policies, and Actions: Refer to the General Plan goals, policies, and actions cited above.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

5.2.7 SIGNIFICANT UNAVOIDABLE IMPACTS

The General Plan Update would result in a significant unavoidable impact for the following areas:

- General Plan implementation would result in a cumulatively considerable net increase of criteria pollutants for which the project region is non-attainment under an applicable federal or state ambient air quality standard during construction and operational activities.
- General Plan implementation would expose sensitive receptors to substantial pollutant concentrations during construction and operational activities.
- General Plan implementation would result in a cumulatively considerable contribution to significant cumulative air quality impacts with the potential to expose sensitive receptors to substantial pollutant concentrations.

All other air quality impacts associated with implementation of the General Plan Update would be less than significant.

If the City of La Verne approves the General Plan Update, the City will be required to make findings in accordance with CEQA Guidelines Section 15091 and prepare a Statement of Overriding Considerations for consideration by the City's decisionmakers in accordance with CEQA Guidelines Section 15093.

5.2.8 REFERENCES

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5.3 BIOLOGICAL RESOURCES

5.3.1 PURPOSE

This section describes biological resources within the Planning Area and provides an analysis of potential impacts associated with implementation of the General Plan Update.

One comment was received during the NOP comment period regarding biological resources. The comment was received from the California Department of Fish and Wildlife (CDFW). The CDFW comment letter provides protection status and recommendations regarding the following species: mountain lion (*Puma concolor*); California glossy snake (*Arizona elegans occidentalis*); bat species, including hoary bat (*Lasiurus cinereus*), pallid bat (*Antrozous pallidus*), and western mastiff bat (*Eumops perotis*); oak trees (*Quercus genus*) and oak woodlands (Quercus genus Woodland Alliance); and nesting birds, including coastal California gnatcatcher (*Polioptila californica californica*). The CDFW comments also include recommendations regarding waterways that flow through the Planning Area, including the Marshall Creek, San Dimas Wash, and Live Oak Wash flow, and nearby Significant Ecological Areas (SEAs) designated by Los Angeles County, including the San Dimas Canyon/San Antonio Wash SEA and East San Gabriel Valley SEA. Additionally, the CDFW includes a number of general comments and recommendations related to: the biological resources baseline assessment; scientific collecting permits; translocation/ salvage of plants and animal species; disclosure of likely project effects; mitigation measures, data; direct, indirect, and cumulative impacts expected to adversely affect biological resources; compensatory mitigation; and long-term management of mitigation lands. This section addresses the environmental issues raised during the NOP comment period.

KEY TERMS

The following key terms are used throughout this section to describe biological resources and the framework that regulates them:

Hydric Soils: One of the three wetland identification parameters, according to the federal definition of a wetland, hydric soils have characteristics that indicate they were developed in conditions where soil oxygen is limited by the presence of saturated soil for long periods during the growing season. There are approximately 2,000 named soils in the United States that may occur in wetlands.

Hydrophytic Vegetation: Plant types that typically occur in wetland areas. Nearly 5,000 plant types in the United States may occur in wetlands. Plants are listed in regional publications of the U.S. Fish and Wildlife Service (USFWS) and include such species as cattails, bulrushes, cordgrass, sphagnum moss, bald cypress, willows, mangroves, sedges, rushes, arrowheads, and water plantains.

Sensitive Natural Community: A sensitive natural community is a biological community that is regionally rare, provides important habitat opportunities for wildlife, is structurally complex, or is in other ways of special concern to local, State, or federal agencies. CEQA identifies the elimination or substantial degradation of such communities as a significant impact. The California Department of Fish and Wildlife (CDFW) tracks sensitive natural communities in the California Natural Diversity Database (CNDDB).

Special-Status Species: Special status species are those plants and animals that, because of their recognized rarity or vulnerability to various causes of habitat loss or population decline, are recognized by federal, State, or other agencies. Some of these species receive specific protection that is defined by federal or State endangered species legislation. Others have been designated as "sensitive" on the basis of adopted policies and expertise of State resource agencies or organizations with acknowledged expertise, or policies adopted by local governmental agencies such as counties, cities, and special districts to meet local conservation objectives. These species are referred to collectively as "special status species" in this report, following a convention that has developed in practice but has no official sanction. For the purposes of this assessment, the term “special status” includes those species that are:

- Federally listed or proposed for listing under the Federal Endangered Species Act (50 CFR 17.11-17.12);
- Candidates for listing under the Federal Endangered Species Act (61 FR 7596-7613);
- State listed or proposed for listing under the California Endangered Species Act (14 CCR 670.5);
- Species listed by the USFWS or the CDFW as a species of concern (USFWS), rare (CDFW), or of special concern (CDFW);
- Fully protected animals, as defined by the State of California (California Fish and Game Code Section 3511, 4700, and 5050);
- Species that meet the definition of threatened, endangered, or rare under CEQA (CEQA Guidelines Section 15380);
- Plants listed as rare or endangered under the California Native Plant Protection Act (California Fish and Game Code Section 1900 et seq.); and
- Plants listed by the California Native Plant Society (CNPS) as rare, threatened, or endangered (List 1A and List 2 status plants in Skinner and Pavlik 1994).

Waters of the U.S.: The federal government defines waters of the U.S. as "lakes, rivers, streams, intermittent drainages, mudflats, sandflats, wetlands, sloughs, and wet meadows" [33 C.F.R. §328.3(a)]. Waters of the U.S. exhibit a defined bed and bank and ordinary high-water mark (OHWM). The OHWM is defined by the U.S. Army Corps of Engineers (USACE) as “that line on

shore established by the fluctuations of water and indicated by physical character of the soil, destruction of terrestrial vegetation, the presence of litter and debris, or other appropriate means that consider the characteristics of the surrounding areas" [33 C.F.R. §328.3(e)].

Wetlands: Wetlands are ecologically complex habitats that support a variety of both plant and animal life. The federal government defines wetlands as "those areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support and under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions" [33 C.F.R. §328.3(b)]. Wetlands require wetland hydrology, hydric soils, and hydrophytic vegetation. Examples of wetlands include freshwater marsh, seasonal wetlands, and vernal pool complexes that have a hydrologic link to waters of the U.S.

5.3.2 ENVIRONMENTAL SETTING

BIOREGIONS

La Verne is located within the Southern California Coast bioregion, which is 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, bounded on the east by the western edge of the Bureau of Land Management California Desert Conservation Area, bounded on the south by Mexican border, and bounded on the west by the Pacific Ocean. Landscapes in this bioregion range from flatlands to mountains, and 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 in the State, urbanization has caused intense effects to natural resources (SWRCB 2022). Urbanization in the Southern California Coast bioregion has resulted in the loss of habitat, spread of nonnative 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. At present, there are 59 wildlife habitats in the CWHR System, including: 27 tree, 12 shrub, six herbaceous, four aquatic, eight agricultural, one developed, and one non-vegetated (CDFW 2022).

According to the CWHR System, there are 13 cover types (wildlife habitat classifications) in the Planning 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.

Table 5.3-1, *Cover Types – California Wildlife Habitat Relationship System,* identifies the total area by acreage for each cover type (wildlife habitat classification) found in La Verne. Figure 5.3-1,

Wildlife Habitat Relationship Cover Types, illustrates the location of each cover type (wildlife habitat classification) within the Planning Area. A brief description of each cover type follows.

Table 5.3-1
Cover Types - California Wildlife Habitat Relationship System

Name	City Acres	SOI Acres	Total Acres
Annual Grassland	295.68	12.14	307.82
Barren	79.42	7.79	87.21
Chamise-Redshank Chaparral	8.67	0.00	8.67
Coastal Oak Woodland	254.86	145.60	400.46
Coastal Scrub	49.00	123.74	172.75
Deciduous Orchard	0.03	0.00	0.03
Desert Wash	1.33	0.00	1.33
Evergreen Orchard	51.03	0.00	51.03
Lacustrine	54.04	0.67	54.71
Mixed Chaparral	498.37	817.26	1,315.63
Montane Hardwood	50.58	44.44	95.02
Urban	4,071.51	358.76	4,430.27
Valley-Foothill Riparian	39.35	0.00	39.35
Total	**5,453.88**	**1,510.40**	**6,964.28**

Source: California Department of Forestry and Fire Protection 2015, FVEG15_1; Los Angeles County; ArcGIS Online World Terrain map service. Date: March 2023.

Developed Cover Types

Deciduous Orchard in California is typically open single species tree dominated habitats. Depending on the tree type and pruning methods they are usually low, bushy trees with an open understory to facilitate harvest. Deciduous orchards include trees, such as, almonds, apples, apricots, cherries, figs, nectarines, peaches, pears, pecans, pistachios, plums, pomegranates, prunes and walnuts. Trees range in height at maturity for many species from five to 10 meters (15 to 30 feet) but may be three meters (10 feet) or less in pomegranates and some dwarf varieties, or 18 meters (60 feet) or more in pecans and walnuts. Crowns usually touch and are usually in a linear pattern. Spacing between trees is uniform depending on desired spread of mature trees. The understory is usually composed of low-growing grasses, legumes, and other herbaceous plants, but may be managed to prevent understory growth totally or partially, such as along tree rows. Within the Planning Area, there is approximately 0.03 acre of deciduous orchard habitat.

Evergreen Orchard in California is typically open single species tree dominated habitats. Depending on the tree type and pruning methods they are usually low, bushy trees with an open

understory to facilitate harvest. Evergreen orchards include trees, such as, avocados, dates, grapefruit, lemons, limes, olives, oranges, tangerines, tangelos and tangors. Trees range in height at maturity for many species from five to 10 meters (15 to 30 feet) but may be three meters (10 feet) or less in some dwarf varieties, or 18 meters (60 feet) or more in date palms. Crowns often do not touch and are usually in a linear pattern. Spacing between trees is uniform depending on desired spread of mature trees. The understory is usually composed of low-growing grasses, legumes, and other herbaceous plants, but may be managed to prevent understory growth totally or partially, such as along tree rows. Within the Planning Area, there are approximately 51.03 acres of evergreen orchard habitat.

Urban habitats are not limited to any particular physical setting. Three urban categories relevant to wildlife are distinguished: downtown, urban residential, and suburbia. The heavily-developed downtown is usually at the center, followed by concentric zones of urban residential and suburbs. There is a progression outward of decreasing development and increasing vegetative cover. Species richness and diversity is extremely low in the inner cover. The structure of urban vegetation varies, with five types of vegetative structure defined: tree grove, street strip, shade tree/lawn, lawn, and shrub cover. A distinguishing feature of the urban habitat is the mixture of native and exotic species. Within the Planning Area, there are approximately 4,430.27 acres of urban habitat.

Herbaceous Dominated Cover Types

Annual Grassland habitat occurs mostly on flat plains to gently rolling foothills. Climatic conditions are typically Mediterranean, with cool, wet winters and dry, hot summers. The length of the frost-free season averages 250 to 300 days. Annual precipitation is highest in northern California. Within the Planning Area, there are approximately 307.82 acres of annual grassland habitat.

Hardwood Woodland Cover Types

Coastal Oak Woodland habitats occupy a variety of Mediterranean type climates that vary from north to south and west to east. Precipitation occurs in the milder winter months, almost entirely as rainfall, followed by warm to hot, dry summers. Near the coast, the summers are tempered by fogs and cool, humid sea breezes. Mean annual precipitation varies from about 40 inches in the north to about 15 inches in southern and interior regions. Mean minimum winter temperatures are 29 to 44 degrees Fahrenheit, and the mean maximum summer temperatures are 75 to 96 degrees Fahrenheit. The growing season ranges from six months (180 frost-free days) in the north to the entire year in mild coastal regions to the south. The soils and parent material on which coastal oak woodlands occur are extremely variable. Coastal oak woodlands generally occur on moderately to well-drained soils that are moderately deep and have low to medium fertility. Within the Planning Area, there are approximately 400.46 acres of coastal oak woodland habitat.

Montane Hardwood habitats are found on a wide range of slopes, especially those that are moderate to steep. Soils are for the most part rocky, alluvial, coarse textured, poorly developed, and well drained. Soil depth classes range from shallow to deep. Canyon live oak, incense-cedar, and a few other associates are also found on ultrabasic soils. Mean summer temperatures in the Montane Hardwood habitat vary between 68 and 77 degrees Fahrenheit and mean winter temperatures between 37 and 45 degrees Fahrenheit. Frost-free days range from 160 to 230. Annual precipitation varies from 110 inches in the northern Coast Range to 36 inches in the mountains of southern California. Within the Planning Area, there are approximately 95.02 acres of montane hardwood habitat.

Valley-Foothill Riparian habitats are found in valleys bordered by sloping alluvial fans, slightly dissected terraces, lower foothills, and coastal plains. They are generally associated with low velocity flows, flood plains, and gentle topography. Valleys provide deep alluvial soils and a high water table. The substrate is coarse, gravelly, or rocky soils more or less permanently moist, but probably well aerated. Frost and short periods of freezing occur in winter (200 to 350 frost-free days). This habitat is characterized by hot, dry summers and mild and wet winters. Temperatures range from 75 to 102 degrees Fahrenheit in the summer to 29 to 44 degrees Fahrenheit in the winter. Average precipitation ranges from six to 30 inches, with little or no snow. The growing season is seven to 11 months. Within the Planning Area, there are approximately 39.35 acres of valley-foothill riparian habitat.

Shrub-Dominated Cover Types

Coastal Scrub habitat is typified by low to moderate-sized shrubs with mesophytic leaves, flexible branches, semi-woody stems growing from a woody base, and a shallow root system. Coastal Scrub seems to tolerate drier conditions than its associated habitats. It is typical of areas with steep, south-facing slopes; sandy, mudstone or shale soils; and average annual rainfall of less than 12 inches. However, coastal scrub habitat also regularly occurs on stabilized dunes, flat terraces, and moderate slopes of all aspects where average annual rainfall is up to 24 inches. Stand composition and structure differ markedly in response to these physiographic features. Within the Planning Area, there are approximately 172.75 acres of coastal scrub habitat.

Chamise-Redshank Chaparral habitat structure is influenced by fire. Mature chamise-redshank chaparral is single layered, generally lacking well-developed herbaceous ground cover and overstory trees. Shrub canopies frequently overlap, producing a nearly impenetrable canopy of interwoven branches. Chamise-dominated stands average one to two meters (3.3 to 6.6 feet) in height but can reach three meters (9.8 feet). Total shrub cover frequently exceeds 80 percent but may be considerably lower on extremely xeric sites with poor soils. Redshank stands are slightly taller, averaging two to four meters (6.6 to 13.1 feet) but occasionally reaching six meters (19.7 feet). Mature redshank frequently is more open than chamise and can have sparse herbaceous cover between shrubs. Composition in southern California includes white sage, black

sage, and California buckwheat which are common at lower elevations and on recently disturbed sites. Within the Planning Area, there are approximately 8.67 acres of chamise-redshank chaparral habitat.

Desert Wash habitats are characterized by the presence of arborescent, often spiny, shrubs generally associated with intermittent streams (washes) or drier bajadas (alluvial deposits adjacent to washes), especially in the Sonoran Desert. Plants comprising desert wash habitats generally are taller and denser than those of surrounding desert habitats. Heights of desert wash plants usually do not exceed five meters (16 feet) however, some mesquite stands are as tall as nine meters (30 feet). The height of wash vegetation usually is proportional to the size of the arroyo. Washes in northern deserts not bounded by arborescent shrubs should be considered taller examples of the surrounding habitat (e.g., sagebrush). Desert wash habitats in the south exhibit a more diverse vertical structure than do those in the north. The composition of desert wash plant assemblages depends on variables such as latitude, elevation, and precipitation. Generally, washes in the south are more diverse in plant species composition and vertical structure than washes to the north. Canopy species typically found in washes include blue palo verde, littleleaf paloverde, desert ironwood, smoketree, catclaw acacia, mesquite, screwbean mesquite, and tamarisk. Plants of the subcanopy include desert broom, crucillo, Anderson's wolfberry, arrowweed, desert willow, as well as small individuals belonging to the dominant canopy species. Ground cover plants include white brittlebush, opuntia, snakeweed, goldenbush, saltbush, bursage, desert lavender as well as a variety of forbs and grasses. Within the Planning Area, there are approximately 1.33 acres of desert wash habitat.

Mixed Chaparral is a structurally homogeneous brushland type dominated by shrubs with thick, stiff, heavily cutinized evergreen leaves. Shrub height and crown cover vary considerably with age since last burn, precipitation regime, aspect, and soil type. At maturity, cismontane mixed chaparral typically is a dense, nearly impenetrable thicket with greater than 80 percent absolute shrub cover. Canopy height ranges from one to four meters (3.3 to 13.1 feet), occasionally to six meters (19.6 feet). Mixed chaparral is a floristically rich type that supports approximately 240 species of woody plants. Composition changes between northern and southern California and with precipitation regime, aspect, and soil type. Dominant species in cismontane mixed chaparral include scrub oak, chaparral oak, and several species of ceanothus and manzanita. Within the Planning Area, there are approximately 1,315.63 acres of mixed chaparral habitat.

Aquatic Cover Types

Lacustrine habitats are inland depressions or dammed riverine channels containing standing water. These habitats may occur in association with any terrestrial habitats, riverine, or fresh emergent wetlands. They may vary from small ponds less than one acre to large areas covering several square miles. Depth can vary from a few inches to hundreds of feet. Typical lacustrine habitats include permanently flooded lakes and reservoirs, and intermittent lakes and ponds

(including vernal pools) so shallow that rooted plants can grow over the bottom. Most permanent lacustrine systems support fish life; intermittent types usually do not. Within the Planning Area, there are approximately 54.71 acres of lacustrine habitat.

Non-vegetated Habitats

Barren habitat is defined by the absence of vegetation, and habitat with less than two percent total vegetation cover by herbaceous, desert, or non-wildland species, and less than 10 percent cover by tree or shrub species. Structure and composition of the substrate is largely determined by the region of the state and surrounding environment. Urban settings covered in pavement and buildings may be classified as barren, as long as vegetation, including non-native landscaping, does not reach the percentage cover thresholds for vegetated habitats. Within the Planning Area, there are approximately 87.21 acres of barren land.

SPECIAL-STATUS SPECIES

The following discussion is based on a background search of special status species that are documented in the CNDDB, the CNPS Inventory of Rare and Endangered Plants, and the USFWS endangered and threatened species lists. The background search was regional in scope and focused on the documented occurrences within a nine-quad (approximately 10 miles), and a one-mile search area; refer to Appendix C, *Biological Resources*.

Special-Status Plants

The search revealed documented occurrences of 58 special status plant species including one non-vascular plant within the nine-quad search area; 12 species are located within one-mile of the Planning Area; refer to Appendix C.

Table 5.3-2, *Special-Status Plants Present or Potentially Present*, provides a list of special status plant species that are documented within a nine-quad search area of La Verne, and current protective status. Figure 5.3-2, *California Natural Diversity Database: One-Mile Search*, illustrates the special status species located within one-mile of the Planning Area. Figure 5.3-3, *California Natural Diversity Database: Nine-Quad Search*, illustrates the special status species located within the nine-quad search area.

Table 5.3-2
Special-Status Plants Present or Potentially Present

Scientific Name	Common Name	Federal Status	State Status	CRPR*
Anomobryum julaceum	slender silver moss	None	None	4.2
Arctostaphylos glandulosa ssp. gabrielensis	San Gabriel manzanita	None	None	1B.2

Table 5.3-2 (continued)
Special-Status Plants Present or Potentially Present

Scientific Name	Common Name	Federal Status	State Status	CRPR*
Astragalus brauntonii	Braunton's milk-vetch	Endangered	None	1B.1
Astragalus lentiginosus var. antonius	San Antonio milk-vetch	None	None	1B.3
Astragalus leucolobus	Big Bear Valley woollypod	None	None	1B.2
Berberis nevinii	Nevin's barberry	Endangered	Endangered	1B.1
Botrychium crenulatum	scalloped moonwort	None	None	2B.2
Brodiaea filifolia	thread-leaved brodiaea	Threatened	Endangered	1B.1
Calochortus clavatus var. gracilis	slender mariposa-lily	None	None	1B.2
Calochortus plummerae	Plummer's mariposa-lily	None	None	4.2
Calochortus striatus	alkali mariposa-lily	None	None	1B.2
Calochortus weedii var. intermedius	intermediate mariposa-lily	None	None	1B.2
Calystegia felix	lucky morning-glory	None	None	1B.1
Carex occidentalis	western sedge	None	None	2B.3
Castilleja gleasoni	Mt. Gleason paintbrush	None	Rare	1B.2
Centromadia parryi ssp. australis	southern tarplant	None	None	1B.1
Chorizanthe parryi var. parryi	Parry's spineflower	None	None	1B.1
Cladium californicum	California saw-grass	None	None	2B.2
Claytonia peirsonii ssp. peirsonii	Peirson's spring beauty	None	None	1B.2
Dodecahema leptoceras	slender-horned spineflower	Endangered	Endangered	1B.1
Drymocallis cuneifolia var. ewanii	Ewan's woodbeauty	None	None	1B.3
Dudleya cymosa ssp. crebrifolia	San Gabriel River dudleya	None	None	1B.2
Dudleya densiflora	San Gabriel Mountains dudleya	None	None	1B.1
Dudleya multicaulis	many-stemmed dudleya	None	None	1B.2
Eriogonum kennedyi var. alpigenum	southern alpine buckwheat	None	None	1B.3

Table 5.3-2 (continued)
Special-Status Plants Present or Potentially Present

Scientific Name	Common Name	Federal Status	State Status	CRPR*
Eriogonum microthecum var. johnstonii	Johnston's buckwheat	None	None	1B.3
Fimbristylis thermalis	hot springs fimbristylis	None	None	2B.2
Galium grande	San Gabriel bedstraw	None	None	1B.2
Horkelia cuneata var. puberula	mesa horkelia	None	None	1B.1
Imperata brevifolia	California satintail	None	None	2B.1
Juncus nodosus	knotted rush	None	None	2B.3
Lepidium virginicum var. robinsonii	Robinson's pepper-grass	None	None	4.3
Lewisia brachycalyx	short-sepaled lewisia	None	None	2B.2
Lilium parryi	lemon lily	None	None	1B.2
Linanthus concinnus	San Gabriel linanthus	None	None	1B.2
Lupinus peirsonii	Peirson's lupine	None	None	1B.3
Monardella australis ssp. gabrielensis	San Gabriel Mountains monardella	None	None	1B.2
Monardella breweri ssp. glandulifera	Brown's Flat monardella	None	None	1B.2
Monardella macrantha ssp. hallii	Hall's monardella	None	None	1B.3
Muhlenbergia californica	California muhly	None	None	4.3
Muhlenbergia utilis	aparejo grass	None	None	2B.2
Navarretia prostrata	prostrate vernal pool navarretia	None	None	1B.2
Nemacladus secundiflorus var. robbinsii	Robbins' nemacladus	None	None	1B.2
Opuntia basilaris var. brachyclada	short-joint beavertail	None	None	1B.2
Oreonana vestita	woolly mountain-parsley	None	None	1B.3
Orobanche valida ssp. valida	Rock Creek broomrape	None	None	1B.2
Oxytropis oreophila var. oreophila	rock-loving oxytrope	None	None	2B.3

Table 5.3-2 (continued)
Special-Status Plants Present or Potentially Present

Scientific Name	Common Name	Federal Status	State Status	CRPR*
Parnassia cirrata var. cirrata	San Bernardino grass-of-Parnassus	None	None	1B.3
Pelazoneuron puberulum var. sonorense	Sonoran maiden fern	None	None	2B.2
Phacelia stellaris	Brand's star phacelia	None	None	1B.1
Pseudognaphalium leucocephalum	white rabbit-tobacco	None	None	2B.2
Sagittaria sanfordii	Sanford's arrowhead	None	None	1B.2
Senecio aphanactis	chaparral ragwort	None	None	2B.2
Sidalcea neomexicana	salt spring checkerbloom	None	None	2B.2
Symphyotrichum defoliatum	San Bernardino aster	None	None	1B.2
Symphyotrichum greatae	Greata's aster	None	None	1B.3
Thysanocarpus rigidus	rigid fringepod	None	None	1B.2
Viola pinetorum ssp. grisea	grey-leaved violet	None	None	1B.2

Notes: Nine-quad search area of La Verne.
*California Rare Plant Rank (CRPR) Key:
1B.1 – Plants rare, threatened, or endangered in California and elsewhere; seriously threatened in California
1B.2 – Plants rare, threatened, or endangered in California and elsewhere; fairly threatened in California
1B.3 – Plants rare, threatened, or endangered in California and elsewhere; not very threatened in California
2B.1 – Plants rare, threatened, or endangered in California, but more common elsewhere; seriously threatened in California
2B.2 – Plants rare, threatened, or endangered in California, but more common elsewhere; fairly threatened in California
2B.3 – Plants rare, threatened, or endangered in California, but more common elsewhere; not very threatened in California
4.2 – Plants of limited distribution; fairly threatened in California
4.3 – Plants of limited distribution; not very threatened in California

Source: California Department of Fish and Wildlife (CDFW), CNDDB, 2023.

Special-Status Animals

The search revealed documented occurrences of 57 special status animal species within the nine-quad search areas; refer to Appendix C. This includes: seven amphibians, 14 birds, three fish, seven insects, 17 mammals, two mollusks, and seven reptiles. Of the 57 special status animal species within the nine-quad search areas, 13 species are located within one-mile of the Planning Area. Table 5.3-3, *Special-Status Animals Present or Potentially Present*, provides a list of the special status animal species that are documented within the nine-quad search area. Figure 5.3-2 and Figure 5.3-3 illustrate the special status species located within one-mile of the Planning Area and within the nine-quad search area, respectively.

Table 5.3-3
Special-Status Animals Present or Potentially Present

Scientific Name	Common Name	Federal Status	State Status	CDFW Status*
Amphibians				
Anaxyrus californicus	arroyo toad	Endangered	None	SSC
Batrachoseps gabrieli	San Gabriel slender salamander	None	None	
Ensatina eschscholtzii klauberi	large-blotched salamander	None	None	WL
Rana boylii pop. 6	foothill yellow-legged frog - south coast DPS	Proposed Endangered	Endangered	
Rana muscosa	southern mountain yellow-legged frog	Endangered	Endangered	WL
Spea hammondii	western spadefoot	None	None	SSC
Taricha torosa	Coast Range newt	None	None	SSC
Birds				
Accipiter cooperii	Cooper's hawk	None	None	WL
Aimophila ruficeps canescens	southern California rufous-crowned sparrow	None	None	WL
Athene cunicularia	burrowing owl	None	None	SSC
Buteo swainsoni	Swainson's hawk	None	Threatened	
Coccyzus americanus occidentalis	western yellow-billed cuckoo	Threatened	Endangered	
Cypseloides niger	black swift	None	None	SSC
Empidonax traillii extimus	southwestern willow flycatcher	Endangered	Endangered	
Falco columbarius	merlin	None	None	WL

Table 5.3-3 (continued)
Special-Status Animals Present or Potentially Present

Scientific Name	Common Name	Federal Status	State Status	CDFW Status*
Icteria virens	yellow-breasted chat	None	None	SSC
Laterallus jamaicensis coturniculus	California black rail	None	Threatened	FP
Polioptila californica californica	coastal California gnatcatcher	Threatened	None	SSC
Riparia riparia	bank swallow	None	Threatened	
Setophaga petechia	yellow warbler	None	None	SSC
Vireo bellii pusillus	least Bell's vireo	Endangered	Endangered	
Fish				
Catostomus santaanae	Santa Ana sucker	Threatened	None	
Gila orcuttii	arroyo chub	None	None	SSC
Rhinichthys osculus ssp. 8	Santa Ana speckled dace	None	None	SSC
Insects				
Atractelmis Wawona	Wawona riffle beetle	None	None	
Bombus crotchii	Crotch bumble bee	None	Candidate Endangered	
Callophrys mossii hidakupa	San Gabriel Mountains elfin butterfly	None	None	
Diplectrona californica	California diplectronan caddisfly	None	None	
Euphydryas editha quino	quino checkerspot butterfly	Endangered	None	
Icaricia saepiolus aureolus	San Gabriel Mountains blue butterfly	None	None	
Neolarra alba	white cuckoo bee	None	None	
Mammals				
Antrozous pallidus	pallid bat	None	None	SSC
Chaetodipus fallax fallax	northwestern San Diego pocket mouse	None	None	SSC
Dipodomys merriami parvus	San Bernardino kangaroo rat	Endangered	Candidate Endangered	SSC
Eumops perotis californicus	western mastiff bat	None	None	SSC
Lasiurus cinereus	hoary bat	None	None	

Table 5.3-3 (continued)
Special-Status Animals Present or Potentially Present

Scientific Name	Common Name	Federal Status	State Status	CDFW Status*
Lasiurus xanthinus	western yellow bat	None	None	SSC
Lepus californicus bennettii	San Diego black-tailed jackrabbit	None	None	
Microtus californicus stephensi	south coast marsh vole	None	None	SSC
Myotis thysanodes	fringed myotis	None	None	
Myotis Volans	long-legged myotis	None	None	
Myotis yumanensis	Yuma myotis	None	None	
Neotamias speciosus speciosus	lodgepole chipmunk	None	None	
Neotoma lepida intermedia	San Diego desert woodrat	None	None	SSC
Nyctinomops femorosaccus	pocketed free-tailed bat	None	None	SSC
Nyctinomops macrotis	big free-tailed bat	None	None	SSC
Ovis canadensis nelson	desert bighorn sheep	None	None	FP
Taxidea taxus	American badger	None	None	SSC
Mollusks				
Glyptostoma gabrielense	San Gabriel chestnut	None	None	
Gonidea angulate	western ridged mussel	None	None	
Reptiles				
Anniella stebbinsi	Southern California legless lizard	None	None	SSC
Arizona elegans occidentalis	California glossy snake	None	None	SSC
Aspidoscelis tigris stejnegeri	coastal whiptail	None	None	SSC
Crotalus ruber	red-diamond rattlesnake	None	None	SSC
Emys marmorata	western pond turtle	None	None	SSC
Phrynosoma blainvillii	coast horned lizard	None	None	SSC
Thamnophis hammondii	two-striped gartersnake	None	None	SSC

Notes:
FP California Fully Protected
SSC CDFW Species of Special Concern
WL CDFW Watch List
Source: California Department of Fish and Wildlife (CDFW), *CNDDB*, 2023.

Based on review of the CNDDB, mountain lions (*Puma concolor*) have not been reported in the nine-quad search area or within one-mile of the Planning Area. However, the northern portion of the Planning Area lies within the range of the San Gabriel Mountains mountain lion population and may provide suitable habitat for mountain lions (CDFW 2023).

Sensitive Natural Communities

The CDFW considers sensitive natural communities to have significant biotic value, with species of plants and animals unique to each community. The CNDDB search revealed eight sensitive natural communities within the nine-quad search area, and four sensitive natural communities within one-mile of the Planning Area; refer to Appendix C. Sensitive natural communities within the nine-quad search area include seven terrestrial communities of Riversidian alluvial fan sage scrub, southern coast live oak riparian forest, southern cottonwood willow riparian forest, canyon live oak ravine forest, southern sycamore alder riparian woodland, California walnut woodland, walnut forest, and one aquatic community of Southern California arroyo chub/Santa Ana sucker stream.

SIGNIFICANT ECOLOGICAL AREAS

The Los Angeles County General Plan identifies Significant Ecological Areas (SEAs), which are designated areas of land that contain irreplaceable biological resources (Los Angeles County 2022). 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. SEAs are not wilderness preserves; much of the land in SEAs is privately-held, used for public recreation, or abuts developed areas. The Los Angeles County General Plan Conservation and Natural Resources Element identifies 21 SEAs within the County, including in both incorporated and unincorporated County land. A portion of the San Dimas Canyon/San Antonio Wash SEA is located within the northern and eastern portions of the Planning Area. The East San Gabriel Valley SEA is located just south-southwest of the Planning Area.

WETLANDS

The USFWS National Wetlands Inventory identifies a number of wetlands and riparian habitats within the Planning Area; refer to Figure 5.3-4, *The National Wetlands Inventory: Surface Waters and Wetlands*. Mapped wetland and riparian habitats within the Planning Area include freshwater emergent wetland, freshwater forested/shrub wetland, freshwater pond, lake, riverine, forested/shrub riparian, and herbaceous riparian.

5.3.3 REGULATORY SETTING

FEDERAL

Federal Endangered Species Act

Federally listed threatened and endangered species and their habitats are protected under provisions of the Federal Endangered Species Act (FESA) of 1973. FESA Section 9 prohibits "take" of threatened or endangered species. "Take" under the FESA is defined as to "harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or to attempt to engage in any of the specifically enumerated conduct." The presence of any federally threatened or endangered species that are in a project area generally imposes severe constraints on development, particularly if development would result in "take" of the species or its habitat. Under the regulations of the FESA, the USFWS may authorize "take" when it is incidental to, but not the purpose of, an otherwise lawful act.

"Harm" has been defined by the regulations of the USFWS to include types of "significant habitat modification or degradation." The U.S. Supreme Court, in *Babbit v. Sweet Home*, (1995) 515 U.S. 687, ruled that "harm" may include habitat modification "...where it actually kills or injures wildlife by significantly impairing essential behavioral patterns, including breeding, feeding or sheltering." Activities that may result in "take" of individuals are regulated by USFWS.

Under the FESA, "Critical Habitat" is also designated at the time of listing or within one year of listing. "Critical Habitat" refers to habitat or a specific geographic area that contains the elements and features that are essential for the survival and recovery of the species. In the event a project may result in take or in adverse effects to a species' designated critical habitat, the project proponent may be required to provide mitigation. If the project has a federal nexus (i.e., occurs on federal land, is issued federal permits, or receives any other federal oversight or funding), the proponent would be required to enter into Section 7 informal and/or formal consultations with the USFWS to obtain, if possible, a biological opinion allowing for incidental take of the species in question. If the project is on private land or would not require any federal permits, the proponent would be required to prepare a habitat management plan to address the impacts.

The FESA defines as "endangered" any plant or animal species that is in danger of extinction throughout all or a significant portion of its range. A "threatened" species is a species that is likely to become endangered in the foreseeable future. A "proposed" species is one that has been officially proposed by USFWS for addition to the federal threatened and endangered species list.

USFWS produced an updated list of candidate species for listing in June 2002 (Federal Register: Volume 67, Number 114, 50 CFR Part 17 2002). Candidate species are regarded by USFWS as candidates for addition to the "List of Endangered and Threatened Wildlife and Plants." Although candidate species are not afforded legal protection under the FESA, they typically receive special attention from federal and state agencies during the environmental review process.

USFWS also uses the label "species of concern," an informal term that refers to species which might be in need of concentrated conservation actions. As the species of concern designated by USFWS do not receive formal legal protection, the use of the term does not necessarily ensure that the species would be proposed for listing as a threatened or endangered species.

Migratory Bird Treaty Act

The Migratory Bird Treaty Act (MBTA) (16 United States Government Code [USC] 703) makes it unlawful to pursue, capture, kill, or possess or attempt to do the same to any migratory bird or part, nest, or egg of any such bird listed in wildlife protection treaties between the United States, Great Britain, Mexico, Japan, and the countries of the former Soviet Union, and authorizes the U.S. Secretary of the Interior to protect and regulate the taking of migratory birds. It establishes seasons and bag limits for hunted species and protects migratory birds, their occupied nests, and their eggs (16 USC 703; 50 CFR 10, 21).

Bald and Golden Eagle Preservation Act

The Bald and Golden Eagle Protection Act provides for the protection of the bald eagle (*haliaeetus leucocephalus*) and the golden eagle (*aquila chrysaetos*) by prohibiting, except under certain specified conditions, the taking, possession, and commerce of such birds (16 U.S. Government Code Section 668(a)). "Take" under the Act includes actions which significantly disturb eagles (50 CFR Section 22.3). 1972 amendments increased penalties for violating provisions of the Bald and Golden Eagle Protection Act and strengthened other enforcement measures. A 1978 amendment authorized the Secretary of the Interior to permit the taking of golden eagle nests that interfere with resource development or recovery operations, and recent amendments authorize USFWS to issue permits for incidental and practically unavoidable take of eagles.

Section 404 of the Clean Water Act

Clean Water Act (CWA) Section 404 requires that a permit be obtained from the United States Army Corps of Engineers (Corps) prior to the discharge of dredged or fill materials into any "waters of the United States or wetlands." Waters of the United States are broadly defined in the Corps regulations (33 CFR 328) to include traditional navigable waterways, territorial seas, interstate waters, or impoundments of jurisdictional waters, their tributaries, adjacent wetlands, and additional waters including certain lakes and ponds. Wetlands are defined as "those areas that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and that normally do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs, and similar areas" (United States Environmental Protection Agency [EPA] 2021). Wetlands that are not specifically exempt from Section 404 regulations (such as drainage channels excavated on dry land) are considered to be "jurisdictional wetlands." The Corps is required to consult with

the USFWS, EPA, and State Regional Water Quality Control Board (RWQCB), among other agencies, in carrying out its discretionary authority under Section 404.

The Corps grants two types of permits, individual and nationwide. Project-specific individual permits are required for certain activities that may have a potential for more than a minimal impact and necessitate a detailed application. The most common type of permit is a nationwide permit. Nationwide permits authorize activities on a nationwide basis unless specifically limited and are designed to regulate with little delay or paperwork certain activities having minimal impacts. Nationwide permits typically take two to three months to obtain whereas individual permits can take a year or more. To qualify for a nationwide permit, specific criteria must be met. If the criteria restrictions are met, permittees may proceed with certain activities without notifying the Corps. Some nationwide permits require a pre-construction notification before activities can begin.

Section 401 of the Clean Water Act

Applicants for a federal license or permit for activities which may discharge to waters of the U.S. must seek water quality certification from the state or Native American tribe with jurisdiction. Such certification is based on a finding that the discharge would meet water quality standards and other applicable requirements. In California, RWQCBs issue or deny certification for discharges within their geographical jurisdiction. Water quality certification must be based on a finding that the proposed discharge would comply with water quality standards, which are defined as numeric and narrative objectives in each RWQCB's Basin Plan. Where applicable, the State Water Resources Control Board (SWRCB) has this responsibility for projects affecting waters within the jurisdiction of multiple RWQCBs. The RWQCB's jurisdiction extends to all waters of the State and to all waters of the U.S., including wetlands.

CWA Section 401 requires that "any applicant for a federal permit for activities that involve a discharge to waters of the State, shall provide the federal permitting agency a certification from the State in which the discharge is proposed that states that the discharge would comply with the applicable provisions under the federal Clean Water Act." Therefore, before the Corps would issue a Section 404 permit, applicants must apply for and receive a Section 401 water quality certification from the RWQCB.

STATE

California Endangered Species Act (California Fish and Game Code Section 2050 et seq.)

State-listed threatened and endangered species are protected under provisions of the California Endangered Species Act (CESA). Activities that may result in "take" of individuals (defined in CESA as to "hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill") are regulated by the CDFW. Habitat degradation or modification is not included in the definition of "take" under CESA. Nonetheless, CDFW has interpreted "take" to include the destruction of

nesting, denning, or foraging habitat necessary to maintain a viable breeding population of protected species.

The State of California considers an endangered species as one whose prospects of survival and reproduction are in immediate jeopardy. A threatened species is considered as one present in such small numbers throughout its range that it is likely to become an endangered species in the near future in the absence of special protection or management. A rare species is one that is considered present in such small numbers throughout its range that it may become endangered if its present environment worsens. State threatened and endangered species are fully protected against take, as defined above.

The CDFW has also produced a Species of Special Concern list to serve as a species watch list. Species on this list are either of limited distribution or their habitats have been reduced substantially, such that a threat to their populations may be imminent. Species of special concern may receive special attention during environmental review, but they do not have formal statutory protection.

California Environmental Quality Act

CEQA Guidelines Section 15380 independently defines “endangered” and “rare” species separately from the definitions in the CESA. Under CEQA, “endangered” species of plants or animals are defined as those whose survival and reproduction in the wild are in immediate jeopardy, while “rare” species are defined as those who are in such low numbers that they could become endangered if their environment worsens.

Lake and Streambed Alteration Program (California Fish and Game Code Sections 1600 through 1616)

California Fish and Game Code Sections 1600 through 1616 establish a fee-based process to ensure that projects conducted in and around lakes, rivers, or streams do not adversely impact fish and wildlife resources, or, when adverse impacts cannot be avoided, ensures that adequate mitigation and/or compensation is provided.

Fish and Game Code Section 1602 requires any person, State, or local governmental agency or public utility to notify the CDFW before beginning any activity that would do one or more of the following:

- Substantially obstruct or divert the natural flow of a river, stream, or lake;
- Substantially change or use any material from the bed, channel, or bank of a river, stream, or lake; or
- Deposit or dispose of debris, waste, or other material containing crumbled, flaked, or ground pavement where it can pass into a river, stream, or lake.

Fish and Game Code Section 1602 applies to all perennial, intermittent, and ephemeral rivers, streams, and lakes in the State. CDFW's regulatory authority extends to include riparian habitat (including wetlands) supported by a river, stream, or lake regardless of the presence or absence of hydric soils and saturated soil conditions. Generally, the CDFW takes jurisdiction to the top of bank of the stream or to the outer limit of the adjacent riparian vegetation (outer drip line), whichever is greater. Notification is generally required for any project that would take place in or in the vicinity of a river, stream, lake, or their tributaries. This includes rivers or streams that flow at least periodically or permanently through a bed or channel with banks that support fish or other aquatic life and watercourses having a surface or subsurface flow that support or have supported riparian vegetation.

Native Plant Protection Act (Fish and Game Code Sections 1900 through 1913)

Fish and Game Code Sections 1900 through 1913 were developed to preserve, protect, and enhance Rare and Endangered plants in the State of California. The Native Plant Protection Act set forth in these sections requires all State agencies to use their authority to carry out programs to conserve Endangered and Rare native plants. Provisions of the Native Plant Protection Act prohibit the taking of listed plants from the wild and require notification to the CDFW at least ten days in advance of any change in land use which would adversely impact listed plants. This allows the CDFW to salvage listed plant species that would otherwise be destroyed.

California Fish and Game Code Sections 3503, 3503.5, 3511, 3513, 4700, 5050, and 5515

The CDFW administers the Fish and Game Code. There are particular sections of the Fish and Game Code that are applicable to natural resource management. For example, Section 3503 of the Code makes it unlawful to destroy the nests or eggs of any birds that are protected under the MBTA. Furthermore, any birds in the orders Falconiformes or Strigiformes (Birds of Prey, such as hawks, eagles, and owls) are protected under Fish and Game Code Section 3503.5 which makes it unlawful to take, possess, or destroy their nest or eggs. A consultation with CDFW would be required prior to the removal of any bird of prey nest that may occur on a project site. Fish and Game Code Sections 3511, 4700, 5050, and 5515 list fully protected bird, mammal, reptile and amphibian, and fish species, respectively. The CDFW is unable to authorize the issuance of permits or licenses to take these species. Examples of species that are State fully protected include golden eagle and white-tailed kite (*alanus leucurus*). Fish and Game Code Section 3513 makes it unlawful to take or possess any migratory nongame bird as designated in the MBTA or any part of such migratory nongame bird except as provided by rules and regulations adopted by the Secretary of the Interior under provisions of the MBTA.

California Native Plant Society Rare or Endangered Plant Species

Vascular plants listed as rare or endangered by the CNPS, but which have no designated status under State and federal endangered species legislation are defined as follows:

- California Rare Plant Rank
  - 1A. Plants Presumed Extirpated in California and either Rare or Extinct Elsewhere
  - 1B. Plants Rare, Threatened, or Endangered in California and Elsewhere
  - 2A. Plants Presumed Extirpated in California, But More Common Elsewhere
  - 2B. Plants Rare, Threatened, or Endangered in California, But More Common Elsewhere
  - 3. Plants about Which More Information is Needed - A Review List
  - 4. Plants of Limited Distribution - A Watch List
- Threat Ranks
  1. Seriously threatened in California (over 80 percent of occurrences threatened/high degree and immediacy of threat)
  2. Moderately threatened in California (20 to 80 percent occurrences threatened/moderate degree and immediacy of threat)
  3. Not very threatened in California (<20 percent of occurrences threatened/low degree and immediacy of threat or no current threats known)

LOCAL

Los Angeles County General Plan

The Los Angeles County General Plan Conservation and Natural Resources Element includes goals, objectives, and policies for the provision, management, and conservation of the County's open space resources, including SEAs, wildlife corridors, and natural animal ranges. Policies relevant to biological resources include:

- Policy C/NR 3.1: Conserve and enhance the ecological function of diverse natural habitats and biological resources
- Policy C/NR 3.3: Restore upland communities and significant riparian resources, such as degraded streams, rivers, and wetlands to maintain ecological function—acknowledging the importance of incrementally restoring ecosystem values when complete restoration is not feasible.
- Policy C/NR 3.4: Conserve and sustainably manage forests and woodlands.
- Policy C/NR 3.5: Ensure compatibility of development in the National Forests in conjunction with the U.S. Forest Service Land and Resource Management Plan.
- Policy C/NR 3.6: Assist state and federal agencies and other agencies, as appropriate, with the preservation of special status species and their associated habitat and wildlife movement corridors through the administration of the SEAs and other programs.

- Policy C/NR 3.8: Discourage development in areas with identified significant biological resources, such as SEAs.
- Policy C/NR 3.9: Consider the following in the design of a project that is located within an SEA, to the greatest extent feasible:
    - Preservation of biologically valuable habitats, species, wildlife corridors and linkages;
    - Protection of sensitive resources on the site within open space;
    - Protection of water sources from hydromodification in order to maintain the ecological function of riparian habitats;
    - Placement of the development in the least biologically sensitive areas on the site (prioritize the preservation or avoidance of the most sensitive biological resources onsite);
    - Design required open spaces to retain contiguous undisturbed open space that preserves the most sensitive biological resources onsite and/or serves to maintain regional connectivity;
    - Maintenance of watershed connectivity by capturing, treating, retaining, and/or infiltrating storm water flows on site; and
    - Consideration of the continuity of onsite open space with adjacent open space in project design.
- Policy C/NR 3.10: Require environmentally superior mitigation for unavoidable impacts on biologically sensitive areas, and permanently preserve mitigation sites.
- Policy C/NR 3.11: Discourage development in riparian habitats, streambeds, wetlands, and other native woodlands in order to maintain and support their preservation in a natural state, unaltered by grading, fill, or diversion activities.
- Policy C/NR 4.1: Preserve and restore oak woodlands and other native woodlands that are conserved in perpetuity with a goal of no net loss of existing woodlands.

Los Angeles County Municipal Code

The Los Angeles County Municipal Code Chapter 22.102, *Significant Ecological Areas*, establishes regulations to conserve the unique biological and physical diversity of the natural communities found within County-designated SEAs. Unincorporated land within the City's Sphere of Influence, to the north and east of City limits, is located within a SEA (County of Los Angeles 2019). Section 22.102.090, *SEA Development Standards*, provides development standards for development within a County-designated SEA. Section 22.102.070, *Protected Tree Permit*, provides that a protected tree permit be required for certain activities related to SEA protected trees, such as trimming or pruning, encroachment, and removal.

City of La Verne Municipal Code

The City of La Verne Municipal Code Chapter 18.78, *Preservation, Protection and Removal of Trees*, provides protections for significant and heritage trees within the City by prohibiting the removal of any significant or heritage tree unless a tree or heritage grove removal permit is first obtained. Per Section 18.78.020, *Definitions*, "heritage trees" are identified as a tree or group of trees that:

- Is of historical value because of its association with a place, building, natural feature, or event of local, regional, or national historic significance; or
- Is identified on any historic or cultural resources survey as a significant feature of a landmark, historic site or historic district; or
- Is representative of a significant period of the city's growth or development; or
- Is designated for protection or conservation in a specific plan, conditional use permit, precise plan of design or similar development approval; or
- Is of significant size, age or rareness to warrant protection.

"Significant tree" means any tree that is identified or protected in a specific plan or is protected as a condition of approval of a precise plan, subdivision map, conditional use permit or variance and; any tree located on a parcel of private or public property that has a caliper of eight inches or more and is of the following species: deodar cedar (*cedrus deodara*); camphor tree (*cinnamomum camphor*); oak trees (all quercus species of oak); California sycamore (*platanus racemose*); and Southern California black walnut (*juglans californica*). This definition does not include any tree under 36 inches in caliper located on a private parcel of property of less than one acre, zoned for residential use.

Prior to the granting of a tree removal permit, an application for removal must be submitted to the City Community Development Department. The removal of significant and heritage trees requires replacement with a species designated by the Community Development Director or his designee, per Section 18.78.140, *Replacement Required*.

The City of La Verne Municipal Code Chapter 16.16, *Tentative Maps*, requires that prior to the approval of any subdivision map, the decision-making body must find that design of the subdivision and the proposed improvements are not likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat.

City of La Verne Low Impact Development (LID) Ordinance

New development projects within the City are subject to City conditioning and approval for the design and implementation of post-construction controls to mitigate stormwater pollution, including projects located in or within 200 feet of, or discharge directly to a SEA, where the

development will discharge stormwater runoff that is likely to impact a sensitive biological species or habitat.

La Verne Wilderness Area Management and Public Access Plan

The La Verne Wilderness Area consists of 358 acres of open space preserve located within the northern portion of the City. The La Verne Wilderness Area is located partially within, and surrounded to the west/northwest, north, and east by the Angeles National Forest and the San Gabriel Mountains National Monument (Rincon 2018). The majority of the La Verne Wilderness Area consists of open space and mostly undeveloped land. The Wilderness Area Management and Public Access Plan includes selective habitat enhancement actions, the resolution of public safety hazards, and opportunities for limited controlled public access as part of the City's stewardship responsibilities for the La Verne Wilderness Area. The Plan includes goals for specific physical improvements and management policies that would implement the vision for the La Verne Wilderness Area.

5.3.4 SIGNIFICANCE CRITERIA AND THRESHOLDS

Appendix G of the CEQA Guidelines contains the Initial Study Environmental Checklist, which includes questions related to biological resources. The issues presented in the Initial Study Environmental Checklist have been utilized as thresholds of significance in this section. Accordingly, a project may create a significant environmental impact if it would:

- Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service (refer to Impact Statement BIO-1);
- Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service (refer to Impact Statement BIO-2);
- Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means (refer to Impact Statement BIO-3);
- 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 (refer to Impact Statement BIO-4);
- Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance (refer to Impact Statement BIO-5); and

- Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan (refer to Impact Statement BIO-6).

CEQA Guidelines Section 15065(a), Mandatory Findings of Significance, states that a project may have a significant effect on the environment if it would have "... *the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of an endangered, rare or threatened species* ..."

An evaluation of whether an impact on biological resources would be substantial must consider both the resource itself and how that resource fits into a regional and/or local context. Substantial impacts would be those that would substantially diminish or result in the loss of, an important biological resource or those that would obviously conflict with local, State, or federal resource conservation plans, goals, or regulations. Impacts are sometimes locally adverse but not significant because, although they would result in an adverse alteration of existing conditions, they would not substantially diminish or result in the permanent loss of an important resource on a population- or region-wide basis.

CEQA Guidelines Section 15380, *Endangered, Rare or Threatened Species*, states that a lead agency can consider a non-listed species to be rare, threatened, or endangered for the purposes of CEQA if the species can be shown to meet the criteria in the definition of rare, threatened, or endangered. For the purposes of this discussion, the current scientific knowledge on the population size and distribution for each special status species was considered according to the definitions for rare, threatened, and endangered, as listed in CEQA Guidelines Section 15380.

5.3.5 IMPACTS AND MITIGATION MEASURES

BIO-1: Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

Impact Analysis: The General Plan Update does not include any specific development proposals and would not result in significant direct impacts to existing biological resources. However, implementation of the General Plan Update would enable future development within the Planning Area with the potential to result in direct or indirect impacts to candidate, sensitive, or special status species. Potential impacts vary according to future proposed projects and include potential habitat loss and diminished habitat quality. Special status species determined to have the potential to occur within the general vicinity of the Planning Area are presented in Table 5.3-

2 and Table 5.3-3. The following analysis is limited to those species that, based on habitat requirements, are known to regularly occur within the Planning Area.

Pursuant to the special status species search, 58 special status plant species and 57 special status wildlife species are located within a nine-quad search of the Planning Area and are considered candidate, sensitive, or special status under FESA, CESA and/or CNPS/CRPR designation. These include species that are listed as endangered or threatened under FESA, species proposed, or candidates for such listing and species similarly listed under CESA. In addition, the northern portion of the Planning Area lies within the range of the San Gabriel Mountains mountain lion population and may provide suitable habitat for mountain lions. Proposed planning actions could result in the permanent loss of habitat by allowing future development to occur. In addition to special status plant and wildlife species, a CNDDB search revealed eight sensitive natural communities within the nine-quad search area.

While most new development proposed under the General Plan Update would occur in areas that have been previously developed, subsequent development that would be accommodated by implementation of the General Plan Update could result in the direct loss of habitat areas associated with these special status species, since suitable habitat for these species does occur in the region and may occur on future development project sites within the Planning Area. Indirect impacts to special status species could also occur with implementation of the General Plan Update, including habitat degradation as a result of impacts to water quality, increased human presence, and the loss of foraging habitat. Future development projects would be required to adhere to applicable federal, State, and local regulations that provide for special status species as part of the discretionary approval process for site-specific development projects. Compliance with applicable regulations at the time of future development would minimize adverse impacts to special status species.

Additionally, the General Plan Update Resource Management Element includes policies and actions to preserve and protect biological resources within the Planning Area. Policy RM-2.2 encourages minimal alteration of the natural terrain in environmentally sensitive open space areas. Policy RM-2.3 requires the implementation of recommendations and policies established in the La Verne Wilderness Management Plan. Policy RM-2.6 directs the City to enter into inter-jurisdictional cooperative agreements, as feasible, with allied agencies, such the Angeles National Forest, the San Gabriel Mountains National Monument, Los Angeles County Department of Parks and Recreation, the Cities of Claremont, San Dimas, and Pomona, and non-governmental organizations, in order to implement resource management programs. Policy RM-5.1 seeks to preserve and enhance those biological communities that contribute to La Verne's and the region's biodiversity including, but not limited to, the following resources: southern oak riparian woodlands, southern mixed chaparral and coastal sage scrub, ruderal-disturbed, and riparian areas. Policy RM-5.2 incorporates habitat maintenance techniques into City programs when

possible. Policy RM-5.3 requires non-infill development proposals to provide biological assessments in areas which may contain important plant communities and wildlife habitat. Policy RM-5.5 ensures that open space areas that contain sensitive biological resources are maintained as passive recreation uses. Policy RM-5.6 focuses conservation efforts on high priority conservation areas that contain suitable habitat for endangered, threatened, migratory, or special status species and that can be managed with minimal interference with nearby urban land uses. Policy RM-5.7 conserves existing native vegetation where possible and integrates regionally native plant species into development and infrastructure projects where appropriate. Policy RM-5.9 avoids removal of large, mature trees and protected trees that provide wildlife habitat to the greatest extent feasible through appropriate project design and building siting. Action RM-5.2 requires new development and infrastructure projects, long-range planning projects, and other projects, to comply with the requirements of the La Verne Wilderness Area Management and Public Access Plan to ensure that potentially significant impacts to special status species and sensitive resources are adequately addressed. Action RM-5.4 would ensure that surveys are conducted if vegetation and tree removal is proposed to occur during the nesting bird season and to provide for buffers if active nests are confirmed. Adherence to these policies and actions during the discretionary review of future development projects would serve to minimize impacts to special status species.

Future projects accommodated by implementation of the General Plan Update would be required to adhere to applicable federal, State and local regulations that provide protections for special status species as part of the discretionary approval process for individual development projects. Additionally, the General Plan Update provides goals, policies, and actions that would serve to preserve biological resources within the Planning Area. Compliance with federal, State, and local regulations, and implementation of the General Plan Update policies and actions, would ensure that programmatic impacts to candidate, sensitive, or special status species would be less than significant, and no mitigation is required.

Proposed General Plan Update Goals, Policies, and Actions:

RESOURCE MANAGEMENT ELEMENT

Goal RM-2: **Open Space.** A community with distinctive natural open spaces that provide significant scenic value to La Verne.

Policy RM-2.1: **Balanced Open Space System.** Support a balanced and integrated open space system that reflects a variety of considerations, including resource conservation, recreation, aesthetics, and community identity.

Policy RM-2.2: **Minimal Alterations to Existing Space.** Encourage minimal alteration of the natural terrain in environmentally sensitive open space areas.

Policy RM-2.3: **Wilderness Management Plan.** Implement and support recommendations and policies established in the City of La Verne Wilderness Management Plan.

Policy RM-2.5: **Regional Cooperation.** Recognize areas of overlapping jurisdiction with respect to open space and biological resources, such as Los Angeles County's Significant Ecological Area, and coordinate the City's actions with efforts of surrounding cities, agencies, and Los Angeles County to protect and maximize regional open space.

Policy RM-2.6: **Cooperative Agreements.** Where feasible, enter into inter-jurisdictional cooperative agreement with allied agencies such the Angeles National Forest, the San Gabriel Mountains National Monument, Los Angeles County Department of Parks and Recreation, the cities of Claremont, San Dimas, and Pomona, and non-governmental organizations, to implement resource management programs.

Action RM-2.2: Periodically coordinate with neighboring jurisdictions to share plans regarding open space protection and access.

Goal RM-5: **Biological Resources.** A community that preserves our diverse plant and animal life.

Policy RM-5.1: **Biological Resource Protection.** Preserve and enhance those biological communities that contribute to La Verne's and the region's biodiversity including, but not limited to, the following resources: Southern Oak Riparian Woodlands, Southern Mixed Chaparral and Coastal Sage Scrub, Ruderal-Disturbed, and riparian areas.

Policy RM-5.2: **City Programs.** Incorporate habitat maintenance techniques into City programs when possible.

Policy RM-5.3: **New Development.** Require non-infill development proposals to provide biological assessments in areas which may contain important plant communities and wildlife habitat.

Policy RM-5.4: **Wildlife Corridors.** Support the establishment of contiguous wildlife corridors by removing existing physical barriers that restrict wildlife access to water and native habitat, where feasible.

Policy RM-5.5: **Land Use Planning.** Ensure that open space areas that contain sensitive biological resources are maintained as passive recreation uses.

Policy RM-5.6: **Focused Conservation.** Focus conservation efforts on high priority conservation areas that contain suitable habitat for endangered, threatened, migratory, or

special status species and that can be managed with minimal interference with nearby urban land uses.

Policy RM-5.7: **Native Vegetation.** Conserve existing native vegetation where possible and integrate regionally native plant species into development and infrastructure projects where appropriate.

Policy RM-5.8: **Urban Forest.** Build upon existing streetscapes and develop an urban forest along the City's major corridors and in residential neighborhoods to provide avian habitat, sequester carbon monoxide emissions, foster pedestrian activity, and provide shade. The City's "urban forest" refers to all public- and privately-owned trees, vegetation, and landscaping throughout La Verne which provide a range of benefits to the community, including reduced energy use, cooling along streets and sidewalks, improved air and water quality, diversification of wildlife habitat, and increased health and well-being.

Policy RM-5.9: **Mature and Protected Trees.** Avoid removal of large, mature trees and protected trees that provide wildlife habitat or contribute to the visual quality of the environment to the greatest extent feasible through appropriate project design and building siting. If full avoidance is not possible, prioritize planting of replacement trees on-site over off-site locations.

Policy RM-5.10: **Agency Coordination.** Coordinate with appropriate federal, state, or local agencies, such as the U.S. Army Corps of Engineers, California Department of Fish and Wildlife, and/or the Los Angeles Regional Water Quality Control Board, prior to conducting management activities in riparian areas.

Action RM-5.1: Maintain a buffer area between natural (not manmade) waterways and urban development to protect water quality and riparian areas.

Action RM-5.2: Require new development, as well as infrastructure projects, long-range planning projects, and other projects, to comply with the requirements of the La Verne Wilderness Area Management and Public Access Plan to ensure that potentially significant impacts to special status species and sensitive resources are adequately addressed.

Action RM-5.3: Require new development which has the potential to result in water quality impacts to the City's creeks and the local groundwater basin to implement all feasible mitigation measures to reduce impacts.

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

Action RM-5.4: Where feasible, vegetation and tree removal should occur outside of the bird nesting season (February 1 to August 31). If not feasible, the project applicant shall retain a qualified biologist to conduct a nesting bird survey no more than three days prior to the commencement of construction activities. The biologist conducting the clearance survey shall document the negative results if no active bird nests are observed on the project site or within the vicinity during the clearance survey with a brief letter report, submitted to the City of La Verne Community Development Department prior to construction, indicating that no impacts to active bird nests would occur before construction can proceed. If an active avian nest is discovered during the pre-construction clearance survey, construction activities shall stay outside a 300-foot buffer around the active nest. For listed and raptor species, this buffer shall be 500 feet. A biological monitor shall be present to delineate the boundaries of the buffer area and to monitor the active nest to ensure the nesting behavior is not adversely affected by construction activity, pursuant to the Migratory Bird Treaty Act (MBTA). Prior to the commencement of construction activities and the issuance of any permits, results of the pre-construction survey and any subsequent monitoring shall be provided to the City of La Verne Community Development Department, California Department of Fish and Wildlife (CDFW), and other appropriate agencies.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

BIO-2: Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?

Impact Analysis: The CDFW considers sensitive natural communities to have significant biotic value, with species of plants and animals unique to each community. The CNDDB search revealed eight sensitive natural communities within the nine-quad search area. The sensitive natural communities within the nine-quad search area include seven terrestrial communities of Riversidian alluvial fan sage scrub, southern coast live oak riparian forest, southern cottonwood willow riparian forest, canyon live oak ravine forest, southern sycamore alder riparian woodland, california walnut woodland, walnut forest, and one aquatic community of Southern California arroyo chub/Santa Ana sucker stream. Of these eight sensitive natural communities documented within the nine-quad search, four are located within one-mile of the Planning Area.

While not always documented as a sensitive natural community in the CNDDB, streams, rivers, wet meadows, and vernal pools are of high concern, because they provide unique aquatic habitat

for many endemic species, including special status plants, birds, invertebrates, and amphibians. Figure 5.3-4 identifies surface waters and wetland resources within the City, as mapped by the USFW. Additionally, the Planning Area contains numerous aquatic habitats that qualify as sensitive habitats. Figure 5.3-4 show local waterways in relation to the City, including the Marshall Creek, San Dimas Wash, and Live Oak Wash. Aquatic resources are further discussed in Section 5.9, *Hydrology and Water Quality*.

Subsequent development under the proposed General Plan Update could result in impacts to riparian habitat or other sensitive natural community. This is considered a potentially significant impact. Potential impacts would need to be assessed on a project-specific basis once site-specific development is proposed. Subsequent development projects would be required to comply with the General Plan Update and adopted federal, State, and local regulations for the protection of sensitive natural communities, including riparian habitat. The City of La Verne General Plan Update includes a number of policies and actions intended to protect sensitive natural communities, including riparian habitat, from adverse effects associated with future development and improvement projects within the Planning Area. Resource Management Element Policy RM-2.2 encourages minimal alteration of the natural terrain in environmentally sensitive open space areas. Policy RM-2.3 directs the City to implement the recommendations and policies established in the La Verne Wilderness Management Plan. Policy RM-5.1 seeks to preserve and enhance those biological communities that contribute to La Verne's and the region's biodiversity including, but not limited to, the following resources: southern oak riparian woodlands, southern mixed chaparral and coastal sage scrub, ruderal-disturbed, and riparian areas. Policy RM-5.2 incorporates habitat maintenance techniques into City programs when possible. Policy RM-5.3 requires non-infill development proposals to provide biological assessments in areas which may contain important plant communities and wildlife habitat. Policy RM-5.6 focuses conservation efforts on high priority conservation areas that contain suitable habitat for endangered, threatened, migratory, or special status species and that can be managed with minimal interference with nearby urban land uses. Policy RM-5.7 conserves existing native vegetation where possible and integrates regionally native plant species into development and infrastructure projects where appropriate. Action RM-5.1 requires the maintenance of a buffer area between natural waterways and urban development to protect water quality and riparian areas. Action RM-5.2 requires new development and infrastructure projects, long-range planning projects, and other projects, to comply with the requirements of the La Verne Wilderness Area Management and Public Access Plan to ensure that potentially significant impacts to special status species and sensitive resources are adequately addressed. Action RM-5.3 requires new development which has the potential to result in water quality impacts to the City's creeks and the local groundwater basin to implement all feasible mitigation measures to reduce impacts. Compliance with federal, State, and local regulations, and implementation of General Plan

Update policies and actions, would reduce potential impacts to protected riparian habitats or sensitive natural communities to a less than significant level, and no mitigation is required.

Proposed General Plan Update Goals, Policies, and Actions:

RESOURCE MANAGEMENT ELEMENT

Goal RM-2: **Open Space.** A community with distinctive natural open spaces that provide significant scenic value to La Verne.

Policy RM-2.1: **Balanced Open Space System.** Support a balanced and integrated open space system that reflects a variety of considerations, including resource conservation, recreation, aesthetics, and community identity.

Policy RM-2.2: **Minimal Alterations to Existing Space.** Encourage minimal alteration of the natural terrain in environmentally sensitive open space areas.

Policy RM-2.3: **Wilderness Management Plan.** Implement and support recommendations and policies established in the City of La Verne Wilderness Management Plan.

Policy RM-2.5: **Regional Cooperation.** Recognize areas of overlapping jurisdiction with respect to open space and biological resources, such as Los Angeles County's Significant Ecological Area, and coordinate the City's actions with efforts of surrounding cities, agencies, and Los Angeles County to protect and maximize regional open space.

Policy RM-2.6: **Cooperative Agreements.** Where feasible, enter into inter-jurisdictional cooperative agreement with allied agencies such the Angeles National Forest, the San Gabriel Mountains National Monument, Los Angeles County Department of Parks and Recreation, the cities of Claremont, San Dimas, and Pomona, and non-governmental organizations, to implement resource management programs.

Action RM-2.2: Periodically coordinate with neighboring jurisdictions to share plans regarding open space protection and access.

Goal RM-5: **Biological Resources.** A community that preserves our diverse plant and animal life.

Policy RM-5.1: **Biological Resource Protection.** Preserve and enhance those biological communities that contribute to La Verne's and the region's biodiversity including, but not limited to, the following resources: Southern Oak Riparian Woodlands, Southern Mixed Chaparral and Coastal Sage Scrub, Ruderal-Disturbed, and riparian areas.

Policy RM-5.2: **City Programs.** Incorporate habitat maintenance techniques into City programs when possible.

Policy RM-5.3: **New Development.** Require non-infill development proposals to provide biological assessments in areas which may contain important plant communities and wildlife habitat.

Policy RM-5.4: **Wildlife Corridors.** Support the establishment of contiguous wildlife corridors by removing existing physical barriers that restrict wildlife access to water and native habitat, where feasible.

Policy RM-5.5: **Land Use Planning.** Ensure that open space areas that contain sensitive biological resources are maintained as passive recreation uses.

Policy RM-5.6: **Focused Conservation.** Focus conservation efforts on high priority conservation areas that contain suitable habitat for endangered, threatened, migratory, or special status species and that can be managed with minimal interference with nearby urban land uses.

Policy RM-5.7: **Native Vegetation.** Conserve existing native vegetation where possible and integrate regionally native plant species into development and infrastructure projects where appropriate.

Policy RM-5.8: **Urban Forest.** Build upon existing streetscapes and develop an urban forest along the City's major corridors and in residential neighborhoods to provide avian habitat, sequester carbon monoxide emissions, foster pedestrian activity, and provide shade. The City's "urban forest" refers to all public- and privately-owned trees, vegetation, and landscaping throughout La Verne which provide a range of benefits to the community, including reduced energy use, cooling along streets and sidewalks, improved air and water quality, diversification of wildlife habitat, and increased health and well-being.

Policy RM-5.9: **Mature and Protected Trees.** Avoid removal of large, mature trees and protected trees that provide wildlife habitat or contribute to the visual quality of the environment to the greatest extent feasible through appropriate project design and building siting. If full avoidance is not possible, prioritize planting of replacement trees on-site over off-site locations.

Policy RM-5.10: **Agency Coordination.** Coordinate with appropriate federal, state, or local agencies, such as the U.S. Army Corps of Engineers, California Department of Fish and Wildlife, and/or the Los Angeles Regional Water Quality Control Board, prior to conducting management activities in riparian areas.

Action RM-5.1: Maintain a buffer area between natural (not manmade) waterways and urban development to protect water quality and riparian areas.

Action RM-5.2: Require new development, as well as infrastructure projects, long-range planning projects, and other projects, to comply with the requirements of the La Verne Wilderness Area Management and Public Access Plan to ensure that potentially significant impacts to special status species and sensitive resources are adequately addressed.

Action RM-5.3: Require new development which has the potential to result in water quality impacts to the City's creeks and the local groundwater basin to implement all feasible mitigation measures to reduce impacts.

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

Action RM-5.4: Where feasible, vegetation and tree removal should occur outside of the bird nesting season (February 1 to August 31). If not feasible, the project applicant shall retain a qualified biologist to conduct a nesting bird survey no more than three days prior to the commencement of construction activities. The biologist conducting the clearance survey shall document the negative results if no active bird nests are observed on the project site or within the vicinity during the clearance survey with a brief letter report, submitted to the City of La Verne Community Development Department prior to construction, indicating that no impacts to active bird nests would occur before construction can proceed. If an active avian nest is discovered during the pre-construction clearance survey, construction activities shall stay outside a 300-foot buffer around the active nest. For listed and raptor species, this buffer shall be 500 feet. A biological monitor shall be present to delineate the boundaries of the buffer area and to monitor the active nest to ensure the nesting behavior is not adversely affected by construction activity, pursuant to the Migratory Bird Treaty Act (MBTA). Prior to the commencement of construction activities and the issuance of any permits, results of the pre-construction survey and any subsequent monitoring shall be provided to the City of La Verne Community Development Department, California Department of Fish and Wildlife (CDFW), and other appropriate agencies.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

BIO-3: Would the project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

Impact Analysis: Streams, rivers, wet meadows, and vernal pools (wetlands and jurisdictional waters) are of high concern because they provide unique aquatic habitat (perennial and ephemeral) for many endemic species, including special status plants, birds, invertebrates, and amphibians. These aquatic habitats oftentimes qualify as protected wetlands or jurisdictional waters and are protected from disturbance through the CWA.

As indicated in Impact BIO-2 and described in Section 5.9 of this Draft EIR, the Planning Area contains several aquatic habitats that may qualify as federally protected wetlands and jurisdictional waters. Section 404 of the CWA requires any project that involves disturbance to a wetland or water of the U.S. to obtain a permit that authorizes the disturbance. If a wetland or jurisdictional water is determined to be present, then a permit must be obtained from the USACE to authorize a disturbance to the wetland. Although subsequent projects may disturb protected wetlands and/or jurisdictional waters, the regulatory process that is established through Section 404 of the CWA ensures that there is "no net loss" of wetlands or jurisdictional waters. If, through the design process, it is determined that a future development project cannot avoid a wetland or jurisdictional water, then the USACE would require that there be an equal amount of wetland created elsewhere to mitigate any loss of wetland.

Construction activities associated with site-specific future development projects associated with implementation of the General Plan Update could result in the disturbance or loss of waters of the U.S. This includes perennial and intermittent drainages; unnamed drainages; vernal pools; freshwater marshes; and other types of seasonal and perennial wetland communities. Wetlands and other waters of the U.S. could be affected through direct removal, filling, hydrological interruption (including dewatering), alteration of bed and bank, and other construction-related activities.

The General Plan Update is a planning document that enables future development beyond existing conditions but does not include any specific development proposals; therefore, adoption of the General Plan Update would not directly impact the environment. However, the Project could have an indirect change on the physical environment through subsequently approved projects that are consistent with the proposed General Plan Update. Subsequent development accommodated by implementation of the proposed General Plan Update could result in impacts to wetlands. This is considered a potentially significant impact. Individual projects would require a detailed and site-specific review of each site to determine the presence or absence of water features. If water features are present and disturbance is required, federal and State laws require measures to reduce, avoid, or compensate for impacts to these resources. The requirements of these federal and State laws are implemented through the permit process. Additionally, the

General Plan Resource Management Element includes policies and actions intended to protect sensitive natural communities, including wetlands, from adverse effects associated with future development and improvement projects within the Planning Area. Policy RM-5.1 seeks to preserve and enhance those biological communities that contribute to La Verne's and the region's biodiversity including, but not limited to, the following resources: southern oak riparian woodlands, southern mixed chaparral and coastal sage scrub, ruderal-disturbed, and riparian areas. Policy RM-5.2 incorporates habitat maintenance techniques into City programs when possible. Policy RM-5.3 requires non-infill development proposals to provide biological assessments in areas which may contain important plant communities and wildlife habitat. Policy RM-5.6 focuses conservation efforts on high priority conservation areas that contain suitable habitat for endangered, threatened, migratory, or special status species and that can be managed with minimal interference with nearby urban land uses. Policy RM-5.7 conserves existing native vegetation where possible and integrates regionally native plant species into development and infrastructure projects where appropriate. Action RM-5.1 requires the maintenance of a buffer area between natural waterways and urban development to protect water quality and riparian areas. Action RM-5.3 requires new development which has the potential to result in water quality impacts to the City's creeks and the local groundwater basin to implement all feasible mitigation measures to reduce impacts.

Compliance with federal, State, and local regulations, and implementation of General Plan Update policies and actions, would reduce potential impacts to wetlands to a less than significant level, and no mitigation is required.

Proposed General Plan Update Goals, Policies, and Actions:

RESOURCE MANAGEMENT ELEMENT

Goal RM-2: **Open Space.** A community with distinctive natural open spaces that provide significant scenic value to La Verne.

Policy RM-2.1: **Balanced Open Space System.** Support a balanced and integrated open space system that reflects a variety of considerations, including resource conservation, recreation, aesthetics, and community identity.

Policy RM-2.2: **Minimal Alterations to Existing Space.** Encourage minimal alteration of the natural terrain in environmentally sensitive open space areas.

Policy RM-2.3: **Wilderness Management Plan.** Implement and support recommendations and policies established in the City of La Verne Wilderness Management Plan.

Policy RM-2.5: **Regional Cooperation.** Recognize areas of overlapping jurisdiction with respect to open space and biological resources, such as Los Angeles County's Significant Ecological Area, and coordinate the City's actions with efforts of surrounding

cities, agencies, and Los Angeles County to protect and maximize regional open space.

Policy RM-2.6: **Cooperative Agreements.** Where feasible, enter into inter-jurisdictional cooperative agreement with allied agencies such the Angeles National Forest, the San Gabriel Mountains National Monument, Los Angeles County Department of Parks and Recreation, the cities of Claremont, San Dimas, and Pomona, and non-governmental organizations, to implement resource management programs.

Action RM-2.2: Periodically coordinate with neighboring jurisdictions to share plans regarding open space protection and access.

Goal RM-5: **Biological Resources.** A community that preserves our diverse plant and animal life.

Policy RM-5.1: **Biological Resource Protection.** Preserve and enhance those biological communities that contribute to La Verne's and the region's biodiversity including, but not limited to, the following resources: Southern Oak Riparian Woodlands, Southern Mixed Chaparral and Coastal Sage Scrub, Ruderal-Disturbed, and riparian areas.

Policy RM-5.2: **City Programs.** Incorporate habitat maintenance techniques into City programs when possible.

Policy RM-5.3: **New Development.** Require non-infill development proposals to provide biological assessments in areas which may contain important plant communities and wildlife habitat.

Policy RM-5.4: **Wildlife Corridors.** Support the establishment of contiguous wildlife corridors by removing existing physical barriers that restrict wildlife access to water and native habitat, where feasible.

Policy RM-5.5: **Land Use Planning.** Ensure that open space areas that contain sensitive biological resources are maintained as passive recreation uses.

Policy RM-5.6: **Focused Conservation.** Focus conservation efforts on high priority conservation areas that contain suitable habitat for endangered, threatened, migratory, or special status species and that can be managed with minimal interference with nearby urban land uses.

Policy RM-5.7: **Native Vegetation.** Conserve existing native vegetation where possible and integrate regionally native plant species into development and infrastructure projects where appropriate.

Policy RM-5.8: **Urban Forest.** Build upon existing streetscapes and develop an urban forest along the City's major corridors and in residential neighborhoods to provide avian habitat, sequester carbon monoxide emissions, foster pedestrian activity, and provide shade. The City's "urban forest" refers to all public- and privately-owned trees, vegetation, and landscaping throughout La Verne which provide a range of benefits to the community, including reduced energy use, cooling along streets and sidewalks, improved air and water quality, diversification of wildlife habitat, and increased health and well-being.

Policy RM-5.9: **Mature and Protected Trees.** Avoid removal of large, mature trees and protected trees that provide wildlife habitat or contribute to the visual quality of the environment to the greatest extent feasible through appropriate project design and building siting. If full avoidance is not possible, prioritize planting of replacement trees on-site over off-site locations.

Policy RM-5.10: **Agency Coordination.** Coordinate with appropriate federal, state, or local agencies, such as the U.S. Army Corps of Engineers, California Department of Fish and Wildlife, and/or the Los Angeles Regional Water Quality Control Board, prior to conducting management activities in riparian areas.

Action RM-5.1: Maintain a buffer area between natural (not manmade) waterways and urban development to protect water quality and riparian areas.

Action RM-5.2: Require new development, as well as infrastructure projects, long-range planning projects, and other projects, to comply with the requirements of the La Verne Wilderness Area Management and Public Access Plan to ensure that potentially significant impacts to special status species and sensitive resources are adequately addressed.

Action RM-5.3: Require new development which has the potential to result in water quality impacts to the City's creeks and the local groundwater basin to implement all feasible mitigation measures to reduce impacts.

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

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

BIO-4: 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?

Impact Analysis: Habitat loss, fragmentation, and degradation resulting from land use changes or habitat conversion can alter the use and viability of wildlife movement corridors (i.e., linear habitats that naturally connect and provide passage between two or more otherwise disjunct larger habitats or habitat fragments). Wildlife habitat corridors maintain connectivity for daily movement, travel, mate-seeking, and migration; plant propagation; genetic interchange; population movement in response to environmental change or natural disaster; and recolonization of habitats subject to local extirpation or removal. The suitability of a habitat as a wildlife movement corridor is related to, among other factors, the habitat corridor's dimensions (length and width), topography, vegetation, exposure to human influence, and the species in question.

Species utilize movement corridors in several ways. "Passage species" are those species that use corridors as thru-ways between outlying habitats. The habitat requirements for passage species are generally less than those for corridor dwellers. Passage species use corridors for brief durations, such as for seasonal migrations or movement within a home range. As such, movement corridors do not necessarily have to meet any of the habitat requirements necessary for a passage species everyday survival. "Corridor dwellers" are those species that have limited dispersal capabilities – a category that includes most plants, insects, reptiles, amphibians, small mammals, and birds – and use corridors for a greater length of time.

Future development under the General Plan Update could result in creation of new barriers to animal movement in the urbanizing portions of the City; however, the majority of new development is anticipated to occur in areas that have been previously developed. Future intensified development within the Planning Area would have the potential to result in direct or indirect impacts. Direct impacts to wildlife movement corridors generally occur from blockage or interference with the connectivity between blocks of habitat, a decrease in the width of a corridor or linkage that constrains movement, or the loss of visual continuity within a linkage or corridor. Even when not directly constrained by development, corridors are also vulnerable to edge effects and human encroachment as well. Wildlife nursery sites include areas that provide the resources necessary for reproduction of a species, including foraging habitat, breeding habitat and water sources. Direct impacts to nursery sites from future development projects resulting from implementation of the General Plan Update could include removal of habitat for development and infrastructure. Indirect impacts to nursery sites would have the potential to result from noise, lighting and changes in drainage patterns, introduction of pests or domestic animals, and other edge effects. These impacts can substantially interfere with native wildlife nursery sites.

Determining whether or not a specific area is a nursery site requires field surveys, which are often only valid for a given breeding season depending on the wildlife species present.

The General Plan Update is a planning document that accommodates future development but does not include any specific development proposals; therefore, adoption of the General Plan Update would not directly impact the environment. However, future development resulting from implementation of the Project could have an indirect change on the physical environment through subsequently approved projects that are consistent with the General Plan Update. Subsequent development resulting from implementation of the proposed General Plan Update could result in impacts to wildlife movement corridors and the use of native wildlife nursery sites. This is considered a potentially significant impact. Individual projects would require a detailed and site-specific review of the site to determine the presence or absence of wildlife movement corridors and wildlife nursery sites. If found present and disturbance is required, federal and State laws require measures to ensure movement corridors and wildlife nursery sites are not adversely impacted.

Additionally, the General Plan Resource Management Element includes policies and actions intended to protect wildlife movement corridors and wildlife nursery sites from adverse effects associated with future development and improvement projects within the Planning Area. Policy RM-2.2 encourages minimal alteration of the natural terrain in environmentally sensitive open space areas. Policy RM-2.3 requires the implementation of the recommendations and policies established in the La Verne Wilderness Management Plan. Policy RM-2.6 directs the City to enter into inter-jurisdictional cooperative agreements, as feasible, with allied agencies, such the Angeles National Forest, the San Gabriel Mountains National Monument, Los Angeles County Department of Parks and Recreation, the cities of Claremont, San Dimas, and Pomona, and non-governmental organizations, in order to implement resource management programs. Policy RM-5.2 incorporates habitat maintenance techniques into City programs when possible. Policy RM-5.3 requires non-infill development proposals to provide biological assessments in areas which may contain important plant communities and wildlife habitat. Policy RM-5.4 supports the establishment of contiguous wildlife corridors by removing existing physical barriers that restrict wildlife access to water and native habitat, where feasible. Policy RM-5.5 ensures that open space areas that contain sensitive biological resources are maintained as passive recreation uses. Policy RM-5.6 focuses conservation efforts on high priority conservation areas that contain suitable habitat for endangered, threatened, migratory, or special status species and that can be managed with minimal interference with nearby urban land uses. Action RM-5.1 requires the maintenance of a buffer area between natural waterways and urban development to protect water quality and riparian areas. Action RM-5.2 requires new development and infrastructure projects, long-range planning projects, and other projects, to comply with the requirements of the La Verne Wilderness Area Management and Public Access Plan to ensure that potentially significant impacts to special status species and sensitive resources are adequately addressed. Action RM-

5.3 requires new development which has the potential to result in water quality impacts to the City's creeks and the local groundwater basin to implement all feasible mitigation measures to reduce impacts. Action RM-5.4 would ensure that surveys are conducted if vegetation and tree removal is proposed to occur during the nesting bird season and to provide for buffers if active nests are confirmed.

With compliance with federal, State, and local regulations, and implementation of General Plan Update policies and actions, future development resulting from implementation of the General Plan Update would result in a less than significant impact associated with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or the use of native wildlife nursery sites. No mitigation is required.

Proposed General Plan Update Goals, Policies, and Actions:

RESOURCE MANAGEMENT ELEMENT

Goal RM-2: **Open Space.** A community with distinctive natural open spaces that provide significant scenic value to La Verne.

Policy RM-2.1: **Balanced Open Space System.** Support a balanced and integrated open space system that reflects a variety of considerations, including resource conservation, recreation, aesthetics, and community identity.

Policy RM-2.2: **Minimal Alterations to Existing Space.** Encourage minimal alteration of the natural terrain in environmentally sensitive open space areas.

Policy RM-2.3: **Wilderness Management Plan.** Implement and support recommendations and policies established in the City of La Verne Wilderness Management Plan.

Policy RM-2.5: **Regional Cooperation.** Recognize areas of overlapping jurisdiction with respect to open space and biological resources, such as Los Angeles County's Significant Ecological Area, and coordinate the City's actions with efforts of surrounding cities, agencies, and Los Angeles County to protect and maximize regional open space.

Policy RM-2.6: **Cooperative Agreements.** Where feasible, enter into inter-jurisdictional cooperative agreement with allied agencies such the Angeles National Forest, the San Gabriel Mountains National Monument, Los Angeles County Department of Parks and Recreation, the cities of Claremont, San Dimas, and Pomona, and non-governmental organizations, to implement resource management programs.

Action RM-2.2: Periodically coordinate with neighboring jurisdictions to share plans regarding open space protection and access.

Goal RM-5: **Biological Resources.** A community that preserves our diverse plant and animal life.

Policy RM-5.1: **Biological Resource Protection.** Preserve and enhance those biological communities that contribute to La Verne's and the region's biodiversity including, but not limited to, the following resources: Southern Oak Riparian Woodlands, Southern Mixed Chaparral and Coastal Sage Scrub, Ruderal-Disturbed, and riparian areas.

Policy RM-5.2: **City Programs.** Incorporate habitat maintenance techniques into City programs when possible.

Policy RM-5.3: **New Development.** Require non-infill development proposals to provide biological assessments in areas which may contain important plant communities and wildlife habitat.

Policy RM-5.4: **Wildlife Corridors.** Support the establishment of contiguous wildlife corridors by removing existing physical barriers that restrict wildlife access to water and native habitat, where feasible.

Policy RM-5.5: **Land Use Planning.** Ensure that open space areas that contain sensitive biological resources are maintained as passive recreation uses.

Policy RM-5.6: **Focused Conservation.** Focus conservation efforts on high priority conservation areas that contain suitable habitat for endangered, threatened, migratory, or special status species and that can be managed with minimal interference with nearby urban land uses.

Policy RM-5.7: **Native Vegetation.** Conserve existing native vegetation where possible and integrate regionally native plant species into development and infrastructure projects where appropriate.

Policy RM-5.8: **Urban Forest.** Build upon existing streetscapes and develop an urban forest along the City's major corridors and in residential neighborhoods to provide avian habitat, sequester carbon monoxide emissions, foster pedestrian activity, and provide shade. The City's "urban forest" refers to all public- and privately-owned trees, vegetation, and landscaping throughout La Verne which provide a range of benefits to the community, including reduced energy use, cooling along streets and sidewalks, improved air and water quality, diversification of wildlife habitat, and increased health and well-being.

Policy RM-5.9: **Mature and Protected Trees.** Avoid removal of large, mature trees and protected trees that provide wildlife habitat or contribute to the visual quality

of the environment to the greatest extent feasible through appropriate project design and building siting. If full avoidance is not possible, prioritize planting of replacement trees on-site over off-site locations.

Policy RM-5.10: **Agency Coordination.** Coordinate with appropriate federal, state, or local agencies, such as the U.S. Army Corps of Engineers, California Department of Fish and Wildlife, and/or the Los Angeles Regional Water Quality Control Board, prior to conducting management activities in riparian areas.

Action RM-5.1: Maintain a buffer area between natural (not manmade) waterways and urban development to protect water quality and riparian areas.

Action RM-5.2: Require new development, as well as infrastructure projects, long-range planning projects, and other projects, to comply with the requirements of the La Verne Wilderness Area Management and Public Access Plan to ensure that potentially significant impacts to special status species and sensitive resources are adequately addressed.

Action RM-5.3: Require new development which has the potential to result in water quality impacts to the City's creeks and the local groundwater basin to implement all feasible mitigation measures to reduce impacts.

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

Action RM-5.4: Where feasible, vegetation and tree removal should occur outside of the bird nesting season (February 1 to August 31). If not feasible, the project applicant shall retain a qualified biologist to conduct a nesting bird survey no more than three days prior to the commencement of construction activities. The biologist conducting the clearance survey shall document the negative results if no active bird nests are observed on the project site or within the vicinity during the clearance survey with a brief letter report, submitted to the City of La Verne Community Development Department prior to construction, indicating that no impacts to active bird nests would occur before construction can proceed. If an active avian nest is discovered during the pre-construction clearance survey, construction activities shall stay outside a 300-foot buffer around the active nest. For listed and raptor species, this buffer shall be 500 feet. A biological monitor shall be present to delineate the boundaries of the buffer area and to monitor the active nest to ensure the nesting behavior is not adversely affected by construction activity, pursuant to the Migratory Bird Treaty Act (MBTA). Prior to the commencement of construction activities and the issuance of any

permits, results of the pre-construction survey and any subsequent monitoring shall be provided to the City of La Verne Community Development Department, California Department of Fish and Wildlife (CDFW), and other appropriate agencies.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

BIO-5: Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Impact Analysis: Future development under the General Plan Update would be subject to all applicable federal, State, regional, and local policies and regulations related to the protection of biological resources as outlined above. The City's local tree preservation policy is codified into Municipal Code Chapter 18.78, *Preservation, Protection and Removal of Trees*, which provides protections for significant and heritage trees within the City by prohibiting the removal of any significant or heritage tree unless a tree or heritage grove removal permit is first obtained. Prior to the granting of a tree removal permit, an application for removal must be submitted to the community development department. The removal of significant and heritage trees requires replacement with a species designated by the community development director or his designee, per Section 18.78.140, *Replacement Required*. In addition, the General Plan Resource Management Element includes policies and actions intended to protect biological resources, including trees. Policy RM-2.2 encourages minimal alteration of the natural terrain in environmentally sensitive open space areas. Policy RM-2.3 requires the implementation of the recommendations and policies established in the La Verne Wilderness Management Plan. Policy RM-5.1 seeks to preserve and enhance those biological communities that contribute to La Verne's and the region's biodiversity including, but not limited to, the following resources: Southern Oak Riparian Woodlands, Southern Mixed Chaparral and Coastal Sage Scrub, Ruderal-Disturbed, and riparian areas. Policy RM-5.2 requires the incorporation of habitat maintenance techniques into City programs when possible. Policy RM-5.3 requires non-infill development proposals to provide biological assessments in areas which may contain important plant communities and wildlife habitat. Policy RM-5.7 conserves existing native vegetation where possible and integrates regionally native plant species into development and infrastructure projects where appropriate. Policy RM-5.9 avoids removal of large, mature trees and protected trees that provide wildlife habitat to the greatest extent feasible through appropriate project design and building siting. Action RM-5.2 requires new development and infrastructure projects, long-range planning projects, and other projects, to comply with the requirements of the La Verne Wilderness Area Management and Public Access Plan to ensure that potentially significant impacts to special status species and sensitive resources are adequately addressed.

Based on the required compliance with the General Plan Update and local regulations, impacts are considered less than significant, and no mitigation measures are required.

Proposed General Plan Update Goals, Policies, and Actions:

RESOURCE MANAGEMENT ELEMENT

Goal RM-2: **Open Space.** A community with distinctive natural open spaces that provide significant scenic value to La Verne.

Policy RM-2.1: **Balanced Open Space System.** Support a balanced and integrated open space system that reflects a variety of considerations, including resource conservation, recreation, aesthetics, and community identity.

Policy RM-2.2: **Minimal Alterations to Existing Space.** Encourage minimal alteration of the natural terrain in environmentally sensitive open space areas.

Policy RM-2.3: **Wilderness Management Plan.** Implement and support recommendations and policies established in the City of La Verne Wilderness Management Plan.

Policy RM-2.5: **Regional Cooperation.** Recognize areas of overlapping jurisdiction with respect to open space and biological resources, such as Los Angeles County's Significant Ecological Area, and coordinate the City's actions with efforts of surrounding cities, agencies, and Los Angeles County to protect and maximize regional open space.

Policy RM-2.6: **Cooperative Agreements.** Where feasible, enter into inter-jurisdictional cooperative agreement with allied agencies such the Angeles National Forest, the San Gabriel Mountains National Monument, Los Angeles County Department of Parks and Recreation, the cities of Claremont, San Dimas, and Pomona, and non-governmental organizations, to implement resource management programs.

Action RM-2.2: Periodically coordinate with neighboring jurisdictions to share plans regarding open space protection and access.

Goal RM-5: **Biological Resources.** A community that preserves our diverse plant and animal life.

Policy RM-5.1: **Biological Resource Protection.** Preserve and enhance those biological communities that contribute to La Verne's and the region's biodiversity including, but not limited to, the following resources: Southern Oak Riparian Woodlands, Southern Mixed Chaparral and Coastal Sage Scrub, Ruderal-Disturbed, and riparian areas.

Policy RM-5.2: **City Programs.** Incorporate habitat maintenance techniques into City programs when possible.

Policy RM-5.3: **New Development.** Require non-infill development proposals to provide biological assessments in areas which may contain important plant communities and wildlife habitat.

Policy RM-5.4: **Wildlife Corridors.** Support the establishment of contiguous wildlife corridors by removing existing physical barriers that restrict wildlife access to water and native habitat, where feasible.

Policy RM-5.5: Land Use Planning. Ensure that open space areas that contain sensitive biological resources are maintained as passive recreation uses.

Policy RM-5.6: **Focused Conservation.** Focus conservation efforts on high priority conservation areas that contain suitable habitat for endangered, threatened, migratory, or special status species and that can be managed with minimal interference with nearby urban land uses.

Policy RM-5.7: **Native Vegetation.** Conserve existing native vegetation where possible and integrate regionally native plant species into development and infrastructure projects where appropriate.

Policy RM-5.8: **Urban Forest.** Build upon existing streetscapes and develop an urban forest along the City's major corridors and in residential neighborhoods to provide avian habitat, sequester carbon monoxide emissions, foster pedestrian activity, and provide shade. The City's "urban forest" refers to all public- and privately-owned trees, vegetation, and landscaping throughout La Verne which provide a range of benefits to the community, including reduced energy use, cooling along streets and sidewalks, improved air and water quality, diversification of wildlife habitat, and increased health and well-being.

Policy RM-5.9: **Mature and Protected Trees.** Avoid removal of large, mature trees and protected trees that provide wildlife habitat or contribute to the visual quality of the environment to the greatest extent feasible through appropriate project design and building siting. If full avoidance is not possible, prioritize planting of replacement trees on-site over off-site locations.

Policy RM-5.10: **Agency Coordination.** Coordinate with appropriate federal, state, or local agencies, such as the U.S. Army Corps of Engineers, California Department of Fish and Wildlife, and/or the Los Angeles Regional Water Quality Control Board, prior to conducting management activities in riparian areas.

Action RM-5.1: Maintain a buffer area between natural (not manmade) waterways and urban development to protect water quality and riparian areas.

Action RM-5.2: Require new development, as well as infrastructure projects, long-range planning projects, and other projects, to comply with the requirements of the La Verne Wilderness Area Management and Public Access Plan to ensure that potentially significant impacts to special status species and sensitive resources are adequately addressed.

Action RM-5.3: Require new development which has the potential to result in water quality impacts to the City's creeks and the local groundwater basin to implement all feasible mitigation measures to reduce impacts.

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

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

BIO-6: Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

Impact Analysis: There are no adopted Habitat Conservation Plans/Natural Community Conservation Plans within the Planning Area. While not considered habitat conservation plans, a number of local and regional plans are aimed at protecting biological resources within the Planning Area, including the La Verne Wilderness Area Management and Public Access Plan and the Los Angeles County SEA Program. While the General Plan Update would redesignate a portion of land within the La Verne Wilderness Area from Open Space and Hillside Residential to Specific Plan Residential, changes to existing land use designations not previously approved are not proposed. Rather, the General Plan Update proposes to simplify how Specific Plans are shown on the Land Use Map and provides for other updates to reflect amendments to the Land Use Map reviewed and approved since the last comprehensive update. As such, the General Plan Update would not alter or conflict with implementation of the La Verne Wilderness Area Management and Public Access Plan. Future development projects within unincorporated land in the City's SOI would be subject to compliance with the County Municipal Code, including Section 22.102.090, *SEA Development Standards*, which provides development standards for projects within a County-designated SEA. Further, the General Plan Update includes a number of goals, policies, and programs intended to protect biological resources. As such, implementation of the General Plan Update would not conflict with the provisions of an adopted Habitat Conservation Plan,

Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan and impacts would be less than significant, and no mitigations required.

Proposed General Plan Update Goals, Policies, and Actions:

RESOURCE MANAGEMENT ELEMENT

Goal RM-2: **Open Space.** A community with distinctive natural open spaces that provide significant scenic value to La Verne.

Policy RM-2.1: **Balanced Open Space System.** Support a balanced and integrated open space system that reflects a variety of considerations, including resource conservation, recreation, aesthetics, and community identity.

Policy RM-2.2: **Minimal Alterations to Existing Space.** Encourage minimal alteration of the natural terrain in environmentally sensitive open space areas.

Policy RM-2.3: **Wilderness Management Plan.** Implement and support recommendations and policies established in the City of La Verne Wilderness Management Plan.

Policy RM-2.5: **Regional Cooperation.** Recognize areas of overlapping jurisdiction with respect to open space and biological resources, such as Los Angeles County's Significant Ecological Area, and coordinate the City's actions with efforts of surrounding cities, agencies, and Los Angeles County to protect and maximize regional open space.

Policy RM-2.6: **Cooperative Agreements.** Where feasible, enter into inter-jurisdictional cooperative agreement with allied agencies such the Angeles National Forest, the San Gabriel Mountains National Monument, Los Angeles County Department of Parks and Recreation, the cities of Claremont, San Dimas, and Pomona, and non-governmental organizations, to implement resource management programs.

Action RM-2.2: Periodically coordinate with neighboring jurisdictions to share plans regarding open space protection and access.

Goal RM-5: **Biological Resources.** A community that preserves our diverse plant and animal life.

Policy RM-5.1: **Biological Resource Protection.** Preserve and enhance those biological communities that contribute to La Verne's and the region's biodiversity including, but not limited to, the following resources: Southern Oak Riparian Woodlands, Southern Mixed Chaparral and Coastal Sage Scrub, Ruderal-Disturbed, and riparian areas.

Policy RM-5.2: **City Programs.** Incorporate habitat maintenance techniques into City programs when possible.

Policy RM-5.3: **New Development.** Require non-infill development proposals to provide biological assessments in areas which may contain important plant communities and wildlife habitat.

Policy RM-5.4: **Wildlife Corridors.** Support the establishment of contiguous wildlife corridors by removing existing physical barriers that restrict wildlife access to water and native habitat, where feasible.

Policy RM-5.5: **Land Use Planning.** Ensure that open space areas that contain sensitive biological resources are maintained as passive recreation uses.

Policy RM-5.6: **Focused Conservation.** Focus conservation efforts on high priority conservation areas that contain suitable habitat for endangered, threatened, migratory, or special status species and that can be managed with minimal interference with nearby urban land uses.

Policy RM-5.7: **Native Vegetation.** Conserve existing native vegetation where possible and integrate regionally native plant species into development and infrastructure projects where appropriate.

Policy RM-5.8: **Urban Forest.** Build upon existing streetscapes and develop an urban forest along the City's major corridors and in residential neighborhoods to provide avian habitat, sequester carbon monoxide emissions, foster pedestrian activity, and provide shade. The City's "urban forest" refers to all public- and privately-owned trees, vegetation, and landscaping throughout La Verne which provide a range of benefits to the community, including reduced energy use, cooling along streets and sidewalks, improved air and water quality, diversification of wildlife habitat, and increased health and well-being.

Policy RM-5.9: **Mature and Protected Trees.** Avoid removal of large, mature trees and protected trees that provide wildlife habitat or contribute to the visual quality of the environment to the greatest extent feasible through appropriate project design and building siting. If full avoidance is not possible, prioritize planting of replacement trees on-site over off-site locations.

Policy RM-5.10: **Agency Coordination.** Coordinate with appropriate federal, state, or local agencies, such as the U.S. Army Corps of Engineers, California Department of Fish and Wildlife, and/or the Los Angeles Regional Water Quality Control Board, prior to conducting management activities in riparian areas.

Action RM-5.1: Maintain a buffer area between natural (not manmade) waterways and urban development to protect water quality and riparian areas.

Action RM-5.2: Require new development, as well as infrastructure projects, long-range planning projects, and other projects, to comply with the requirements of the La Verne Wilderness Area Management and Public Access Plan to ensure that potentially significant impacts to special status species and sensitive resources are adequately addressed.

Action RM-5.3: Require new development which has the potential to result in water quality impacts to the City's creeks and the local groundwater basin to implement all feasible mitigation measures to reduce impacts.

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

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

5.3.6 CUMULATIVE IMPACTS

For biological resources, cumulative impacts are considered for cumulative projects within the City and Los Angeles County region.

Would the project, combined with other related cumulative projects, have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

Impact Analysis: Future development projects resulting from implementation of the General Plan Update within the Planning Area, along with cumulative projects in the surrounding region, have the potential to result in direct or indirect impacts to candidate, sensitive, or special status species. While most new development proposed under the General Plan Update would occur in areas that have been previously developed, subsequent development under the General Plan Update could result in the direct loss of habitat areas associated with special status species, since suitable habitat for these species does occur in the region. Indirect impacts to special status species could also occur as a result of future development accommodated by implementation of the General Plan Update, including habitat degradation as a result of impacts to water quality, increased human presence, and the loss of foraging habitat. Future development projects within the Planning Area and cumulative projects within the region would be required to adhere to applicable federal, State, and local regulations that provide protections to special status species, including development standards within a County-designated SEA, as well as the overall land use vision and policies in local and regional plans as part of the approval process for site-specific development projects. Compliance with applicable regulations at the time of future development would minimize adverse impacts to special status species. Thus, the proposed Project's incremental effects involving candidate, sensitive, or special status species would not be cumulatively considerable.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

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

Impact Analysis: Future development projects resulting from implementation of the General Plan Update within the Planning Area, along with cumulative projects in the surrounding region, have the potential to result in direct or indirect impacts to riparian habitat or other sensitive natural communities. Future development projects within the Planning Area and cumulative

projects within the region would be required to comply with adopted federal, State, and local regulations for the protection of sensitive natural communities, including riparian habitat. Compliance with applicable regulations at the time of future development would minimize adverse impacts to riparian habitat or other sensitive natural communities. Thus, the proposed Project's incremental effects involving riparian habitats or other sensitive natural communities would not be cumulatively considerable.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

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

Impact Analysis: Future development projects resulting from implementation of the General Plan Update within the Project Area, along with cumulative projects in the surrounding region, have the potential to result in direct or indirect impacts to wetlands and jurisdictional waters. Future development projects within the Planning Area and cumulative projects within the region would be required to comply with adopted federal, State, and local regulations, including Section 404 of the CWA, which requires any project that involves disturbance to a wetland or water of the U.S. to obtain a permit that authorizes the disturbance. Section 404 of the CWA also requires that there is "no net loss" of wetlands or jurisdictional waters through avoidance or implementation of mitigation. Compliance with applicable regulations at the time of future development would minimize adverse impacts to wetlands. Thus, the proposed Project's incremental effects involving wetlands would not be cumulatively considerable.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

Would the project, combined with other related cumulative projects, 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?

Impact Analysis: Future development resulting from implementation of the General Plan Update within the Planning Area, along with cumulative projects in the surrounding region, have the potential to result in direct or indirect impacts to animal movement and the use of native wildlife nursery sites. Future development projects within the Planning Area and cumulative projects within the region would be required to comply with federal, State, and local regulations to ensure movement corridors and wildlife nursery sites are not adversely impacted. Compliance with

applicable regulations at the time of future development would minimize adverse impacts. Thus, the proposed Project's incremental effects associated with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or the use of native wildlife nursery sites, would not be cumulatively considerable.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

Would the project, combined with other related cumulative projects, conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Impact Analysis: Future development resulting from implementation of the General Plan Update within the Planning Area and cumulative development projects would not modify local goals or policies specific to the protection of biological resources. Site-specific development is not currently proposed as part of the Project; however, future development associated with implementation of the Project would be assessed for consistency with local policies and ordinances, including the Municipal Code and General Plan goals and policies, as appropriate. Proposed removal of any trees within the City would be reviewed in accordance with Municipal Code Chapter 18.78 and would be required to comply with the requirements for removal and replacement. Similarly, cumulative development projects in the region would be required to comply with local policies and ordinances. Thus, the Project's incremental effects involving conflict with any local policies or ordinances protecting biological resources would not be cumulatively considerable.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

Would the project, combined with other related cumulative projects, conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

Impact Analysis: The Planning Area is not located within the boundaries of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan. Further, the Project would not conflict or alter local and regional plans are aimed at protecting biological resources within the Planning Area, including the La Verne Wilderness Area Management and Public Access Plan and the County SEA Program. Thus, the Project's incremental effects involving a conflict with any of these plans would not be cumulatively considerable.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

5.3.7 SIGNIFICANT UNAVOIDABLE IMPACTS

Impacts to biological resources associated with the implementation of the General Plan Update would be less than significant with implementation of the identified mitigation measures. No significant unavoidable impacts to biological resources would occur as a result of the General Plan Update.

5.3.8 REFERENCES

California Department of Fish and Wildlife (CDFW), *Wildlife Habitats - California Wildlife Habitat Relationships System*, https://wildlife.ca.gov/Data/CWHR/Wildlife-Habitats, accessed January 27, 2022.

California Department of Fish and Wildlife (CDFW), *California Natural Diversity Database (CNDDB)*, accessed in March 2023.

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County of Los Angeles, *Los Angeles County General Plan*, *October 2015*; *Figure 9.3: Significant Ecological Areas and Coastal Resource Areas Policy Map*, https://planning.lacounty.gov/assets/upl/project/gp_2035_2019-FIG_9-3_significant_ecological_areas.pdf, updated October 2019, accessed January 27, 2022.

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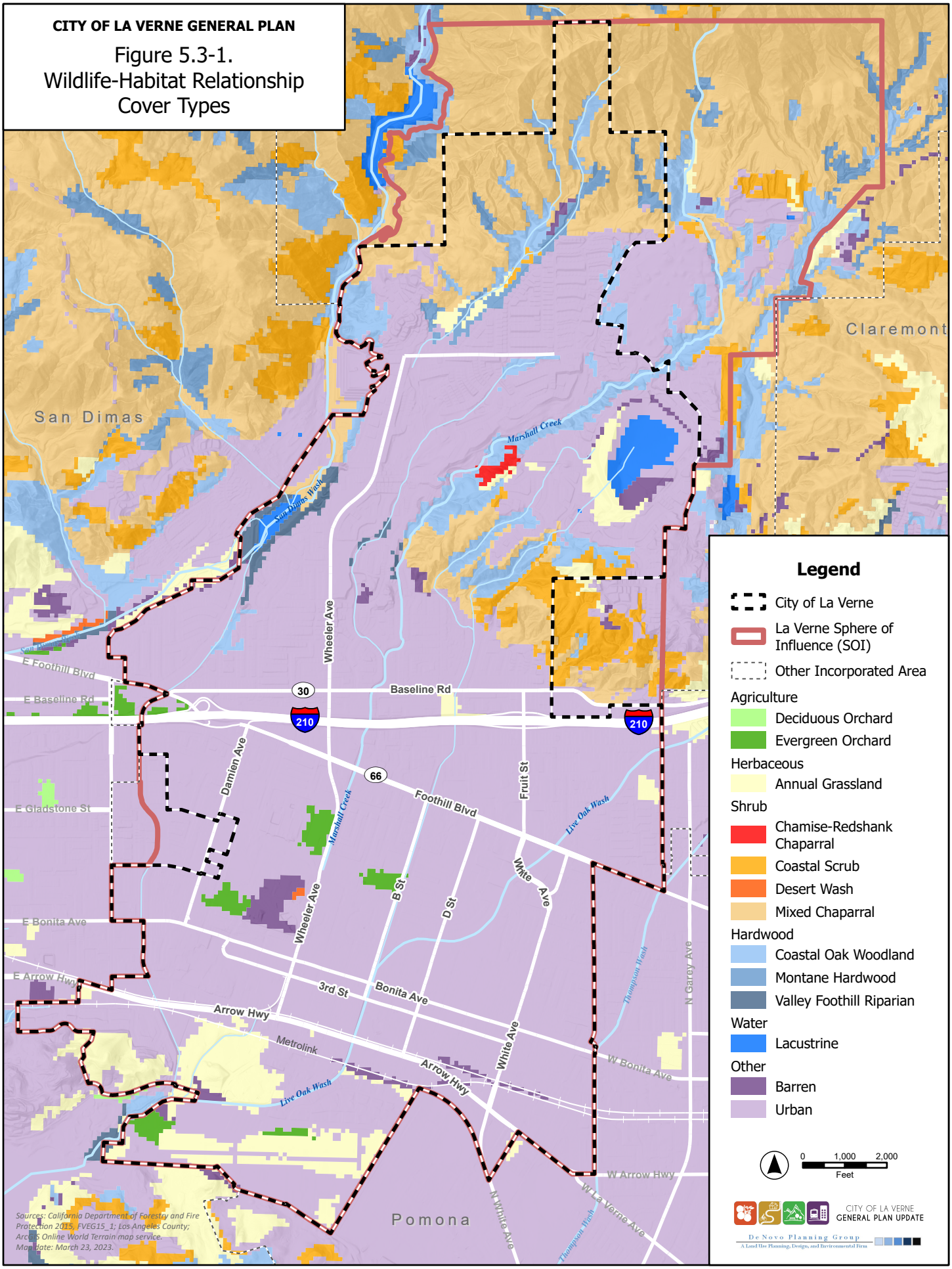
CITY OF LA VERNE GENERAL PLAN

Figure 5.3-1.
Wildlife-Habitat Relationship Cover Types



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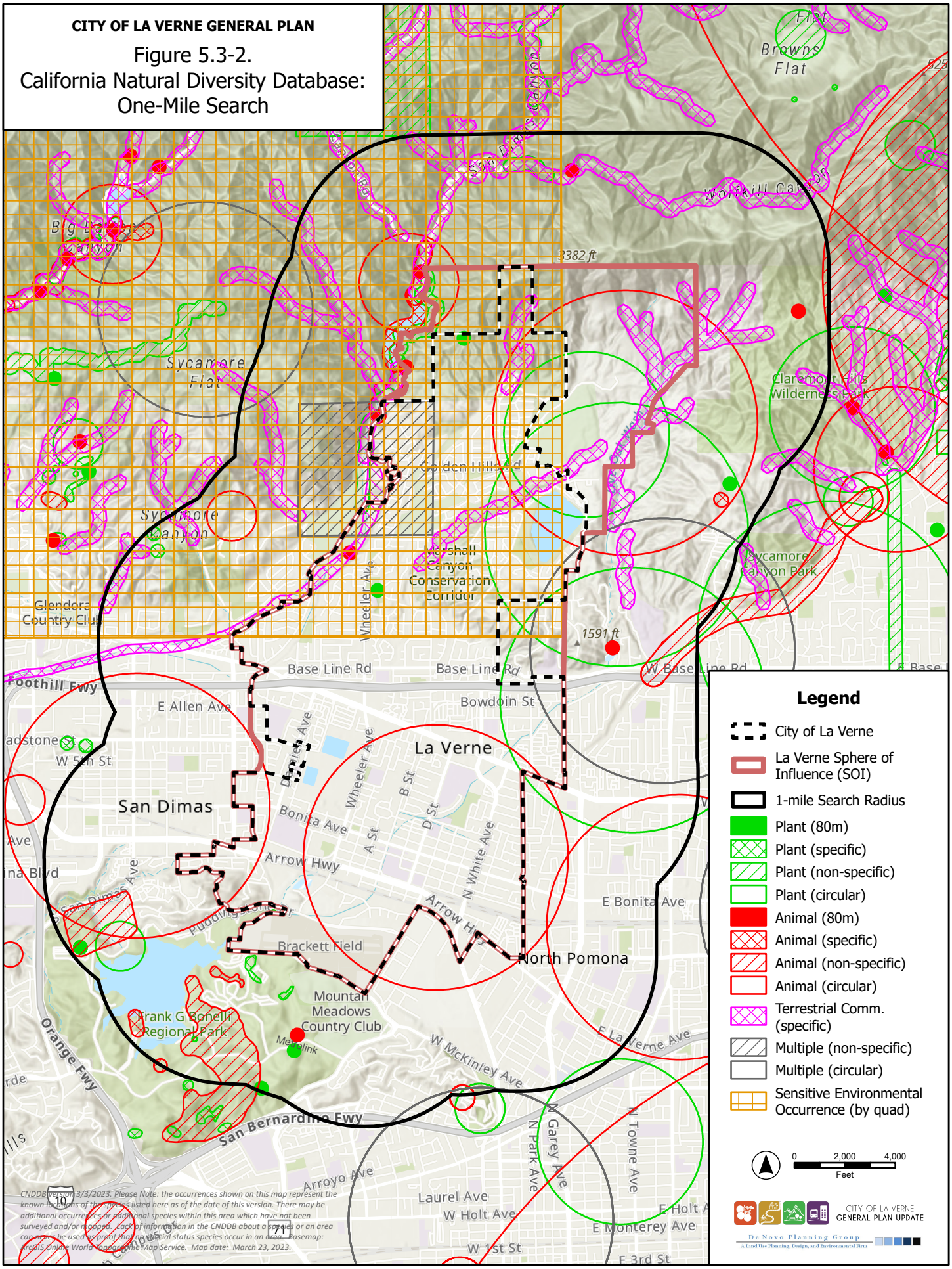
CITY OF LA VERNE GENERAL PLAN

Figure 5.3-2.
California Natural Diversity Database:
One-Mile Search



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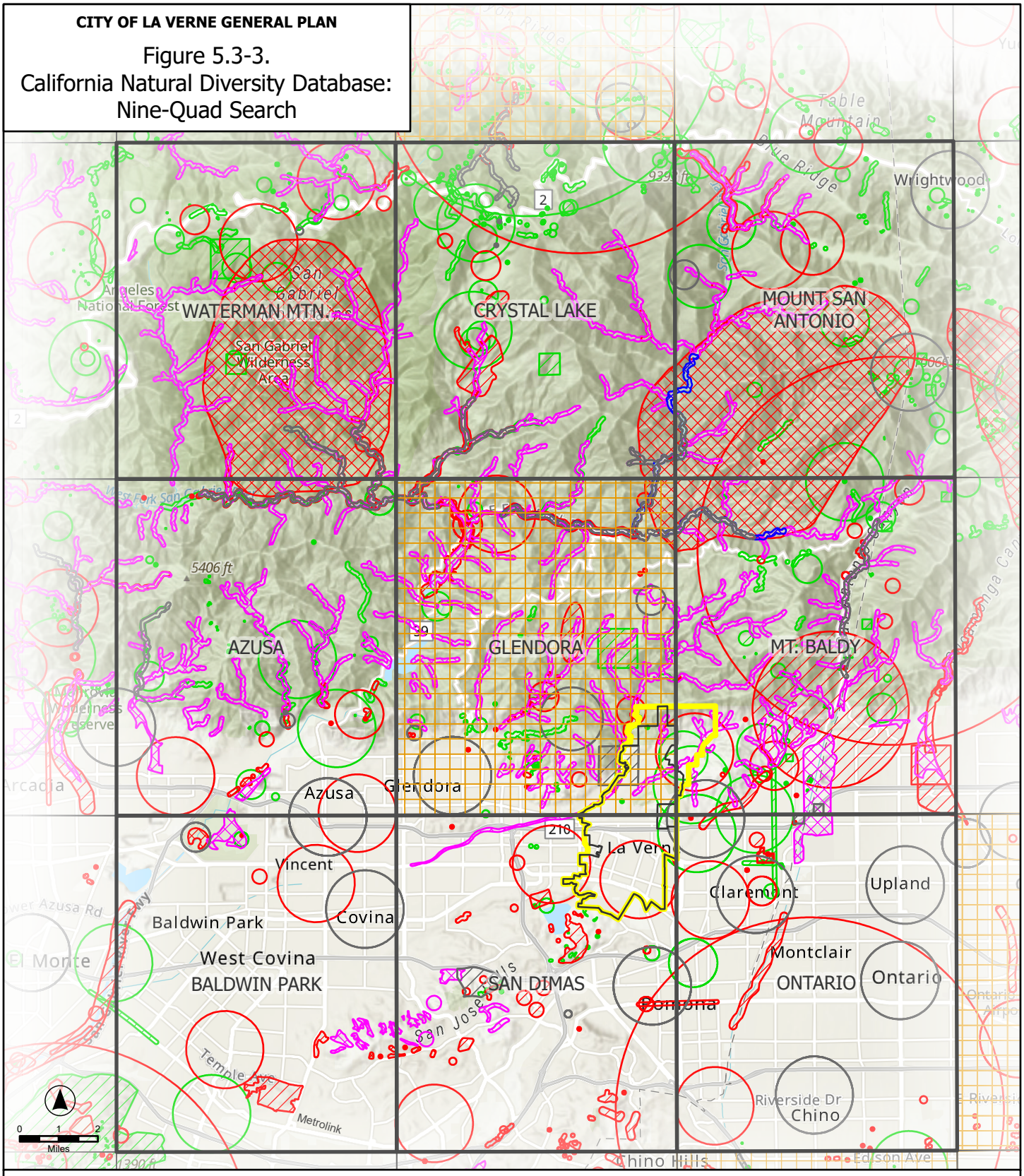
CITY OF LA VERNE GENERAL PLAN

Figure 5.3-3. California Natural Diversity Database: Nine-Quad Search



Legend

- City of La Verne
- La Verne Sphere of Influence
- Plant (80m)
- Plant (specific)
- Plant (non-specific)
- Plant (circular)
- Animal (80m)
- Animal (specific)
- Animal (non-specific)
- Animal (circular)
- Terrestrial Comm. (specific)
- Terrestrial Comm. (circular)
- Aquatic Comm. (specific)
- Multiple (80m)
- Multiple (specific)
- Multiple (non-specific)
- Multiple (circular)
- Sensitive Environmental Occurrence (by quad)

CNDDB version 3/3/2023. Please Note: the occurrences shown on this map represent the known locations of the species listed here as of the date of this version. There may be additional occurrences or additional species within this area which have not been surveyed and/or mapped. Lack of information in the CNDDB about a species or an area can never be used as proof that no special status species occur in an area. Basemap: ArcGIS Online World Topographic Map and World Hillshade Services. Date: March 23, 2023.

CITY OF LA VERNE GENERAL PLAN UPDATE

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

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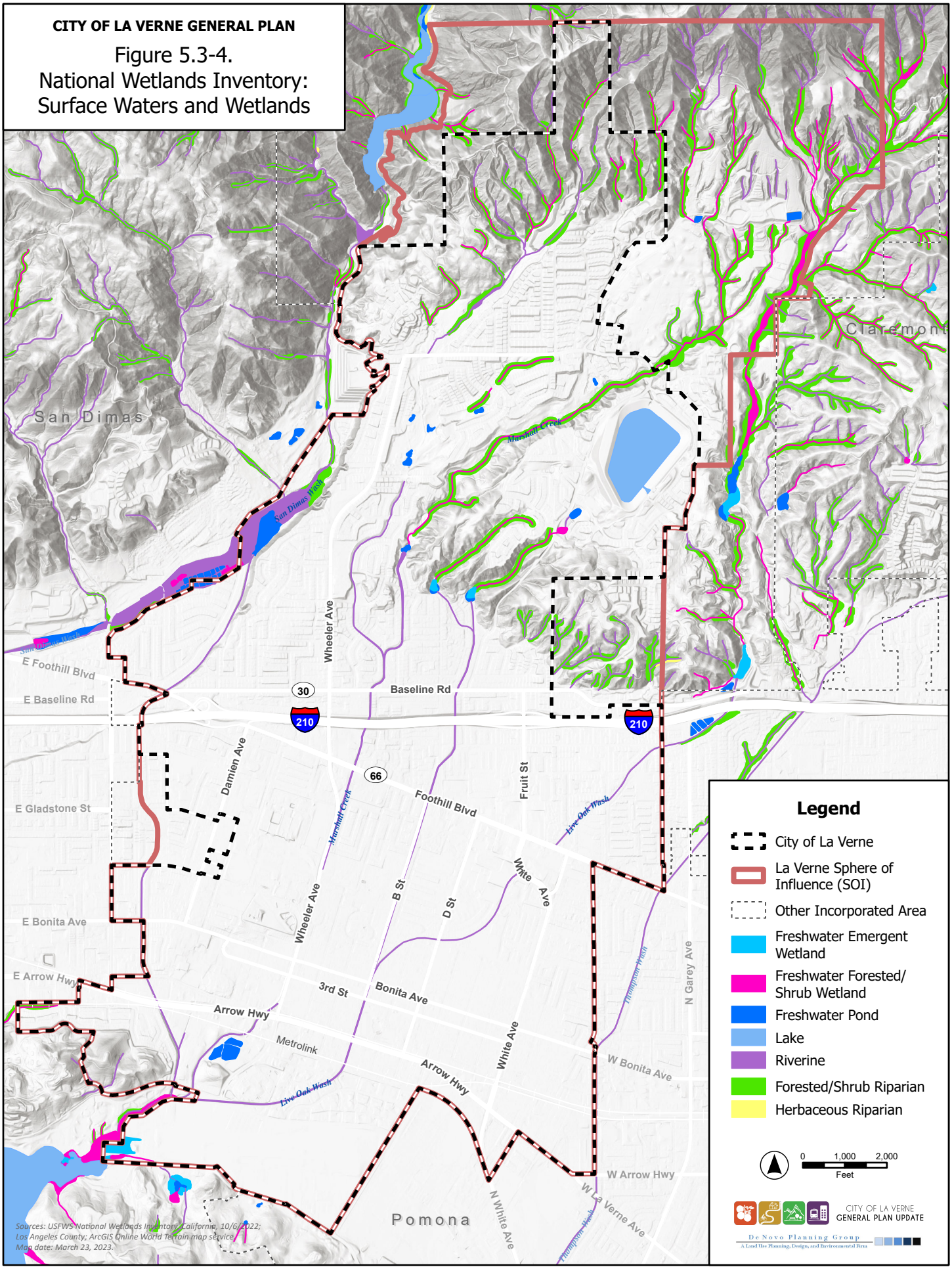
CITY OF LA VERNE GENERAL PLAN

Figure 5.3-4.
National Wetlands Inventory:
Surface Waters and Wetlands



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5.4 CULTURAL RESOURCES

5.4.1 PURPOSE

This section identifies existing cultural (including historic and archeological resources) resources within the Planning Area and provides an analysis of potential impacts associated with implementation of the General Plan Update.

This section is primarily based upon the Cultural and Paleontological Resources Assessment for the City of La Verne General Plan Update, City of La Verne, Los Angeles County, California (Cultural Study), prepared by Cogstone Resource Management, Inc., and dated May 2018; refer to Appendix D, *Cultural/ Paleontological Resources Assessment*.

For impacts specific to tribal cultural resources, refer to Section 5.15, *Tribal Cultural Resources*.

5.4.2 ENVIRONMENTAL SETTING

PREHISTORIC CONTEXT

Approaches to prehistoric frameworks have changed over the past half century from being based on material attributes, to radiocarbon chronologies, to association with cultural traditions. Archaeologists defined a material complex consisting of an abundance of milling stones (for grinding food items) with few projectile points or vertebrate faunal remains dating from about seven to three thousand years before the present as the "Millingstone Horizon." Later, the "Millingstone Horizon" was redefined as a cultural tradition named the Encinitas Tradition. The Encinitas Tradition characteristics are abundant metates and manos, crudely made core and flake tools, bone tools, shell ornaments, very few projectile points with subsistence focusing on collecting (plants, shellfish, etc.). Faunal remains vary by location but include shellfish, land animals, marine mammals, and fish. The Encinitas Tradition is currently redefined as comprising four geographical patterns: (1) Topanga in coastal Los Angeles and Orange Counties; (2) La Jolla in coastal San Diego County; (3) Greven Knoll in inland San Bernardino, Riverside, Orange, and Los Angeles Counties; and (4) Pauma in inland San Diego County.

About 3,500 years before present, the Encinitas Tradition was replaced in the greater Los Angeles Basin by the Del Rey Tradition. This tradition has been generally assigned to the Intermediate and Late Prehistoric periods. The changes that initiated the beginning of the Intermediate Period include new settlement patterns, economic foci, and artifact types that coincided with the arrival of a biologically distinctive population. Many archaeologists have proposed that the beginning of the Intermediate marked the arrival of Numic-speaking groups (to the Mojave Desert, southern Sierra Nevada, and San Joaquin Valley) and that the Late Prehistoric Period reflected Shoshonean groups (from the Great Basin). As defined by Sutton, the Del Rey Tradition replaces usage of the

Intermediate and Late Prehistoric designations for both the southern California mainland and the southern Channel Islands. Within the Del Rey Tradition are two regional patterns named Angeles and Island. The Del Rey Tradition represents the arrival, divergence, and development of the Gabrielino in southern California.

PREHISTORIC CHRONOLOGY

In the La Verne area, the prehistoric chronology is defined by the Topanga pattern of the Encinitas tradition, which is then replaced by the Angeles pattern of the Del Rey Tradition at a later point in time. Table 5.4-1, *Cultural Patterns and Phases*, provides a summary of the prehistoric chronology in the La Verne area.

Topanga Pattern groups were relatively small and highly mobile. Sites known are temporary campsites, not villages, and tend to be along the coast in wetlands, bays, coastal plains, near-coastal valleys, marine terraces and mountains. The Topanga toolkit is dominated by manos and metates with projectile points scarce.

The Angeles pattern generally is restricted to the mainland and appears to have been less technologically conservative and more ecologically diverse, with a largely terrestrial focus and greater emphases on hunting and nearshore fishing.

The ethnographic mainland Gabrielino subsistence system was based primarily on terrestrial hunting and gathering, although nearshore fish and shellfish played important roles for those communities near the coast. Sea mammals, especially whales (likely from beached carcasses), were prized. In addition, a number of European plant and animal domesticates were obtained and exploited. Ethnographically, the mainland Gabrielino practiced internment and some cremation.

Table 5.4-1
Cultural Patterns and Phases

Phase	Dates (B.P.)*	Material Culture	Other Traits
Topanga I	8,500 to 5,000	Abundant manos and metates, many core tools and scrapers, few but large points, charmstones, cogged stones, early discoidals, faunal remains rare	Shellfish and hunting important, secondary burials under metate cairns (some with long bones only), some extended inhumations, no cremations
Topanga II	5,000 to 3,500	Abundant but decreasing manos and metates, adoption of mortars and pestles, smaller points, cogged stones, late discoidals, fewer scraper planes and core tools, some stone balls and charmstones	Shellfish important, addition of acorns, reburial of long bones only, addition of flexed inhumations (some beneath metate cairns), cremations rare
Topanga III	3,500 to 1,300	Abundant but decreasing manos and metates, increasing use of mortars and pestles, wider variety of small projectile points, stone-lined ovens	Hunting and gathering important, flexed inhumations (some under rock cairns), cremations rare, possible subsistence focus on yucca/agave
Angeles IV	1,000 to 800	Cottonwood arrow points for arrows appear, Olivella cupped beads and Mytilus shell disks appear, some imported pottery appears, possible appearance of ceramic pipes	Changes in settlement pattern to fewer but larger permanent villages, flexed primary inhumations, cremations uncommon
Angeles V	800 to 450	Artifact abundance and size increases, steatite trade from islands increases, larger and more elaborate effigies	Development of mainland dialect of Gabrielino, settlement in open grasslands, exploitation of marine resources declined and use of small seeds increased, flexed primary inhumations, cremations uncommon
Angeles VI	450 to 150	Addition of locally made pottery, metal needle-drilled Olivella beads, addition of Euroamerican material culture (glass beads and metal tools)	Use of domesticated animals, flexed primary inhumations continue, some cremations

Source: Cogstone Resource Management, *Cultural and Paleontological Resources Assessment for the City of La Verne General Plan Update, City of La Verne, Los Angeles County, California*, May 2018.
Note: *B.P. means "Before Present."

ETHNOGRAPHIC OVERVIEW

The City is located within the traditional territory of the Gabrielino (Tongva). The Gabrielino moved into southern California from the Great Basin around 4,000 Before Present (B.P.), "wedging" themselves between the Hokan-speaking Chumash, located to the north, and the Yuman-speaking Kumeyaay, located to the south. This Shoshonean Wedge, or Shoshonean "intrusion" theory, is counter to the Gabrielino community's knowledge about their history and origins. Oral tradition states that the Gabrielino have always lived in their traditional territory, with their emergence into this world occurring at Puvungna, located in Long Beach.

The name "Gabrielino" is Spanish in origin and was used in reference to the Native Americans associated with the Mission San Gabriel. It is unknown what these people called themselves before the Spanish arrived, but today they call themselves "Tongva," meaning "people of the earth." At the time of European contact, there were an estimated 5,000 Tongva living at 31 known villages.

The Tongva speak a language that is part of the Takic language family. At the time of Spanish contact, their 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.

The Tongva are considered to have been one of the wealthiest tribes and to have greatly influenced tribes they traded with. Houses were domed and circular structures thatched with tule or similar materials. The best-known artifacts were made of steatite and were highly prized. Many common everyday items were decorated with inlaid shell or carvings reflecting an elaborately developed artisanship.

The main food zones utilized were marine, woodland, and grassland. Plant foods were, by far, the greatest part of the traditional diet at contact. Acorns were the most important single food source. Villages were located near water sources necessary for the leaching of acorns, which was a daily occurrence. Grass seeds were the next most abundant plant food used, along with chia. Seeds were parched, ground, and cooked as mush in various combinations according to taste and availability. Greens and fruits were eaten raw or cooked or sometimes dried for storage. Bulbs, roots, and tubers were dug in the spring and summer and usually eaten fresh. Mushrooms and tree fungus were prized as delicacies. Various teas were made from flowers, fruits, stems and roots for medicinal cures, as well as beverages.

The principal game animals were deer, rabbit, jackrabbit, woodrat, mice, ground squirrels, antelope, quail, dove, ducks and other birds. Most predators were avoided as food, as were tree squirrels and most reptiles. Trout and other fish were caught in the streams, while salmon were available when they ran in the larger creeks. Marine foods were extensively utilized. Sea

mammals, fish and crustaceans were hunted and gathered from both the shoreline and the open ocean, using reed and dugout canoes. Shellfish were the most common resource, including abalone, turbans, mussels, clams, scallops, bubble shells, and others.

One ethnographically recorded Tongva community, Tooypinga, is documented on the southern edge of the City boundary on what is now Brackett Field, historically part of the San Jose Rancho located in northeastern foothills of the San Jose Hills. The name Tooypinga is reported to have been derived "from tojtš, the devil woman who is there at El Rincon, near San Jose." The community of Tooypinga was known for its tunas, the fruit of the prickly pear cactus (*Opuntina sp*.). It is reported that during the Mission Period, a group of Spanish soldiers and servants, under the orders of the Mission priest "tied up and whipped every man, woman, and child in the Lodge and drove part of them back with them." At the Mission, infants and children under the age of eight were baptized against their will, and their parents eventually were forced to consent to baptism in order to be reunited with their families.

HISTORICAL CONTEXT

Juan Cabrillo was the first European to sail along the coast of California, in 1542, and was followed in 1602 by Sebastian Vizcaino. Between 1769 and 1822, the Spanish had colonized California and established missions, presidios, and pueblos. In 1771, the fourth of the missions, La Misión del Santo Príncipe El Arcángel, San Gabriel de Los Temblores, or San Gabriel Mission, was established in the valley at the southern base of the San Gabriel Mountains. In 1774, following the Mission Trail, now Arrow Highway, an expedition of settlers bound for California, led by Juan Bautista de Anza, camped at Mud Springs, and went on to Los Angeles and north to San Francisco.

In 1821, Mexico won its independence from Spain and worked to lessen the wealth and power held by the missions. The Secularization Act was passed in 1833, giving the vast mission lands to the Mexican governor and downgrading the missions' status to that of parish churches. The governor then redistributed the former mission lands, in the form of grants, to private owners.

The City of La Verne

The southern portion of the City is located within the 15,000-acre Rancho San Jose, which was granted in 1837 to Ygnacio Palomares. Palomares built "La Casa Primera" (The First House) in what is now Pomona, and a second house, the Palomares Adobe, a mile northeast. A nephew of Ygnacio Palomares, J.D. Palomares, was given land by his uncle and built a home along what is now Arrow Highway.

The earliest Anglo resident of the area was Col. Heath, a teamster who bought land from J.D. Palomares and built a small Victorian cottage on what is now First Street. He also built a small schoolhouse for his children and the Palomares children, on land which J.D. Palomares donated.

During the 1870s and 1880s, a long drought starved cattle and impoverished many of the Mexican ranchers.

Los Angeles businessman, I.W. Lord, looked over the possible routes for railroads and decided that a logical route for the Santa Fe Railroad would be through the area that would become La Verne, north of the Southern Pacific Railroad, which went through Pomona. Lord purchased considerable acreage from Heath and J.D. Palomares and persuaded Santa Fe Railroad officials to extend its line by this route. Lord subdivided this land, and on May 25, 1887, he hosted a large land sale. Over 2,500 people accepted the invitation and dozens of lots were auctioned off.

Lord and other investors began work on a hotel with more than 60 rooms, known as the Lordsburg Hotel. Soon water mains were put in, a post office opened, a newspaper published and stores opened, all within four months. Cheaper rail fares due to the competition between the Southern Pacific and the Santa Fe Railroads, increased the number of people moving to California.

The extravagant Lordsburg Hotel was completed and waited for its first guests, but none came. It is believed that it never had a paying guest. The land boom was over. There were a few residents in Lordsburg who were committed to farming, but others were tradesmen and construction workers. Speculators who bought lots to resell were left with property which was about worthless. This was true throughout southern California.

In 1889, M.M. Eshelman came by rail from the Midwest to visit Lordsburg. A member of a church denomination known as German Baptist Brethren (Brethren), Eshelman had been helping to establish a church college in McPherson, Kansas. George McDonaugh, also Brethren and a promotion agent for the Santa Fe Railroad, sought out Eshelman with a plan to unload the Lordsburg Hotel. McDonaugh suggested that the empty Lordsburg Hotel would make a fine college building. McDonaugh liked the idea and secured the support of several other men. They offered just $15,000 for the hotel and 100 City lots, and to their surprise, the offer was accepted.

Eshelman joined McDonaugh as an agent for the Santa Fe Railroad and launched a campaign to bring Brethren migrants to Lordsburg so that their young people could go to the college. Many came, saw the possibilities, and bought land.

On November 1, 1890, a Brethren congregation was organized in the little school house built by J.D. Palomares and Col. Heath, and Lordsburg College opened in the fall of 1891, with eight faculty members and 135 students. From that time on, Lordsburg drew many Brethren families who came as farmers or to retire in a town where children could attend a Christian college.

A number of ranchers settled north of Lordsburg in the foothills. The first family was that of L.H. Bixby. Mrs. Bixby and her sister named their property “La Verne,” believing that this was a French term meaning “growing green” or “spring-like.” It actually means “the alder.” A few ranchers

settled in the foothill area to the north. The Bixby's and a few others became members of a land company also named La Verne.

The first commercial crops produced were wheat, oats, and hay which were shipped west by rail for Los Angeles' bakeries and horse stables. Col. Heath and others planted fruit orchards, and by 1890, a few groves of citrus trees were set out as an experiment. The first navel oranges were planted locally by Marcus Sparks and W. Scott Romick in 1890, increasing thereafter to 65 acres of navel oranges and 13 acres of lemons. By the 1927-1928 season, the La Verne Fruit Exchange, which had formed to handle the merchandising of local orange and lemon production, had shipped a record 1,468 rail cars of produce (City of La Verne 2004). The oranges and lemons did well, and more and more groves were planted. The community grew slowly, with several churches, Lordsburg College, merchants and ranchers finding that the citrus industry proved very profitable.

The small town which grew up west of Lordsburg was known as La Verne. It had no railway depot, and while people came to this area, La Verne withered. New arrivals settled in Lordsburg or San Dimas. Eventually most of the homes were moved away, and the name La Verne was seen only on orange crate labels.

Lordsburg's city fathers and the community incorporated the town in 1906, but the name was not popular. The denomination itself took the name Church of the Brethren in 1908. With the arrival of a new newspaper editor, the residents of Lordsburg tried to change the town's name, but I.W. Lord was proud of the name and blocked the attempt. He passed away in March 1917, and citizens soon voted to change the city's name to La Verne.

By 1919, more than a thousand carloads of fruit were being shipped annually, and the demand continued to grow. The City motto was "Heart of the Orange Empire." To handle the packing of the area's growing citrus production, local packing housing were constructed. By 1909, there were two packing houses in La Verne, one owned by Valentine Peyton, and the other owned by the La Verne Orange Growers Association. The were located on opposite sides of the street at the intersection of First and D Streets. A third packing house, located at the southeast corner of E and First Streets, was completed in 1921 and was considered one of the finest and most modern in the industry (City of La Verne 2004).

Camps of orange pickers included Chinese, Native Americans, Japanese and Filipinos. Mexican immigrants who settled in La Verne after 1910 lived south of the Santa Fe Railroad tracks and worked extensively in the orange groves and packing houses. A sort of de facto segregation occurred, when in 1927, the City built the Palomares School south of the railroad for Spanish-speaking children to attend.

Large Craftsman homes were built through the 1920's, but new construction ended with the Great Depression. Citrus sales dropped sharply, as did college enrollment. The town itself did not suffer as greatly as other areas during the 1930's, as much food was home grown. Men worked on public works projects such as the San Dimas Dam. The Brethren benefitted, as unemployed members built an enormous new church with cement supplied at cost by a prominent construction family.

While the Great Depression waned, the citrus industry began to have a problem. The quality and size of fruit declined. A mysterious malady termed “the quick decline” struck the orange trees. It was a combination of aging trees, lowered water levels, and years of smoke caused by smudging.

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. A progressive school superintendent integrated the schools with new buildings and by selling the old Palomares School.

After World War II, 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. The final packing house of the La Verne Fruit Exchange, Orange House No. 2, closed in 1960 (City of La Verne 2004).

CULTURAL RESOURCES

Cogstone conducted a search of the California Historic Resources Inventory System (CHRIS) at the South Central Coastal Information Center (SCCIC), located on the campus of California State University, Fullerton (CSUF), on August 9, 2017. The records search covered the entire 5,446 acres of the City on portions of the Glendora, Mt. Baldy, and San Dimas USGS 7.5 topographic maps. Results of the record search indicate that 65 previous cultural resources studies have been completed within the boundaries of the City of La Verne; refer to Appendix D.

The records search also determined that 83 previously recorded cultural resources are located within the City boundaries, as shown in Table 5.4-2, *Prehistoric Cultural Resources Within the City of La Verne* and Table 5.4-3, *Historic Cultural Resources Within the City of La Verne*. 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 resources, and two are historic districts.

In addition to the SCCIC records search, a variety of sources were consulted in February and March 2018 to obtain information regarding the cultural context of the City. Sources included the National Register of Historic Places (NRHP) and the California Register of Historic Resources (CRHR) which includes the California Historical Resources Inventory (CHRI), California Historical

Landmarks (CHL), California Points of Historical Interest, and information from the La Verne Historical Society. These records are shown in Table 5.4-2 and Table 5.4-3 and identify the resource type (e.g., prehistoric archaeological site), present a description of the resource, states the date recorded, and the NRHP Status Code.

Table 5.4-2
Prehistoric Cultural Resources within the City of La Verne

Primary No. (P-19-)	Other Identifier	Resource Type	Resource Description	Date Recorded	NRHP Status Code*
000075	CA-LAN-75	Multicomponent Site	Habitation Site, "Cienega/Mud Springs": Cogstones, discoidal, groundstone, hammerstones, lithic tools (projectile points, drills, knives, scrapers, flakes); Historics, glass, ceramics, metal, coins, marbles.	1951, 1965, 1980	7
000166	CA-LAN-166	Prehistoric Archaeological Site	Habitation Site: Groundstone, hammerstones, lithic tools (projectile points, scrapers, choppers, scraper planes), steatite object	1967, 1973	7
000173	CA-ORA-173	Prehistoric Archaeological Site	Lithic scatter, hammerstones, groundstone fragments, scrapers, core tools	1967	7
000402	CA-ORA-402	Prehistoric Archaeological Site	Lithic scatter, groundstone, cores, flakes	1969, 1989	7
000524	CA-ORA-524	Prehistoric Archaeological Site	Lithic scatter, scraper, core, hammerstone	1973	7
000826	CA-LAN-826	Prehistoric Archaeological Site	Sparse Lithic Scatter	N/A	7
001098	CA-LAN-1098	Multicomponent Site	Habitation site, groundstone, cores, flakes, scrapers, bores, gravers, knives, projectile points; Historic ceramics, glass, metal, coins, marbles	1980	7

Table 5.4-2 (continued)
Prehistoric Cultural Resources within the City of La Verne

Primary No. (P-19-)	Other Identifier	Resource Type	Resource Description	Date Recorded	NRHP Status Code*
002562	N/A	Historic Archaeological Site	Septic tank and historic refuse deposit	1997	7
002611	N/A	Prehistoric Archaeological Site	Lithic scatter, groundstone, cores, flakes	1997	
002787	CA-LAN-2787	Prehistoric Archaeological Site	Habitation Site and lithic quarry, groundstone, lithic tools, midden	1999	7
100637	N/A	Prehistoric Isolate	Mano	2008	7

Source: Cogstone Resource Management, *Cultural and Paleontological Resources Assessment for the City of La Verne General Plan Update, City of La Verne, Los Angeles County, California*, May 2018.
*NRHP Status Code Key 7: Not Evaluated for National Register (NR) or California Register (CR) or Needs Revaluation

Table 5.4-3
Historic Cultural Resources within the City of La Verne

Primary No. (P-19-)	Other Identifier	Address	Resource Description	Date Recorded	NRHP Status Code*
180754	NR. No 92001559	6100 Brydon Road	Single Family property, Mission/Spanish Colonial Revival-style, "DeWenter Ranch/ Mansion and Guest House and Grounds": 1940	1992	1
186564	HRI: 091575; CHL: 0934-0005	Null	Military Property, "Pomona Assembly Center/Temporary Japanese Detention Camp: 1942	1980	1CL; 6Y
186566	HRI: 34731; CHL: 386, Mills Act	919 Puddingstone Dr.	Single family property, Spanish Adobe, "La Casa de Saturnino Carrion": 1866	1944	7L
186918	FS No. 2N07	Null	Historic Road, "Sunset Ridge Fire Road": 1942	2001	Null
187085	HRI: 112714; CHL: 963	Null	Historic Road, "The Mojave Road"	1985	1CL
187320	HRI: 084907; CHL 9795	2172 Walnut St.	Single family property, Vernacular Ranch-Style, "J.D. Palomares House": 1880	1993	7L
187546	N/A	719 Foothill Blvd.	Reservoir: 1930s	2006	Null
187724	N/A	2000 2nd St.	Educational building-Gymnasium, wood frame Vernacular-style: 1921	2006	3D
187725	N/A	2480 C Street	Educational building, Mid-century Modern reminiscent of the international-style, "Studebaker-Hanawalt Hall/Stu-Han Hall": 1956/1958	2006	3CS
187726	N/A	2231 C Street	Education building- Dining Hall, International-style, "Davenport Dining Hall": 1958	2006	3CS, 5S1

Table 5.4-3 (continued)
Historic Cultural Resources within the City of La Verne

Primary No. (P-19-)	Other Identifier	Address	Resource Description	Date Recorded	NRHP Status Code*
187727	N/A	1940 Bonita Ave.	Educational/Religious building, Modern-style, "Dant Chapel": 1966	2006	3CS, 5S1
187728	N/A	1920 Bonita Ave.	Educational building, Industrial-style, "Brandt Hall": 1962	2006	3CS, 5S1
187729	N/A	1930 3rd St.	Educational building, Mission-style, "Founders Hall":1926	2006	3D
187730	N/A	2015 D. St.	Industrial/Educational building, Vernacular-style with Mission themes, "Historic Office of the La Verne Fruit Exchange, Orange and Lemon Growers Association": 1928	2004, 2006	3D, 3CD
187829	FS No.: 05-01-52-108	Null	CCC Property (Outdoor Laboratory), "San Dimas Experimental Forest":1933	2002, 2003	3
188983	NR. No.: E-94-001	Null	Engineering structure, "Boulder Dam-Los Angeles 287.5 kV Transmission Line": 1936	1999, 2000, 2008,	1S
189142	N/A	2142 Arrow Hwy.	Single family property, Vernacular-style, "The Fannie A. Salisbury House": 1912	2003	6Y
189143	N/A	2410-2420 1st St.	Industrial building, unidentified style: 1947	2003	6Y
189151	N/A	1910 N. White Ave.	Single family property (now used as a commercial building), Craftsman-style bungalow, "Maust House": 1925	2003	6Y
189152	N/A	2446 1st St.	Single family property, Hipped Roof Cottage-style, "The Bessie Brooks House": 1912	2003	6Y
189153	N/A	2109 N White Ave.	Single family property, Craftsman-style, "Alice S. Staley House": 1913	2003	6Y

Table 5.4-3 (continued)
Historic Cultural Resources within the City of La Verne

Primary No. (P-19-)	Other Identifier	Address	Resource Description	Date Recorded	NRHP Status Code*
189154	N/A	2282 Arrow Hwy.	Commercial property, unidentified style, "V&P Auto Body & Glass": 1951	2003	6Y
189206	N/A	2237-2239 1st St.	Industrial property," LA Verne Citrus Packing District": 1893	2003	3CS
189207	N/A	2243-2275 1st St.	Industrial building, unidentified style, "Orange House Refrigerated Fruit Storage Building No.2": 1939	2003	3CD
189208	N/A	2237-2239 1st St.	Industrial building, "La Verne Orange Association Building": 1954	2003	6Y
189210	N/A	2290 1st St.	1-3 story commercial building, Modern/originally Folk Vernacular-style, "Sunkist Packing House Complex": 1920	2003, 2012	3CD
189211	N/A	2016 D St.	Industrial building, unidentified style, "La Verne Lemon Association Building": 1932	2003	3CD
189929	N/A	1350 3rd St.	Orphanage, Greek Revival-style with Neoclassical themes, Architect William, K. Weeks, "David and Margaret Home for Children": 1924	2012	3S
190294	N/A	Null	Engineering structure, steel lattice transmission tower, 80.0AGL: 1968	2013	Null
N/A	HRI:125565	1355 3rd St.	Single family property, Spanish Colonial-style: 1925	1997	6Y
N/A	HRI:125731	1609 3rd St.	Single family property, unidentified style: 1947	1997	6Y
N/A	LVHS-1, Mills Act	2236 3rd St.	Single family property, Craftsman-style, "David Blickenstaff Home": 1912	2016	6Y
N/A	LVHS-2, Mills Act	2380 3rd St.	Single family property, Craftsman-style, "Isaac Eikenberry House: 1912	2016	6Y
N/A	HRI: 125693	1843 2nd St.	Single family property, Front-Gable Folk Victorian-style:1901	1997	6Y

Table 5.4-3 (continued)
Historic Cultural Resources within the City of La Verne

Primary No. (P-19-)	Other Identifier	Address	Resource Description	Date Recorded	NRHP Status Code*
N/A	HRI: 34734	2141 5th St.	Single family residence, Bungalow-Remodeled: 1919	1997	6Y
N/A	HRI: 125765	2280 Bonita Ave.	Single family residence, Folk-style: 1898	1997	6Y
N/A	HRI: 34735	2642 Bonita Ave.	Single family residence, Traditional Craftsman and EasternStick: 1910	1997	6Y
N/A	HRI:128182	2388 Bowdoin St.	Single family residence, National Folk House, "True-Hartshorn Residence": 1897	1997	7
N/A	HRI:125711	2480 5th St.	Single family residence, Hipped-roof Cottage: 1905	1999	7N
N/A	HRI: 64865 and 34732	2507 D St.	Single family residence, Craftsman Bungalow-style: 1923	1986	6Y and 7N
N/A	HRI:34733	3499 B. Street	Single family residence, Folk-style: 1910	Null	7R
N/A	NR No. 92000833 ; HRI-67142	4333 Emerald Ave.	Single Family Residence, Colonial Revival-style, "Charles E. Straight House": 1902	1992	1S
N/A	LVHS-3, Mills Act	2341 Third Street	Single family property, Craftsman-style "Dr. Frank Shirk House": 1910	2016	6Y
N/A	LVHS-4, MillsAct	2478 Bonita Ave.	Single family property, Spanish Colonial Revival, "Hortense Lear House": 1921	2016	6Y
N/A	LVHIS-5, Mills Act	2259 Third St.	Single family property, Classic Box Bungalow, "The McClellan House": 1909	2016	6Y
N/A	LVHS-6, Mills Act	2309 Third St.	Single family property, Stone Craftsman Bungalow, "The Bowman Home": 1927	2016	6Y
N/A	LVHS-7	2553 Magnolia	Single family property, Craftsman-style, "The LomeliAdobe": 1957	2016	6Y

Table 5.4-3 (continued)
Historic Cultural Resources within the City of La Verne

Primary No. (P-19-)	Other Identifier	Address	Resource Description	Date Recorded	NRHP Status Code*
N/A	LVHS-8	2140 Sixth St.	Single family property, Craftsman-style, "Hazel Snoke Home": 1890	2016	6Y
N/A	LVHS-9, Mills Act	2449 Magnolia	Single family property, California Craftsman, "Henry L. Kuns Home": 1911	2016	6Y
N/A	LVHS-10, Mills Act	2308 Third St.	Single family property, Victorian-Craftsman, "The Huck Residence": 1898	2016	6Y
N/A	LVHS-11, Mills Act	2446 Park Ave.	Single family property, Swiss Chalet Craftsman-style, "The Overholtzer Home": 1914	2016	6Y
N/A	LVHS-12	1655 Fifth St.	Single family property, Craftsman, "Durward-Bowers Home": 1914	2016	6Y
N/A	LVHS-13	2417 Magnolia	Single family property, Craftsman, "J.M. Johnson Home":1911	2016	6Y
N/A	LVHS-14, Mills Act	2219 Third St.	Single family property, Post-Victorian, "The Neher-Vaniman Home": 1907	2016	6Y
N/A	LVHS-15	1622 Bonita Ave.	Single family property, Unidentified style, "The Inman Conety Home": 1912	2016	6Y
N/A	LVHS-16	Not Yet Installed	Single family property, Unidentified Style-style, "The Jordan House": 1914	2016	6Y
N/A	LVHS-17	2607 Sedalia	Single family property, Folk Victorian, "The Meredith Home": 1887	2016	6Y
N/A	LVHS-18, Mills Act	2369 Third St.	Single family property, Craftsman style, "The Moomaw Home" 1911	2016	6Y
N/A	LVHS-19	2058 Second St.	Single family property, Queen Anne Victorian, "The Hanawalt House": 1908	2016	6Y

Table 5.4-3 (continued)
Historic Cultural Resources within the City of La Verne

Primary No. (P-19-)	Other Identifier	Address	Resource Description	Date Recorded	NRHP Status Code*
N/A	LVHS-20, Mills Act	2610 Bonita Ave.	Single family property, Craftsman style, "The Harvey Hanawalt House": 1912	2016	6Y
N/A	LVHS-21	2210 Bonita Ave.	Single family property, Craftsman style "The Haugh Residence": 1914	2016	6Y
N/A	LVHS-22, Mills Act	2368 Third St.	Single family property, Bungalow, "The Brandt House":1922	2016	6Y
N/A	LVHS-23, Mills Act	3949 Bradford St.	Single family property, Craftsman style, "The John Larimer Home on Bradford": 1908	2016	6Y
N/A	LVHS-24, Mills Act	2432 Fifth St.	Single family property, Craftsman, "The Woody House": 1905	2016	6Y
N/A	LVHS-25, Mills Act	1635 Fifth St.	Single family property, Craftsman style, "The Calkins-Perrin Home": 1912	2016	6Y
N/A	LVHS-26	2707 White Ave.	Single family property, Unidentified Style, "The Price House": 1917	2016	6Y
N/A	LVHS-27, Mills Act	4255 Bradford St.	Single family property, Craftsman style Bungalow, "The Curtiss House": 1910	2016	6Y
N/A	LVHS-28	2388 BowdoinSt.	Single family property, Craftsman style, "The True-Hartshorn Home": 1910	2016	6Y
N/A	LVHS-29	2633 Third St.	Single family property, Craftsman style, "The Frank and Rilla Seymour House": 1922	2016	6Y
N/A	Mills Act (CR1)	2232 6th St	Single family property, Victorian Cottage, "Sparks House": 1910.	N/A	6Y
N/A	Mills Act 2(CR2)	2481 Bonita Ave.	Single family property, California Bungalow, "TrimmerHouse": 1914	N/A	6Y

Table 5.4-3 (continued)
Historic Cultural Resources within the City of La Verne

Primary No. (P-19-)	Other Identifier	Address	Resource Description	Date Recorded	NRHP Status Code*
N/A	LVHS-30	2607 Third St.	Single family property, Craftsman style: "The Ellsworth and Lone Green House": 1917	2017	6Y

Source: Cogstone Resource Management, *Cultural and Paleontological Resources Assessment for the City of La Verne General Plan Update, City of La Verne, Los Angeles County, California*, May 2018.

*NRHP Status Code Key

1	Properties listed in the National Register (NR) or the California Register (CR)
1CL	Automatically listed in the California Register – Includes State Historical Landmarks 770 and above and Points of Historical Interest nominated after December 1997 and recommended for listing by the SHRC
1S	Individual property listed in NR by the Keeper. Listed in the CR
3	Appears eligible for National Register (NR) or California Register (CR) through Survey Evaluation
3S	Appears eligible for NR as an individual property through survey evaluation
3CD	Appears eligible for CR as a contributor to a CR eligible district through a survey evaluation.
3CS	Appears eligible for CR as an individual property through survey evaluation
3D	Appears eligible for NR as a contributor to a NR eligible district through survey evaluation.
5S1	Individual property that is listed or designated locally
6Y	Determined ineligible for NR by consensus through Section 106 process
7	Not Evaluated for National Register (NR) or California Register (CR) or Needs Revaluation
7L	Not evaluated for CR or local listing
7N	Needs to be reevaluated
7R	Identified in Reconnaissance Level Survey: Not Evaluated

Historic Resources

As described above, results of the records search indicate there are 69 historic resources and two historic districts within the Planning Area. The City's original historic center is located near the University of La Verne (originally Lordsburg), the former citrus packing district near Arrow Highway, and the former Southern Pacific and Santa Fe Railroads. This historic center has the potential to qualify as a locally designated district or conservation area. Specifically, the area of

historic interest includes the area south of Eighth Street, east of Wheeler Avenue, north of the current Metrolink Railroad, and east of North White Avenue. This area is overlain by several specific plans, including the Lordsburg Specific Plan, Old Town La Verne Specific Plan, Walnut Specific Plan, and Arrow Corridor Specific Plan, as well as land that is not underlain by a specific plan.

Key past and present buildings in Old Town include the Lordsburg Hotel, constructed but never utilized as a hotel for visitors (demolished in the 1920s), and the General Store at the corner of Second and D Streets, defining the original retail core of the City. The Santa Fe Railway Station provided the first passenger access to La Verne from Los Angeles. Key landmark structures of the citrus heritage era of La Verne remain, including the Fruit Exchange Building, the Lemon Association Packing House, and the Orange Association Packing Houses. Many of the original commercial buildings still remain, although most have been substantially remodeled (City of La Verne 2013).

Some of the standout structures in the Lordsburg Townsite include the Church of the Brethren and the University of La Verne. The Church of the Brethren (northwest corner of Bonita Avenue at E Street) is the single most dominant structure defining the Lordsburg area. The Church is in the Gothic Moderne style, rising over five stories with a bell tower. University of La Verne, formerlly Lordsburg College, was originally housed in the Lordsburg Hotel. Lordsburg was one of 25 settlements established in 1887 along the Santa Fe Railway, a 36-mile stretch from San Bernadino to Los Angeles along the San Gabrial foothills. Within the Lordsburg Specific Plan Area, many of the historic commercial buildings have been altered. However, the historic residential neighborhoods have remained relatively intact, with multiple blocks of bungalow single-family houses built between 1900 and 1930 (City of La Verne 2004).

A notable property within the Arrow Corridor area includes the Carrion Adobe, which is among the oldest structures in the Pomona Valley, built circa 1868.

5.4.3 REGULATORY SETTING

FEDERAL

National Historic Preservation Act

Enacted in 1966 and amended in 2000, the National Historic Preservation Act (NHPA) declared a national policy of historic preservation and instituted a multifaceted program, administered by the Secretary of the Interior, to encourage the achievement of preservation goals at federal, State, and local levels. The NHPA authorized the expansion and maintenance of the National Register of Historic Places (NRHP), established the position of State Historic Preservation Officer (SHPO) and provided for the designation of State Review Boards, set up a mechanism to certify local governments to carry out the purposes of the NHPA, assisted Native American tribes to

preserve their cultural heritage, and created the Advisory Council on Historic Preservation (ACHP).

Section 106 Process

Through regulations associated with the NHPA, an impact to a cultural resource would be considered significant if government action would affect a resource listed in or eligible for listing in the NRHP. The NHPA codifies a list of cultural resources found to be significant within the context of national history, as determined by a technical process of evaluation. Resources that have not yet been placed on the NRHP, and are yet to be evaluated, are afforded protection under the Act until shown not to be significant.

Section 106 of the NHPA and its implementing regulations (36 Code of Federal Regulations Part 800) state that for a cultural resource to be determined eligible for listing in the NRHP, the resource must meet specific criteria associated with historic significance and possess certain levels of integrity of form, location, and setting. The criteria for listing on the NRHP are applied within an analysis when there is some question as to the significance of a cultural resource. The criteria for evaluation are defined as the quality of significance in American history, architecture, archeology, engineering, and culture. This quality must be present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association. A property is eligible for the NRHP if it is significant under one or more of the following criteria:

- Criterion A: It is associated with events that have made a significant contribution to the broad patterns of our history; or
- Criterion B: It is associated with the lives of persons significant in our past; or
- Criterion C: It embodies the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- Criterion D: It has yielded, or may be likely to yield, information important in prehistory or history.

Criterion (D) is usually reserved for archaeological resources. Eligible cultural resources must meet at least one of the above criteria and exhibit integrity, measured by the degree to which the resource retains its historical properties and conveys its historical character.

The Section 106 evaluation process does not apply to projects undertaken under City environmental compliance jurisdiction. However, should the undertaking require funding, permits, or other administrative actions issued or overseen by a Federal agency, analysis of potential impacts to cultural resources following the Section 106 process would likely be

necessary. The Section 106 process typically excludes cultural resources created less than 50 years ago unless the resource is considered highly significant from the local perspective. Finally, the Section 106 process allows local concerns to be voiced and the Section 106 process must consider aspects of local significance before a judgment is rendered.

Secretary of the Interior's Standards for the Treatment of Historic Properties

Evolving from the Secretary of the Interior's Standards for Historic Preservation Projects with Guidelines for Applying the Standards that were developed in 1976, the Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring and Reconstructing Historic Buildings were published in 1995 and codified as 36 Code of Federal Regulations Part 67. Neither technical nor prescriptive, these standards are "intended to promote responsible preservation practices that help protect our Nation's irreplaceable cultural resources." "Preservation" acknowledges a resource as a document of its history over time, and emphasizes stabilization, maintenance, and repair of existing historic fabric. "Rehabilitation" not only incorporates the retention of features that convey historic character, but also accommodates alterations and additions to facilitate continuing or new uses. "Restoration" involves the retention and replacement of features from a specific period of significance. "Reconstruction," the least used treatment, provides a basis for recreating a missing resource. These standards have been adopted, or are used informally, by many agencies at all levels of government to review projects that affect historic resources.

STATE

California Environmental Quality Act

CEQA requires a lead agency determine whether a project may have a significant effect on historical resources (Public Resources Code Section 21084.1). A historical resource is a resource listed in, or determined to be eligible for listing, in the CRHR, a resource included in a local register of historical resources, or any object building, structure, site, area, place, record, or manuscript that a lead agency determines to be historically significant (State CEQA Guidelines, Section 15064.5[a][1-3]).

A resource is considered historically significant if it meets any of the following criteria:

1) Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;

2) Is associated with the lives of persons important in our past;

3) Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or

4) Has yielded, or may be likely to yield, information important in prehistory or history.

In addition, if it can be demonstrated that a project would cause damage to a unique archaeological resource, the lead agency may require reasonable efforts be made to permit any or all of these resources to be preserved in place or left in an undisturbed state. To the extent that resources cannot be left undisturbed, mitigation measures are required (Public Resources Code Section 21083.2[a], [b], and [c]). Public Resources Code Section 21083.2(g) defines a unique archaeological resource as an archaeological artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria:

1) Contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information;

2) Has a special and particular quality such as being the oldest of its type or the best available example of its type; or

3) Is directly associated with a scientifically recognized important prehistoric or historic event or person.

California Register of Historical Resources (CRHR)

Created in 1992 and implemented in 1998, the CRHR is "an authoritative guide in California to be used by State and local agencies, private groups, and citizens to identify the State's historical resources and to indicate what properties are to be protected, to the extent prudent and feasible, from substantial adverse change." Certain properties, including those listed in or formally determined eligible for listing in the NRHP and California Historical Landmarks numbered 770 and higher, are automatically included in the CRHR. Other properties recognized under the California Points of Historical Interest program, identified as significant in historical resources surveys or designated by local landmarks programs, may be nominated for inclusion in the CRHR. A resource, either an individual property or a contributor to a historic district, may be listed in the CRHR if the State Historical Resources Commission determines that it meets one or more of the criteria modeled on the NRHP criteria.

Public Resources Code Section 5097 (Related to Cultural Resources)

California Public Resources Code (PRC) Section 5097 addresses the disposition of Native American burials in archaeological sites and protects such remains from disturbance, vandalism, or inadvertent destruction; establishes procedures to be implemented if Native American skeletal remains are discovered during construction of a project; and establishes the California Native American Heritage Commission (NAHC) to resolve disputes regarding the disposition of such remains. It has been incorporated into Section 15064.5(e) of the CEQA Guidelines.

The NAHC, created in statute in 1976 (Chapter 1332, Statutes of 1976), is a nine-member body whose members are appointed by the Governor. The NAHC identifies, catalogs, and protects Native American cultural resources -- ancient places of special religious or social significance to Native Americans and known ancient graves and cemeteries of Native Americans on private and public lands in California. The NAHC is also charged with ensuring California Native American tribes' accessibility to ancient Native American cultural resources on public lands, overseeing the treatment and disposition of inadvertently discovered Native American human remains and burial items, and administering the California Native American Graves Protection and Repatriation Act, among many other powers and duties.

PRC Sections 5097.9 through 5097.991 establish that no public agency or private party using or occupying public property (or operating on under a public license, permit, grant, lease or contract made after July 1, 1977) shall in any manner interfere with the free expression or exercise of Native American religion as provided in the U.S. Constitution and the California Constitution. It also prohibits such agencies and parties from causing severe or irreparable damage to any Native American sanctified cemetery, place of worship, religious or ceremonial site or sacred shrine located on public property, except on a clear and convincing showing that the public interest and necessity so require it.

These sections also establish the State's NAHC. The NAHC is tasked with working to ensure the preservation and protection of Native American human remains, associated grave goods and cultural resources. Towards this end, the NAHC has a strategic plan for assisting the public, development communities, local and federal agencies, educational institutions and California Native Americans to better understand problems relating to the protection and preservation of cultural resources and to serve as a tool to resolve these problems. In 2006, PRC Sections 5097.91 and 5097.98 were amended by Assembly Bill (AB) 2641 to authorize the NAHC to bring legal action when necessary to prevent damage to Native American burial grounds or places of worship. It also established more specific procedures to be implemented in the event that Native American remains are discovered.

California Health and Safety Code (Sections 7050.5, 7051, and 7054)

Sections 7050.5, 7051, and 7054 of the California Health and Safety Code collectively address the illegality of interference with human burial remains (except as allowed under applicable sections of the PRC), as well as the disposition of Native American burials in archaeological sites and protects such remains from disturbance, vandalism, or inadvertent destruction; establishes procedures to be implemented if Native American skeletal remains are discovered during construction of a project, treatment of the remains prior to, during and after evaluation, and reburial procedures.

Senate Bill 18

Signed into law in 2004, Senate Bill (SB) 18 requires that cities and counties notify and consult with California Native American Tribes about proposed local land use planning decisions for the purpose of protecting traditional tribal cultural sites. Cities and counties must provide General and Specific Plan amendment proposals to California Native American Tribes that have been identified by the Native American Heritage Commission as having traditional lands located within the city's boundaries. If requested by the Native American Tribes, the city must also conduct consultations with the tribes prior to adopting or amending their General and Specific Plans.

Assembly Bill 52

On September 25, 2014, Governor Brown signed AB 52. In recognition of California Native American tribal sovereignty and the unique relationship of California local governments and public agencies with California Native American tribal governments, and respecting the interests and roles of project proponents, of the stated goals of AB 52 are the following:

1) Recognize that California Native American prehistoric, historic, archaeological, cultural, and sacred places are essential elements in tribal cultural traditions, heritages, and identities.

2) Establish a new category of resources in CEQA called "tribal cultural resources" that considers the tribal cultural values in addition to the scientific and archaeological values when determining impacts and mitigation.

3) Establish examples of mitigation measures for tribal cultural resources that uphold the existing mitigation preference for historical and archaeological resources of preservation in place, if feasible.

4) Recognize that California Native American tribes may have expertise with regard to their tribal history and practices, which concern the tribal cultural resources with which they are traditionally and culturally affiliated. Because CEQA calls for a sufficient degree of analysis, tribal knowledge about the land and tribal cultural resources at issue should be included in environmental assessments for projects that may have a significant impact on those resources.

5) In recognition of their governmental status, establish a meaningful consultation process between California Native American tribal governments and lead agencies, respecting the interests and roles of all California Native American tribes and project proponents, and the level of required confidentiality concerning tribal cultural resources, at the earliest possible point in CEQA environmental review process, so that tribal cultural resources can be identified, and culturally appropriate mitigation and mitigation monitoring programs can be considered by the decision making body of the lead agency.

6) Recognize the unique history of California Native American tribes and uphold existing rights of all California Native American tribes to participate in, and contribute their knowledge to, the environmental review process pursuant to CEQA.

7) Ensure that local and tribal governments, public agencies, and project proponents have information available, early in CEQA environmental review process, for purposes of identifying and addressing potential adverse impacts to tribal cultural resources and to reduce the potential for delay and conflicts in the environmental review process.

8) Enable California Native American tribes to manage and accept conveyances of, and act as caretakers of, tribal cultural resources.

9) Establish that a substantial adverse change to a tribal cultural resource has a significant effect on the environment.

AB 52 establishes a tribal consultation procedure designed to incorporate tribal knowledge into the CEQA environmental review and decision-making processes. Under AB 52, California tribes have the ability to establish, through a formal notice letter, a standing request to consult with a lead agency regarding any proposed project subject to CEQA in the geographic area with which the tribe is traditionally and culturally affiliated. Within 14 days of determining that an application for a project is complete or of a decision by a public agency to undertake a project, a lead agency must provide formal notification to the designated contact or tribal representative of traditionally and culturally affiliated California Native American tribes that have requested notice. Notice to the tribes must include a brief project description, the project location, and the lead agency's contact information. A tribe then has 30 days to request consultation. If the tribe does not respond in that period or writes to decline consultation, the lead agency has no further obligation. If the tribe requests consultation, the lead agency must begin the consultation within 30 days and prior to the release of a negative declaration, mitigated negative declaration, or environmental impact report for that proposed project.

Mills Act

Under California Government Code Section 50280 et seq., local jurisdictions are authorized to enter into contracts with the owners of qualified historical properties to provide for the appropriate use, maintenance, and rehabilitation so that such properties retain their historic characters. As an incentive to entering the contract, the provisions of the Act allow the County Tax Assessor to assess the property using a different formula which typically results in a lower tax bill. The City and County are both participants in the Mills Act Program.

LOCAL

City of La Verne Specific Plans

A specific plan is a comprehensive planning document that guides the development of a defined geographic area. There are 17 adopted specific plans within La Verne: SP 81-2, Walnut; SP 81-4, Puddingstone; SP 87-20, Live Oak; Emerald Ridge; SP 84-9, Sierra La Verne; SP 84-12, Arrow Corridor; SP 86-16, Rancho Esperanza; SP 86-17, La Verne Heights; SP 86-18, Foothill Boulevard; SP 87-19, Marshall Canyon; SP 91-26, Lordsburg; SP 96-32, Rancho La Verne; SP 94-30, 900 Bonita Specific Plan; Emerald Collection Specific Plan; Puddingstone La Venture; Old Town La Verne Specific Plan; and Amherst Specific Plan. Specific plans typically contain detailed regulations, conditions, programs, and design criteria unique to a defined geographic area and are intended to implement the General Plan. Projects within individual specific plan areas would be required to comply with applicable development standards and design guidelines enumerated within the specific plan.

The Old Town La Verne Specific Plan contains design standards and guidelines for historic structures, including that demolition of any building in the Specific Plan area that is 50 years old or older is prohibited unless it is demonstrated that it is not a significant resource or unless it has been previously approved by a master plan. The Lordsburg Specific Plan designates the entire specific plan area as a local historic district and contains heritage and preservation guidelines that apply to all projects affecting the infrastructure, buildings, and landscape features in the specific plan area. The Arrow Corridor Specific Plan contains provisions to preserve the Carrion Adobe site (919 Puddingstone Drive).

City of La Verne Municipal Code

The La Verne Municipal Code Section 16.34.050, *Properties Involving Scenic or Cultural Resources*, provides standards that apply to the subdivision of any parcel containing a potential historic resource identified in city, county or state records, by local survey, by nomination to a city register, by the General Plan or any implementing zoning or specific plan. It requires applicants to prepare a comprehensive analysis and inventory prior to submission of any map application. If it is determined that the area contains archaeological, paleontological, historical, architectural or landscape resources that warrant protection, a mitigation program is required to ensure adequate protection of the resource.

In accordance with Chapter 18.16, *Development Review*, of the Zoning Code, approval of a precise plan is required whenever there is a new use or an “intensification of use” to a building or property. Section 18.16.100, *Precise Plans—Findings*, stipulates in part that during precise plan review, the approving body consider the protection and enhancement of historic, archaeological and cultural resources.

5.4.4 SIGNIFICANCE CRITERIA AND THRESHOLDS

Appendix G of the California Environmental Quality Act (CEQA) Guidelines contains the Initial Study Environmental Checklist, which includes questions related to cultural resources. The issues presented in the Initial Study Environmental Checklist have been utilized as thresholds of significance in this section. Accordingly, a project may create a significant environmental impact if it would:

- Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5 (refer to Impact Statement CUL-1);
- Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5 (refer to Impact Statement CUL-2); and
- Disturb any human remains, including those interred outside of formal cemeteries (refer to Impact Statement CUL-3).

5.4.5 IMPACTS AND MITIGATION MEASURES

CUL-1: Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?

Impact Analysis: Known historic resource sites are located throughout the Planning Area, as described above, and undiscovered or potentially eligible sites may be located in various areas of the Planning Area. Redevelopment and alteration of existing structures has the potential to impact known and potentially eligible historical resources. A substantial adverse change in the significance of an historic resource is defined in Section 15064.5 (b)(1) of the CEQA Guidelines as the "physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired."

There are 69 historic resources and two historic districts within the City, as documented above in Table 5.4-3. These historic resources are located throughout the City, with the majority located in the City's original historic center, varying in terms of type, architectural style, condition, and alteration history. While the General Plan Update does not directly propose any adverse changes to any historic resources, future development allowed under the General Plan Update could affect known historical resources or unknown historical resources which have not yet been identified. This is considered a potentially significant impact, which would be reduced to a less than significant level through the implementation of the proposed General Plan Update policies and actions listed below.

The General Plan Update Resource Management Element includes goals, policies, and actions that would serve to preserve historic and cultural resources within the City. Policy RM-3.1 directs the City to promote community identity and local history by identifying, documenting, and

appropriately archiving tangible and intangible cultural resources so they can be recognized, accessed, and appreciated by future generations. Policy RM-3.2 continues to integrate cultural resources into everyday planning processes through careful and creative collaborative design review and prioritization of historic and cultural history in new design development. Policy RM-3.6 directs the City to evaluate the condition of historical buildings, the costs of rehabilitation, and the feasibility of preservation or conservation alternatives when considering the demolition or movement of historic structures, encouraging the adaptive re-use of the historic structure when possible. Policy RM-3.7 ensures projects adhere to the preservation procedures and provisions included in the City's adopted Specific Plans and La Verne Municipal Code, and State Historical Building Code.

Action RM-3.2 requires applicants for future proposed projects with intact extant building(s) more than 45 years old to provide a historic resource technical study evaluating the significance and data potential of the resource. If significance criteria are met, detailed mitigation recommendations are required as part of the technical study. All work is to be performed by a qualified architectural historian meeting Secretary of the Interior Standards. Action RM-3.5 continues to implement the preservation procedures and provisions of the La Verne Municipal Code and adopted specific plans and requires the inclusion of preservation-sensitive policies in new specific plans, as appropriate. Action RM-3.6 directs the City to maintain a current list of selected buildings and sites of outstanding local importance until such time that the City has an ordinance and a local register and/or places the buildings and sites on the California Register of Historical Resources. Action RM-3.12 directs the City to offer Mills Act agreements (contracts between the City and owners of designated historic resources enabling the owners to receive property tax breaks) to owners of exemplary historic resources who will use the funds to provide the highest standards of restoration and maintenance. Action RM-3.14 requires preservation plans for significant properties where demolition of structures, including outbuildings, are proposed.

As future development and infrastructure projects are considered by the City, each project would be evaluated for conformance with the City's General Plan, Municipal Code, and other applicable State and local regulations. Subsequent development and infrastructure projects would also be analyzed for potential environmental impacts, consistent with the requirements of CEQA. Future development projects within the Lordsburg Specific Plan area would be required to comply with preservation guidelines that apply to all projects affecting the infrastructure, buildings, and landscape features in the Specific Plan area. Future development projects within the Old Town La Verne Specific Plan area would be required to comply with the Specific Plan's design standards and guidelines for historic structures, including the requirement that no building in the Specific Plan area that is 50 years old or older may be demolished unless it is demonstrated that said building is not a significant resource, or demolition has been previously approved by a master

plan. The Arrow Corridor Specific Plan contains provisions that would ensure the Carrion Adobe site (919 Puddingstone Drive) be preserved in its entirety as a historically significant site. In accordance with Chapter 18.16, *Development Review*, of the La Verne Zoning Code, approval of a precise plan is required whenever there is a new use or an "intensification of use" to a building or property. Section 18.16.100, *Precise Plans—Findings*, stipulates in part that during precise plan review, the approving body consider the protection and enhancement of historic, archaeological and cultural resources. Additionally, the La Verne Municipal Code Section 16.34.050, *Properties Involving Scenic or Cultural Resources*, provides standards that apply to the subdivision of any parcel containing a potential historic resource identified in City, County or State records, by local survey, by nomination to a City register, by the General Plan or any implementing zoning or specific plan. It requires applicants to prepare a comprehensive analysis and inventory prior to submission of any map application. If it is determined that the area contains archaeological, paleontological, historical, architectural or landscape resources that warrant protection, a mitigation program is required to ensure adequate protection of the resource. Therefore, with compliance with the General Plan Update goals, policies and actions and existing regulations, the General Plan Update would not cause a substantial adverse change in the significance of a historical resource, and impacts would be less than significant.

Proposed General Plan Update Goals, Policies, and Actions:

RESOURCE MANAGEMENT ELEMENT

Goal RM-3: **Cultural Resources.** A City that celebrates and preserves its rich culture and historic assets.

Policy RM-3.1: **Documentation.** Promote community identity and local history by identifying, documenting, and appropriately archiving our tangible and intangible cultural resources so they can be recognized, accessed, and appreciated by future generations.

Policy RM-3.2: **Planning Considerations.** Continue to integrate cultural resources into everyday planning processes through careful and creative collaborative design review and prioritization of historic and cultural history in new design development.

Policy RM-3.3: **Funding.** With input and involvement of multiple stakeholder groups, seek adequate funding and support from public and private sources that aim to protect cultural and historic resources within the City.

Policy RM-3.4: **Public Education.** Educate and actively involve the public in preserving historic cultural assets, including techniques, incentives, and legal requirements for preservation.

Policy RM-3.6: **Resource Evaluation.** Evaluate the condition of historical buildings, the costs of rehabilitation, and the feasibility of preservation or conservation alternatives when considering the demolition or movement of historic structures; when possible, encourage the adaptive re-use of the historic structure.

Policy RM-3.7: **Specific Plans and Municipal Code Provisions.** Adhere to the preservation procedures and provisions included in the City's adopted Specific Plans and La Verne Municipal Code, and State Historical Building Codes.

Action RM-3.2: City staff shall require applicants for future proposed projects with intact extant building(s) more than 45 years old to provide a historic resource technical study evaluating the significance and data potential of the resource. If significance criteria are met, detailed mitigation recommendations are required as part of the technical study. All work will be performed by a qualified architectural historian meeting Secretary of the Interior Standards.

Action RM-3.5: Continue to implement the preservation procedures and provisions of the La Verne Municipal Code and adopted specific plans and require the inclusion of preservation-sensitive policies in new specific plans, as appropriate.

Action RM-3.6: Maintain a current list of selected buildings and sites of outstanding local importance until such time that the city has an ordinance and a local register and/or places the buildings and sites on the California Register of Historical Resources.

Action RM-3.7: Provide consultation with a restoration architect serving as an adjunct to staff to assist with preservation-related design issues. Include historic preservation-related design issues.

Action RM-3.12: Offer Mills Act agreements (contracts between the City and owners of designated historic resources enabling the owners to receive property tax breaks) to owners of exemplary historic resources who will use the funds to provide the highest standards of restoration and maintenance.

Action RM-3.14: Require preservation plans for significant properties where demolition of structures, including outbuildings, are proposed.

Action RM-3.15: Maintain an information repository on proper maintenance, rehabilitation and restoration techniques to assist owners and developers of historic buildings.

Action RM-3.16: Maintain current information about tax credits, property tax assistance, and other financial incentives for preservation

Action RM-3.17: Develop ordinances to protect historic buildings from demolition or alteration at the time of a natural disaster.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

CUL-2: Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?

Impact Analysis: Redevelopment and development of previously undeveloped areas have the potential to impact known and unknown archaeological resources. Typically, surface-level and subsurface archaeological sites and deposits can be affected by ground-disturbing activities associated with most types of construction.

The records search conducted as part of the Cultural/ Paleontological Resources Assessment identified 83 previously recorded cultural resources, including seven prehistoric archaeological sites, one prehistoric archaeological isolate, and two multicomponent archaeological sites. Effects on archaeological resources deemed to be significant could be considered adverse if they involve physical demolition, destruction, or alteration of the resource or its immediate surroundings such that the significance of a resource would be materially impaired. While the General Plan Update does not directly propose site-specific development with the potential to directly impact archaeological resources, future development allowed under the General Plan Update could cause a substantial adverse change in the significance of known or unknown archaeological resources. This is considered a potentially significant impact.

The General Plan Update Resource Management Element includes goals, policies, and actions addressing heritage resources, including archaeological resources. Policy RM-3.1 directs the City to promote community identity and local history by identifying, documenting, and appropriately archiving tangible and intangible cultural resources so they can be recognized, accessed, and appreciated by future generations. Policy RM-3.2 continues to integrate cultural resources into everyday planning processes through careful and creative collaborative design review and prioritization of historic and cultural history in new design development. Policy RM-3.9 requires projects with a potential to affect archeological or paleontological resources to be conditioned to immediately stop grading and/or excavation activities if archeological or paleontological resources are encountered. At this point, a qualified archaeologist/paleontologist approved by

the City should be enlisted to investigate the resources and conduct a preliminary assessment to determine whether a resource mitigation plan and monitoring program will be required. Action RM-3.3 requires applicants for future proposed projects in areas of known or inferred archaeological resources, prehistoric or historic, to provide a technical cultural resources assessment consisting of a record search, survey, background context and project specific recommendations performed by a qualified archaeologist. If resources are known or reasonably anticipated, the recommendations shall provide a detailed mitigation plan which shall require monitoring during grading and other earthmoving activities in undisturbed sediments, provide a treatment plan for potential resources that includes data to be collected, requires professional identification, other special studies as appropriate, requires curation at an accredited museum such as the Cultural and Natural History Collections of the University of La Verne for artifacts meeting significance criteria, requires a comprehensive final mitigation compliance report including a catalog of specimens with museum numbers and an appendix containing a letter from the museum stating that they are in possession of the materials.

Archaeological resources are protected under federal, State, and local regulations as described above in Section 5.4.3 and implementation of General Plan Update policies and actions would reduce potential adverse impacts to archaeological resources associated with future development. Additionally, subsequent development and infrastructure projects would be analyzed for potential environmental impacts, consistent with the requirements of CEQA, pursuant to the City's entitlement review process. Therefore, with compliance with the General Plan Update policies and actions and existing regulations, the General Plan Update would not cause a substantial adverse change in the significance of an archaeological resource, and impacts would be less than significant.

Proposed General Plan Update Goals, Policies, and Actions:

RESOURCE MANAGEMENT ELEMENT

Goal RM-3: **Cultural Resources.** A City that celebrates and preserves its rich culture and historic assets.

Policy RM-3.1: **Documentation.** Promote community identity and local history by identifying, documenting, and appropriately archiving our tangible and intangible cultural resources so they can be recognized, accessed, and appreciated by future generations.

Policy RM-3.2: **Planning Considerations.** Continue to integrate cultural resources into everyday planning processes through careful and creative collaborative design review and prioritization of historic and cultural history in new design development.

Policy RM-3.3: **Funding.** With input and involvement of multiple stakeholder groups, seek adequate funding and support from public and private sources that aim to protect cultural and historic resources within the City.

Policy RM-3.4: **Public Education.** Educate and actively involve the public in preserving historic cultural assets, including techniques, incentives, and legal requirements for preservation.

Policy RM-3.8: **Innovation.** With input and involvement of multiple stakeholder groups, provide innovative means of preservation that reduce costs and facilitate desirable preservation of the City's cultural and historic resources.

Policy RM-3.9: **Archaeological/Paleontological Resources.** Require projects with a potential to affect archeological or paleontological resources to be conditioned to immediately stop grading and/or excavation activities if archeological or paleontological resources are encountered. At this point, a qualified archaeologist/paleontologist approved by the City should be enlisted to investigate the resources and conduct a preliminary assessment to determine whether a resource mitigation plan and monitoring program will be required.

Action RM-3.3: City staff shall require applicants for future proposed projects in areas of known or inferred archaeological resources, prehistoric or historic, to provide a technical cultural resources assessment consisting of a record search, survey, background context and project specific recommendations performed by a qualified archaeologist. If resources are known or reasonably anticipated the recommendations shall provide a detailed mitigation plan which shall require monitoring during grading and other earthmoving activities in undisturbed sediments, provide a treatment plan for potential resources that includes data to be collected, requires professional identification, other special studies as appropriate, requires curation at an accredited museum such as the Cultural and Natural History Collections of the University of La Verne for artifacts meeting significance criteria, requires a comprehensive final mitigation compliance report including a catalog of specimens with museum numbers and an appendix containing a letter from the museum stating that they are in possession of the materials.

Action RM-3.11: Consistently consider archeological resources (historic and prehistoric) at the initial study stage of a development and consult with the regional Historical Resources Information Center at the University of California at Los Angeles.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

CUL-3: Disturb any human remains, including those interred outside of formal cemeteries?

Impact Analysis: Future construction projects within the Planning Area could have the potential to disturb or destroy buried Native American human remains, as well as other human remains, including those interred outside of formal cemeteries.

Health and Safety Code Section 7050.5, CEQA Guidelines Section 15064.5(e), and PRC Section 5097.98 mandate the process to be followed in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery. In the event that human remains are discovered during ground disturbing activities, the County coroner must be called in to assess the remains (Section 15064.5[e] of the CEQA Guidelines). If the County coroner determines that the remains are those of a Native American, the NAHC must be contacted within 24 hours, and the provisions for treating or disposing of the remains and any associated grave goods, as described in Section 15064.5 of the CEQA Guidelines, must be followed.

As future development and infrastructure projects are considered by the City, each project would be evaluated for conformance with the City's General Plan, Municipal Code, and other applicable State and local regulations. Subsequent development and infrastructure projects would also be analyzed for potential environmental impacts, consistent with the requirements of CEQA. Under CEQA, human remains are protected under the definition of archaeological materials as being "any evidence of human activity." Public Resources Code Section 5097 has specific stop-work and notification procedures to follow in the event that Native American human remains are inadvertently discovered during development activities.

The General Plan Update Resource Management Element includes actions addressing the potential discovery of human remains. Policy RM-3.10 ensures that human remains are treated with sensitivity and dignity, and ensures compliance with the provisions of California Health and Safety Code Section 7050.5 and PRC Section 5097.98. Policy RM-3.11 requires that, consistent with State, local, and tribal intergovernmental consultation requirements such as SB 18 and AB 52, the City shall consult as necessary with Native American tribes that may be interested in proposed new development and land use policy changes. Action RM-3.4 states that unanticipated discoveries of human remains shall require immediate cessation of ground disturbance and notification to City staff and shall follow State law as stated in Health and Safety Code Section 7050.5 and PRC Section 5097.98. Subsequent development and infrastructure projects would be analyzed for potential environmental impacts, consistent with the requirements of CEQA, pursuant to the City's entitlement review process. Compliance with the General Plan Update policies and actions and existing regulations, including Health and Safety Code Section 7050.5, CEQA Guidelines Section 15064.5(e), and PRC Section 5097.98, would

ensure that potential impacts associated with the inadvertent discovery of human remains would be less than significant.

Proposed General Plan Update Goals, Policies, and Actions:

RESOURCE MANAGEMENT ELEMENT

Goal RM-3: **Cultural Resources.** A City that celebrates and preserves its rich culture and historic assets.

Policy RM-3.10: **Human Remains.** Ensure that human remains are treated with sensitivity and dignity, and ensure compliance with the provisions of California Health and Safety Code Section 7050.5 and California Public Resources Code Section 5097.98.

Policy RM-3.11: **Tribal Consultation.** Consistent with State, local, and tribal intergovernmental consultation requirements such as SB 18 and AB 52, the City shall consult as necessary with Native American tribes that may be interested in proposed new development and land use policy changes.

Action RM-3.4: Unanticipated discoveries of human remains shall require immediate cessation of ground disturbance and notification to City staff and shall follow state law as stated in Health and Safety Code Section 7050.5 and Public Resources Code Section 5097.98.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

5.4.6 CUMULATIVE IMPACTS

Section 4.0, *Basis of Cumulative Analysis*, identifies projected growth within the Planning Area and County with the potential to interact with the proposed Project to the extent that a significant cumulative effect relative to cultural resources may occur. The cumulative projects' regional historical context and geologic setting would be similar; however, the site-specific geologic setting and presence or absence of cultural resources would vary according to the site location and specific conditions.

Would the project, combined with other related cumulative projects, cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?

Impact Analysis: Previously recorded historic built environment resources have been identified within the Planning Area, as described above. Additionally, due to the age of development, there is the potential for eligible historical resource sites to be located within the Planning Area. As

such, future development and cumulative development within the Planning Area has the potential to impact known and potentially eligible historical resources. As with the Project, the related cumulative projects would undergo environmental review pursuant to CEQA to evaluate potential impacts to historical resources. This would include studies of historical resources that are present or could be present within a development site. Where significant or potentially significant impacts are identified, implementation of all feasible site-specific mitigation would be required to avoid or reduce impacts. Additionally, the General Plan Update Resource Management Element includes policies and actions that would serve to preserve historic and cultural resources within the City. The polices and actions included within the General Plan Update and compliance with the applicable regulations would reduce the cumulative effect of the General Plan Update on historical resources to a less than significant level. Based on the above, the Project's incremental contribution to cumulative historical resource impacts would be less than cumulatively considerable.

Proposed General Plan Update Goals, Policies, and Actions: Refer to the General Plan goals, policies, and actions cited above.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

Would the project, combined with other related cumulative projects, cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?

Impact Analysis: Previously recorded cultural resources have been identified within the City, as described above. Additionally, undiscovered archeological sites may be located within the Planning Area. As such, future development and cumulative development within the Planning Area has the potential to impact previously undiscovered archaeological resources. As with the Project, the related cumulative projects would undergo environmental review pursuant to CEQA to evaluate potential impacts to archaeological resources. This would include studies of archaeological resources that are present or could be present within a development site. Additionally, related projects would be subject to compliance with the established federal, State, and local regulatory framework concerning the protection of cultural resources on a project-by-project basis. Where significant or potentially significant impacts are identified, implementation of all feasible site-specific mitigation would be required to avoid or reduce impacts. Additionally, the General Plan Update Resource Management Element includes policies and actions that would address heritage resources, including archaeological resources. The polices and actions included within the General Plan Update and compliance with applicable regulations would reduce the cumulative effect of the General Plan Update on archeological resources to a less than significant

level. Based on the above, the Project's incremental contribution to cumulative archaeological resource impacts would be less than cumulatively considerable.

Proposed General Plan Update Goals, Policies, and Actions: Refer to the General Plan goals, policies, and actions cited above.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

Would the project, combined with other related cumulative projects, disturb any human remains, including those interred outside of dedicated cemeteries?

Impact Analysis: Although unlikely, there is the potential that previously undiscovered human remains could be encountered during construction activities associated with future development within the Planning Area. Future development projects would be required to comply with the established State regulatory framework regarding human remains. Related cumulative projects would undergo environmental review on a project-by-project basis to evaluate the site-specific archaeological sensitivity. Additionally, related projects would be subject to compliance with the established State and local regulatory framework, including the General Plan Update policies and actions, concerning the discovery of human remains on a project-by-project basis. The proposed Project's compliance with the regulatory framework regarding the discovery of human remains would reduce potential Project impacts to a less than significant level; thus, the Project's incremental contribution to cumulative impacts to human remains would be less than cumulatively considerable.

Proposed General Plan Update Goals, Policies, and Actions: Refer to the General Plan goals, policies, and actions cited above.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

5.4.7 SIGNIFICANT UNAVOIDABLE IMPACTS

Impacts to cultural resources associated with the implementation of the General Plan Update would be less than significant. No significant unavoidable impacts to cultural resources would occur as a result of the General Plan Update.

5.4.8 REFERENCES

City of La Verne, *Old Towne La Verne Specific Plan*, adopted March 2013.

City of La Verne, *A Specific Plan for Lordsburg*, adopted September 1992, Chapter 5 updated March 2004.

Cogstone Resources Management, Inc., *Cultural and Paleontological Resources Assessment for the City of La Verne, Los Angeles County, California*, May 2018.

Los Angeles County, *Historic Preservation Ordinance*, https://planning.lacounty.gov/preservation/ordinance, accessed January 27, 2022.

Los Angeles County Historical Landmarks and Records Commission, *Los Angeles County Historical Landmarks Registry*, http://hlrc.lacounty.gov/HLRC/pdf/Registry%202020.pdf?ver=2020-06-24-172750-153, accessed January 27, 2022.

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5.5 ENERGY

5.5.1 PURPOSE

This section identifies the existing energy use conditions withing the Planning Area and provides an analysis of potential impacts associated with implementation of the General Plan Update.

This section is primarily based upon the air quality emissions analysis and modeling prepared by De Novo Planning Group, and included as Appendix B, *Air Quality, Energy and Greenhouse Gas Emissions Modeling Data*.

5.5.2 ENVIRONMENTAL SETTING

ENERGY CONSUMPTION

Energy in California is consumed from a wide variety of sources. Fossil fuels (including gasoline and diesel fuel and natural gas) are the most widely used form of energy in the State (U.S. Energy Information Administration 2023a). However, renewable sources of energy (such as solar and wind) are growing in proportion to California's overall energy mix. A large driver of renewable sources of energy in California is the State's current Renewable Portfolio Standard (RPS), which requires the State to derive at least 60 percent of electricity generated from renewable resources by 2030.

Overall, in 2020, California's per capita energy usage was ranked 48th in the nation at 175 million British thermal units (Btu) per capita (U.S. Energy Information Administration 2023a). Additionally, California's per capita rate of energy usage has been reduced by approximately one third since the 1970s (U.S. Energy Information Administration 2022). Many State regulations since the 1970s, including new building energy efficiency standards, vehicle fleet efficiency measures, as well as growing public awareness, have helped to keep per capita energy usage in the State constrained.

The consumption of nonrenewable energy (primarily gasoline and diesel fuel) associated with the operation of passenger, public transit, and commercial vehicles results in greenhouse gas (GHG) emissions that ultimately result in global climate change. Other fuels such as natural gas, ethanol, and electricity (unless derived from solar, wind, nuclear, or other energy sources that do not produce carbon emissions) also result in GHG emissions and contribute to global climate change.

ELECTRICITY CONSUMPTION

California relies on a regional power system composed of a diverse mix of natural gas, renewable, hydroelectric, and nuclear generation resources. Approximately 70 percent of the electrical power needed to meet California's demand is produced in the State, while the remaining 30

percent is imported from the Pacific Northwest and the Southwest (California Energy Commission 2023a). In 2021, California's in-state generated electricity was derived from natural gas (50.2 percent), nuclear sources (8.5 percent), large hydroelectric resources (6.2 percent), coal (0.2 percent), and renewable resources that include geothermal, biomass, small hydroelectric resources, wind, and solar (34.8 percent). The percentage of renewable resources as a proportion of California's overall energy portfolio is increasing over time, as directed the State's RPS.

Southern California Edison (SCE) provides electricity to the Planning Area. SCE, a subsidiary of Edison International, serves approximately 185 cities in 15 counties across central and Southern California (Southern California Edison, 2019). According to the California Energy Commission (CEC), approximately 103,597 million kilowatt-hours (GWh) of electricity were used in SCE's service area in 2020 (California Energy Commission 2023b). This is approximately 38 percent of the State total system electric generation of 272,576 GWh in 2020, which was a two percent decrease from the previous year (California Energy Commission 2023c). Los Angeles County's total electricity consumption in 2021 (residential and non-residential), inclusive of all incorporated and unincorporated areas of the county, was approximately 65,375 GWh (California Energy Commission 2023d).

NATURAL GAS

Natural gas supplies are derived from underground sources and brought to the surface at gas wells. Once it is extracted, gas is purified and the odorant that allows gas leaks to be detected is added to the normally odorless gas. Natural gas suppliers, such as Southern California Gas Company (SoCalGas), then send the gas into transmission pipelines, which are usually buried underground. Compressors propel the gas through the pipeline system, which delivers it to homes and businesses.

The State produces approximately 12 percent of its natural gas, while obtaining 22 percent from Canada and 65 percent from the Rockies and the Southwest. In 2020, California produced 144 billion cubic feet of natural gas. SoCalGas provides natural gas for residential, industrial, and agency consumers within the Planning Area.

PETROLEUM

The primary energy source for the United States is petroleum (oil), which is refined to produce fuels like gasoline, diesel, and jet fuel (U.S. Energy Information Administration 2023b). Petroleum is a finite, nonrenewable energy source. California used approximately 524 million barrels of petroleum in 2020, with the majority (433 million barrels) used for the transportation sector (U.S. Energy Information Administration 2023c). This total annual consumption equates to a daily use of approximately 1.4 million barrels of petroleum.

5.5.3 REGULATORY SETTING

FEDERAL

Clean Air Act

The Federal Clean Air Act (FCAA) was first signed into law in 1970. In 1977, and again in 1990, the law was substantially amended. The FCAA is the foundation for a national air pollution control effort, and it is composed of the following basic elements: National ambient air quality standards (NAAQS) for criteria air pollutants, hazardous air pollutant standards, state attainment plans, motor vehicle emissions standards, stationary source emissions standards and permits, acid rain control measures, stratospheric ozone protection, and enforcement provisions.

The U.S. Environmental Protection Agency (USEPA) is responsible for administering the FCAA. The FCAA requires the USEPA to set NAAQS for several problem air pollutants based on human health and welfare criteria. Two types of NAAQS were established: primary standards, which protect public health, and secondary standards, which protect the public welfare from non-health-related adverse effects such as visibility reduction.

Energy Policy and Conservation Act

The Energy Policy and Conservation Act of 1975 sought to ensure that all vehicles sold in the U.S. would meet certain fuel economy goals. Through this Act, Congress established the first fuel economy standards for on-road motor vehicles in the United States. Pursuant to the Act, the National Highway Traffic and Safety Administration, which is part of the U.S. Department of Transportation (USDOT), is responsible for establishing additional vehicle standards and for revising existing standards.

Since 1990, the fuel economy standard for new passenger cars has been 27.5 mpg. Since 1996, the fuel economy standard for new light trucks (gross vehicle weight of 8,500 pounds or less) has been 20.7 mpg. Heavy-duty vehicles (i.e., vehicles and trucks over 8,500 pounds gross vehicle weight) are not currently subject to fuel economy standards. Compliance with federal fuel economy standards is determined on the basis of each manufacturer's average fuel economy for the portion of its vehicles produced for sale in the U.S. The Corporate Average Fuel Economy (CAFE) program, which is administered by the EPA, was created to determine vehicle manufacturers' compliance with the fuel economy standards. The EPA calculates a CAFE value for each manufacturer based on city and highway fuel economy test results and vehicle sales. Based on the information generated under the CAFE program, the USDOT is authorized to assess penalties for noncompliance.

Energy Compliance Act of 1992 (EPAct)

The Energy Policy Act of 1992 (EPAct) was passed to reduce the Country's dependence on foreign petroleum and improve air quality. EPAct includes several parts intended to build an inventory

of alternative fuel vehicles (AFVs) in large, centrally fueled fleets in metropolitan areas. EPAct requires certain federal, state, and local government and private fleets to purchase a percentage of light duty AFVs capable of running on alternative fuels each year. In addition, financial incentives are included in EPAct. Federal tax deductions will be allowed for businesses and individuals to cover the incremental cost of AFVs. States are also required by the act to consider a variety of incentive programs to help promote AFVs.

Energy Policy Act of 2005

The Energy Policy Act of 2005 was signed into law on August 8, 2005. Generally, the Act provides for renewed and expanded tax credits for electricity generated by qualified energy sources, such as landfill gas; provides bond financing, tax incentives, grants, and loan guarantees for a clean renewable energy and rural community electrification; and establishes a federal purchase requirement for renewable energy.

Intermodal Surface Transportation Efficiency Act (ISTEA)

ISTEA (49 U.S.C. § 101 et seq.) was designed to promote the development of intermodal transportation systems to maximize mobility, as well as address national and local interests in air quality and energy. ISTEA contains factors that metropolitan planning organizations (MPOs) must to address in developing transportation plans and programs, including some energy-related factors. To meet the ISTEA requirements, MPOs are required to adopt explicit policies defining the social, economic, energy, and environmental values that guide transportation decisions in that metropolitan area. The planning process then addresses these policies. Another requirement is to consider the consistency of transportation planning with federal, state, and local energy goals. Through this requirement, energy consumption is expected to become a criterion, along with cost and other values that determine the best transportation solution.

STATE

Warren-Alquist Act

The 1975 Warren-Alquist Act established the California Energy Resources Conservation and Development Commission, now known as CEC. The Act established state policy to reduce wasteful, uneconomical, and unnecessary uses of energy by employing a range of measures. The California Public Utilities Commission (CPUC) regulates privately-owned utilities in the energy, rail, telecommunications, and water fields.

Energy Action Plan

The first Energy Action Plan (EAP) emerged in 2003 from a crisis atmosphere in California's energy markets. The State's three major energy policy agencies (CEC, CPUC, and the Consumer Power and Conservation Financing Authority [established under deregulation and now defunct]) came together to develop one high-level, coherent approach to meeting California's electricity and

natural gas needs. It was the first time that energy policy agencies formally collaborated to define a common vision and set of strategies to address California's future energy needs and emphasize the importance of the impacts of energy policy on the California environment.

In the October 2005 Energy Action Plan II, CEC and CPUC updated their energy policy vision by adding some important dimensions to the policy areas included in the original EAP, such as the emerging importance of climate change, transportation-related energy issues, and research and development activities. The CEC adopted an update to the EAP II in February 2008 that supplements the earlier EAPs and examines the State's ongoing actions in the context of global climate change.

State of California Energy Action Plan

The CEC is responsible for preparing the State Energy Action Plan, which identifies emerging trends related to energy supply, demand, conservation, public health and safety, and the maintenance of a healthy economy. The current plan is the 1997 California Energy Plan. The plan calls for the State to assist in the transformation of the transportation system to improve air quality, reduce congestion, and increase the efficient use of fuel supplies with the least environmental and energy costs. To further this policy, the plan identifies a number of strategies, including assistance to public agencies and fleet operators in implementing incentive programs for zero-emission vehicles and addressing their infrastructure needs; and encouragement of urban design that reduces vehicle miles traveled (VMT) and accommodates pedestrian and bicycle access.

Assembly Bill 1493

In response to Assembly Bill (AB) 1493, CARB approved amendments to the California Code of Regulations (CCR) adding GHG emission standards to California's existing motor vehicle emission standards. Amendments to CCR Title 13 Sections 1900 (CCR 13 1900) and 1961 (CCR 13 1961), and adoption of Section 1961.1 (CCR 13 1961.1) require automobile manufacturers to meet fleet average GHG emission limits for all passenger cars, light-duty trucks within various weight criteria, and medium-duty passenger vehicle weight classes beginning with the 2009 model year. Emission limits were further reduced each model year through 2016. For passenger cars and light-duty trucks 3,750 pounds or less loaded vehicle weight (LVW), the 2016 GHG emission limits are approximately 37 percent lower than during the first year of the regulations in 2009. For medium-duty passenger vehicles and light-duty trucks 3,751 LVW to 8,500 pounds gross vehicle weight (GVW), GHG emissions are reduced approximately 24 percent between 2009 and 2016.

CARB requested a waiver of federal preemption of California's Greenhouse Gas Emissions Standards. The intent of the waiver is to allow California to enact emissions standards to reduce carbon dioxide and other greenhouse gas emissions from automobiles in accordance with the

regulation amendments to the CCRs that fulfill the requirements of AB 1493. The EPA granted a waiver to California to implement its greenhouse gas emissions standards for cars.

Assembly Bill 1007

AB 1007, (Pavley, Chapter 371, Statutes of 2005) directed the CEC to prepare a plan to increase the use of alternative fuels in California. As a result, the CEC prepared the State Alternative Fuels Plan in consultation with the state, federal, and local agencies. The plan presents strategies and actions California must take to increase the use of alternative non-petroleum fuels in a manner that minimizes costs to California and maximizes the economic benefits of in-state production. The Plan assessed various alternative fuels and developed fuel portfolios to meet California's goals to reduce petroleum consumption, increase alternative fuels use, reduce greenhouse gas emissions, and increase in-state production of biofuels without causing a significant degradation of public health and environmental quality.

Executive Order B-48-18: Zero-Emission Vehicles

In January 2018, Executive Order (EO) B-48-18 was signed into law and requires all State entities to work with the private sector to have at least five million zero-emission vehicles (ZEVs) on the road by 2030, as well as install 200 hydrogen fueling stations and 250,000 electric vehicle charging stations by 2025. It specifies that 10,000 of the electric vehicle charging stations should be direct current fast chargers. This Executive Order also requires all State entities to continue to partner with local and regional governments to streamline the installation of ZEV infrastructure. The Governor's Office of Business and Economic Development is required to publish a Plug-in Charging Station Design Guidebook and update the 2015 Hydrogen Station Permitting Guidebook to aid in these efforts. All State entities are required to participate in updating the 2016 Zero-Emissions Vehicle Action Plan (Governor's Interagency Working Group on Zero-Emission Vehicles 2016) to help expand private investment in ZEV infrastructure with a focus on serving low-income and disadvantaged communities. Additionally, all State entities are to support and recommend policies and actions to expand ZEV infrastructure at residential uses through the Low Carbon Fuel Standard Program, and recommend how to ensure affordability and accessibility for all drivers.

California Building Energy Efficiency Standards

Title 24, Part 6 of the California Code of Regulations, known as the Building Energy Efficiency Standards (Standards), was established in 1978 in response to a legislative mandate to reduce California's energy consumption. The standards are updated periodically to allow consideration and possible incorporation of new energy efficiency technologies and methods. On January 1, 2010, the California Building Standards Commission adopted CALGreen and became the first state in the United States to adopt a statewide green building standards code.

The 2022 update to the California Building Energy Efficiency Standards (the current version of the Standards) went into effect on January 1, 2023. The Standards are divided into three basic sets.

First, there is a basic set of mandatory requirements that apply to all buildings. Second, there is a set of performance standards – the energy budgets – that vary by climate zone (of which there are 16 in California) and building type; thus, the Standards are tailored to local conditions. Finally, the third set constitutes an alternative to the performance standards, which is a set of prescriptive packages that are basically a recipe or a checklist compliance approach.

Renewable Portfolio Standard

In 2002, the Legislature enacted Senate Bill 1078 (Stats. 2002, ch. 516), which established the RPS program, requiring retail sellers of electricity, including electrical corporations, community choice aggregators, and electric service providers, to purchase a specified minimum percentage of electricity generated by eligible renewable energy resources such as wind, solar, geothermal, small hydroelectric, biomass, anaerobic digestion, and landfill gas. (See Pub. Utilities Code, Section 399.11 et seq. [subsequently amended].) The legislation set a target by which 20 percent of the State's electricity would be generated by renewable sources. (Pub. Utility Code, Section 399.11, subd. (a) [subsequently amended].) As described in the Legislative Counsel's Digest, Senate Bill 1078 required "[e]ach electrical corporation … to increase its total procurement of eligible renewable energy resources by at least one percent per year so that 20 percent of its retail sales are procured from eligible renewable energy resources. If an electrical corporation fails to procure sufficient eligible renewable energy resources in a given year to meet an annual target, the electrical corporation would be required to procure additional eligible renewable resources in subsequent years to compensate for the shortfall, if funds are made available as described. An electrical corporation with at least 20 percent of retail sales procured from eligible renewable energy resources in any year would not be required to increase its procurement in the following year."

In 2006, the Legislature enacted Senate Bill 107 (Stats. 2006, ch. 464), which modified the Renewables Portfolio Standard to require that at least 20 percent of electricity retail sales be served by renewable energy resources by year 2010. (Pub. Utility Code, Section 399.11, subd (a) [subsequently amended].)

Senate Bill X1-2 (Stats. 2011, 1st Ex. Sess., ch. 1) set even more aggressive statutory targets for renewable electricity, culminating in the requirement that 33 percent of the State's electricity come from renewables by 2020. This legislation applies to all electricity retailers in the State, including publicly owned utilities, investor-owned utilities, electricity service providers, and community choice aggregators. All of these entities must meet renewable energy goals of 20 percent of retail sales from renewables by the end of 2013, 25 percent by the end of 2016, and 33 percent by the end of 2020. (See Pub. Utility Code, Section 399.11 et seq. [subsequently amended].)

SB 350, discussed above, increases the RPS to require 50 percent of electricity generated to be from renewables by 2030. (Pub. Utility Code, Section 399.11, subd (a); see also Section 399.30,

subd. (c)(2).) Of equal significance, SB 350 also embodies a policy encouraging a substantial increase in the use of electric vehicles. As noted earlier, Section 740.12(b) of the Public Utilities Code now states that the PUC, in consultation with CARB and the CEC, must "direct electrical corporations to file applications for programs and investments to accelerate widespread transportation electrification to reduce dependence on petroleum, meet air quality standards, … and reduce emissions of greenhouse gases to 40 percent below 1990 levels by 2030 and to 80 percent below 1990 levels by 2050."

Executive Order, B-16-12, issued in 2012, embodied a similar vision of a future in which zero-emission vehicles (ZEV) will play a big part in helping the State meet its GHG reduction targets. Executive Order B-16-12 directed State government to accelerate the market for in California through fleet replacement and electric vehicle infrastructure. The Executive Order set the following targets:

- By 2015, all major cities in California will have adequate infrastructure and be "ZEV ready";
- By 2020, the State will have established adequate infrastructure to support 1 million ZEVs in California;
- By 2025, there will be 1.5 million ZEVs on the road in California; and
- By 2050, virtually all personal transportation in the State will be based on ZEVs, and GHG emissions from the transportation sector will be reduced by 80 percent below 1990 levels.

In 2018, SB 100 (Stats. 2018, ch. 312) revised the above-described deadlines and targets so that the State will have to achieve a 50 percent renewable resources target by December 31, 2026 (instead of by 2030) and achieve a 60 percent target by December 31, 2030. The legislation also establishes a State policy that eligible renewable energy resources and zero-carbon resources supply 100 percent of retail sales of electricity to California end-use customers and 100 percent of electricity procured to serve all State agencies by December 31, 2045.

In summary, California has set a statutory goal of requiring that, by 2030, 60 percent of the electricity generated in California should be from renewable sources, with increased generation capacity sufficient to allow the mass conversion of the statewide vehicle fleet from petroleum-fueled vehicles to electrical vehicles and/or other ZEVs. By 2045, all electricity must come from renewable resources and other carbon-free resources. Former Governor Brown had an even more ambitious goal for the State of achieving carbon neutrality as soon as possible and by no later than 2045. This goal was reaffirmed in the Final 2022 Scoping Plan, which lays out a path to achieve State targets for carbon neutrality and reduce anthropogenic GHG emissions by 85 percent below 1990 levels no later than 2045. The Legislature is thus looking to California drivers to buy electric cars, powered by green energy, to help the State meet its aggressive statutory

goal, created by SB 32, of reducing statewide GHG emissions by 2030 to 40 percent below 1990 levels. Another key prong to this strategy is to make petroleum-based fuels less carbon-intensive. A number of statutes in recent years have addressed that strategy.

5.5.4 SIGNIFICANCE CRITERIA AND THRESHOLDS

Consistent with Appendix G of the CEQA Guidelines, the project will have a significant impact on the environment associated with energy use if it will:

- Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation (refer to Impact Statement EN-1); or
- Conflict with or obstruct a state or local plan for renewable energy or energy efficiency (refer to Impact Statement EN-1).

METHODOLOGY

In order to determine whether or not the proposed Project would result in a significant impact on energy use, this EIR includes an analysis of proposed Project energy use, as provided below. A description of the methodology used to estimate energy emissions is provided within the impact analysis.

The CEQA Guidelines require consideration of the potentially significant energy implications of a project. CEQA requires mitigation measures to reduce “wasteful, inefficient and unnecessary” energy usage (Public Resources Code Section 21100, subdivision [b][3]). According to Appendix G of the CEQA Guidelines, the means to achieve the goal of conserving energy include decreasing overall energy consumption, decreasing reliance on natural gas and oil, and increasing reliance on renewable energy sources. In particular, a project would be considered “wasteful, inefficient, and unnecessary” if it were to violate State and Federal energy standards and/or result in significant adverse impacts related to project energy requirements, energy inefficiencies, energy intensiveness of materials, cause significant impacts on local and regional energy supplies or generate requirements for additional capacity, fail to comply with existing energy standards, otherwise result in significant adverse impacts on energy resources, or conflict or create an inconsistency with applicable plan, policy, or regulation.

5.5.5 IMPACTS AND MITIGATION MEASURES

EN-1: Would the project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation; or conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Impact Analysis: The proposed Project is the General Plan Update, with a horizon year of 2045. Buildout of the General Plan includes residential, commercial, office, industrial, mixed-use, open space, and other land uses (see Section 3.0, *Project Description* for further detail). The amount of energy used in the Planning Area at buildout would directly correlate to the type and size of development, the energy consumption associated with unit appliances, outdoor lighting, and energy use associated with other buildings and activities. Other major sources of Planning Area energy consumption include fuel used by vehicle trips generated during construction and operational activities, and fuel used by off-road and on-road construction vehicles during construction. The following discussion provides calculated levels of energy use expected for future development accommodated by the General Plan Update, based on commonly used modelling software (i.e. CalEEMod v.2022.1 and the California Air Resource Board's EMFAC2021). The following analysis provides an estimate of the energy consumption in the Planning Area in buildout year 2045.

ELECTRICITY AND NATURAL GAS

At 2045 buildout, the City of La Verne's electricity and natural gas consumption would be used primarily to power buildings (all types of buildings, including residential, commercial, office, industrial, public, etc.). Total annual electricity (kWh) and natural gas (kBTU) usage associated with operational activities at proposed project buildout are shown in Table 5.5-1, *Maximum Regional Construction Emissions (pounds/day)*, (as provided by CalEEMod). The analysis performed uses a 2045 buildout for a 20-year planning horizon.

Table 5.5-1
Operational Electricity and Natural Gas Consumption

Electricity (kWh/year)	Natural Gas
210,189,348	602,411,433

According to CalEEMod's *Appendix A: Calculation Details for CalEEMod*, CalEEMod uses the California Commercial End Use Survey (CEUS) database to develop energy intensity value for non-residential buildings. The energy use from residential land uses is calculated based on the Residential Appliance Saturation Survey (RASS). Similar to CEUS, this is a comprehensive energy use assessment that includes the end use for various climate zones in California.

FUEL CONSUMPTION - ON-ROAD VEHICLES (OPERATION)

Implementation of the General Plan Update would generate vehicle trips during its operational phase. Based on the Transportation Impact Analysis prepared for the Project (Appendix F), total VMT associated with the City of La Verne and its Sphere of Influence as a result of implementation of the General Plan Update (in addition to existing development) could generate up to 1,509,493 vehicle miles traveled (VMT) per day; however, the Project itself does not propose any specific development. In order to calculate operational on-road vehicle energy usage and emissions,

default trip lengths generated by CalEEMod were used, which are based on the Planning Area location and urbanization level parameters (i.e., "Los Angeles County"). These values are provided by the individual districts or use a default average for the state, depending on the location of the project. Based on Year 2045 gasoline and diesel miles per gallon (MPG) factors for individual vehicle classes as provided by EMFAC2021, a weighted MPG factor was derived for operational on-road vehicles of approximately 26.5 MPG for gasoline vehicles and 15.0 MPG for diesel vehicles. With this information, as a conservative estimate, it was calculated that on-road vehicle energy usage in the Planning Area at buildout year 2045 would be approximately 52,994 gallons of gasoline per day and 7,168 gallons of diesel fuel per day, on average, or 19,342,644 annual gallons of gasoline and 2,616,379 annual gallons of diesel fuel annually.

FUEL CONSUMPTION - ON-ROAD VEHICLES (CONSTRUCTION)

2045 buildout of the General Plan would also generate on-road vehicle trips during construction activities (from construction workers, vendors, and haulers). Estimates of vehicle fuel consumed were derived based on the assumed construction schedule, vehicle trip lengths, and number of workers per construction phase as provided by CalEEMod (v 2022.1), and Year 2025 gasoline and diesel MPG factors provided by EMFAC2021. Table 5.5-2, *On-Road Mobile Fuel Generated by Project Construction Activities – By Phase*, describes gasoline and diesel fuel used by on-road mobile sources during each phase of the construction schedule. As shown, the vast majority of on-road mobile vehicle fuel used during the construction activities during buildout of the General Plan Update would occur during the building construction phase.

Table 5.5-2
On-Road Mobile Fuel Generated by Project Construction Activities – By Phase

Construction Phase	Total Daily Worker Trips	Total Daily Vendor Trips	Total Daily Hauling Trips	Gallons of Gasoline Fuel	Gallons of Diesel Fuel
Demolition	15	0	0.5	56,176	2
Site Preparation	18	0	0	65,538	0
Grading	20	0	0	74,901	0
Building Construction	8,318	2,589	0	1,557,561	843,103
Paving	15	0	0	56,176	0
Architectural Coating	15	0	0	56,176	0
Total	**N/A**	**N/A**	**N/A**	**1,866,528**	**843,105**
Source: CalEEMod, v2022.1.					

OFF-ROAD VEHICLES (CONSTRUCTION)

Off-road construction vehicles would use diesel fuel during construction activities. A non-exhaustive list of off-road constructive vehicles expected to be used during construction activities includes: cranes, forklifts, generator sets, tractors, excavators, and dozers. Based on the total amount of CO_2 emissions expected to be generated by buildout of the General Plan Update (as provided by the CalEEMod output in Appendix B), and a CO_2 to diesel fuel conversion factor (provided by the U.S. Energy Information Administration), future development as a result of implementation of the General Plan Update could use up to a total of 843,105 gallons of diesel fuel for off-road construction vehicles (during the demolition, site preparation and grading phases); however, the Project itself does not propose any specific development.

COMPLIANCE WITH STATEWIDE AND LOCAL ENERGY PLANS

Buildout of the General Plan Update would use energy resources for the operation of buildings (electricity and natural gas), for on-road vehicle trips (e.g., gasoline and diesel fuel), and from off-road construction activities (e.g. diesel fuel) associated with 2045 buildout of the General Plan Update. Each of these activities would require the use of energy resources. Developers of individual projects within the Planning Area would be responsible for conserving energy, to the extent feasible, and would rely heavily on reducing per capita energy consumption to achieve this goal, including through Statewide and local measures.

Buildout of the General Plan Update would be in compliance with all applicable federal, State, and local regulations regulating energy usage. For example, SCE is responsible for the mix of energy resources used to provide electricity for its customers, and it is in the process of implementing the RPS to increase the proportion of renewable energy (e.g., solar and wind) within its energy portfolio. In addition, new development would be required to install on-site solar photovoltaic (PV) systems, consistent with the latest version of Title 24; this would greatly reduce the amount of electricity needed to be sent from the grid to the new developments associated with the proposed Project.

SCE is expected to achieve at least 60 percent renewables by 2030, and 100 percent zero-carbon electricity by 2045 (in compliance with Senate Bill 100). Additionally, energy-saving regulations, including the latest State Title 24 building energy efficiency standards ("Part 6"), would be applicable to future development accommodated by the General Plan Update. Other Statewide measures, including those intended to improve the energy efficiency of the statewide passenger and heavy-duty truck vehicle fleet (e.g., the Pavley Bill and the Low Carbon Fuel Standard), would improve vehicle fuel economies, thereby conserving gasoline and diesel fuel. These energy savings would continue to accrue over time. Furthermore, additional project-specific the sustainability features individual development projects could further energy consumption of individual projects. The General Plan Update would also be in compliance with the planning documents described previously within this section.

The General Plan Update would not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing energy use or increasing the use of renewable energy. This is a less than significant impact, in this regard.

CONCLUSION

The General Plan Update includes policies and actions to support energy conservation and renewable energy, as well as reducing energy use. The proposed General Plan Update Resource Management Element includes Goal RM-6 and related policies and actions, which address sustainable use of energy resources. Policy RM-6.1 requires development projects to meet all State and regional regulations with regards to gas and energy, including CALGreen. Policy RM-6.2 directs the City to promote energy sustainability and conservation in new development projects. Action RM-6.1 directs the City to develop and implement strategies in coordination with energy and natural gas providers to reduce residential and nonresidential energy use. Action RM-6.2 directs the City to use the project review process to ensure that all new development complies with State energy requirements. In addition, the proposed

As a result, the General Plan Update would not result in any significant adverse impacts related to Project energy requirements, energy use inefficiencies, and/or the energy intensiveness of materials by amount and fuel type for during General Plan Update buildout, including during construction, operations, maintenance, and/or removal. The City would comply with all existing energy standards and would not result in significant adverse impacts on energy resources. For the reasons stated above, buildout of the General Plan Update would not be expected to cause an inefficient, wasteful, or unnecessary use of energy resources nor conflict with or obstruct a State or local plan for renewable energy or energy efficiency. This is a less than significant impact.

Proposed General Plan Update Goals and Policies:

LAND USE ELEMENT

Goal LU-1: **Land Use Mix.** A City with a land use plan that supports a diverse, self-sufficient community that offers a variety of housing types, job opportunities, institutional uses, community facilities, commercial services and recreational opportunities.

Policy LU-1.1: **Land Use Pattern.** Provide for an overall mix of housing, employment, service, and recreational opportunities that promotes efficient development and multimodal choices; reduces pollution, greenhouse gas emissions, and the expenditure of energy and other resources; ensures compatibility between uses; enhances community livability and public health; and sustains economic vitality.

Policy LU-1.9: **Growth Pattern.** Strongly encourage new development to occur in infill locations in a balanced and efficient pattern that reduces sprawl, preserves open space, and creates convenient connections to other land uses and transportation facilities.

Goal LU-3: **Residential Development. A community that preserves and protects its residential neighborhoods.**

RESOURCE MANAGEMENT ELEMENT

Goal RM-6: **Energy and Mineral Resources.** A community that protects its energy and mineral resources for future generations.

Policy RM-6.1: **Regulatory Compliance.** Meet all state and regional regulations in regard to gas and energy conservation and technology use, including the mandatory energy efficiency requirements of the California Green Building Standards Code (CALGreen) and Building and Energy Efficiency Standards.

Policy RM-6.2: **Reduced Consumption.** Promote energy sustainability and conservation in order to reduce consumption of natural resources and promote air quality.

Policy RM-6.3: **Alternative Energy Use.** Regularly evaluate the viability of alternative energy sources for their application in La Verne.

Policy RM-6.4: **Green Building.** Support the use of green building standards and sustainable development strategies, such as Leadership in Energy and Environmental Design (LEED), in both private and public projects.

Policy RM-6.5: **Regional Conservation.** Participate in regional alternative energy supply movements and transition when financially feasible.

Policy RM-6.6: **Public Education.** Coordinate with local utility companies to increase public awareness of energy conservation practices and programs, such as rebate programs and energy efficiency audits.

Action RM-6.1: Develop and implement strategies, in coordination with energy and natural gas providers, to reduce residential and nonresidential energy use. These strategies could include requiring existing development to meet specified conservation standards and requiring new development to utilize energy reduction strategies during construction and operation.

Action RM-6.2: Use the project review process to ensure that all new development complies with California State Energy Regulation requirements.

Action RM-6.3: Work with energy providers, schools, the University of La Verne, and other agencies and organizations on outreach programs to promote energy conservation for residential and nonresidential uses.

Action RM-6.4: Prepare a package of information that is made available at the public counter on alternative energy that describes the technology and identifies financial and nonfinancial resources available for residents and business owners to assist them in implementing alternative energy programs.

Goal RM-8: **Air Quality and Greenhouse Gas Emissions.** Improved air quality in La Verne and the region through reductions in air pollutants and greenhouse gas (GHG) emissions.

Policy RM-8.1: **Development Patterns.** Improve air quality through continuing to require a development pattern that focuses growth in and around existing urbanized areas, locates new housing near places of employment, encourages alternative modes of transportation, supports efficient parking strategies, reduces vehicle miles traveled, and requires projects to mitigate significant air quality impacts.

Policy RM-8.4: **Local Reduction Targets.** The City of La Verne establishes the following per capita GHG reduction targets, in order to meet the requirements established by the state under AB 32 and SB 32, consistent with the CARB's Scoping Plan:

- 3.99 MT CO2e per capita by 2030
- 2.66 MT CO2e per capita by 2040; and
- 1.33 MT CO2e per capita by 2050.

Policy RM-8.10: **GHG Reduction.** Consider and adopt new policies and programs that will help to provide energy efficient alternatives to fossil fuel use and reduce consumption in order to reduce greenhouse gas emissions.

Action RM-8.4: Continue to review development projects to ensure that all new public and private development complies with the California Code of Regulations (CCR), Title 24 standards as well as the energy efficiency standards established by the La Verne Municipal Code.

Mitigation Measures: No mitigation is required.

Level of Significance: Less Than Significant Impact.

5.5.6 CUMULATIVE IMPACTS

Section 4.0, *Basis of Cumulative Analysis*, establishes growth and development within Los Angeles County as anticipated by SCAG as having the potential to interact with the proposed Project to

the extent that a significant cumulative effect may occur. The cumulative projects' setting for energy would be similar for the region and for projects within the City.

Would the project, combined with other related cumulative projects, result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation.

Impact Analysis: As future development projects are received and reviewed by the City in subsequent years, those projects would be reviewed for consistency with the General Plan Update and all relevant State-level programs and requirements. All future projects would be required to implement the most current version of the Title 24 energy efficiency requirements, as required by State law. Consistency with the General Plan Update and other mandatory State-level programs would ensure that future project-level contributions to inefficient, wasteful or unnecessary energy use would be less than significant. Moreover, as identified above, buildout of the General Plan Update would not be expected cause an inefficient, wasteful, or unnecessary use of energy resources, nor conflict with or obstruct a state or local plan for renewable energy or energy efficiency. As a result, the proposed General Plan Update's incremental contribution to cumulative energy impacts would be less than cumulatively considerable.

Proposed General Plan Update Goals and Policies: Refer to the General Plan goals and policies cited above.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

5.5.7 SIGNIFICANT UNAVOIDABLE IMPACTS

Energy use impacts associated with the implementation of the General Plan Update would be less than significant. No significant unavoidable energy use impacts would occur as a result of the General Plan Update.

5.5.8 REFERENCES

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U.S. Energy Information Administration, *California State Profile and Energy Estimates: Table F16: Total Petroleum Consumption Estimates, 2020,* https://www.eia.gov/state/data.php?sid=CA#ConsumptionExpenditures, accessed April 12, 2023c.

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5.6 GEOLOGY AND SOILS

5.6.1 PURPOSE

This section identifies the existing geology, soils, and seismicity conditions within the Planning Area and provides an analysis of potential impacts associated with implementation of the General Plan Update.

The paleontological resources section is primarily based upon the Cultural and Paleontological Resources Assessment for the City of La Verne General Plan Update, City of La Verne, Los Angeles County, California (Cultural Study), prepared by Cogstone Resource Management, Inc., and dated April 2018; refer to Appendix D, *Cultural/ Paleontological Resources Assessment*.

One comment was received during the NOP comment period regarding geology and soils. The comment was received from the California Geological Survey (CGS). The CGS comment letter provides recommendations regarding seismic hazards. This section addresses the issues raised during the NOP comment period.

5.6.2 ENVIRONMENTAL SETTING

The City of La Verne is located within the Peninsular Ranges geomorphic province and Transverse Ranges geomorphic province. The Peninsular Ranges geomorphic province extends from Mount San Jacinto in the north to Baja California in the south and includes parts of the Inland Empire, parts of Los Angeles, Orange County, and San Diego areas of California. The Peninsular Ranges Geomorphic Province is located in the southwestern corner of California and is bounded by the Transverse Ranges Geomorphic Province to the north and the Colorado Desert Geomorphic Province to the east. This geomorphic province is characterized by elongated northwest-trending mountain ridges separated by sediment-floored valleys. Many faults to the west of the Salton Trough section of the San Andreas Fault Zone parallel this northwest-southeast trending fault zone and have taken up some of the strain of the San Andreas. The San Jacinto Fault Zone at the base of the San Timoteo Badlands to the southeast of the project is one such fault zone. To the north of the City the San Andreas Fault Zone travels up Cajon Pass where it forms the boundary between the Pacific Plate and the North American Plate. The City is located on the Pacific Plate which is composed of numerous blocks that can move independently.

The City of La Verne lies in the San Gabriel River Basin between the San Jose Hills to the south and the San Gabriel Mountains to the north. Elevations in the City range from 1,700 feet to 1,000 feet. La Verne is surrounded by creeks, washes, and drainages flowing southward off the northern mountains. The three main drainages, San Dimas Wash, Live Oak Creek, and San Jose Wash, collect in a small basin at the northeast of the San Jose Hills, which contains Puddingstone Reservoir. Walnut Creek was dammed to form the reservoir in the late 1800's.

GEOMORPHIC PROVIDCES

California's geomorphic provinces are naturally defined geologic regions that display a distinct landscape or landform. Earth scientists recognize eleven provinces in California. Each region displays unique, defining features based on geology, faults, topographic relief, and climate. These geomorphic provinces are remarkably diverse. They provide spectacular vistas and unique opportunities to learn about Earth's geologic processes and history. As described above, La Verne lies within the Peninsular Ranges geomorphic province, and Transverse Ranges geomorphic province.

The Transverse Ranges Province of southern California is named because the mountains, valleys, and geologic structures within this province lie east-west or "transverse to" the prevailingly northwest-trending grain characteristic of southern California. For example, northwest-trending faults of the Peninsular Ranges Province lend a northwest-oriented topographic and structural grain to that province. Likewise, the Coast Ranges and Sierra Nevada Provinces of southern and central California also are prevailingly northwest-trending. The Transverse Ranges lie athwart of this northwest grain. Although referred to collectively as the Transverse Ranges, the province consists of several discrete mountain ranges and intervening valleys, including:

- The Santa Ynez and Topatopa Mountains;
- Oak Ridge and the Santa Susanna Mountains;
- Santa Clara and Simi Valleys;
- Santa Monica Mountains;
- San Gabriel Mountains;
- San Bernardino Mountains;
- Little San Bernardino Mountains;
- Pinto Mountains; and
- Eagle and Cottonwood Mountains.

The Peninsular Ranges geomorphic province consists of a series of mountain ranges separated by long valleys, formed from faults branching from the San Andreas Fault. The topographic trend is similar to the Coast Ranges, but the geology is more like the Sierra Nevada, with granitic rocks intruding the older metamorphic rocks. The Los Angeles Basin and the Channel Islands of Santa Catalina, Santa Barbara, San Clemente and San Nicolas are included in this province. Also included is the surrounding continental shelf (cut by deep submarine fault troughs). At the northern end of the province, Mount San Jacinto forms the dramatic backdrop to the Coachella Valley more

than 10,000 feet below. The Peninsular Ranges extend south across the international border into Baja California, forming the spine of Baja California.

Regional Geology

The geology of southern California formed as a result of complex plate tectonics and fault movement. The most notable fault in southern California, the San Andreas Fault, is a right lateral strike-slip (or transform) fault that marks the boundary between the Pacific tectonic plate and the North American tectonic plate. Both plates are moving northward, but the Pacific Plate is moving at a faster rate than the North American Plate and the relative difference in the two rates results in movement along the San Andreas Fault. Northwest of the Los Angeles Basin, where the southern San Joaquin Valley meets the San Emigdio and Tehachapi Mountains, the orientation of the San Andreas Fault changes from generally northwest to west-northwest. This portion of the fault system is known as the "Big Bend." Another large fault in southern California, the left-lateral Garlock Fault, intersects the San Andreas Fault system at this location. This bend in the San Andreas Fault system results in transpressional forces between the two tectonic plates, a geologic result of which was the uplift of the Transverse Ranges, including the San Gabriel Mountains that rise to the north of the City.

The compression between the two plates also resulted in the formation of numerous reverse and thrust faults throughout the Los Angeles Basin. Several of these thrust faults are located near the City of La Verne and are discussed in more detail below. South of the Big Bend, several other major strike-slip faults, including the San Jacinto and the Elsinore faults, parallel the trace of the San Andreas Fault.

The Los Angeles Basin is an alluviated lowland, or coastal plain, underlain by a structural depression. Deposition of mostly marine sediments has occurred sporadically since the Late Cretaceous period and continuously since the middle Miocene period. This marine and non-marine deposition over a long geologic timeframe resulted in a layer of organic-rich sediments that is up to several miles thick in some places. These organic-rich sediments are the source of the vast petroleum reserves extracted from the basin throughout the twentieth century.

FAULTS

Faults are classified as Historic, Holocene, Late Quaternary, Quaternary, and Pre-Quaternary according to the age of most recent movement (California Geological Survey 2002). These classifications are described as follows:

- **Historic:** faults on which surface displacement has occurred within the past 200 years;
- **Holocene:** shows evidence of fault displacement within the past 11,000 years, but without historic record;

- **Late Quaternary:** shows evidence of fault displacement within the past 700,000 years, but may be younger due to a lack of overlying deposits that enable more accurate age estimates;
- **Quaternary:** shows evidence of displacement sometime during the past 1.6 million years; and
- **Pre-Quaternary:** without recognized displacement during the past 1.6 million years.

Faults are further distinguished as active, potentially active, or inactive. (California Geological Survey 2002).

- **Active:** An active fault is a Historic or Holocene fault that has had surface displacement within the last 11,000 years;
- **Potentially Active:** A potentially active fault is a pre-Holocene Quaternary fault that has evidence of surface displacement between about 1.6 million and 11,000 years ago; and
- **Inactive:** An inactive fault is a pre-Quaternary fault that does not have evidence of surface displacement within the past 1.6 million years. The probability of fault rupture is considered low; however, this classification does not mean that inactive faults cannot, or will not, rupture.

There are two known fault zones located within the Planning Area: the Sierra Madre Fault and the Indian Hill Fault. Figure 5.6-1, *Earthquake Faults*, illustrates these fault zones and the location of local faults.

Sierra Madre Fault

The Sierra Madre Fault is located within the Planning Area. As part of the San Gabriel Mountain frontal fault system, this fault zone has been responsible for uplift of mountains by reverse faulting in response to north-south compression. During the 1971 San Fernando earthquake, approximately seven feet of uplift occurred along the San Fernando and Tujunga Faults (westward extensions of the Sierra Madre Fault Zone). The recurrence interval for large (6.0 to 7.0 MW) earthquakes is estimated at 100 to 5,000 years. The Sierra Madre Fault Zone encompasses essentially all major faults in the foothill area of La Verne, including major surface traces in bedrock as well as sub-parallel faults in alluvial areas immediately to the south.

Indian Hill Fault

This fault is located beneath alluvium in the southern part of the City. The existence of the fault is based on the uplift of Indian Hill in the Claremont area and ground water barriers in the older alluvial aquifers. Because of the suggested displacement of older alluvial deposits, the fault may be geologically young and potentially active; however, the lack of surface evidence for recent faulting precludes a more definitive interpretation of this activity.

Additionally, there are numerous active faults located in the regional vicinity of La Verne. Below is a brief summary of the most notable faults in the regional vicinity:

San Andreas Fault

The San Andreas Fault is located approximately 18 miles north of the Planning Area. This fault is widely recognized as the longest and most active fault in the state. It has been mapped from Cape Mendocino in northern California to an area near the Mexican border, a length of approximately 500 miles. Abundant evidence of historic earthquakes indicates that the San Andreas Fault is active, including those that have caused extensive surface rupture and displacement of recent sediments. Current work indicates that large earthquakes have occurred along the San Andreas Fault at widely varying intervals but averaging 160 years. A maximum probable earthquake of M 8.3 (magnitude of 8.3 on the Richter Scale) has been assigned to the San Andreas in southern California.

Cucamonga Fault

The Cucamonga Fault is an easterly extension of the Sierra Madre zone and is located approximately 6.5 miles northeast of the Planning Area. It is considered active and has been mapped from the Lytle Creek area to at least the mouth of San Antonio Canyon, a distance of approximately 10 miles. Geologically, recent movement has occurred just east of Glendora where granite basement rocks have been thrust over alluvial formation and in the vicinity of San Antonio, Deer, and Day Canyons to the east where relative uplift on the northern side has produced steep slopes approximately 200 feet high in recent alluvium.

San Jacinto Fault

The active San Jacinto Fault (also referred to as the Claremont Fault) is similar to the San Andreas Fault in that it is a large strike-slip fault that has been active for several million years. It has been the principal focus of historical release of strain in southern California between the North American Plate and Pacific Plate. Surface rupture has been associated with several historic earthquakes on the San Jacinto Fault. A maximum probable earthquake of M 7.2 for the San Jacinto Fault is based upon historic seismicity and rupture length.

Whittier-Elsinore Fault

The active Whittier-Elsinore Fault parallels the San Jacinto Fault and is approximately 15 miles southwest of the City. In 1987, a M 5.9 earthquake occurred along a previously unknown thrust fault attached to this system. A maximum probable earthquake of M6.7 is assigned to the combined Whitter-Elsinore Fault.

SEISMIC 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 California are subject to some level of seismic ground shaking.

Several scales may be used to measure the strength or magnitude of an earthquake. Magnitude scales (ML) measure the energy released by earthquakes. The Richter scale, which represents magnitude at the earthquake epicenter, is an example of an ML. As the Richter scale is logarithmic, each whole number represents a 10-fold increase in magnitude over the preceding number. Table 5.6-1, *Richter Magnitudes and Effects*, represents effects that would be commonly associated with Richter Magnitudes.

Table 5.6-1
Richter Magnitudes and Effects

Magnitude	Effects
< 3.5	Typically, not felt
3.5 – 5.4	Often felt but damage is rare
5.5 – 6.0	Damage is slight for well-built buildings
6.1 – 6.9	Destructive potential over ±60 miles of occupied area
7.0 – 7.9	"Major Earthquake" with the ability to cause damage over larger areas
≥ 8	"Great Earthquake" can cause damage over several hundred miles
Source: De Novo Planning Group, *City of La Verne General Plan Existing Conditions Report*, 2018.	

Strong ground shaking from an earthquake can result in damage associated with landslides, ground lurching, structural damage, and liquefaction. Major faults in the area which have caused earthquakes and those with the potential to cause earthquakes and ground shaking include the San Andreas Fault, Whittier-Elsinore Fault, and other segments of the San Jacinto Fault.

Historically active regional faults and their associated size and frequency are shown in Table 5.6-2.

Table 5.6-2
Principal Historically Active and Active Fault Zones in the Region

Fault	Maximum Moment Magnitude	Historical Seismicity (Last 150 years)	Slip Rate (mm/year)
San Andres (Mojave section)	7.4	M 7.0 (1899)	30.0
Newport-Inglewood	7.1	M 6.4 (1933)	1.0
Sierra-Madre (San Fernando section)	6.7	M 6.4 (1971)	2.0
Whittier-Elsinore	6.8	M 5.9 (1987)	2.5
Palos Verdes	7.3	--	3.0
San Gabriel	7.2	--	1.0
Verdugo	6.9	--	0.5
Santa Monica	6.6	--	1.0
Source: De Novo Planning Group, *City of La Verne General Plan Existing Conditions Report*, 2018.			

The Uniform California Earthquake Rupture Forecast, Version 3, or UCERF3, is the latest official earthquake rupture forecast (ERF) for California. It provides estimates of the likelihood and severity of potentially damaging earthquake ruptures in the long- and near-term. Combining this with ground motion models produces estimates of the severity of ground shaking that can be expected during a given period (seismic hazard), and of the threat to the built environment (seismic risk). This information is used to inform engineering design and building codes, planning for disaster, and evaluating whether earthquake insurance premiums are sufficient for the prospective losses.

UCERF3 was prepared by the Working Group on California Earthquake Probabilities (WGCEP), a collaboration between the United States Geological Survey (USGS), the California Geological Survey (CGS), and the Southern California Earthquake Center (SCEC), with significant funding from the California Earthquake Authority (CEA). The UCERF3 Model represents the latest model from the Working Group on California Earthquake Probabilities (WGCEP). Results for the Los Angeles region faults based on the UCERF3 are shown in Table 5.6-3, *Likelihood of Having One or More Earthquakes by Size in the Next 30 Years (Starting from 2014)*.

Table 5.6-3
Likelihood of Having One or More Earthquakes by Size in the Next 30 Years (Starting from 2014)

Magnitude (greater than or equal to)	Average repeat time (years)	30-year likelihood of one or more events	Readiness
5	1.4	100%	1.0
6	10	96%	1.0
6.7	40	60%	1.1
7	61	46%	1.2
7.5	109	31%	1.3
8	532	7%	1.3
Source: De Novo Planning Group, *City of La Verne General Plan Existing Conditions Report*, 2018.			

The US Geologic Survey (USGS) Earthquake Probabilities predicts the probabilities of earthquakes within Greater California, the Southern California/Los Angeles Region, and the Northern California/San Francisco Region. USGS Earthquake Probabilities predicts that the probability of an earthquake occurring in the Los Angeles region within the next 30 years is:

- 60 percent that an earthquake measuring magnitude 6.7 will occur;
- 46 percent that an earthquake measuring magnitude 7 will occur; and
- 31 percent that an earthquake measuring magnitude 7.5 will occur.

In contrast, other scales describe earthquake intensity, which can vary depending on local characteristics. The Modified Mercalli Scale (MM) expresses earthquake intensity at the surface on a scale of I through XII. The La Verne area could experience considerable ground shaking generated by faults within or near the Planning Area. For example, La Verne could experience an intensity of MM X generated by seismic events occurring along the San Jose, Sierra Madre, and Cucamonga Faults. Table 5.6-4, *Modified Mercalli Intensities and Effects*, represents the potential effects of an earthquake based on the Modified Mercalli Intensities.

Table 5.6-4
Modified Mercalli Intensities and Effects

MM	Effects
I	Not felt except by a very few under especially favorable conditions.
II	Felt only by a few persons at rest, especially on upper floors of buildings.
III	Felt quite noticeably by persons indoors, especially on upper floors of buildings. Many people do not recognize it as an earthquake. Standing motor cars may rock slightly. Vibrations similar to the passing of a truck. Duration estimated.
IV	Felt indoors by many, outdoors by few during the day. At night, some awakened. Dishes, windows, doors disturbed; walls make cracking sound. Sensation like heavy truck striking building. Standing motor cars rocked noticeably.
V	Felt by nearly everyone; many awakened. Some dishes, windows broken. Unstable objects overturned. Pendulum clocks may stop.
VI	Felt by all, many frightened. Some heavy furniture moved; a few instances of fallen plaster. Damage slight.
VII	Damage negligible in buildings of good design and construction; slight to moderate in well-built ordinary structures; considerable damage in poorly built or badly designed structures; some chimneys broken.
VIII	Damage slight in specially designed structures; considerable damage in ordinary substantial buildings with partial collapse. Damage great in poorly built structures. Fall of chimneys, factory stacks, columns, monuments, walls. Heavy furniture overturned.
IX	Damage considerable in specially designed structures; well-designed frame structures thrown out of plumb. Damage great in substantial buildings, with partial collapse. Buildings shifted off foundations.

Table 5.6-4 (continued)
Modified Mercalli Intensities and Effects

MM	Effects
X	Some well-built wooden structures destroyed; most masonry and frame structures destroyed with foundations. Rails bent.
XI	Total damage. Few, if any, structures standing. Bridges destroyed. Wide cracks in ground. Waves seen on ground.
XII	Total damage. Waves seen on ground. Objects thrown up into air.
Source: De Novo Planning Group, *City of La Verne General Plan Existing Conditions Report*, 2018	

SEISMIC HAZARDS ZONES

Alquist-Priolo Fault Zone

An active earthquake fault, per California's Alquist-Priolo Act, is one that has ruptured within the Holocene Epoch (≈11,000 years). Based on this criterion, the California Geological Survey identifies Earthquake Fault Zones. These Earthquake Fault Zones are identified in Special Publication 42 (SP42), which is updated as new fault data become available. The SP42 lists all counties and cities within California that are affected by designated Earthquake Fault Zones. The Fault Zones are delineated on maps within SP42 (Earthquake Fault Zone Maps).

Southern California is a region of high seismic activity. Similar to most cities in the region, La Verne is subject to risks associated with potentially destructive earthquakes. The Planning Area is located in the seismically active southern California region but not within an Earthquake Study Zone, as defined by the Alquist-Priolo Earthquake Hazards Act.

Seismic Hazard Zones

The State Seismic Hazards Mapping Act (1990) addresses hazards along active faults. Seismic hazard zones are currently mapped in La Verne within the Glendora, Mt. Baldy, San Dimas, and Ontario Quadrangles, and include areas mapped for liquefaction and earthquakes, including landslide hazards.

LIQUEFACTION

Liquefaction, which is primarily associated with loose, saturated materials, is most common in areas of sand and silt or on reclaimed lands. Cohesion between the loose materials that comprise the soil may be jeopardized during seismic events, and the ground will take on liquid properties. Thus, liquefaction requires a specific combination of soil characteristics and seismic shaking.

Liquefaction susceptibility based on soil types, deposit, and age is presented in Table 5.6-5, *Liquefaction Potential Based on Sediment Type and Age of Deposit*.

Liquefaction zones are areas where historical occurrence of liquefaction, or local geological, geotechnical, and ground water conditions indicate a potential for permanent ground displacements such that mitigation as defined in Public Resources Code Section 2693(c) would be required. Figure 5.6-2, *Seismic Hazard Zones - Liquefaction*, shows liquefaction susceptibility mapped within the Planning Area. The Planning Area includes delineated areas where liquefaction may occur during a strong earthquake. The areas designated as having the potential for liquefaction are located in the southern portion of the City, south of Arrow Highway, and in the northwest portion of the Planning Area, near San Dimas Wash. Approximately 444 acres of the City are identified as having a high potential for liquefaction.

Table 5.6-5
Liquefaction Potential Based on Sediment Type and Age of Deposit

Sediment	Susceptibility Based on Age of Deposits (Years Before Present)			
	Modern (<500)	Holocene (<10,000)	Pleistocene (<2 Million)	Pre-Pleistocene (>2 Million)
River Channel	Very High	High	Low	Very Low
Flood Plain	High	Moderate	Low	Very Low
Alluvial Fan/Plain	Moderate	Low	Low	Very Low
Lacustrine/Playa	High	Moderate	Low	Very Low
Colluvium	High	Moderate	Low	Very Low
Talus	Low	Low	Very Low	Very Low
Loess	High	High	High	- ? -
Glacial Till	Low	Low	Very Low	Very Low
Tuff	Low	Low	Very Low	Very Low
Tephra	High	High	- ? -	- ? -
Residual Soils	Low	Low	Very Low	Very Low
Sebka	High	Moderate	Low	Very Low
Un-compacted Fill	Very High	NA	NA	NA
Compacted fill	Low	NA	NA	NA
Source: De Novo Planning Group, *City of La Verne General Plan Existing Conditions Report*, 2018.				

OTHER GEOLOGIC HAZARDS

Subsidence, expansive soils, landslides and debris flows are geologic/geotechnical hazard risks within the City, as described below.

Soils

According to the Natural Resource Conservation Service (2017), there are 11 different soil series located in the Planning Area. Table 5.6-6, *Planning Area Soils*, and Figure 5.6-3, *Soils Map*, presents the soils located in the Planning Area. The surface material includes artificial fill, unconsolidated, fine-grained deposits of silt, sand, gravel, and recent flood plain deposits, Glendora volcanics, andestite, dacites, rhyolite, and volcanic conglomerates (City of La Verne 2012).

Table 5.6-6
Planning Area Soils

Soil Types	Acres City	Acres SOI	Acres Total
Counterfeit-Urban land complex, 10 to 35 percent slopes, terraced	54.36	--	54.36
Lithic Haploxerolls-Lithic Argixerolls complex, 20 to 55 percent slopes	234.13	30.83	264.96
Padova-Walong complex, 30 to 85 percent slopes	571.25	769.73	1,340.98
Soboba and Tujunga soils, 0 to 5 percent slopes, frequently flooded	68.54	--	68.54
Tollhouse-Stukel-Wrentham families complex, 60 to 90 percent slopes	14.98	7.77	22.76
Trigo, granitic substratum-Exchequer families-Rock outcrop complex, 60 to 100 percent slopes	43.52	356.86	400.38
Urban land-Azuvina-Montebello complex, 0 to 5 percent slopes	2,168.86	71.71	2,240.57
Urban land-Biscailuz-Pico complex, 0 to 2 percent slopes	482.76	--	482.76
Urban land-Montebello-Xerorthents complex, 0 to 15 percent slopes, terraced	766.46	234.43	1,000.89

Table 5.6-6 (continued)
Planning Area Soils

Soil Types	Acres City	Acres SOI	Acres Total
Urban land-Palmview-Tujunga complex, 0 to 5 percent slopes	41.92	--	41.92
Urban land-Palmview-Tujunga, gravelly complex, 2 to 9 percent slopes	900.71	35.90	936.61
Total	5,453.89	1,510.40	6,964.28
Source: De Novo Planning Group, *City of La Verne General Plan Existing Conditions Report*, 2018.			

Erosion

The U.S. Natural Resource Conservation Service (NRCS) delineates soil units and compiles soils data as part of the National Cooperative Soil Survey. The following description of erosion factors is provided by the NRCS Physical Properties Descriptions:

- Erosion factor K indicates the susceptibility of a soil to sheet and rill erosion by water. Values of K range from 0.02 to 0.69. Other factors being equal, the higher the value, the more susceptible the soil is to sheet and rill erosion by water. Erosion factor Kw indicates the erodibility of the whole soil, whereas Kf indicates the erodibility of the fine soils. The estimates are modified by the presence of rock fragments.

Soil erosion data for the City of La Verne was obtained from the NRCS. As identified by the NRCR web soil survey, erosion factor K within the planning area varies from 0.02 to 0.43, which is considered a low- to moderately high-potential for erosion. Generally, erosion potential within the Planning Area increases to the north. The NRCS does not provide erosion factors for the urban land soils in the City; however, the erosion potential for the urban land soils in the City is considered to be low.

Expansive Soils

The NRCS delineates soil units and compiles soils data as part of the National Cooperative Soil Survey. The following description of linear extensibility (also known as shrink-swell potential or expansive potential) is provided by the NRCS Physical Properties Descriptions:

- "Linear extensibility" refers to the change in length of an unconfined clod as moisture content is decreased from a moist to a dry state. It is an expression of the volume change between the water content of the clod at 1/3- or 1/10-bar tension (33kPa or 10kPa tension) and oven dryness. The volume change is reported in the table as percent change

for the whole soil. The amount and type of clay minerals in the soil influence volume change.

The shrink-swell potential is low if the soil has a linear extensibility of less than 3 percent; moderate if 3 to 6 percent; high if 6 to 9 percent; and very high if more than 9 percent. If the linear extensibility is more than 3, shrinking and swelling can cause damage to buildings, roads, and other structures and to plant roots. Special design considerations are commonly is needed.

The linear extensibility of the soils within La Verne ranges from Low to High. Figure 5.6-4, *Shrink-Swell Potential of Soils*, illustrates the shrink-swell potential of soils in the Planning Area. The majority of the Planning Area has low potential for expansive soils, including most of the developed land areas. The areas with moderate to high expansive soils represent only a very small portion of the Planning Area and would require special design considerations due to greater shrink-swell potentials.

Landslides

The CGS classifies landslides with a two-part designation based on the research of Varnes and Cruden and Varnes. The designation captures both the type of material that failed and the type of movement that the failed material exhibited. Material types are broadly categorized as either rock or soil, or a combination of the two for complex movements. Landslide movements are categorized as falls, topples, spreads, slides, or flows.

Landslide potential is influenced by physical factors, such as slope, soil, vegetation, and precipitation. Landslides require a slope, and can occur naturally from seismic activity, excessive saturation, and wildfires, or from human-made conditions such as construction disturbance, vegetation removal, wildfires, etc. Landslides and debris flows can occur rapidly and without warning during periods of exceptionally high rainfall.

Figure 5.6-5, *Landslide Susceptibility*, illustrates the landslide potential (for non-seismically included potential) in the vicinity of the Planning Area. Given the relatively level slopes throughout the southern portion of the Planning Area, landslide potential is low. However, landslide potential increases in the northern portion of the Planning Area, which contains areas of increased elevation change.

Earthquake Induced Landslides

Earthquake-Induced Landslide Zones are areas where previous occurrence of landslide movement, or local topographic, geological, geotechnical and subsurface water conditions indicate a potential for permanent ground displacements, such that mitigation, as defined in Public Resources Code Section 2693(c), would be required. Figure 5.6-6, *Seismic Hazard Zones - Landslide,* shows earthquake-induced landslide seismic hazard zones mapped within the La Verne Planning Area. The northern portion of the City of La Verne and the Sphere of Influence (SOI),

generally north of Baseline Road, are more susceptible to earthquake induced landslides. Susceptibility becomes higher moving northward, up into the foothills and San Gabriel Mountains.

Subsidence

Subsidence is the settlement of soils of very low density, generally from oxidation of organic material, desiccation and shrinkage, or both, following drainage. Subsidence takes place gradually, usually over a period of several years. The canyon bottom areas and flatter, southerly portion of the City, including a majority of the urban development, is most likely to have settlement occur during an earthquake event.

Collapsible Soils

Hydroconsolidation occurs when soil layers collapse, or settle, as water is added under loads. Natural deposits susceptible to hydroconsolidation are typically aeolian, alluvial, or colluvial materials, that have a high apparent strength when dry. The dry strength of the materials may be attributed to the clay and silt constituents in the soil and the presence of cementing agents (i.e., salts). Capillary tension may tend to bond soil grains. Once these soils are subjected to excessive moisture and foundation loads, the constituency including soluble salts or bonding agents is weakened or dissolved, capillary tensions are reduced and collapse occurs, resulting in settlement. Existing alluvium within the Planning Area may be susceptible to collapse and excessive settlement, which could create the risk of hydroconsolidation if these soils were exposed to excessive moisture.

Naturally Occurring Asbestos

The term “asbestos” is used to describe a variety of fibrous minerals that, when airborne, can result in serious human health effects. Naturally occurring asbestos is commonly associated with ultramafic rocks and serpentinite. Ultramafic rocks, such as dunite, peridotite, and pyroxenite are igneous rocks comprised largely of iron-magnesium minerals. As they are intrusive in nature, these rocks often undergo metamorphosis, prior to being exposed on the Earth’s surface. The metamorphic rock serpentinite is a common product of the alteration process. According to the City’s General Plan Update Existing Conditions Report, there is no naturally occurring asbestos mapped within the City.

PALEONTOLOGICAL RESOURCES

A record search of the City was obtained from the Natural History Museum of Los Angeles. Online records from the University of California Museum of Paleontology database and the PaleoBiology Database were searched for fossil records as well as print sources.

Any fossils from the artificial fill would lack context and not be deemed scientifically significant. Frequently, fossils contained in landslide deposits also have little context, although they can be

deemed scientifically significant if the beds can be traced back to their origins. Holocene deposits are less than 11.7 kilo annum (ka) and are too young to contain the remains of extinct Pleistocene (11.7 ka to 2.58 mega annum (Ma)) animals. The City is mapped as late Holocene very young axial channel, wash, and landslide deposits; Holocene to late Pleistocene young alluvial fan deposits; late to middle Pleistocene old axial channel and alluvial fan deposits; middle to early Pleistocene very old alluvial fan deposits; Miocene Glendora Volcanics; Cretaceous granitics and tonalite; and Paleozoic and Proterozoic schist and gneiss. Although it is typically not mapped at the surface on large scale geological maps, artificial fill from modern construction projects is common. There is also a potential for sediments of the early Pliocene to late Miocene Puente Formation and the middle Miocene Topanga Group to be present at depth.

Previous Results

Although the Historic and Cultural Resources of the existing City of La Verne General Plan (1998 General Plan) stated that numerous fossils of "prehistoric marine animals, shark teeth, and whale bones" had been found in the area, none of the units that could have produced these fossils are mapped at the surface within City limits. The nearest units that contain marine fossils are the early Pliocene to late Miocene Puente Formation and the middle Miocene Topanga Group. As discussed in the Cultural Study, it is possible, but unlikely that these formations will be present near enough to the surface to be impacted during standard construction activities. To confirm this, local geotechnical reports and well logs should be consulted prior to stating that these geological units will not be impacted.

Cogstone conducted a search of the California Historic Resources Inventory System (CHRIS) at the South Central Coastal Information Center (SCCIC) on August 9, 2017. Results of the cultural records search indicate that 65 previous cultural resources studies have been completed within the boundaries of the City. The records search also determined 83 previously recorded cultural resources are located within the City boundaries. Of these 83 resources, seven are prehistoric archaeological sites, one is a prehistoric archaeological isolate, two are multicomponent sites, one is a historic archaeological site, 70 are historic resources, and two are historic districts.

Updated Results

A records search by the Natural History Museum of Los Angeles County, reviews of published materials, and reviews of online databases found no fossil localities from the sediments of the Project area or from similar sediments within five miles of the City boundaries. Of all the formations present within the City, only the Pleistocene deposits have the potential to contain fossils and have produced fossils relatively near to the City boundaries.

Pleistocene Fossils

Fossils are rare from the cobble- and boulder-rich sediments abutting the northern mountains. Bone is fragile and the frequent combination of weathering at the surface of alluvial fans and

being subjected to flash floods damages many bones beyond recognition. Fossils from Pleistocene alluvial deposits near to the City include an American mastodon from Irwindale, a bison and mammoth from Pomona, and a horse and camel from the northern-most Chino Hills. These items are shown in Table 5.6-7, *Pleistocene Fossil Localities Near the Planning Area*.

Table 5.6-7
Pleistocene Fossil Localities Near the Planning Area

Common Name	Taxon	Depth	Formation	Age/ dates	Locality	Location	Reference
bison	†*Bison* sp.	unknown	unnamed Pleistocene alluvium	late Pleistocene	LACM8014	southwest of the Pomona Freeway (Highway 60) and the Corona Freeway (Highway 71) intersection, Pomona	McLeod 2017
American mastodon	†*Mammut americanum*	115 to 120 feet	unnamed Pleistocene alluvium	Pleistocene	LACM1807	From "ManningRock" gravel pit southeast of the intersection of Arrow Highway and Irwindale Avenue, Irwindale	McLeod 2017, Jefferson 1991b
mammoth	†*Mammuthus* sp.	20 feet or 5 feet	unnamed Pleistocene alluvium	Pleistocene	SBCM5.1.8	"Chamapagne" Pomona Valley	20 feet as per Scott 2015; Jefferson (1991b) & Reynolds and Reynolds 1991 records this as 5 feet deep
horse	†*Equus* sp.	15 to 20 feet	unnamed Pleistocene alluvium	Pleistocene	LACM1728	In English Canyon southwest Chino, ChinoHills	McLeod 2017

Source: Cogstone Resource Management, 2018.
Note: † indicates that the species is extinct

Puente Formation and Topanga Group Fossils

Numerous fossils of marine invertebrates, fish, turtles, birds, mammals, and even the terrestrial plants and animals that were washed out to sea have been recovered from both the Puente Formation and the Topanga Group. Fossils are found primarily in the finer grained deposits but can occur in all sediments. Both geological units are considered sensitive for the presence of fossils.

5.6.3 REGULATORY SETTING

FEDERAL

US Geological Survey Landslide Hazard Program

The United States Geological Survey (USGS) created the Landslide Hazard Program in the mid-1970s; the primary objective of the program is to reduce long-term losses from landslide hazards by improving understanding of the causes of ground failure and suggesting mitigation strategies. The federal government takes the lead role in funding and conducting this research, whereas the reduction of losses due to geologic hazards is primarily a state and local responsibility. In Los Angeles County, plans and programs designed for the protection of life and property are coordinated by the LA County Office of Emergency Management.

Earthquake Hazards Reduction Act

The Earthquake Hazards Reduction Act of 1977 established the National Earthquake Hazards Reduction Program (NEHRP). Under the NEHRP, four federal agencies have responsibility for long-term earthquake risk reduction: the U.S. Geological Survey (USGS), the National Science Foundation (NSF), the Federal Emergency Management Agency (FEMA), and the National Institute of Standards and Technology (NIST). NEHRP's mission includes improved understanding, characterization, and prediction of hazards and vulnerability; improvements of building codes and land use practices; risk reduction through post- earthquake investigation and education; development and improvement of design and construction techniques; improvement of mitigation capacity; and accelerated application of research results.

International Building Code (IBC)

The purpose of the International Building Code (IBC) is to provide minimum standards to preserve the public peace, health, and safety by regulating the design, construction, quality of materials, certain equipment, location, grading, use, occupancy, and maintenance of all buildings and structures. IBC standards address foundation design, shear wall strength, and other structurally related conditions.

STATE

Earthquake Fault Zoning Act (Alquist-Priolo Act)

The State of California Alquist-Priolo Earthquake Fault Zoning Act (1972) was established to mitigate the hazard of surface faulting to structures for human occupancy. Pursuant to the Act, the state geologist has established regulatory zones (known as earthquake fault zones) around surface traces of active faults. These have been mapped for affected cities, including La Verne. Application for a development permit for any project within a delineated earthquake fault zone shall be accompanied by a geologic report, prepared by a geologist registered in the State of California, that is directed to the problem of potential surface fault displacement through a project site.

Hospital Facilities Seismic Safety Act of 1973

The Alfred E. Alquist Hospital Facilities Seismic Safety Act (HSSA) was passed in 1973 to ensure that hospitals in California conform to high construction standards and are reasonably capable of providing services to the public after a disaster. The HSSA requires that establishment of rigorous seismic design regulations for hospital buildings and requires that new hospitals have the capacity to remain functional after a major earthquake. State law requires that all existing hospital buildings providing general acute care as licenses under the California Health and Safety Code be in compliance with the intent of the HSSA by the year 2030.

Seismic Hazards Mapping Act

The Seismic Hazard Mapping Act (SHMA) was adopted by the State in 1990 to protect the public from the effects of non-surface fault rupture earthquake hazards, including strong ground shaking, liquefaction, seismically induced landslides, ground amplification or other ground failure caused by earthquakes. The goal of the act is to minimize loss of life and property by identifying and mitigating seismic hazards. The CGS is the primary agency responsible for the implementation of the SHMA. The CGS prepares maps identifying seismic hazard zones and provides them to local governments, which include areas susceptible to amplified shaking, liquefaction, earthquake-induced landslides, and other ground failures. SHMA requires responsible agencies to only approve projects within these zones following a site-specific investigation to determine if the hazard is present, and if so, the inclusion of appropriate mitigation(s). In addition, the SHMA requires real estate sellers and agents at the time of sale to disclose whether a property is within one of the designated seismic hazard zones.

California Building Standards Code (Title 24)

Title 24 of the California Code of Regulations (CCR) provides state regulations that govern the design and construction of buildings, associated facilities, and equipment. These regulations are also known as building standards (reference California Health and Safety Code Section 18909). Cities and counties are required by state law to enforce CCR Title 24 and may adopt ordinances

making more restrictive requirements than provided by CCR Title 24 due to local climatic, geological, or topographical conditions.

California Health and Safety Code Section 19100 et seq.

California Health and Safety Code Section 19100 et seq. (Earthquake Protection Law) provides regulations that require buildings intended for human occupation be designed to resist stresses produced by natural forces such as earthquakes and wind.

Caltrans Seismic Design Criteria

The California Department of Transportation (Caltrans) has Seismic Design Criteria (SDC), which is an encyclopedia of new and currently practiced seismic design and analysis methodologies for the design of new bridges in California. The SDC adopts a performance-based approach specifying minimum levels of structural system performance, component performance, analysis, and design practices for ordinary standard bridges. The SDC has been developed with input from the Caltrans Offices of Structure Design, Earthquake Engineering and Design Support, and Materials and Foundations. Memo 20-1 Seismic Design Methodology (Caltrans 1999) outlines the bridge category and classification, seismic performance criteria, seismic design philosophy and approach, seismic demands and capacities on structural components, and seismic design practices that collectively make up Caltrans' seismic design.

LOCAL

City of La Verne Municipal Code

The City of La Verne Municipal Code Chapter 15.04, *Building Codes Adopted*, adopts various State and County codes comprising the California Building Standards Code (CBSC), including the California Building, Electrical, Plumbing, Mechanical, Residential, and the Green Building Codes. Section 15.04.110, *Expansive Soils*, explains that unless otherwise specified by a registered geotechnical engineer, foundation systems within the City are considered to be on expansive soil and shall be constructed in a manner that will minimize damage to structures from soil movement.

The Municipal Code includes Chapter 16.34, *Development Policies Applicable to Land Division,* which regulates hillside development for projects involving residential, commercial, or industrial uses. Regulations established in Chapter 16.34 aim to preserve the natural features, vegetation, and wildlife found in these hillside and foothill areas of the City.

Title 18 of the Municipal Code adopts the Zoning Ordinance. Chapter 18.68, *H-D-O-Z Hillside Development Overlay Zone*, provides supplemental standards for the development in hillside areas of the City. It applies to new development in all areas identified as "hillside" on the Land Use Map. These standards address fire protection, siting, circulation, grading and drainage, architecture, walls, fences, natural land forms, views, native vegetation, wildlife and landscaping.

5.6.4 SIGNIFICANCE CRITERIA AND THRESHOLDS

Appendix G of the California Environmental Quality Act (CEQA) Guidelines contains the Initial Study Environmental Checklist, which includes questions related to geology and soils. The issues presented in the Initial Study Environmental Checklist have been utilized as thresholds of significant in this section. Accordingly, a project may create a significant environmental impact if it would:

- Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving;
    - Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42 (refer to Impact Statement GS-1);
    - Strong seismic ground shaking (refer to Impact Statement GS-2);
    - Seismic-related ground failure, including liquefaction (refer to Impact Statement GS-2); and
    - Landslides (refer to Impact Statement GS-2).
- Result in substantial soil erosion of the loss of topsoil (refer to Impact Statement GS-3);
- Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on or off-site landslide, lateral spreading, subsidence, liquefaction or collapse (refer to Impact Statement GS-4);
- Be located on expansive soil, as defined in Tables 18-1-D of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property (refer to Impact Statement GS-5);
- Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water (refer to Impact Statement GS-6); and
- Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature (refer to Impact Statement GS-7).

5.6.5 IMPACTS AND MITIGATION MEASURES

GS-1: Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?

Impact Analysis: The Planning Area, like the rest of southern California, is situated within a seismically active region as the result of being located near the active margin between the North American and Pacific Plates. Development associated with the General Plan Update could expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving fault rupture, strong seismic ground shaking, seismic-related ground failure (i.e., liquefaction), and seismic-related landslides.

The Planning Area is located in the seismically active southern California region, but not within an Earthquake Study Zone defined by the Alquist-Priolo Earthquake Hazards Act. However, there are a number of faults that intersect the Planning Area including: the San Antonio Fault, the Sierra Madre Fault, and the Indian Hill Fault. Figure 5.6-1 illustrates the location of these faults. Rupture of any of these faults, or of an unknown fault in the region, could cause seismic ground shaking. As a result, future development in the City may expose people or structures to potential adverse effects associated with a seismic event, including strong ground shaking and seismic-related ground failure.

All future development projects would be required to comply with the provisions of the California Building Standards Code (CBSC), which requires development projects to perform geotechnical investigations in accordance with state law, engineer improvements to address potential seismic and ground failure issues, utilizing earthquake-resistant construction techniques to address potential earthquake loads when constructing buildings and improvements. As future development and infrastructure projects are considered by the City, each project will be evaluated for conformance with the CBSC, General Plan, Municipal Code, and other applicable regulations. Subsequent development and infrastructure would also be analyzed for potential environmental impacts, consistent with the requirements of CEQA. In addition to the requirements associated with the CBSC and the Municipal Code, the General Plan includes policies and actions to address potential impacts associated with seismic activity.

In addition to the requirements associated with the CBSC and the Municipal Code, the General Plan Update includes goals, policies, and actions intended to address potential impacts associated with seismic activity. Public Safety Element Policy PS-3.1 maintains and updates the City's geologic and seismic hazards map in concert with updates from the CGS and local surveys. Policy PS-3.3 enforces development requirements, such as seismic study analyses, project siting,

and project design features for proposed developments near active faults pursuant to the Alquist-Priolo Act. Policy PS-3.4 ensures adherence to the latest building codes and regulations regulating earthwork and grading during construction. Policy PS-3.6 requires that critical infrastructure and facilities that exist or may be built in the City (e.g., police, medical facilities, fire, roads, reservoirs, etc.), incorporate site specific seismic structural design. Policy PS-3.9 encourages owners of potentially hazardous buildings (e.g., mobile homes and historic structures) to assess seismic vulnerability and conduct seismic retrofitting as necessary to improve resistance to earthquakes. Action PS-3.2 directs the City to update building, zoning, and grading codes, as needed, to ensure adopted standards mitigate potential seismic hazards and comply with the Alquist-Priolo Act and Unreinforced Masonry Law.

Development projects are reviewed to address seismic safety issues and would be required to provide adequate mitigation for existing and potential hazards identified. With the implementation of the policies and actions in the General Plan, as well as applicable State and City codes and requirements, potential impacts associated with a seismic event, including rupture of an earthquake fault, would be less than significant.

Proposed General Plan Update Goals, Policies, and Actions:

PUBLIC SAFETY ELEMENT

Goal PS-3: **Seismic Safety and Geologic Hazards.** A community that has reduced risk from geologic hazards such as earthquakes, landslides, and liquefaction.

Policy PS-3.1: **Geologic Hazard Identification.** Maintain and continuously update the City's geologic and seismic hazards map in concert with updates from the California Geologic Survey and local surveys.

Policy PS-3.3: **Alquist-Priolo Act.** Enforce development requirements, such as seismic study analyses, project siting, and project design features for proposed developments near active faults pursuant to the Alquist-Priolo Act.

Policy PS-3.4: **Building Codes.** Adhere to the latest California Building Codes and regulations regulating earth work and grading during construction, and hillside grading guidelines to minimize erosion; update local codes periodically for the latest advances.

Policy PS-3.6: **Critical Infrastructure and Facilities.** Require that critical infrastructure and facilities that exist or may be built in the city (e.g., police, medical facilities, fire, roads, reservoirs, etc.), incorporate site specific seismic structural design.

Policy PS-3.9: **Retrofitting Buildings.** Encourage owners of potentially hazardous buildings (e.g., mobile homes and historic structures) to assess seismic vulnerability and conduct seismic retrofitting as necessary to improve resistance to earthquakes.

Policy PS-3.10: **Historic Hazards.** Discourage development in identified potential and historical landslide and flood plain areas which cannot be mitigated through regulation.

Action PS-3.1: Review development proposals to ensure compliance with California Health and Safety Code Section 19100 et seq. (Earthquake Protection Law), which requires that buildings be designed to resist stresses produced by natural forces such as earthquakes and wind.

Action PS-3.2: Update building, zoning, and grading codes as needed to ensure adopted standards mitigate potential seismic hazards and comply with the Alquist-Priolo Act and Unreinforced Masonry Law.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

GS-2: Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking, landslides, or seismic-related ground failure, including liquefaction?

Strong ground shaking can result in liquefaction. As shown in Figure 5.6-2, portions of the Planning Area include delineated areas where liquefaction could occur during a strong earthquake. The area designated as having the potential for liquefaction is located in the southern portion of the City, south of Arrow Highway, and in the northwest portion of the Planning Area, near San Dimas Wash. A total of approximately 444 acres of the City are delineated as having a high potential for liquefaction.

Seismically induced landslides are common occurrences during or soon after earthquakes. Landslide potential is influenced by physical factors, such as slope, soil, vegetation, and precipitation. Landslides require a slope, and can occur naturally from seismic activity, excessive saturation, and wildfires, or from human-made conditions such as construction disturbance, vegetation removal, wildfires, etc. Figure 5.6-5 illustrates the landslide potential (for non-seismically included potential) in the vicinity of the Planning Area. Given the relatively level slopes throughout the southern portion of the Planning Area, the landslide potential is low. However, the landslide potential increases in the northern portion of the Planning Area, which contains areas with increased elevation change. Figure 5.6-6 shows earthquake-induced landslide seismic hazard zones mapped within the Planning Area. The northern portion of the City and the SOI, generally north of Baseline Road, is more susceptible to earthquake induced landslides.

Susceptibility becomes higher moving northward, up into the foothills and San Gabriel Mountains.

All projects would be required to comply with the provisions of the CBSC, which requires development projects to perform geotechnical investigations in accordance with State law, engineer improvements to address potential seismic and ground failure issues, and use earthquake-resistant construction techniques to address potential earthquake loads when constructing buildings and improvements. As future development and infrastructure projects are considered by the City, each project will be evaluated for conformance with the CBSC, General Plan, Municipal Code, and other regulations. Subsequent development and infrastructure would also be analyzed for potential environmental impacts, consistent with the requirements of CEQA.

In addition to the requirements associated with the CBSC and the Municipal Code, the General Plan includes goals, policies, and actions intended to address potential impacts associated with seismic activity. Public Safety Element Policy PS-3.1 maintains and updates the City's geologic and seismic hazards map in concert with updates from the CGS and local surveys. Policy PS-3.2 requires, in Hillside Development areas, a full site-specific geologic study to consider effects of the proposed development on adjacent upslope and downslope areas, as well as on the site itself. Policy PS-3.3 enforces development requirements, such as seismic study analyses, project siting, and project design features for proposed developments near active faults pursuant to the Alquist-Priolo Act. Policy PS-3.4 ensures adherence to the latest building codes and regulations regulating earthwork and grading during construction. Policy PS-3.6 requires critical infrastructure and facilities that exist or may be built in the City (e.g., police, medical facilities, fire, roads, reservoirs, etc.) to incorporate site-specific seismic structural design. Policy PS-3.7 requires special site-specific studies in areas potentially subject to liquefaction to determine the nature and extent of possible liquefaction and to identify engineering and development siting measures to permit development to occur. Policy PS-3.9 encourages owners of potentially hazardous buildings (e.g., mobile homes and historic structures) to assess seismic vulnerability and conduct seismic retrofitting as necessary to improve resistance to earthquakes. Action PS-3.1 requires review of development proposals to ensure compliance with California Health and Safety Code Section 19100 et seq. (Earthquake Protection Law), which requires that buildings be designed to resist stresses produced by natural forces, such as earthquakes and wind. Action PS-3.2 directs the City to update building, zoning, and grading codes, as needed, to ensure adopted standards mitigate potential seismic hazards and comply with the Alquist-Priolo Act and Unreinforced Masonry Law.

All future projects would be required to comply with applicable regulations related to seismic safety and building design requirements, as well as being subject to CEQA review to address site-specific seismic safety issues. With the implementation of the policies and actions in the General Plan, as well as applicable State and City regulations and codes, potential impacts associated with

a seismic event, including seismic ground shaking, liquefaction, landslides, or seismic-related ground failure would be less than significant.

Proposed General Plan Update Goals, Policies, and Actions:

PUBLIC SAFETY ELEMENT

Goal PS-3: **Seismic Safety and Geologic Hazards.** A community that has reduced risk from geologic hazards such as earthquakes, landslides, and liquefaction.

Policy PS-3.1: **Geologic Hazard Identification.** Maintain and continuously update the City's geologic and seismic hazards map in concert with updates from the California Geologic Survey and local surveys.

Policy PS-3.2: **Hillside Development.** In Hillside Development areas (as shown in Map PS-1), require a full site-specific geologic study to consider effects of the proposed development on adjacent upslope and downslope areas as well as on the site itself.

Policy PS-3.3: **Alquist-Priolo Act.** Enforce development requirements, such as seismic study analyses, project siting, and project design features for proposed developments near active faults pursuant to the Alquist-Priolo Act.

Policy PS-3.4: **Building Codes.** Adhere to the latest California Building Codes and regulations regulating earth work and grading during construction, and hillside grading guidelines to minimize erosion; update local codes periodically for the latest advances.

Policy PS-3.5: **Bare Soils.** Limit acreage of bare soils exposed at any one time.

Policy PS-3.6: **Critical Infrastructure and Facilities.** Require that critical infrastructure and facilities that exist or may be built in the city (e.g., police, medical facilities, fire, roads, reservoirs, etc.), incorporate site specific seismic structural design.

Policy PS-3.7: **Liquefaction.** Require special site-specific studies in areas potentially subject to liquefaction (shown in Map PS-2) to determine the nature and extent of possible liquefaction and to identify engineering and development siting measures to permit development to occur.

Policy PS-3.9: **Retrofitting Buildings.** Encourage owners of potentially hazardous buildings (e.g., mobile homes and historic structures) to assess seismic vulnerability and conduct seismic retrofitting as necessary to improve resistance to earthquakes.

Policy PS-3.10: **Historic Hazards.** Discourage development in identified potential and historical landslide and flood plain areas which cannot be mitigated through regulation.

Action PS-3.1: Review development proposals to ensure compliance with California Health and Safety Code Section 19100 et seq. (Earthquake Protection Law), which requires that buildings be designed to resist stresses produced by natural forces such as earthquakes and wind.

Action PS-3.2: Update building, zoning, and grading codes as needed to ensure adopted standards mitigate potential seismic hazards and comply with the Alquist-Priolo Act and Unreinforced Masonry Law.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

GS-3: Would the project result in substantial soil erosion of the loss of topsoil?

Impact Analysis: The General Plan Update would allow for future development and improvement projects that could involve some land clearing, mass grading, and other ground-disturbing activities that could temporarily increase soil erosion rates during and shortly after project construction. Construction-related erosion could result in the loss of a substantial amount of nonrenewable topsoil and could adversely affect water quality in nearby surface waters. This is considered a potentially significant impact, which would be mitigated to a less than significant level through the implementation of the policies and actions listed below.

As noted previously, soil erosion data for the City of La Verne was obtained from the NRCS. As identified by the NRCR web soil survey, the erosion factor K within the City varies widely from low erosion potential to moderately high erosion potential. The NRCS does not provide erosion factors for the urban land soils in the City; however, the erosion potential for the urban land soils in the City is considered to be low.

As future development and infrastructure projects are considered by the City, each project would be evaluated for conformance with the CBSC, General Plan, La Verne Municipal Code, and other regulations. In compliance with National Pollutant Discharge Elimination System (NPDES) Permit regulations, the State of California requires that any construction activity disturbing one acre or more of soil comply with the Construction General Permit. The permit requires development and implementation of a Stormwater Pollution Prevention Plan (SWPPP) and monitoring plan, which must include erosion-control and sediment-control best management practices (BMPs) that would meet or exceed measures required by the Construction General Permit to control stormwater quality degradation due to potential construction-related pollutants. The SWPPP would include project-specific BMPs that are designed to control drainage and erosion. Subsequent development and infrastructure projects would also be analyzed for potential environmental impacts, consistent with the requirements of CEQA.

The General Plan Update includes a range of policies related to BMPs, NPDES requirements, and minimizing discharge of materials (including eroded soils) into the storm drain system. With the implementation of the policies and actions in the General Plan Update, as well as applicable State and City requirements, potential impacts associated with erosion and loss of topsoil would be less than significant.

Proposed General Plan Update Goals and Policies:

LAND USE ELEMENT

Goal LU-4: **Hillside Development.** A community defined by safe and subtle hillside development.

Policy LU-4.2: **Natural Grading.** Encourage natural grading techniques that blend with existing topography; grading should use rounded contours on slopes to minimize disturbance. Encourage the preservation of the physical shape of the hillside and views where feasible.

Policy LU-4.3: **Constraints.** Analyze and consider development constraints when reviewing new development applications.

Policy LU-4.4: **Site Design Techniques.** To the extent feasible, require the implementation of strategic site and building design techniques to shield new hillside development from view from the valley floor below.

Policy LU-4.5: **Slope Levels.** Prohibit development in areas with a natural slope of 25 percent or greater; roads to service development may be permitted in these areas if they are designed to minimize visibility and grading scars.

Policy LU-4.6: **Pad Grading.** Discourage conventional flat pad grading in hillside areas exceeding 10 percent slope.

Policy LU-4.8: **Subdivision Ordinance and Hillside Ordinance.** Enforce the City's Subdivision Ordinance and Hillside Development Overlay Zone Ordinance, which establish standards for grading along ridgelines, saddles, knolls, canyons, and other significant topographic features.

Policy LU-4.9: **Elevation Level.** Deny development above the 1780' elevation line unless it can be concealed from offsite view and it can be proven that adequate sewer and water service can be provided

PUBLIC SAFETY ELEMENT

Policy PS-2.7: **Stormwater Runoff.** Require new developments that add substantial amounts of impervious surfaces to integrate low impact development (LID) best management practices (BMPs) to reduce stormwater runoff.

Goal PS-3: **Seismic Safety and Geologic Hazards.** A community that has reduced risk from geologic hazards such as earthquakes, landslides, and liquefaction.

Policy PS-3.2: **Hillside Development.** In Hillside Development areas (as shown in Map PS-1), require a full site-specific geologic study to consider effects of the proposed development on adjacent upslope and downslope areas as well as on the site itself.

Policy PS-3.4: **Building Codes.** Adhere to the latest California Building Codes and regulations regulating earth work and grading during construction, and hillside grading guidelines to minimize erosion; update local codes periodically for the latest advances.

Policy PS-3.5: **Bare Soils.** Limit acreage of bare soils exposed at any one time.

Policy PS-3.7: **Liquefaction.** Require special site-specific studies in areas potentially subject to liquefaction (shown in Map PS-2) to determine the nature and extent of possible liquefaction and to identify engineering and development siting measures to permit development to occur.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

GS-4: Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

Impact Analysis: Development allowed under the General Plan Update could result in the exposure of people and structures to conditions that have the potential for adverse effects associated with ground instability or failure. Soils and geologic conditions in the Planning Area have the potential for landslides, lateral spreading, subsidence, liquefaction, or collapse. Each are discussed below:

With respect to on- or off-site landslide risk, Figure 5.6-5 illustrates the landslide potential (for non-seismically included potential) in the vicinity of the Planning Area. Given the relatively level slopes throughout the southern and central portions of the Planning Area, the landslide potential is low. However, the landslide potential increases in the northern portion of the Planning Area, which contains areas with increased elevation change (the San Gabriel Mountains).

Figure 5.6-6 depicts earthquake-induced landslide seismic hazard zones mapped within the Planning Area. Susceptibility increases moving northward, up into the foothills and San Gabriel Mountains.

Lateral spreading generally is a phenomenon where blocks of intact, non-liquefied soil move down slope on a liquefied substrate of large areal extent. The potential for lateral spreading is present where open banks and unsupported cut slopes provide a free face (unsupported vertical slope face). Ground shaking, especially when inducing liquefaction, may cause lateral spreading toward unsupported slopes. The greatest potential for lateral spreading is in the hilly terrain in the north of the Planning Area.

With respect to subsidence, the canyon bottom areas and flatter, southerly portions of the City, including a majority of the urban development areas, are most likely to have subsidence, or earthquake-induced settlement, occur.

With respect to liquefaction, as discussed above and as shown in Figure 5.6-2, portions of the Planning Area include delineated areas where liquefaction may occur during a strong earthquake. The area designated as having the potential for liquefaction is located in the southern portion of the City, south of Arrow Highway, and in the northwest portion of the Planning Area, near San Dimas Wash. A total of approximately 444 acres in the City are delineated as having a high potential for liquefaction.

Collapsible soils undergo a rearrangement of their grains and a loss of cementation, resulting in substantial and rapid settlement under relatively low loads. Collapsible soils occur predominantly at the base of mountain ranges, where Holocene-age alluvial fan and wash sediments have been deposited during rapid run-off events. Differential settlement of structures typically occurs when heavily irrigated landscape areas are near a building foundation. Examples of common problems associated with collapsible soils include tilting floors, cracking or separation in structures, sagging floors, and nonfunctional windows and doors. Existing alluvium within the Planning Area may be susceptible to collapse and excessive settlement, which could create the risk of hydroconsolidation if these soils were exposed to excessive moisture.

Conclusion: The risk associated with construction and operation of future development projects on unstable soil units could result in potentially significant impacts, which would be mitigated to a less than significant level through the implementation of the policies and actions listed below. As future development and infrastructure projects are considered by the City, each project wound undergo site-specific evaluations for conformance with the CBSC, General Plan, Municipal Code, and other applicable regulations. Future development and infrastructure projects would also be required to comply with applicable regulations related to seismic safety and building design requirements to reduce potential impacts related to unstable soils, as well as being analyzed for potential environmental impacts, consistent with the requirements of CEQA. Future

development and improvement projects would be required to have site-specific geotechnical studies prepared and incorporated into the project design, consistent with the requirements of the applicable State and City regulations and codes. In addition to the requirements associated with the CBSC and the Municipal Code, the General Plan Update includes policies and actions to ensure that development projects address potential geologic hazards, that at-risk buildings and infrastructure are evaluated for potential risks, and site-specific studies are completed for areas subject to liquefaction or other risks associated with unstable soils. With the implementation of the policies and actions in the General Plan, as well as applicable State and City codes, potential impacts associated with ground instability or failure would be less than significant.

Proposed General Plan Update Goals, Policies, and Actions:

PUBLIC SAFETY ELEMENT

Goal PS-3: **Seismic Safety and Geologic Hazards.** A community that has reduced risk from geologic hazards such as earthquakes, landslides, and liquefaction.

Policy PS-3.2: **Hillside Development.** In Hillside Development areas (as shown in Map PS-1), require a full site-specific geologic study to consider effects of the proposed development on adjacent upslope and downslope areas as well as on the site itself.

Policy PS-3.4: **Building Codes.** Adhere to the latest California Building Codes and regulations regulating earth work and grading during construction, and hillside grading guidelines to minimize erosion; update local codes periodically for the latest advances.

Policy PS-3.5: **Bare Soils.** Limit acreage of bare soils exposed at any one time.

Policy PS-3.7: **Liquefaction.** Require special site-specific studies in areas potentially subject to liquefaction (shown in Map PS-2) to determine the nature and extent of possible liquefaction and to identify engineering and development siting measures to permit development to occur.

Policy PS-3.10: **Historic Hazards.** Discourage development in identified potential and historical landslide and flood plain areas which cannot be mitigated through regulation.

Action PS-3.1: Review development proposals to ensure compliance with California Health and Safety Code Section 19100 et seq. (Earthquake Protection Law), which requires that buildings be designed to resist stresses produced by natural forces such as earthquakes and wind.

Action PS-3.2: Update building, zoning, and grading codes as needed to ensure adopted standards mitigate potential seismic hazards and comply with the Alquist-Priolo Act and Unreinforced Masonry Law.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

GS-5: Would the project be located on expansive soil, as defined in Tables 18-1-D of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

Impact Analysis: Expansive soil properties can cause substantial damage to building foundations, piles, pavements, underground utilities, and/or other improvements. Structural damage, such as warping and cracking of improvements, and rupture of underground utility lines, may occur if the expansive potential of soils is not considered during the design and construction of all improvements.

Linear extensibility is a method for measuring expansion potential. The expansion potential is low if the soil has a linear extensibility of less than three percent; moderate if three to six percent; high if six to nine percent; and very high if more than nine percent. If the linear extensibility is more than three percent, shrinking and swelling could cause damage to buildings, roads, other structures and to plant roots, and site-specific design considerations would usually be required.

The linear extensibility of the soils within the Planning Area ranges from low to high. Figure 3.6-4 illustrates the shrink-swell potential of soils in the Planning Area. The majority of the Planning Area has low potential for expansive soils, including most of the developed land areas. The areas with moderate to high potential for expansive soils represent only a very small portion of the Planning Area and would require special design considerations due to shrink-swell potentials. This is considered a potentially significant impact, which would be mitigated to a less than significant level through the implementation of the policies and actions listed below.

As future development and infrastructure projects are considered by the City, each project would be evaluated for conformance with the CBSC, General Plan, Municipal Code, and other applicable regulations. Subsequent development and infrastructure projects would be required to comply with applicable regulations related to seismic safety and building design requirements to reduce potential impacts related to expansive soils, as well as undergoing analysis related to potential environmental impacts, consistent with the requirements of CEQA.

The Public Safety Element of the General Plan Update establishes policies that are designed to protect from geologic hazards, including expansive soils. Consistency with the General Plan Update policies would require identification of geologic hazards and risk inventory of existing potentially hazardous buildings and infrastructure. As required by the CBSC, a site-specific

geotechnical investigation would identify the potential for damage related to expansive soils and non-uniformly compacted fill and engineered fill. If a risk is identified, design criteria and specification options may include removal of the problematic soils, and replacement, as needed, with properly conditioned and compacted fill material that is designed to withstand the forces exerted during the expected shrink-swell cycles and settlements.

Design criteria and specifications set forth in project-specific design-level geotechnical investigations would ensure that impacts related to expansive soils are minimized. Therefore, this impact is considered less than significant.

Proposed General Plan Update Goals, Policies, and Actions:

PUBLIC SAFETY ELEMENT

Goal PS-3: **Seismic Safety and Geologic Hazards.** A community that has reduced risk from geologic hazards such as earthquakes, landslides, and liquefaction.

Policy PS-3.4: **Building Codes.** Adhere to the latest California Building Codes and regulations regulating earth work and grading during construction, and hillside grading guidelines to minimize erosion; update local codes periodically for the latest advances.

Policy PS-3.5: **Bare Soils.** Limit acreage of bare soils exposed at any one time.

Policy PS-3.6: **Critical Infrastructure and Facilities.** Require that critical infrastructure and facilities that exist or may be built in the city (e.g., police, medical facilities, fire, roads, reservoirs, etc.), incorporate site specific seismic structural design.

Policy PS-3.7: **Liquefaction.** Require special site-specific studies in areas potentially subject to liquefaction (shown in Map PS-2) to determine the nature and extent of possible liquefaction and to identify engineering and development siting measures to permit development to occur.

Policy PS-3.10: **Historic Hazards.** Discourage development in identified potential and historical landslide and flood plain areas which cannot be mitigated through regulation.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

GS-6: Would the project have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

Impact Analysis: As described in Section 5.16, *Utilities and Service Systems*, wastewater services in La Verne are managed by the Sanitation Districts of Los Angeles County (LACSD). The wastewater collection system for the City is owned and operated by the City and LACSD.

Because of varying soil characteristics throughout the Planning Area, some areas may have moderate to severe limitations on the use of septic tanks or alternative wastewater disposal systems. To the extent that future development under the General Plan Update would occur in such areas, there is the potential for effects to soils that may not adequately support the use of septic tanks or alternative wastewater disposal systems. However, any individual project which would have a septic system would be required to comply with the CSBC, which requires development projects to perform site-specific geotechnical investigations in accordance with State law to determine if on-site soil conditions are suitable for a septic system. Such projects would also adhere to Municipal Code Section 16.28.380, *Private sewage disposal permitted when*, which states that when and where the City determines a connection to a public sewerage system would be impractical, septic tanks and other private means of sewage disposal may be installed subject to approval by the City Health Department. Additionally, future developments proposing a septic system must also comply with the Los Angeles RWQCB Basin Plan.

As future development and infrastructure projects are considered by the City, each project will be evaluated for conformance with the CBSC, the General Plan, La Verne Municipal Code, and other regulations. Subsequent development and infrastructure projects would also be analyzed for potential environmental impacts, consistent with the requirements of CEQA. Future development and improvement projects would be required to have site-specific geotechnical study prepared and incorporated into the proposed project's design, consistent with the requirements of applicable State and City regulations and codes. In addition to the requirements associated with the CBSC and the Municipal Code, the General Plan Update includes policies and actions to ensure that development projects address potential geologic hazards, at-risk buildings and infrastructure are evaluated for potential risks, and site-specific studies are completed, as applicable. With the implementation of the policies and actions in the General Plan Update, as well as applicable State and City regulations and codes, potential impacts associated with the use of septic tanks or alternative waste water disposal systems would be less than significant.

Proposed General Plan Update Goals, Policies, and Actions:

PUBLIC SAFETY ELEMENT

Policy PS-2.7: **Stormwater Runoff.** Require new developments that add substantial amounts of impervious surfaces to integrate low impact development (LID) best management practices (BMPs) to reduce stormwater runoff.

Goal PS-3: **Seismic Safety and Geologic Hazards.** A community that has reduced risk from geologic hazards such as earthquakes, landslides, and liquefaction.

Policy PS-3.1: **Geologic Hazard Identification.** Maintain and continuously update the City's geologic and seismic hazards map in concert with updates from the California Geologic Survey and local surveys.

Policy PS-3.2: **Hillside Development.** In Hillside Development areas (as shown in Map PS-1), require a full site-specific geologic study to consider effects of the proposed development on adjacent upslope and downslope areas as well as on the site itself.

Policy PS-3.4: **Building Codes.** Adhere to the latest California Building Codes and regulations regulating earth work and grading during construction, and hillside grading guidelines to minimize erosion; update local codes periodically for the latest advances.

Policy PS-3.5: **Bare Soils.** Limit acreage of bare soils exposed at any one time.

Policy PS-3.6: **Critical Infrastructure and Facilities.** Require that critical infrastructure and facilities that exist or may be built in the city (e.g., police, medical facilities, fire, roads, reservoirs, etc.), incorporate site specific seismic structural design.

Policy PS-3.7: **Liquefaction.** Require special site-specific studies in areas potentially subject to liquefaction (shown in Map PS-2) to determine the nature and extent of possible liquefaction and to identify engineering and development siting measures to permit development to occur.

Policy PS-3.9: **Retrofitting Buildings.** Encourage owners of potentially hazardous buildings (e.g., mobile homes and historic structures) to assess seismic vulnerability and conduct seismic retrofitting as necessary to improve resistance to earthquakes.

Policy PS-3.10: **Historic Hazards.** Discourage development in identified potential and historical landslide and flood plain areas which cannot be mitigated through regulation.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

GS-7: Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Impact Analysis:

Definition of Significance for Paleontological Resources

Only qualified, trained paleontologists with specific expertise in the type of fossils being evaluated can determine the scientific significance of paleontological resources. Fossils are considered to be significant if one or more of the following criteria apply:

1. The fossils provide information on the evolutionary relationships and developmental trends among organisms, living or extinct;
2. The fossils provide data useful in determining the age(s) of the rock unit or sedimentary stratum, including data important in determining the depositional history of the region and the timing of geologic events therein;
3. The fossils provide data regarding the development of biological communities or interaction between paleobotanical and paleozoological biotas;
4. The fossils demonstrate unusual or spectacular circumstances in the history of life;
5. The fossils are in short supply and/or in danger of being depleted or destroyed by the elements, vandalism, or commercial exploitation, and are not found in other geographic locations; and
6. All identifiable vertebrate fossils are considered significant due to the rarity of their preservation.

As so defined, significant paleontological resources are determined to be fossils or assemblages of fossils that are unique, unusual, rare, uncommon, or diagnostically important. Significant fossils can include remains of large to very small aquatic and terrestrial vertebrates or remains of plants and invertebrate animals previously not represented in certain portions of the stratigraphy. Assemblages of fossils that might aid stratigraphic correlation, particularly those offering data for the interpretation of tectonic events, geomorphologic evolution, and paleoclimatology are also critically important.

Paleontological Sensitivity

The following section is based on the Cultural and Paleontological Resources Assessment for the City of La Verne General Plan Update (Cogstone 2018).

Of all the formations present within the City, only the Pleistocene deposits have the potential to contain fossils and have produced fossils relatively near to the City boundaries. No geologic units in the Planning Area are assigned as having a high or very high sensitivity for paleontological resources. Impacts to Pleistocene alluvium more than eight feet below the original ground surface within southern California valleys are typically given a moderate but patchy sensitivity. Due to the paucity of fossils recovered from Pleistocene alluvium near the San Gabriel Mountains however, the level of sensitivity decreases to a moderate but unknown sensitivity. Low sensitivity is assigned to the Buzzard Peak Conglomerate of the Topanga Group, the volcanic conglomerate

of the Glendora Volcanics, conglomerates of the Puente Formation, non-landslide Holocene sediments, and the very coarse-grained Pleistocene deposits found north of the 210 Freeway. Very low sensitivity is assigned to the artificial fill, the landslide deposits, most of the Glendora Volcanics, and the Cretaceous though Proterozoic plutonic and metamorphic rocks.

Conclusion

It is possible that undiscovered paleontological resources could be encountered during ground-disturbing activities. Damage to or destruction of a paleontological resource would be considered a potentially significant impact under local, State, or federal criteria. However, potentially significant impacts would be mitigated to a less than significant level through the implementation of the policies and actions established in the General Plan Update; specifically, Resource Management Policy 3.9 and its subsequent Action 1, require a qualified paleontologist to investigate resources found during construction activities. During such investigations, construction actives are halted until the investigation is complete, at which point it would be determined whether a resource mitigation plan and monitoring program would be required, or if construction activities can resume as originally planned. Implementation of the proposed General Plan Update would ensure that steps would be taken to reduce impacts to paleontological resources in the event that they are discovered during construction. As such, impacts to paleontological resources would be less than significant.

Proposed General Plan Update Goals, Policies, and Actions:

RESOURCE MANAGEMENT ELEMENT

Goal RM-3: **Cultural Resources.** A City that celebrates and preserves its rich culture and historic assets.

Policy RM-3.9: **Archaeological/Paleontological Resources.** Require projects with a potential to affect archeological or paleontological resources to be conditioned to immediately stop grading and/or excavation activities if archeological or paleontological resources are encountered. At this point, a qualified archaeologist/paleontologist approved by the City should be enlisted to investigate the resources and conduct a preliminary assessment to determine whether a resource mitigation plan and monitoring program will be required.

Action RM-3.1: City staff shall require applicants for future proposed projects with planned impacts greater than 5 feet below the current surface in undisturbed sediments ranked PFYC 3 or above to provide a technical paleontological assessment consisting of a record search, survey, background context and project specific recommendations performed by a qualified paleontologist. If resources are known or reasonably anticipated the recommendations shall provide a detailed

mitigation plan which shall require monitoring during grading and other earthmoving activities in undisturbed sediments, provides a fossil recovery protocol that includes data to be collected, requires professional identification, radiocarbon dates and other special studies as appropriate, requires curation at an accredited museum such as the Los Angeles County Museum of Natural History for fossils meeting significance criteria, requires a comprehensive final mitigation compliance report including a catalog of fossil specimens with museum numbers and an appendix containing a letter from the museum stating that they are in possession of the fossils.

Action RM-3.3: City staff shall require applicants for future proposed projects in areas of known or inferred archaeological resources, prehistoric or historic, to provide a technical cultural resources assessment consisting of a record search, survey, background context and project specific recommendations performed by a qualified archaeologist. If resources are known or reasonably anticipated the recommendations shall provide a detailed mitigation plan which shall require monitoring during grading and other earthmoving activities in undisturbed sediments, provide a treatment plan for potential resources that includes data to be collected, requires professional identification, other special studies as appropriate, requires curation at an accredited museum such as the Cultural and Natural History Collections of the University of La Verne for artifacts meeting significance criteria, requires a comprehensive final mitigation compliance report including a catalog of specimens with museum numbers and an appendix containing a letter from the museum stating that they are in possession of the materials.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

5.6.6 CUMULATIVE IMPACTS

For geology and soils, cumulative impacts are considered for cumulative projects within the City and Los Angeles County region. The cumulative projects' regional geologic setting and regional seismicity would be similar; however, the local geologic setting, surficial geology, and subsurface soil conditions would vary according to the site location and specific conditions.

Would the project, combined with other related cumulative projects, directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other

substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

Impact Analysis: An Alquist-Priolo Earthquake Fault Zone is not located within the Planning Area. However, there are a number of faults that intersect the Planning Area including the San Antonio Fault, the Sierra Madre Fault, and the Indian Hill Fault. As a result, future development resulting from implementation of the General Plan Update, combined with other related cumulative projects, may expose people or structures to potential adverse effects associated with a seismic event, including rupture of a known earthquake fault.

All future development projects would be required to comply with the provisions of the CBSC, General Plan, Municipal Code, and other State and local regulations. Subsequent development and infrastructure would also be analyzed for potential environmental impacts, consistent with the requirements of CEQA. All future projects are subject to CEQA review to address seismic safety issues and provide adequate mitigation for existing and potential hazards identified. With the implementation of the policies and actions in the General Plan Update, as well as applicable State and City codes, potential impacts associated with a seismic event, including rupture of an earthquake fault, would not contribute to cumulative impacts and impacts in this regard are not cumulatively considerable.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

Would the project, combined with other related cumulative projects, directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking or seismic-related ground failure, including liquefaction?

Impact Analysis: The Project proposes to update the La Verne General Plan. Future development and cumulative development would generally experience similar ground shaking associated with seismic activity when compared to current conditions. Additionally, potential impacts associated with liquefaction could occur within the Planning Area, as portions of the Planning Area are within a potential liquefaction zone.

However, future development and cumulative projects would be required to conduct site-specific geotechnical studies to determine the geotechnical feasibility of the specific development being proposed at that time. Any recommendations presented in the geotechnical study would be required to be incorporated into the design and construction of the future development. The geotechnical study would include specific recommendations based on seismic design parameters for foundation design and general earthwork and grading, among other factors.

Future development would be required to comply with all applicable regulations in the most recent CBSC as amended by the Municipal Code, which would include design requirements to mitigate the effects of potential hazards associated with seismic ground shaking and liquefaction. Therefore, the Project's incremental effects involving exposure of people and structures to potential substantial adverse effects involving strong seismic ground shaking or seismic-related ground failure, including liquefaction, would not be cumulatively considerable.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact

Would the project, combined with other related cumulative projects result in substantial soil erosion or the loss of topsoil?

Impact Analysis: Future development projects and cumulative development within the City and surrounding areas may contain soils that have erosion potential. Implementation of construction activities associated with Project implementation and cumulative development projects would involve some land clearing, mass grading, and other ground-disturbing activities that could temporarily increase soil erosion rates during and shortly after future projects are constructed.

Site-specific geology and soil conditions would be evaluated on a project-by-project basis. However, all future development associated with the proposed Project and cumulative projects within the City and region would be required to comply with stormwater runoff and pollution control requirements required by the RWQCB and implemented by the specific jurisdiction in which the development occurs. Construction activities within the City would be required to comply with the City's Municipal Code which implements erosion and siltation control measures of the Construction General Permit, reducing potential impacts associated with soil erosion or the loss of topsoil during construction activities. Additionally, new development and redevelopment projects would be required to comply with postconstruction runoff pollution reduction BMPs implemented through the SWPPP. The proposed Project would be required to comply with the established regulatory framework identified in the Municipal Code regarding stormwater and runoff pollution control. Thus, the Project's incremental effects involving substantial soil erosion or the loss of topsoil would not be cumulatively considerable.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

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

Impact Analysis: Development allowed under the General Plan Update and other related cumulative projects could result in the exposure of people and structures to conditions that have the potential for adverse effects associated with ground instability or failure. Soils and geologic conditions in the Planning Area have the potential for landslides, lateral spreading, subsidence, liquefaction, or collapse.

Given the relatively level slopes throughout the southern and central portions of the Planning Area, the landslide potential in the Planning Area is low. However, the landslide potential increases in the northern portion of the Planning Area, which contains areas with increased elevation changes (i.e., near the San Gabriel Mountains). Further, the northern portion of the Planning Area, generally north of Baseline Road, is more susceptible to earthquake induced landslides. Susceptibility becomes higher moving northward, up into the foothills and San Gabriel Mountains. Ground shaking, especially when inducing liquefaction, may cause lateral spreading toward unsupported slopes. The greatest potential for lateral spreading in the Planning Area is in the hilly terrain to the north. Further, the canyon bottom areas and flatter, southerly portions of the City, including a majority of the urban development areas, are most likely to have settlement occur during an earthquake event. The area designated as having the potential for liquefaction is located in the southern portion of the City, south of Arrow Highway, and in the northwest portion of the Planning Area, near San Dimas Wash. Existing alluvium within the Planning Area may be susceptible to collapse and excessive settlements, which could create the risk of hydroconsolidation if these soils were exposed to excessive moisture.

The geotechnical and soil characteristics of future development associated with the Project and any cumulative development within the City would be evaluated on a project-by-project basis, and appropriate mitigation measures would be required to reduce potential impacts associated with unstable geologic units or soils. As future development projects and cumulative development projects are considered by the City, each project will be evaluated for conformance with the CBSC, General Plan, Municipal Code, and other applicable regulations. Subsequent development projects and cumulative development projects would also be analyzed for potential environmental impacts, consistent with the requirements of CEQA. Future development projects would be required to have site-specific geotechnical studies prepared and incorporated into the improvement design, consistent with the requirements of State and City regulations and codes. In addition to the requirements associated with the CBSC and the Municipal Code, the General Plan Update includes policies and actions to ensure that development projects address potential geologic hazards, that at-risk buildings and infrastructure is evaluated for potential risks, and that site-specific studies are completed for areas subject to liquefaction. With the implementation of the policies and actions in the General Plan, as well as applicable State and City regulations and codes, the Project's incremental effects involving unstable geologic units or soils would not be cumulatively considerable.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact

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

Impact Analysis: Soils exposed to excessive moisture within the Planning Area could be at risk of hydroconsolidation; existing alluvium within the Planning Area may be susceptible to collapse and excessive settlements. The geotechnical and soil characteristics of future development associated with the Project and any cumulative development within the City would be evaluated on a project-by-project basis and appropriate mitigation measures would be required to reduce potential impacts associated with unstable geologic units or soils.

Future development associated with implementation of the proposed Project would be required to prepare geotechnical studies for the specific site being proposed for development. Future development would comply with the CBSC and the Municipal Code, as well as the geotechnical study's recommendations. Therefore, the Project's incremental effects involving expansive geologic soils would not be cumulatively considerable.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact

Would the project, combined with other related cumulative projects directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Impact Analysis: The Planning Area has the potential to contain paleontological resources. As discussed above, implementation of General Plan Resource Management Element Policy 3.9 would reduce potential impacts to paleontological resources associated with future Project construction activities to a less-than-significant level. There is the potential for cumulative project sites within the City to have soils that contain paleontological resources. Construction activities associated with those cumulative projects have the potential to directly or indirectly destroy paleontological resources specific to those development sites. However, as with the Project, cumulative development would undergo environmental and design review on a project-by-project basis, pursuant to CEQA, to evaluate potential impacts to paleontological resources. All development projects would be subject to compliance with the established federal, State, and local regulatory framework concerning protection of paleontological resources. Where significant or potentially significant impacts are identified, implementation of all feasible site-specific mitigation would be required to avoid or reduce such impacts. As such, the Project's impacts would not be cumulatively considerable, and cumulative impacts to paleontological resources would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

5.6.7 SIGNIFICANT UNAVOIDABLE IMPACTS

Geology and soils impacts associated with the implementation of the General Plan Update would be less than significant. No significant unavoidable geology and soils impacts would occur as a result of the General Plan Update.

5.6.8 REFERENCES

California Geological Survey (CGS), *California Geomorphic Provinces*. California Geological Survey Note 36. Sacramento, CA. California Department of Conservation, 2002.

City of La Verne, *Natural Hazards Mitigation Plan*, February 21, 2012.

Cogstone Resources Management, Inc., *Cultural and Paleontological Resources Assessment for the City of La Verne, Los Angeles County, California*, May 2018.

De Novo Planning Group, *City of La Verne General Plan Existing Conditions Report*, June 2018.

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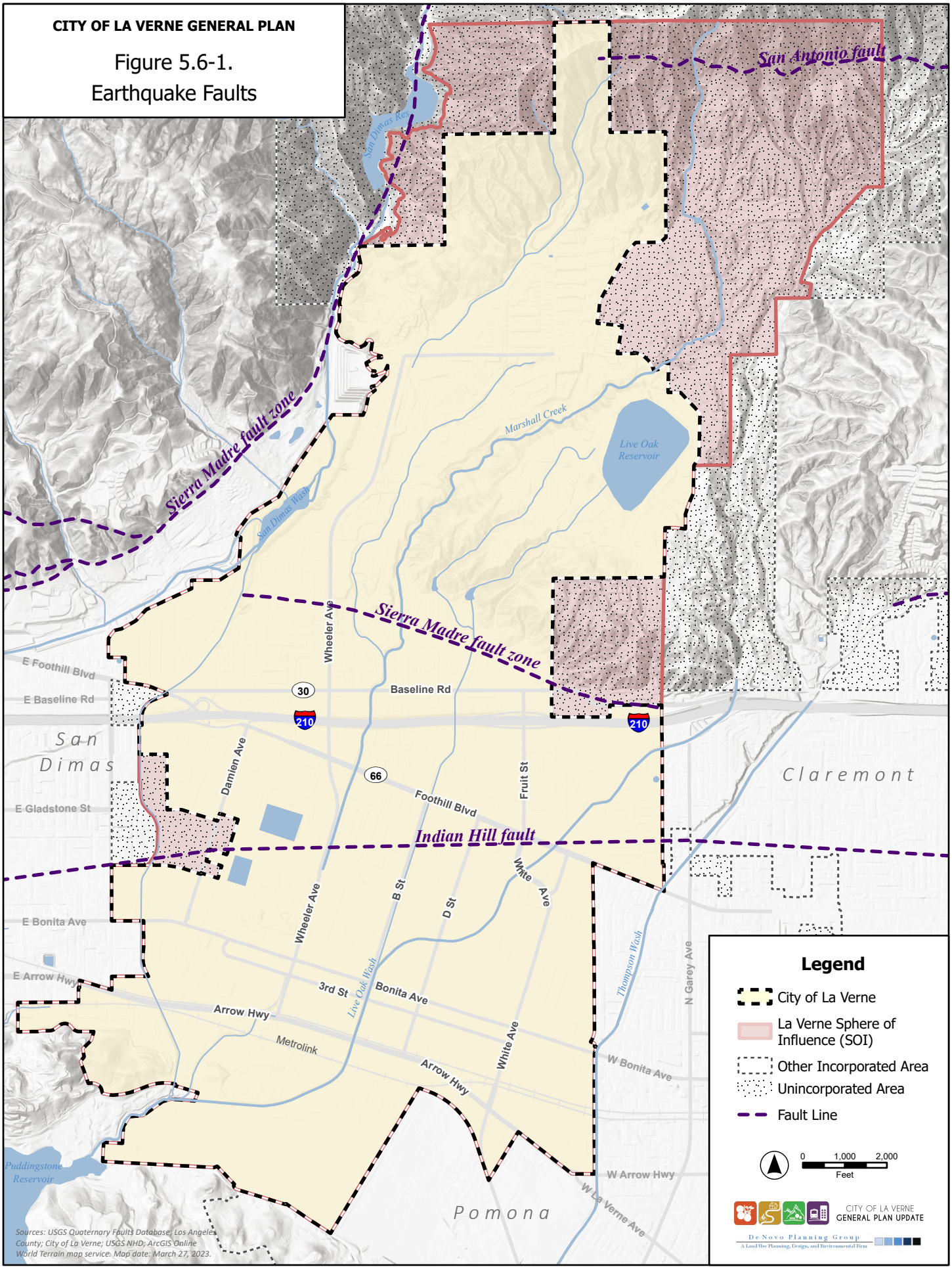
CITY OF LA VERNE GENERAL PLAN

Figure 5.6-1.
Earthquake Faults



Sources: USGS Quaternary Faults Database; Los Angeles County; City of La Verne; USGS NHD; ArcGIS Online World Terrain map service. Map date: March 27, 2023.

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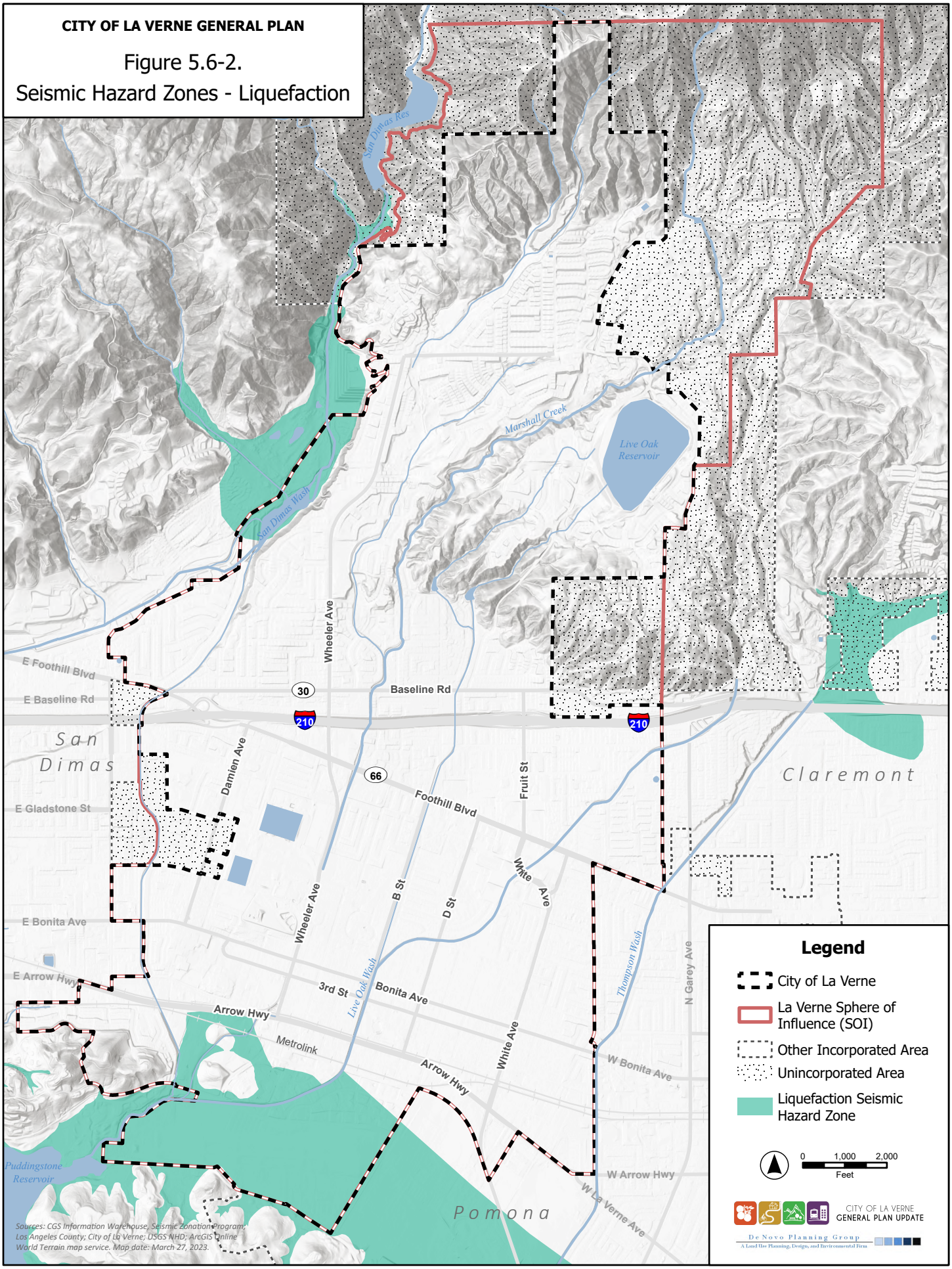
CITY OF LA VERNE GENERAL PLAN

Figure 5.6-2.
Seismic Hazard Zones - Liquefaction



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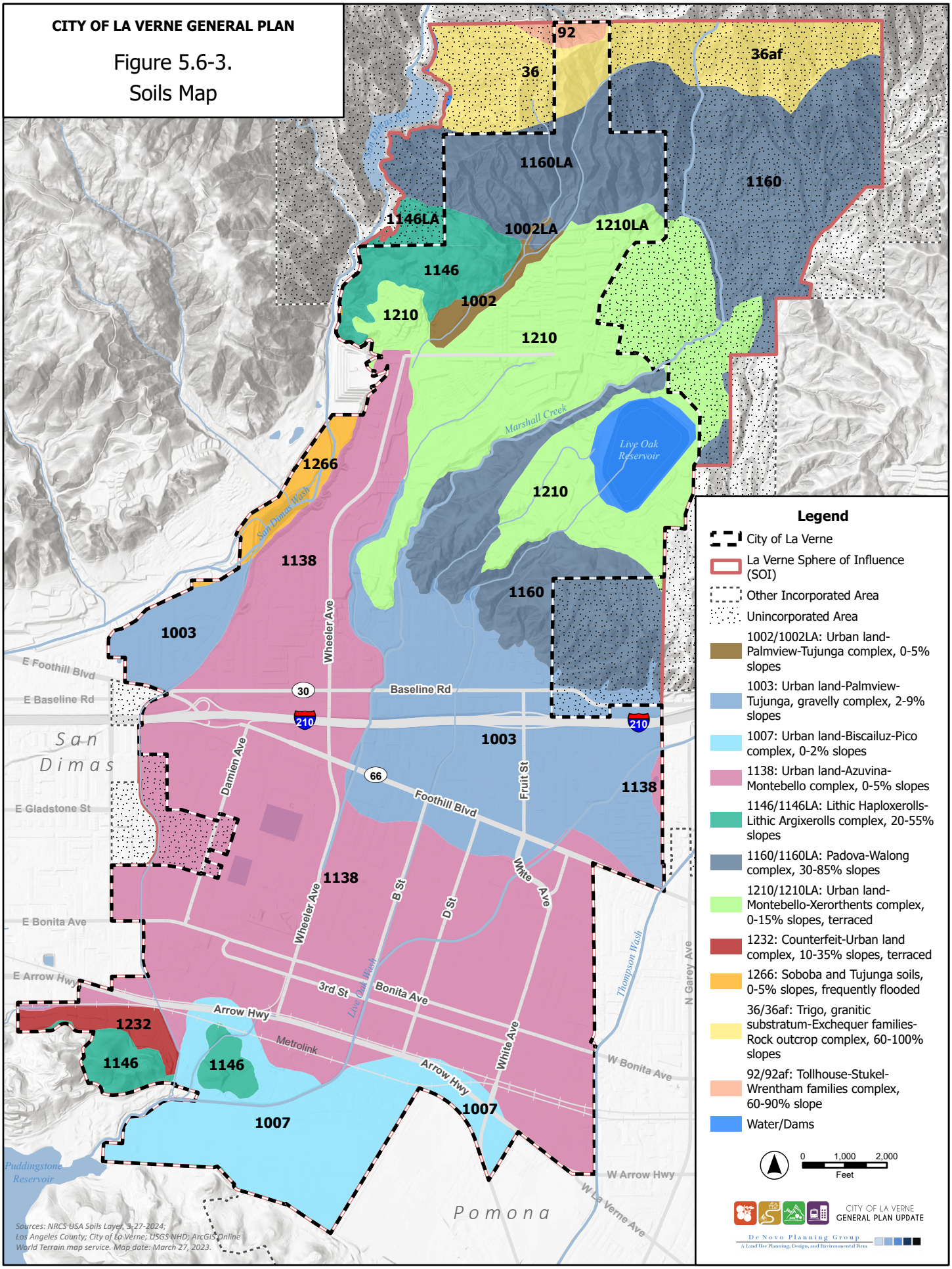
CITY OF LA VERNE GENERAL PLAN

Figure 5.6-3.
Soils Map



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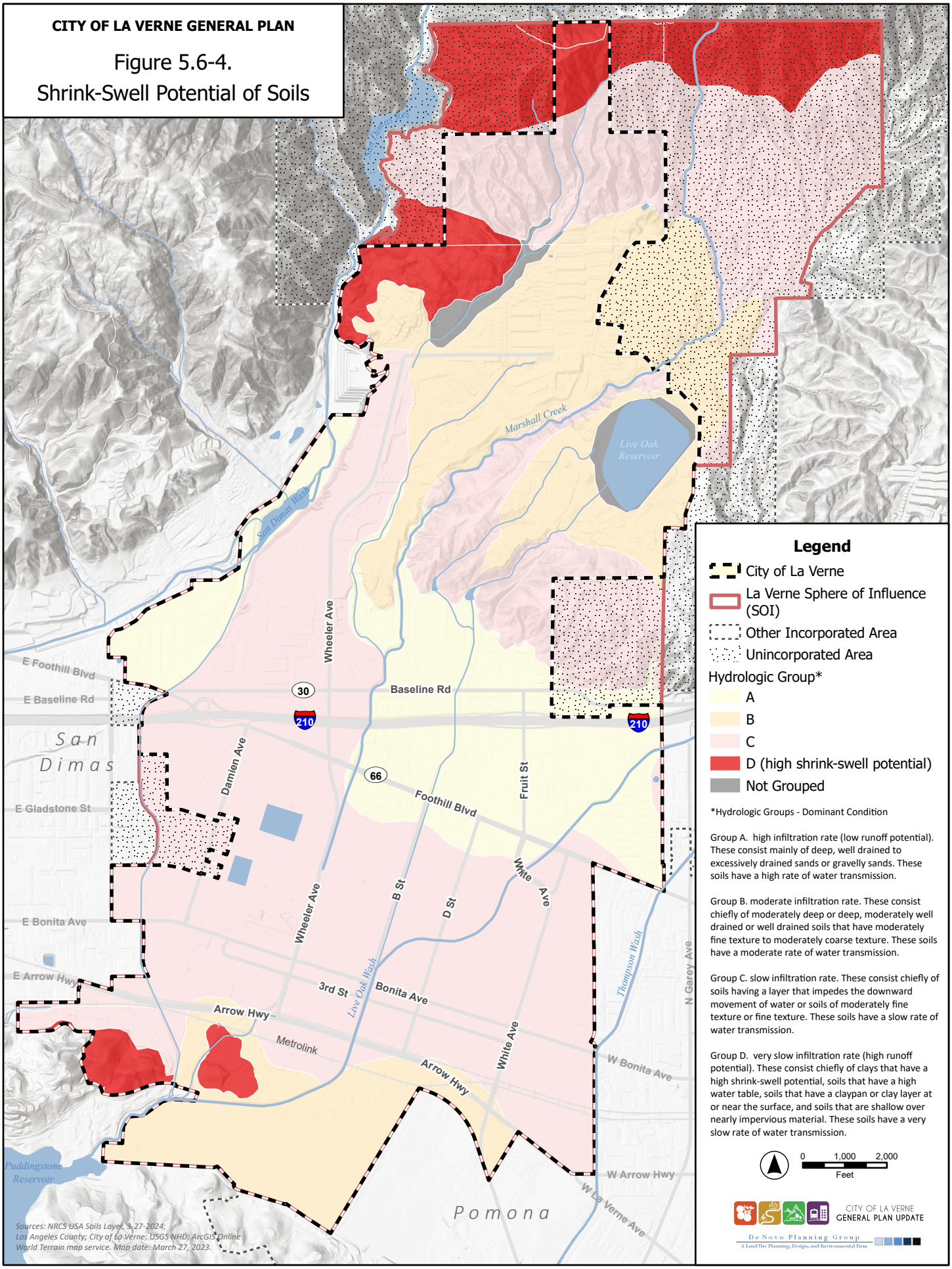
CITY OF LA VERNE GENERAL PLAN

Figure 5.6-4. Shrink-Swell Potential of Soils



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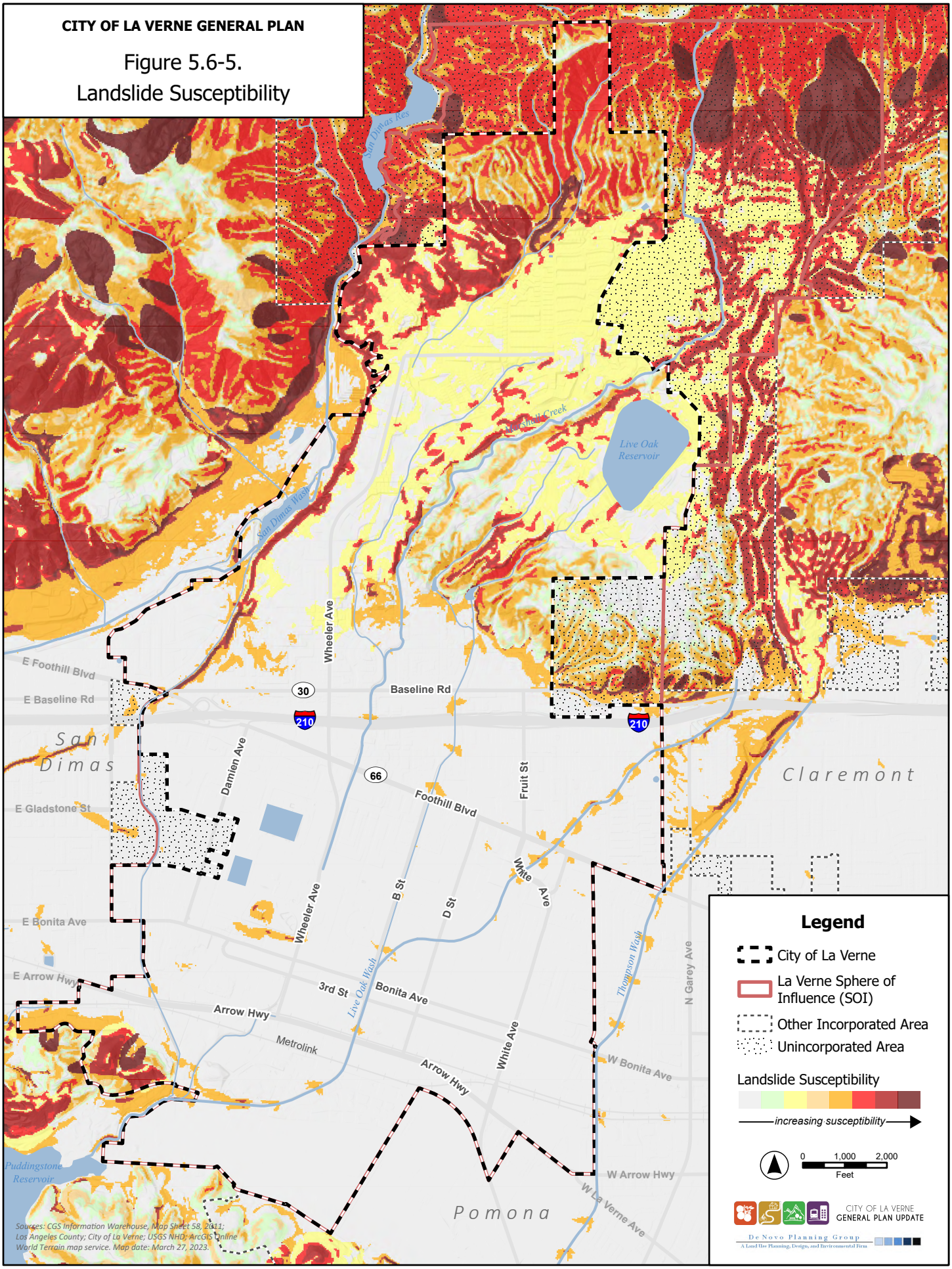
CITY OF LA VERNE GENERAL PLAN

Figure 5.6-5.
Landslide Susceptibility



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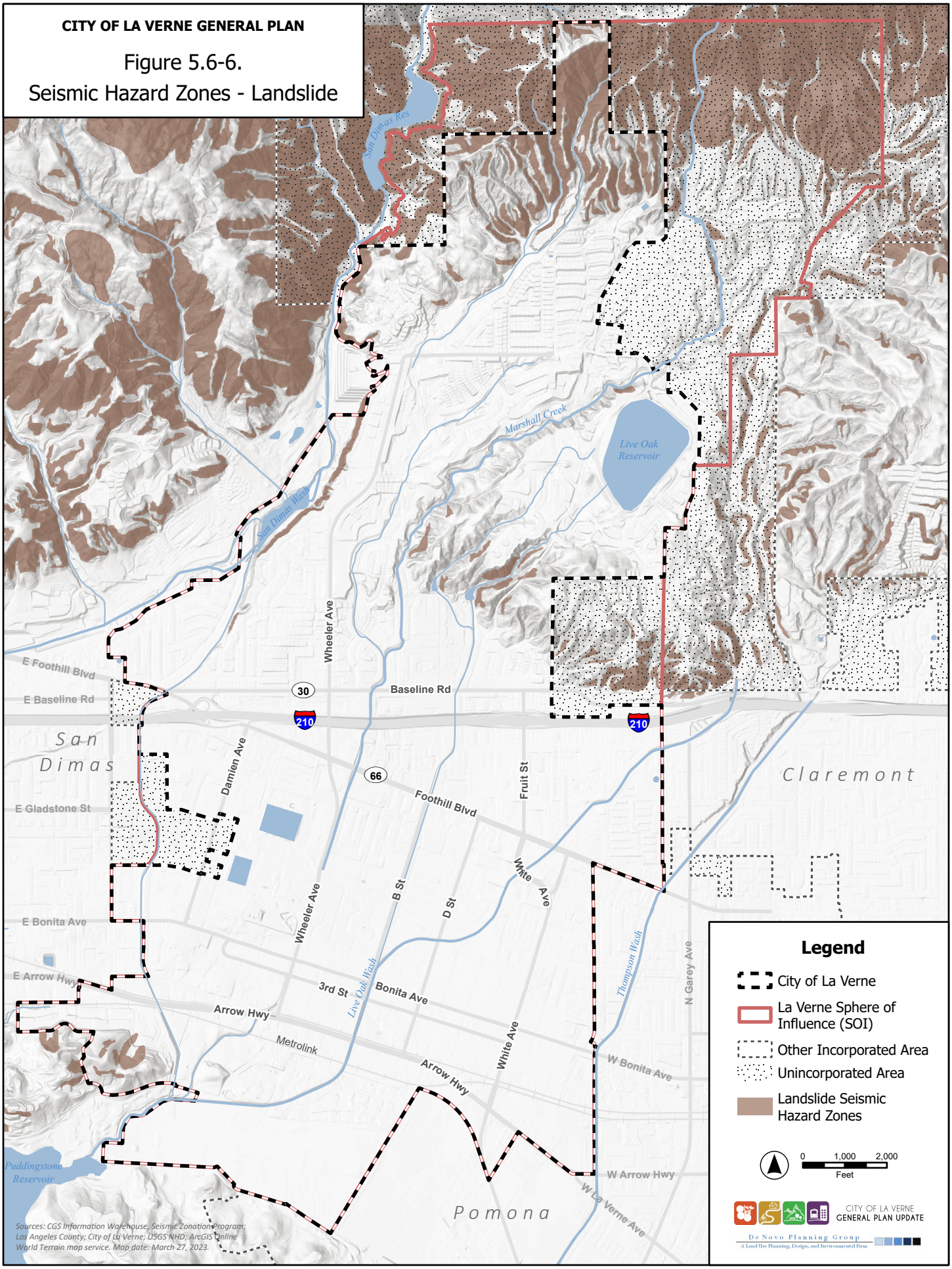
CITY OF LA VERNE GENERAL PLAN

Figure 5.6-6.
Seismic Hazard Zones - Landslide



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5.7 GREENHOUSE GAS EMISSIONS

5.7.1 PURPOSE

This section identifies the existing climate conditions, the current state of climate change science, and greenhouse gas (GHG) emissions sources within California and the Planning Area and provides an analysis of potential impacts associated with implementation of the General Plan Update.

This section is primarily based upon the air quality emissions analysis and modeling prepared by De Novo Planning Group, and included as Appendix B, *Air Quality, Energy and Greenhouse Gas Emissions Modeling Data*.

5.7.2 ENVIRONMENTAL SETTING

GREENHOUSE GASES AND CLIMATE CHANGES LINKAGES

Various gases in the Earth's atmosphere, classified as atmospheric GHGs, play a critical role in determining the Earth's surface temperature. Solar radiation enters Earth's atmosphere from space, and a portion of the radiation is absorbed by the Earth's surface. The Earth emits this radiation back toward space, but the properties of the radiation change from high-frequency solar radiation to lower-frequency infrared radiation.

Naturally occurring GHGs include water vapor (H_2O), carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), and ozone (O_3). Several classes of halogenated substances that contain fluorine, chlorine, or bromine are also GHGs, but they are, for the most part, solely a product of industrial activities. Although the direct GHGs CO_2, CH_4, and N_2O occur naturally in the atmosphere, human activities have changed their atmospheric concentrations. From the pre-industrial era (i.e., ending about 1750) to 2011, concentrations of these three GHGs have increased globally by 40, 150, and 20 percent, respectively (IPCC, 2013).

GHGs, which are transparent to solar radiation, are effective in absorbing infrared radiation. As a result, this radiation that otherwise would have escaped back into space is now retained, resulting in a warming of the atmosphere. This phenomenon is known as the greenhouse effect. Among the prominent GHGs contributing to the greenhouse effect are carbon dioxide (CO_2), methane (CH_4), ozone (O_3), water vapor, nitrous oxide (N_2O), and chlorofluorocarbons (CFCs).

Emissions of GHGs contributing to global climate change are attributable in large part to human activities associated with the industrial/manufacturing, utility, transportation, residential, and agricultural sectors. In California, the transportation sector is the largest emitter of GHGs, followed by the industrial and electricity generation sectors (California Energy Commission, 2024.

Carbon dioxide equivalents are a measurement used to account for the fact that different GHGs have different potential to retain infrared radiation in the atmosphere and contribute to the greenhouse effect. This potential, known as the global warming potential of a GHG, is also dependent on the lifetime, or persistence, of the gas molecule in the atmosphere. Expressing GHG emissions in carbon dioxide equivalents takes the contribution of all GHG emissions to the greenhouse effect and converts them to a single unit equivalent to the effect that would occur if only CO_2 were being emitted.

Consumption of fossil fuels in the transportation sector was the single largest source of California's GHG emissions in 2021, accounting for 39 percent of total GHG emissions in the state. This category was followed by the industrial sector (22 percent), the electricity generation sector (including both in-state and out of-state sources) (16 percent), the agriculture and forestry sector (8 percent), the residential energy consumption sector (8 percent), and the commercial energy consumption sector (6 percent) (California Air Resources Board, 2024).

EFFECTS OF GLOBAL CLIMATE CHANGE

The effects of increasing global temperature are far-reaching and extremely difficult to quantify. The scientific community continues to study the effects of global climate change. In general, increases in the ambient global temperature as a result of increased GHGs are anticipated to result in rising sea levels, which could threaten coastal areas through accelerated coastal erosion, threats to levees and inland water systems, and disruption to coastal wetlands and habitat.

If the temperature of the ocean warms, it is anticipated that the winter snow season would be shortened. Snowpack in the Sierra Nevada provides both water supply (runoff) and storage (within the snowpack before melting), which is a major source of supply for the State. The snowpack portion of the supply could potentially decline by 50 percent to 75 percent by the end of the 21st century (National Resources Defense Council, 2014). This phenomenon could lead to significant challenges securing an adequate water supply for a growing state population. Further, the increased ocean temperature could result in increased moisture flux into the State; however, since this would likely increasingly come in the form of rain rather than snow in the high elevations, increased precipitation could lead to increased potential and severity of flood events, placing more pressure on California's levee/flood control system.

Sea level has risen approximately seven inches during the last century and it is predicted to rise an additional 22 to 35 inches by 2100, depending on the future GHG emissions levels (California Environmental Protection Agency, 2010). If this occurs, resultant effects could include increased coastal flooding, saltwater intrusion and disruption of wetlands. As the existing climate throughout California changes over time, mass migration of species, or failure of species to migrate in time to adapt to the perturbations in climate, could also result. Under the emissions scenarios of the Climate Scenarios report (California Environmental Protection Agency, 2010),

the impacts of global warming in California are anticipated to include, but are not limited to, the following.

Public Health

Higher temperatures are expected to increase the frequency, duration, and intensity of conditions conducive to air pollution formation. For example, days with weather conducive to ozone formation are projected to increase from 25 percent to 35 percent under the lower warming range and to 75 percent to 85 percent under the medium warming range. In addition, if global background ozone levels increase as predicted in some scenarios, it may become impossible to meet local air quality standards. Air quality could be further compromised by increases in wildfires, which emit fine particulate matter that can travel long distances depending on wind conditions. The Climate Scenarios report indicates that large wildfires could become up to 55 percent more frequent if GHG emissions are not significantly reduced.

In addition, under the higher warming scenario, there could be up to 100 more days per year with temperatures above 90ºF in Los Angeles and 95ºF in Sacramento by 2100. This is a large increase over historical patterns and approximately twice the increase projected if temperatures remain within or below the lower warming range. Rising temperatures will increase the risk of death from dehydration, heat stroke/exhaustion, heart attack, stroke, and respiratory distress caused by extreme heat.

Water Resources

A vast network of man-made reservoirs and aqueducts capture and transport water throughout the State from northern California rivers and the Colorado River. The current distribution system relies on Sierra Nevada snow pack to supply water during the dry spring and summer months. Rising temperatures, potentially compounded by decreases in precipitation, could severely reduce spring snow pack, increasing the risk of summer water shortages.

The State's water supplies are also at risk from rising sea levels. An influx of saltwater would degrade California's estuaries, wetlands, and groundwater aquifers. Saltwater intrusion caused by rising sea levels is a major threat to the quality and reliability of water within the southern edge of the Sacramento/San Joaquin River Delta, a major State fresh water supply. Global warming is also projected to seriously affect agricultural areas, with California farmers projected to lose as much as 25 percent of the water supply they need; decrease the potential for hydropower production within the State (although the effects on hydropower are uncertain); and seriously harm winter tourism. Under the lower warming range, the snow dependent winter recreational season at lower elevations could be reduced by as much as one month. If temperatures reach the higher warming range and precipitation declines, there might be many years with insufficient snow for skiing, snowboarding, and other snow dependent recreational activities.

If GHG emissions continue unabated, more precipitation will fall as rain instead of snow, and the snow that does fall will melt earlier, reducing the Sierra Nevada spring snow pack by as much as 70 percent to 90 percent. Under the lower warming scenario, snow pack losses are expected to be only half as large as those expected if temperatures were to rise to the higher warming range. How much snow pack will be lost depends in part on future precipitation patterns, the projections for which remain uncertain. However, even under the wetter climate projections, the loss of snow pack would pose challenges to water managers, hamper hydropower generation, and nearly eliminate all skiing and other snow-related recreational activities.

Agriculture

Increased GHG emissions are expected to cause widespread changes to the agriculture industry reducing the quantity and quality of agricultural products statewide. Although higher carbon dioxide levels can stimulate plant production and increase plant water-use efficiency, California's farmers will face greater water demand for crops and a less reliable water supply as temperatures rise.

Plant growth tends to be slow at low temperatures, increasing with rising temperatures up to a threshold. However, faster growth can result in less-than-optimal development for many crops, so rising temperatures are likely to worsen the quantity and quality of yield for a number of California's agricultural products. Products likely to be most affected include wine grapes, fruits and nuts, and milk.

Crop growth and development will be affected, as will the intensity and frequency of pest and disease outbreaks. Rising temperatures will likely aggravate ozone pollution, which makes plants more susceptible to disease and pests and interferes with plant growth.

In addition, continued global warming will likely shift the ranges of existing invasive plants and weeds and alter competition patterns with native plants. Range expansion is expected in many species while range contractions are less likely in rapidly evolving species with significant populations already established. Should range contractions occur, it is likely that new or different weed species will fill the emerging gaps. Continued global warming is also likely to alter the abundance and types of many pests, lengthen pests' breeding season, and increase pathogen growth rates.

Forests and Landscapes

Global warming is expected to alter the distribution and character of natural vegetation thereby resulting in a possible increased risk of large wildfires. If temperatures rise into the medium warming range, the risk of large wildfires in California could increase by as much as 55 percent, which is almost twice the increase expected if temperatures stay in the lower warming range. However, since wildfire risk is determined by a combination of factors, including precipitation, winds, temperature, and landscape and vegetation conditions, future risks will not be uniform

throughout the State. For example, if precipitation increases as temperatures rise, wildfires in southern California are expected to increase by approximately 30 percent toward the end of the century. In contrast, precipitation decreases could increase wildfires in northern California by up to 90 percent.

Moreover, continued global warming will alter natural ecosystems and biological diversity within the State. For example, alpine and sub-alpine ecosystems are expected to decline by as much as 60 percent to 80 percent by the end of the century as a result of increasing temperatures. The productivity of the State's forests is also expected to decrease as a result of global warming.

Rising Sea Levels

Rising sea levels, more intense coastal storms, and warmer water temperatures will increasingly threaten the State's coastal regions. Under the higher warming scenario, sea level is anticipated to rise 22 to 35 inches by 2100. Elevations of this magnitude would inundate coastal areas with saltwater, accelerate coastal erosion, threaten vital levees and inland water systems, and disrupt wetlands and natural habitats.

ENERGY CONSUMPTION

Energy in California is consumed from a wide variety of sources. Fossil fuels (including gasoline and diesel fuel, natural gas, and energy used to generate electricity) are the most widely used form of energy in the State. However, renewable sources of energy (such as solar and wind) are growing in proportion to California's overall energy mix. A large driver of renewable sources of energy in California is the State's current Renewable Portfolio Standard (RPS), which requires the State to derive at least 60 percent of electricity generated by 2030, and to achieve zero-carbon emissions by 2045 (as passed in September 2018, under Senate Bill [SB] 100). The 2021 SB 100 Joint Agency Report was published in 2021, which found that the long-term goals contained in SB 100 are technically achievable through multiple pathways, although achieving 100 clean electricity would increase the total annual electricity system cost by 6 percent relative to the cost under the state's RPS requirement of having at least 60 percent clean electricity by the end of 2030. These estimates will change over time as markets change, new technologies are commercialized, and additional factors such as grid reliability are included in future analyses.

Overall, in 2021, California's per capita energy usage was ranked fourth-lowest in the nation (U.S. EIA, 2023). California's per capita rate of energy usage has remained relatively constant since the 1970s. Many State regulations since the 1970s, including new building energy efficiency standards, vehicle fleet efficiency measures, as well as growing public awareness, have helped to keep per capita energy usage in the State in check.

The consumption of non-renewable energy (i.e., fossil fuels) associated with the operation of passenger, public transit, and commercial vehicles results in GHG emissions that contribute to global climate change. Alternative fuels such as natural gas, ethanol, and electricity (unless

derived from solar, wind, nuclear, or other energy sources that do not produce carbon emissions) also result in GHG emissions and contribute to global climate change.

Electricity Consumption

California relies on a regional power system composed of a diverse mix of natural gas, renewable, hydroelectric, and a very small amount of nuclear generation resources. In 2020, nearly one-half of the electricity supply came from facilities outside of the State. Much of the power delivered to California from states in the Pacific Northwest was generated by wind. States in the Southwest delivered power generated at coal-fired power plants, at natural gas-fired power plants, and from nuclear generating stations (U.S. EIA, 2023a). In 2020, approximately 42 percent of California's utility-scale net electricity generation was fueled by natural gas. In addition, about 50 percent of the State's utility-scale net electricity generation came from renewable sources, such as solar, wind, geothermal, hydropower, and biomass. Nuclear energy powered an additional 8 percent. The amount of electricity generated from coal was effectively zero (U.S. EIA, 2023a). The percentage of renewable resources as a proportion of California's overall energy portfolio is increasing over time, as directed by the State's RPS.

According to the California Energy Commission (CEC), total statewide electricity consumption increased from 166,979 gigawatt-hours (GWh) in 1980 to 228,038 GWh in 1990, which is an estimated annual growth rate of 3.66 percent. The statewide electricity consumption in 1997 was 246,225 GWh, reflecting an annual growth rate of 1.14 percent between 1990 and 1997 (U.S. EIA, 2023b). Statewide consumption was 274,985 GWh in 2010, an annual growth rate of 0.9 percent between 1997 and 2010. In 2021, electricity consumption in San Joaquin County was 5,608 GWh (California Energy Commission, 2023).

Oil

The primary energy source for the United States is oil, which is refined to produce fuels like gasoline, diesel, and jet fuel. Oil is a finite, nonrenewable energy source. World consumption of petroleum products has grown steadily in the last several decades. As of 2016, world consumption of oil had reached 96 million barrels per day. The United States, with approximately five percent of the world's population, accounts for approximately 19 percent of world oil consumption, or approximately 18.6 million barrels per day (U.S. EIA, 2024). The transportation sector relies heavily on oil. In California, petroleum-based fuels currently provide approximately 96 percent of the State's transportation energy needs.

Natural Gas/Propane

The State produces approximately 12 percent of its natural gas, while obtaining 22 percent from Canada and 65 percent from the Rockies and the Southwest (California Energy Commission, 2024).

5.7.3 REGULATORY SETTING

FEDERAL

Clean Air Act

The Federal Clean Air Act (FCAA) was first signed into law in 1970. In 1977, and again in 1990, the law was substantially amended. The FCAA is the foundation for a national air pollution control effort, and it is composed of the following basic elements: NAAQS for criteria air pollutants, hazardous air pollutant standards, state attainment plans, motor vehicle emissions standards, stationary source emissions standards and permits, acid rain control measures, stratospheric ozone protection, and enforcement provisions.

The USEPA is responsible for administering the FCAA. The FCAA requires the USEPA to set NAAQS for several problem air pollutants based on human health and welfare criteria. Two types of NAAQS were established: primary standards, which protect public health (with an adequate margin of safety, including for sensitive populations such as children, the elderly, and individuals suffering from respiratory diseases), and secondary standards, which protect the public welfare from non-health-related adverse effects such as visibility reduction.

On April 2, 2007, in the court case of *Massachusetts et al. vs. the USEPA et al*. (549 U.S. 497), the U.S. Supreme Court found that GHGs are air pollutants covered by the federal Clean Air Act (42 USC Sections 7401-7671q). The Supreme Court held that the Administrator of the USEPA must determine whether or not emissions of GHGs from new motor vehicles cause or contribute to air pollution, which may reasonably be anticipated to endanger public health or welfare, or whether the science is too uncertain to make a reasoned decision. In making these decisions, the Administrator is required to follow the language of Section 202(a) of the Clean Air Act. On December 7, 2009, the Administrator signed two distinct findings regarding GHGs under Section 202(a) of the Clean Air Act:

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

These findings do not themselves impose any requirements on industry or other entities. However, this action was a prerequisite for implementing GHG emission standards for vehicles. In collaboration with the National Highway Traffic Safety Administration (NHTSA) and CARB, the

USEPA developed emission standards for light-duty vehicles (2012-2025 model years), and heavy-duty vehicles (2014-2027 model years).

Energy Policy and Conservation Act

The Energy Policy and Conservation Act of 1975 sought to ensure that all vehicles sold in the U.S. would meet certain fuel economy goals. Through this Act, Congress established the first fuel economy standards for on-road motor vehicles in the United States. Pursuant to the Act, the National Highway Traffic and Safety Administration, which is part of the U.S. Department of Transportation (USDOT), is responsible for establishing additional vehicle standards and for revising existing standards.

Since 1990, the fuel economy standard for new passenger cars has been 27.5 mpg. Since 1996, the fuel economy standard for new light trucks (gross vehicle weight of 8,500 pounds or less) has been 20.7 mpg. Heavy-duty vehicles (i.e., vehicles and trucks over 8,500 pounds gross vehicle weight) are not currently subject to fuel economy standards. Compliance with federal fuel economy standards is determined on the basis of each manufacturer's average fuel economy for the portion of its vehicles produced for sale in the U.S. The Corporate Average Fuel Economy (CAFE) program, which is administered by the EPA, was created to determine vehicle manufacturers' compliance with the fuel economy standards. The EPA calculates a CAFE value for each manufacturer based on city and highway fuel economy test results and vehicle sales. Based on the information generated under the CAFE program, the USDOT is authorized to assess penalties for noncompliance.

Energy Policy Act of 1992

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

Energy Policy Act of 2005

The Energy Policy Act of 2005 was signed into law on August 8, 2005. Generally, the act provides for renewed and expanded tax credits for electricity generated by qualified energy sources, such as landfill gas; provides bond financing, tax incentives, grants, and loan guarantees for a clean renewable energy and rural community electrification; and establishes a federal purchase requirement for renewable energy.

Federal Climate Change Policy

According to the EPA, "the United States government has established a comprehensive policy to address climate change" that includes slowing the growth of emissions; strengthening science, technology, and institutions; and enhancing international cooperation. To implement this policy, "the Federal government is using voluntary and incentive-based programs to reduce emissions and has established programs to promote climate technology and science." The EPA administers multiple programs that encourage voluntary GHG reductions, including "ENERGY STAR", "Climate Leaders", and Methane Voluntary Programs. However, as of this writing, there are no adopted federal plans, policies, regulations, or laws directly regulating GHG emissions.

Mandatory Greenhouse Gas Reporting Rule

In 2009, EPA issued a final rule for mandatory reporting of GHGs from large GHG emissions sources in the United States. In general, this national reporting requirement will provide the EPA with accurate and timely GHG emissions data from facilities that emit 25,000 metric tons or more of CO_2 per year. This publicly available data will allow the reporters to track their own emissions, compare them to similar facilities, and aid in identifying cost effective opportunities to reduce emissions in the future. Reporting is at the facility level, except that certain suppliers of fossil fuels and industrial GHGs along with vehicle and engine manufacturers will report at the corporate level. An estimated 85 percent of the total U.S. GHG emissions, from approximately 10,000 facilities, are covered by this final rule.

STATE

Warren-Alquist Act

The 1975 Warren-Alquist Act established the California Energy Resources Conservation and Development Commission, now known as the California Energy Commission (CEC). The Act established State policy to reduce wasteful, uneconomical, and unnecessary uses of energy by employing a range of measures. The California Public Utilities Commission (CPUC) regulates privately-owned utilities in the energy, rail, telecommunications, and water fields.

Energy Action Plan

The first Energy Action Plan (EAP) emerged in 2003 from a crisis atmosphere in California's energy markets. The State's three major energy policy agencies (CEC, CPUC, and the Consumer Power and Conservation Financing Authority [established under deregulation and now defunct]) came together to develop one high-level, coherent approach to meeting California's electricity and natural gas needs. It was the first time that energy policy agencies formally collaborated to define a common vision and set of strategies to address California's future energy needs and emphasize the importance of the impacts of energy policy on the California environment.

In the October 2005 Energy Action Plan II, the CEC and CPUC updated their energy policy vision by adding some important dimensions to the policy areas included in the original EAP, such as the emerging importance of climate change, transportation-related energy issues, and research and development activities. The CEC adopted an update to the EAP II in February 2008 that supplements the earlier EAPs and examines the State's ongoing actions in the context of global climate change.

Assembly Bill 1493

In response to Assembly Bill (AB) 1493, CARB approved amendments to the California Code of Regulations (CCR) adding GHG emission standards to California's existing motor vehicle emission standards. Amendments to CCR Title 13 Sections 1900 (CCR 13 1900) and 1961 (CCR 13 1961), and adoption of Section 1961.1 (CCR 13 1961.1) require automobile manufacturers to meet fleet average GHG emission limits for all passenger cars, light-duty trucks within various weight criteria, and medium-duty passenger vehicle weight classes beginning with the 2009 model year. Emission limits were further reduced each model year through 2016. For passenger cars and light-duty trucks 3,750 pounds or less loaded vehicle weight (LVW), the 2016 GHG emission limits are approximately 37 percent lower than during the first year of the regulations in 2009. For medium-duty passenger vehicles and light-duty trucks 3,751 LVW to 8,500 pounds gross vehicle weight (GVW), GHG emissions are reduced approximately 24 percent between 2009 and 2016.

CARB requested a waiver of federal preemption of California's Greenhouse Gas Emissions Standards. The intent of the waiver is to allow California to enact emissions standards to reduce carbon dioxide and other greenhouse gas emissions from automobiles in accordance with the regulation amendments to the CCRs that fulfill the requirements of AB 1493. The EPA granted a waiver to California to implement its greenhouse gas emissions standards for cars.

Assembly Bill 1007

AB 1007, (Pavley, Chapter 371, Statutes of 2005) directed the CEC to prepare a plan to increase the use of alternative fuels in California. As a result, the CEC prepared the State Alternative Fuels Plan in consultation with the State, federal, and local agencies. The plan presents strategies and actions California must take to increase the use of alternative non-petroleum fuels in a manner that minimizes costs to California and maximizes the economic benefits of in-State production. The Plan assessed various alternative fuels and developed fuel portfolios to meet California's goals to reduce petroleum consumption, increase alternative fuels use, reduce greenhouse gas emissions, and increase in-State production of biofuels without causing a significant degradation of public health and environmental quality.

Bioenergy Action Plan – Executive Order #S-06-06

Executive Order (EO) #S-06-06 establishes targets for the use and production of biofuels and biopower and directs State agencies to work together to advance biomass programs in California

while providing environmental protection and mitigation. The EO establishes the following targets to increase the production and use of bioenergy, including ethanol and biodiesel fuels made from renewable resources: produce a minimum of 20 percent of its biofuels within California by 2010, 40 percent by 2020, and 75 percent by 2050. The EO also calls for the State to meet a target for use of biomass electricity.

California Executive Orders S-3-05 and S-20-06, and Assembly Bill 32

On June 1, 2005, Governor Schwarzenegger signed EO S-3-05. The goal of this EO is to reduce California's GHG emissions to: 1) 2000 levels by 2010, 2) 1990 levels by the 2020 and 3) 80 percent below the 1990 levels by the year 2050. EO-S-20-06 establishes responsibilities and roles of the Secretary of Cal/EPA and State agencies in climate change.

In 2006, this goal was further reinforced with the passage of AB 32, the Global Warming Solutions Act of 2006. AB 32 sets the same overall GHG emissions reduction goals while further mandating that CARB create a plan, which includes market mechanisms, and implement rules to achieve "real, quantifiable, cost-effective reductions of greenhouse gases." EO S-20-06 further directs State agencies to begin implementing AB 32, including the recommendations made by the State's Climate Action Team.

Executive Order S-13-08

EO S-13-08 was issued on November 14, 2008. The EO is intended to hasten California's response to the impacts of global climate change, particularly sea level rise, and directs State agencies to take specified actions to assess and plan for such impacts, including requesting the National Academy of Sciences to prepare a Sea Level Rise Assessment Report, directing the Business, Transportation, and Housing Agency to assess the vulnerability of the State's transportation systems to sea level rise, and requiring the Office of Planning and Research and the Natural Resources Agency to provide land use planning guidance related to sea level rise and other climate change impacts.

The order also required State agencies to develop adaptation strategies to respond to the impacts of global climate change that are predicted to occur over the next 50 to 100 years. The adaption strategies report summarizes key climate change impacts to the State for the following areas: public health; ocean and coastal resources; water supply and flood protection; agriculture; forestry; biodiversity and habitat; and transportation and energy infrastructure. The report recommends strategies and specific responsibilities related to water supply, planning and land use, public health, fire protection, and energy conservation.

Assembly Bill 32 - Climate Change Scoping Plan

On December 11, 2008, CARB adopted its *Climate Change Scoping Plan* (Scoping Plan), which functions as a roadmap of CARB's plans to achieve GHG reductions in California required by AB

32 through subsequently enacted regulations. The Scoping Plan contains the main strategies California will implement to reduce carbon dioxide-equivalent (CO2e) emissions by 169 million metric tons (MMT), or approximately 30 percent, from the State's projected 2020 emissions level of 596 MMT of CO_2e under a business-as-usual scenario. (This is a reduction of 42 MMT CO_2e, or almost 10 percent, from 2002–2004 average emissions, but requires the reductions in the face of population and economic growth through 2020.) The Scoping Plan also breaks down the amount of GHG emissions reductions CARB recommends for each emissions sector of the State's GHG inventory. The Scoping Plan calls for the largest reductions in GHG emissions to be achieved by implementing the following measures and standards:

- Improved emissions standards for light-duty vehicles (estimated reductions of 31.7 MMT CO_2e);
- The Low-Carbon Fuel Standard (15.0 MMT CO_2e);
- Energy efficiency measures in buildings and appliances and the widespread development of combined heat and power systems (26.3 MMT CO_2e); and
- A renewable portfolio standard for electricity production (21.3 MMT CO_2e).

CARB updated the Scoping Plan in 2013 (*First Update to the Scoping Plan*) and again in 2017. The 2013 Update built upon the initial Scoping Plan with new strategies and recommendations, and also set the groundwork to reach the long-term goals set forth by the State. Successful implementation of existing programs (as identified in previous iterations of the Scoping Plan) has allowed California to meet the 2020 target. The 2017 Update expands the scope of the plan further by focusing on the strategy for achieving the State's 2030 GHG target of 40 percent emissions reductions below 1990 levels (to achieve the target codified into law by SB 32), and substantially advances toward the State's 2050 climate goal to reduce GHG emissions by 80 percent below 1990 levels.

The 2017 Update relies on the preexisting programs paired with an extended, more stringent Cap-and-Trade Program, to deliver climate, air quality, and other benefits. The 2017 Update identifies new technologically feasible and cost-effective strategies to ensure that California meets its GHG reduction goals.

CARB adopted the 2022 Scoping Plan Update (2022 Scoping Plan) on December 15, 2022. The 2022 Scoping Plan Update assesses progress towards the SB 32 GHG reduction target of at least 40 percent below 1990 emissions by 2030, while laying out a path to achieving carbon neutrality no later than 2045 and a reduction in anthropogenic emissions by 85 percent below 1990 levels.

Senate Bill 32

SB 32, which passed into law in 2016, sets the target of reducing greenhouse gas emissions to 40 percent below the 1990 level by the year 2030. SB 32 extends the original set of greenhouse gas

targets provided by the passage of AB 32 (the Global Warmings Solutions Act of 2006). This new target sets an aggressive goalpost, helping the State along its pathway to achieve its longer-term goal of an 80 percent reduction in greenhouse gas emissions by the year 2050.

Senate Bill 743

On September 27, 2013, SB 743 was signed into law. SB 743 was passed to promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses. SB 743 changes the way that public agencies evaluate the transportation impacts of projects under CEQA. The revisions to the State CEQA Guidelines establish new criteria for determining the significance of a project's transportation impacts that will more appropriately balance the needs of congestion management with statewide goals related to infill development, promotion of public health through active transportation, and reduction of GHGs. The 2017 Update to the Scoping Plan identified that slower VMT growth from more efficient land use development patterns would promote achievement of the State's climate goals.

The Office of Planning and Research (OPR) published the Technical Advisory on Evaluating Transportation Impacts in CEQA (December 2018) to provide recommendations for jurisdictions to apply VMT metrics and thresholds compliant with SB 743. OPR's advisory includes recommendations pertaining to screening criteria, metrics, and significant impact thresholds. OPR's recommendations are not binding and lead agencies ultimately have the discretion to set or apply their own significance thresholds, provided they are based on significant evidence.

For land use and transportation projects, SB 743-compliant CEQA analysis became mandatory on July 1, 2020. More detail about SB 743 is provided in the setting section of Section 5.14, *Transportation*.

Executive Order B-48-18: Zero-Emission Vehicles

In January 2018, EO B-48-18 was signed into law and requires all State entities to work with the private sector to have at least five million zero-emission vehicles (ZEVs) on the road by 2030, as well as install 200 hydrogen fueling stations and 250,000 electric vehicle charging stations by 2025. It specifies that 10,000 of the electric vehicle charging stations should be direct current fast chargers. This Executive Order also requires all State entities to continue to partner with local and regional governments to streamline the installation of ZEV infrastructure. The Governor's Office of Business and Economic Development is required to publish a Plug-in Charging Station Design Guidebook and update the 2015 Hydrogen Station Permitting Guidebook to aid in these efforts. All State entities are required to participate in updating the 2016 Zero-Emissions Vehicle Action Plan (Governor's Interagency Working Group on Zero-Emission Vehicles 2016) to help expand private investment in ZEV infrastructure with a focus on serving low-income and disadvantaged communities. Additionally, all State entities are to support and recommend

policies and actions to expand ZEV infrastructure at residential uses through the Low Carbon Fuel Standard Program, and recommend how to ensure affordability and accessibility for all drivers.

Assembly Bill 2076: California Strategy to Reduce Petroleum Dependence

In response to the requirements of AB 2076 (Chapter 936, Statutes of 2000), the CEC and CARB developed a strategy to reduce petroleum dependence in California. The strategy, *Reducing California's Petroleum Dependence*, was adopted by the CEC and CARB in 2003. The strategy recommends that California reduce on-road gasoline and diesel fuel demand to 15 percent below 2003 demand levels by 2020 and maintain that level for the foreseeable future; the Governor and Legislature work to establish national fuel economy standards that double the fuel efficiency of new cars, light trucks, and sport utility vehicles (SUVs); and increase the use of non-petroleum fuels to 20 percent of on-road fuel consumption by 2020 and 30 percent by 2030.

Assembly Bill 2188: Solar Permitting Efficiency Act

AB 2188, enacted in California in 2015, required local governments to adopt a solar ordinance by September 30, 2015 that creates a streamlined permitting process that conforms to the best practices for expeditious and efficient permitting of small residential rooftop solar systems. The act is designed to lower the cost of solar installations in California and further expand the accessibility of solar to more California homeowners. The bulk of the time and cost savings associated with a streamlined permitting process comes from the use of a standardized eligibility checklist and a simplified plan. This bill also shortens the number of days for those seeking Homeowner's Association (HOA) approval for a written denial of a proposed solar installation.

Governor's Low Carbon Fuel Standard (Executive Order #S-01-07)

Executive Order #S-01-07 establishes a statewide goal to reduce the carbon intensity of California's transportation fuels by at least 10 percent by 2020 through establishment of a Low Carbon Fuel Standard. The Low Carbon Fuel Standard is incorporated into the State Alternative Fuels Plan and is one of the proposed discrete early action GHG reduction measures identified by the CARB pursuant to AB 32.

Senate Bill 97

SB 97 (Chapter 185, 2007) required OPR to develop recommended amendments to the State CEQA Guidelines for addressing greenhouse gas emissions. OPR prepared its recommended amendments to the State CEQA Guidelines to provide guidance to public agencies regarding the analysis and mitigation of greenhouse gas emissions and the effects of greenhouse gas emissions in draft CEQA documents. The Amendments became effective on March 18, 2010.

Senate Bill 375

SB 375 (Stats. 2008, ch. 728) was built on AB 32 (California's 2006 climate change law). SB 375's core provision is a requirement for regional transportation agencies to develop a Sustainable

Communities Strategy (SCS) in order to reduce GHG emissions from passenger vehicles. The SCS is one component of the existing Regional Transportation Plan (RTP).

The SCS outlines the region's plan for combining transportation resources, such as roads and mass transit, with a realistic land use pattern, in order to meet a State target for reducing GHG emissions. The strategy must take into account the region's housing needs, transportation demands, and protection of resource and farmlands.

Additionally, SB 375 modified the State's Housing Element Law to achieve consistency between the land use pattern outlined in the SCS and the Regional Housing Needs Assessment allocation. The legislation also substantially improved cities' and counties' accountability for carrying out their housing element plans.

Finally, SB 375 amended CEQA (Pub. Resources Code, Section 21000 et seq.) to ease the environmental review of developments that help reduce the growth of GHG emissions.

Executive Order B-30-15

On April 29, 2015, Governor Brown issued EO B-30-15, which establishes a State GHG reduction target of 40 percent below 1990 levels by 2030. The new emission reduction target provides for a mid-term goal that would help the State to continue on course from reducing GHG emissions to 1990 levels by 2020 (per AB 32) to the ultimate goal of reducing emissions 80 percent under 1990 levels by 2050 (per EO S-03-05). This is in line with the scientifically established levels needed in the U.S. to limit global warming below two degrees Celsius – the warming threshold at which scientists say there will likely be major climate disruptions. EO B-30-15 also addresses the need for climate adaptation and directs State government to:

- Incorporate climate change impacts into the State's Five-Year Infrastructure Plan;
- Update the Safeguarding California Plan, the State climate adaptation strategy, to identify how climate change will affect California infrastructure and industry and what actions the State can take to reduce the risks posed by climate change;
- Factor climate change into State agencies' planning and investment decisions; and
- Implement measures under existing agency and departmental authority to reduce GHG emissions.

Advanced Clean Cars Program

In January 2012, CARB approved the Advanced Clean Cars program which combines the control of GHG emissions and criteria air pollutants, as well as requirements for greater numbers of zero-emission vehicles, into a single package of standards for vehicle model years 2017 through 2025. The new rules strengthen the GHG standard for 2017 models and beyond. This will be achieved through existing technologies, the use of stronger and lighter materials, and more efficient

drivetrains and engines. The program's zero-emission vehicle regulation requires battery, fuel cell, and/or plug-in hybrid electric vehicles to account for up to 15 percent of California's new vehicle sales by 2025. The program also includes a clean fuels outlet regulation designed to support the commercialization of zero-emission hydrogen fuel cell vehicles planned by vehicle manufacturers by 2015 by requiring increased numbers of hydrogen fueling stations throughout the State. The program will have significant energy demand implications as battery, fuel cell, and/or plug-in hybrid electric vehicle sales increase overtime, creating new demand for electricity services both in residential and commercial buildings (e.g., charging stations) as well as demand for new EV and hydrogen fuel cell charging stations. The number of stations will grow as vehicle manufacturers sell more fuel cell vehicles. According to CARB, by 2025, when the rules will be fully implemented, the Statewide fleet of new cars and light trucks will emit 34 percent fewer global warming gases and 75 percent fewer smog-forming emissions than the Statewide fleet in 2016.

California Building Energy Efficiency Standards

Title 24, Part 6 of the California Code of Regulations, known as the Building Energy Efficiency Standards (Standards), was established in 1978 in response to a legislative mandate to reduce California's energy consumption. The standards are updated periodically to allow consideration and possible incorporation of new energy efficiency technologies and methods. On January 1, 2010, the California Building Standards Commission adopted CALGreen and became the first state in the United States to adopt a statewide green building standards code.

The 2022 California Building Energy Efficiency Standards for Residential and Nonresidential Buildings (California Code of Regulations, Title 24, Part 6), commonly referred to as "Title 24," became effective on January 1, 2023. In general, Title 24 requires the design of building shells and building components to conserve energy. The standards are updated periodically to allow consideration and possible incorporation of new energy efficiency technologies and methods. The Standards are divided into three basic sets. First, there is a basic set of mandatory requirements that apply to all buildings. Second, there is a set of performance standards – the energy budgets – that vary by climate zone (of which there are 16 in California) and building type; thus, the Standards are tailored to local conditions. Finally, the third set constitutes an alternative to the performance standards, which is a set of prescriptive packages that are basically a recipe or a checklist compliance approach.

The CEC estimates that the 2022 Title 24 standards will reduce 10 million metric tons of GHG over 30 years (CEC 2021). When compared to the 2019 Title 24 standards, the 2022 update focuses on: encouraging electric heat pump technology and use; establishing electric-ready requirements when natural gas is installed; expanding solar photovoltaic (PV) system and battery storage standards; and strengthening ventilation standards to improve indoor air quality.

California Green Building Standards (CALGreen)

The 2022 California Green Building Standards Code (California Code of Regulations, Title 24, Part 11), commonly referred to as CALGreen, went into effect on January 1, 2023. CALGreen is the first-in-the-nation mandatory green buildings standards code. The California Building Standards Commission developed CALGreen in an effort to meet the State's landmark initiative AB 32 goals, which established a comprehensive program of cost-effective reductions of greenhouse gas (GHG) emissions to 1990 levels by 2020. CALGreen was developed to (1) reduce GHG emissions from buildings; (2) promote environmentally responsible, cost-effective, and healthier places to live and work; (3) reduce energy and water consumption; and (4) respond to the environmental directives of the administration. CALGreen requires that new buildings employ water efficiency and conservation, increase building system efficiencies (e.g. lighting, heating/ventilation and air conditioning [HVAC], and plumbing fixtures), divert construction waste from landfills, and incorporate electric vehicles charging infrastructure. There is growing recognition among developers and retailers that sustainable construction is not prohibitively expensive, and that there is a significant cost-savings potential in green building practices and materials (U.S. Green Building Council 2022).

Executive Order B-55-18

EO B-55-18, issued by Governor Brown in September 2018, establishes a statewide goal to achieve carbon neutrality as soon as possible, and no later than 2045, and achieve and maintain net-negative emissions thereafter. The goal is an addition to the existing Statewide targets of reducing the State's GHG emissions.

Senate Bill 1078 (2002), Senate Bill 107 (2006), Executive Order S-14-08 (2008), Senate Bill 350 (2015), and Senate Bill 100 (2018)

SB 1078 established the Renewable Portfolio Standard (RPS) program, which required retail sellers of electricity to provide at least 20 percent of their supply from renewable sources by 2017. This goal has subsequently been accelerated several times. SB 107 changed the target date to 2010 and Executive Order S-14-08 expanded the State's RPS to 33 percent renewable power by 2020. SB 350 expanded the RPS by requiring retail seller and publicly owned utilities to procure 50 percent of their electricity from eligible renewable energy resources by 2030, with interim goals of 40 percent by 2024 and 45 percent by 2027. SB 100 accelerated and expanded the standards set forth in SB 350 by updating the RPS program to 50 percent eligible renewable energy resources by 2025 and 60 percent by 2030. In addition, SB 100 sets a 100 percent clean, zero carbon, and renewable energy policy for California's electricity system by 2045.

Assembly Bill 939, Assembly Bill 341, and Assembly Bill 1826

The Integrated Solid Waste Management Act of 1989 (AB 939) (California Public Resources Code Section 40050 et seq.) established an integrated waste management system that focuses on

source reduction, recycling, composting, and land disposal of waste. AB 939 requires every city and county in California to divert 50 percent of its waste from landfills whether through waste reduction, recycling, or other means. AB 341, which took effect on July 1, 2012, amended the California Integrated Waste Management Act of 1989 to set California's recycling goal of 75 percent by the year 2020. AB 1826 requires recycling of organic matter by businesses generating such wastes in amounts over certain thresholds. AB 1826 also requires that local jurisdictions implement an organic waste recycling program to divert organic waste generated by businesses and multi-family developments that consist of five or more units.

Senate Bill 1383

SB 1383, issued by Governor Brown in September 2016, set Statewide methane emissions reduction targets to reduce emissions of short-lived climate pollutants. The targets must reduce organic waste disposal 75 percent by 2025, and rescue at least 20 percent of currently disposed surplus food by 2025.

Senate Bill 379

In 2015, SB 379 revised California Government Code Section 65302 et seq. to require that cities and counties update their safety elements to address climate adaptation and resiliency strategies applicable to their jurisdiction. The updates are required at the next update of their local hazard mitigation plan (LHMP) on or after January 1, 2017. Local jurisdictions without an LHMP must update their safety elements beginning on or before January 1, 2022. The safety element update must include a vulnerability assessment identifying the risks that climate change poses to the local jurisdiction, and feasible implementation strategies to protect the community.

Assembly Bill 1279

AB 1279, passed in 2022, declares the State's objective to achieve net zero greenhouse gas emissions as soon as possible, but no later than 2045, and to achieve and maintain net negative greenhouse gas emissions thereafter. This is in addition to, and does not replace or supersede, Statewide greenhouse gas emissions reduction targets.

Cap-and-Trade Program

The Climate Change Scoping Plan identifies a Cap-and-Trade Program as a key strategy CARB would employ to help California meet its GHG reduction targets for 2020 and 2030, and ultimately achieve an 80 percent reduction from 1990 levels by 2050. Pursuant to its authority under HSC Division 25.5, CARB designed and adopted a California Cap-and-Trade Program to reduce GHG emissions from major sources (deemed "covered entities") by setting a firm cap on statewide GHG emissions and employing market mechanisms to achieve the State's emission-reduction mandate of returning to 1990 levels of emissions by 2020 and 40 percent below 1990 levels by 2030 (17 CCR §§95800 to 96023). Under the Cap-and-Trade Program, an overall limit is established for GHG emissions from capped sectors (e.g., electricity generation, petroleum

refining, cement production, and large industrial facilities that emit more than 25,000 metric tons CO2e per year), caps decline over time, and facilities subject to the cap can trade permits to emit GHGs. The Statewide cap for GHG emissions from the capped sectors commenced in 2013 and declines over time, achieving GHG emission reductions throughout the Program's duration (17 CCR §§95800 to 96023). On July 17, 2017 the California legislature passed AB 398, extending the Cap-and- Trade Program through 2030.

An inherent feature of the Cap-and-Trade Program is that it does not guarantee GHG emissions reductions in any discrete location or by any particular source. Rather, GHG emissions reductions are only guaranteed on a statewide basis.

If California's direct regulatory measures reduce GHG emissions more than expected, then the Cap-and- Trade Program would be responsible for relatively fewer emissions reductions. If California's direct regulatory measures reduce GHG emissions less than expected, then the Cap-and-Trade Program would be responsible for relatively more emissions reductions. In other words, the Cap-and-Trade Program functions similarly to an insurance policy for meeting California's GHG emissions reduction mandates.

LOCAL

South Coast Air Quality Management District

The South Coast Air Quality Management District (SCAQMD) adopted a Policy on Global Warming and Stratospheric Ozone Depletion in April 1990. The policy commits the SCAQMD to consider global impacts in rulemaking and in drafting revisions to the Air Quality Management Plan (AQMP). In March 1992, the SCAQMD Governing Board reaffirmed this policy and adopted amendments to the policy to include the following directives:

- Phase out the use and corresponding emissions of CFCs, methyl chloroform (1,1,1-trichloroethane or TCA), carbon tetrachloride, and halons by December 1995;
- Phase out the large quantity use and corresponding emissions of HCFCs by the year 2000;
- Develop recycling regulations for HCFCs (e.g., SCAQMD Rules 1411 and 1415);
- Develop an emissions inventory and control strategy for methyl bromide; and
- Support the adoption of a California GHG emission reduction goal.

The legislative and regulatory activity detailed above is expected to require significant development and implementation of energy efficient technologies and shifting of energy production to renewable sources.

Southern California Association of Governments Connect SoCal: Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)

The Southern California Association of Governments (SCAG) is the metropolitan planning organization (MPO) for the region in which the City of La Verne is located. In 2020, SCAG adopted Connect SoCal, the 2020-2045 RTP/SCS, which is an update to the previous 2016 RTP/SCS. The 2020 RTP/SCS considers the role of transportation in the broader context of economic, environmental, and quality-of-life goals for the future, identifying regional transportation strategies to address mobility needs. The 2020 RTP/SCS describes how the region can attain the GHG emission-reduction targets set by CARB by achieving a 19 percent reduction by 2035 compared to the 2005 level.

SCAG's 2020 RTP/SCS builds on the land use policies that were incorporated into the 2016 RTP/SCS, and provides specific strategies for successful implementation. These strategies include implementing the Sustainable Communities Program (SCP) – Housing and Sustainable Development (HSD) which will both accelerate housing production as well as enable implementation of the Sustainable Communities Strategy of Connect SoCal; encouraging use of active transportation, or human powered transportation such as bicycles, tricycles, wheelchairs, electric wheelchairs/scooters, skates, and skateboards; and supporting alternative fueled vehicles. The 2020 RTP/SCS overall land use pattern reinforces the trend of focusing new housing and employment in infill areas well served by transit.

In addition, the 2020 RTP/SCS includes goals and strategies to promote active transportation and improve transportation demand management (TDM). The 2020 RTP/SCS strategies support local planning and projects that serve short trips, increase access to transit, expand understanding and consideration of public health in the development of local plans and projects, and support improvements in sidewalk quality, local bike networks, and neighborhood mobility areas. The 2020 RTP/SCS proposes to better align active transportation investments with land use and transportation strategies, increase competitiveness of local agencies for federal and state funding, and to expand the potential for all people to use active transportation.

It should be noted that SCAG is in the process of developing their 2024 RPT/SCS. However, as of March 2024, the 2024 RTP/SCS has not yet been adopted by the SCAG Regional Council.

Los Angeles County Climate Action Plan

To reduce the impacts of climate change, the County set a target to reduce GHG emissions from community activities in the unincorporated areas of Los Angeles County by at least 11 percent below 2010 levels by 2020. The Unincorporated Los Angeles County Community Climate Action Plan 2020, adopted in 2015, describes the County's plan for achieving this goal, including specific strategy areas for each of the major emissions sectors, and provides details on the 2010 and

projected 2020 emissions in the unincorporated areas. The County's Community Climate Action Plan 2020 is a part of the County General Plan.

The County is in the process of updating the Unincorporated Los Angeles County Community Climate Action Plan 2020; a revised public draft of the 2045 Climate Action Plan (CAP) was released in March 2023. The 2045 CAP builds on previous climate action work from the Unincorporated Los Angeles County Community Climate Action Plan 2020. The 2045 CAP identifies strategies, measures, and actions to mitigate GHG emissions from community activities.

5.7.4 SIGNIFICANCE CRITERIA AND THRESHOLDS

Appendix G of the California Environmental Quality Act (CEQA) Guidelines contains the Initial Study Environmental Checklist, which includes questions related to climate change-related impacts:

- Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment (refer to Impact Statement GHG-1); or
- Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases (refer to Impact Statement GHG-2).

ANALYSIS APPROACH AND METHODOLOGY

Cumulative impacts are the collective impacts of one or more past, present, and future projects that, when combined, result in adverse changes to the environment. In determining the significance of a project's contribution to anticipated adverse future conditions, a lead agency should generally undertake a two-step analysis. The first question is whether the *combined* effects from *both* the proposed Project *and* other projects would be cumulatively significant. If the agency answers this inquiry in the affirmative, the second question is whether "the project's *incremental* effects are cumulatively considerable" and thus significant in and of themselves. The cumulative global project list for this issue (climate change) comprises anthropogenic (i.e., human-made) GHG emissions sources across the globe. No project alone would reasonably be expected to contribute to a noticeable incremental change to the global climate, but rather effects are shown to be caused by the cumulative emissions from across the globe. However, legislation and executive orders on the subject of climate change in California have established a statewide context and process for developing an enforceable statewide cap on GHG emissions. Given the nature of environmental consequences from GHGs and global climate change, CEQA requires that lead agencies consider evaluating the cumulative impacts of GHGs. Small contributions to this cumulative impact (from which significant effects are occurring and are expected to worsen over time) may be potentially considerable and, therefore, significant.

OPR recommends that lead agencies under CEQA create a plan to reduce GHG emissions that meets the goals of both CEQA and general plans. OPR states that the GHG emissions reduction plan can be either a stand-alone CAP or directly part of the general plan. The City of La Verne has not yet adopted a plan to reduce GHG emissions, such as a stand-alone CAP.

Therefore, the Project is also assessed based on its consistency with CARB's latest adopted Scoping Plan, including the Project's compliance with relevant Scoping Plan measures. It should be noted that the Scoping Plan is consistent with the AB 1279 GHG reduction targets of achieving carbon neutrality by 2045, and reducing anthropogenic emissions to 85 percent below 1990 levels by 2045. Therefore, consistency with CARB's most recent Scoping Plan would also demonstrate consistency with the carbon neutrality requirements encapsulated by AB 1279.

Additionally, a summary of the Project's greenhouse gas emissions is provided herein. Detail regarding the estimated emissions associated with the Project is provided in further detail in Appendix B, *Air Quality, Energy and Greenhouse Gas Emissions Modeling Data*.

5.7.5 IMPACTS AND MITIGATION MEASURES

GHG-1: Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Impact Analysis: Emissions of GHGs contributing to global climate change are attributable in large part to human activities associated with the industrial/manufacturing, utility, transportation, residential, and agricultural sectors. Therefore, the cumulative global emissions of GHGs contributing to global climate change can be attributed to every nation, region, and city, and virtually every individual on Earth. A project's GHG emissions are at a micro-scale relative to global emissions, but could result in a cumulatively considerable incremental contribution to a significant cumulative macro-scale impact. Implementation of the Project would contribute to increases of GHG emissions that are associated with global climate change. Estimated GHG emissions attributable to future development would be primarily associated with increases of CO_2 and other GHG pollutants, such as methane (CH_4) and nitrous oxide (N_2O), from mobile sources and utility usage.

The Project's short-term construction-related and long-term operational GHG emissions were estimated using the California Emission Estimator Model (CalEEMod)™ (v.2022.1). CalEEMod is a statewide model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify GHG emissions from land use projects. The model quantifies direct GHG emissions from construction and operation (including vehicle use), as well as indirect GHG emissions, such as GHG emissions from energy use, solid waste disposal, vegetation planting and/or removal, and water use. Emissions are expressed in annual

metric tons of CO_2 equivalent units of measure (i.e., MT CO_2e), based on the global warming potential of the individual pollutants.

CONSTRUCTION

Estimated maximum mitigated GHG emissions associated with construction of the proposed Project are summarized in Table 5.7-1, *Maximum Construction GHG Emissions (Mitigated Average MT CO2e/year)*. These emissions include all worker vehicle, vendor vehicle, hauler vehicle, and off-road construction vehicle GHG emissions. Construction activities are anticipated to occur at various levels throughout the approximately 20-year buildout horizon (2025 to 2045). Since specific projects are unknown at this time, as is the level of intensity of construction over the 20 years, the analysis provides emissions from an anticipated reasonable worst-case construction scenario. Specifically, emissions were modeled for all development within the Planning Area in buildout year 2045.[1]

[1] Note that this approach provides an overestimate of the emissions generated by the proposed project within the Planning Area (since it models total development that is projected to exist within the Planning Area in 2045, including development that currently exists and would continue to exist in 2045). This approach to estimated proposed project emissions provides a proxy for the 'worst-case scenario' for the purposes of CEQA analysis.

Table 5.7-1
Maximum Construction GHG Emissions (Mitigated Average MT CO2e/year)

Year	Bio- CO_2	Non-Bio-CO_2	Total CO_2	CH_4	N_2O	Refrigerants	CO_2e
2025	0	27,813	27,813	1.22	1.94	37.5	28,461
2026	0	27,329	27,329	1.18	1.94	34.7	27,973
2027	0	26,849	26,849	0.70	1.88	31.7	27,457
2028	0	26,433	26,433	0.61	1.88	29.2	27,037
2029	0	25,864	25,864	0.60	1.87	26.5	26,463
2030	0	25,366	25,366	0.57	1.80	24.1	25,941
2031	0	24,865	24,865	0.56	1.80	21.9	25,438
2032	0	24,457	24,457	0.57	1.74	19.9	25,009
2033	0	23,931	23,931	0.54	1.25	18.0	24,334
2034	0	23,501	23,501	0.47	1.18	16.4	23,880
2035	0	23,101	23,101	0.46	1.18	11.1	23,475
2036	0	22,806	22,806	0.46	1.11	9.58	23,158
2037	0	22,416	22,416	0.44	1.11	8.15	22,766
2038	0	22,142	22,142	0.43	1.04	6.93	22,469
2039	0	21,881	21,881	0.43	1.04	5.85	22,207
2040	0	21,709	21,709	0.43	1.04	4.96	22,035
2041	0	21,445	21,445	0.42	1.04	4.17	21,769
2042	0	21,264	21,264	0.42	0.97	3.54	21,567
2043	0	21,105	21,105	0.40	0.97	3.00	21,407
2044	0	21,024	21,024	0.40	0.97	2.55	21,327
2045	0	20,846	20,846	0.32	0.97	2.15	21,146
Source: CalEEMod v.2022.1							

As presented in Table 5.7-1, short-term construction emissions of GHGs are estimated at a maximum of approximately 28,461 MT CO_2e per year.

OPERATION

The operational GHG emissions estimate for the proposed Project includes on-site area, energy, mobile, waste, and water emissions generated by the Project during its operation. Estimated

GHG emissions associated with the proposed Project are summarized in Table 5.7-2, *Operational GHG Emissions at Buildout (Mitigated Metric Tons/Year)*. It should be noted that CalEEMod does not account for the Governor Newsom's Zero-Emission by 2035 Executive Order (N-79-20), which requires that all new cars and passenger trucks sold in California be zero-emission vehicles by 2035. This is anticipated to substantially reduce the operational emissions associated with passenger vehicles (i.e. mobile emissions) over time. Therefore, the operational emissions results provided in Table 5.7-2 are likely an overestimate for mobile emissions, assuming the Executive Order is implemented. As shown in Table 5.7-2, the annual mitigated GHG emissions associated with the proposed Project would be approximately 250,150 MT CO_2e.

Table 5.7-2
Operational GHG Emissions at Buildout (Mitigated Metric Tons/Year)

	Bio- CO_2	Non-Bio-CO_2	Total CO_2	CH_4	N_2O	Refrigerants	CO_2e
Area	—	368	368	0.02	< 0.005	—	369
Energy	—	56,828	56,828	5.98	0.44	—	57,109
Mobile	—	180,286	180,286	6.07	6.73	21.0	182,464
Waste	1,500	0.00	1,500	150	0.00	—	5,249
Water	571	2,462	3,033	58.9	1.43	—	4,932
Refrig.	—	—	—	—	—	26.8	26.8
Total	**2,072**	**239,943**	**242,015**	**221**	**8.60**	**47.8**	**250,150**
Source: CalEEMod v.2022.1							

CONSISTENCY WITH THE CARB 2022 SCOPING PLAN

CARB's 2022 Scoping Plan (the latest version of the Scoping Plan) provides policies that are considered needed to meet the State's mid-term and long-term GHG emissions reduction targets. Specifically, CARB's *Final* 2022 Scoping Plan identifies that it "…lays out the sector-by-sector roadmap for California, the world's fifth largest economy, to achieve carbon neutrality by 2045 or earlier…". The Scoping Plan addresses recent legislation and direction from Governor Newsom, by extending and expanding upon the earlier Scoping Plans with a target of reducing anthropogenic emissions to 85 percent below 1990 levels by 2045, and adding carbon neutrality as a science-based guide and touchstone for California's climate work. The Scoping Plan is therefore consistent with the AB 1279 GHG reduction targets of achieving carbon neutrality by 2045, and reducing anthropogenic emissions to 85 percent below 1990 levels by 2045. The Project's consistency with the applicable 2022 Scoping Plan policies is discussed in Table 5.7-3, *Project Consistency with the 2022 Scoping Plan*.

Table 5.7-3
Project Consistency with the 2022 Scoping Plan

Policy	Project Consistency
Transportation Electrification	
Convert local government fleets to ZEVs and provide EV charging at public sites	**No Conflict.** While this goal is not applicable to a planning document such as a General Plan, individual projects that would be developed within the Planning Area would be required to comply with an EV parking requirement (consistent with State law) and include EV spaces consistent with the requirements of the California Energy Code (CCR Title 24, Part 6).
Create a jurisdiction-specific ZEV ecosystem to support deployment of ZEVs statewide (such as building standards that exceed state building codes, permit streamlining, infrastructure siting, consumer education, preferential parking policies, and ZEV readiness plans)	
VMT Reduction	
Reduce or eliminate minimum parking standards	**No Conflict.** The Project would reduce VMT per service population when compared with the current General Plan. Specifically, VMT per service population is anticipated to be reduced by approximately 2.1 percent (as provided by Kittelson & Associates, 2024). Moreover, the Project focuses on promoting infill, mixed use, walkable, and transit-oriented development patterns. Overall, the Project would not interfere with any of the VMT reduction policies included within the Scoping Plan.
Implement Complete Streets policies and investments, consistent with general plan circulation element requirements	
Increase access to public transit by increasing density of development near transit, improving transit service by increasing service frequency, creating bus priority lanes, reducing or eliminating fares, microtransit, etc.	
Increase public access to clean mobility options by planning for and investing in electric shuttles, bike share, car share, and walking	
Implement parking pricing or transportation demand management pricing strategies	
Amend zoning or development codes to enable mixed-use, walkable, transit-oriented, and compact infill development (such as increasing the allowable density of a neighborhood)	
Preserve natural and working lands by implementing land use policies that guide development toward infill areas and do not convert "greenfield" land to urban uses (e.g., green belts, strategic conservation easements)	

Table 5.7-3 (continued)
Project Consistency with the 2022 Scoping Plan

Policy	Project Consistency
Building Decarbonization	
Adopt all-electric new construction reach codes for residential and commercial uses	**No Conflict.** The Project would be consistent with the applicable Title 24 Building Envelope Energy Efficiency Standards, which ensure highly energy efficient development. Additionally, the proposed Project would utilize electricity from Southern California Edison (SCE), which has been increasing its overall supply of renewable energy as part of its overall energy portfolio, consistent with the State's RPS. More detail is provided under Impact 5.7-2, below. Furthermore, the Project includes various goals, policies, and actions that would decarbonize energy consumption, including General Plan Update Resource Management Element Policy RM-6.2, which promotes reduced energy consumption; Policy RM-6.3, which promotes alternative energy use to reduce dependency on fossil fuels; and Policy RM-6.4, which supports the use of green building standards and sustainable development strategies in private and public projects.
Adopt policies and incentive programs to implement energy efficiency retrofits for existing buildings, such as weatherization, lighting upgrades, and replacing energy-intensive appliances and equipment with more efficient systems (such as Energy Star-rated equipment and equipment controllers)	
Adopt policies and incentive programs to electrify all appliances and equipment in existing buildings such as appliance rebates, existing building reach codes, or time of sale electrification ordinances	
Facilitate deployment of renewable energy production and distribution and energy storage on privately owned land uses (e.g., permit streamlining, information sharing)	
Deploy renewable energy production and energy storage directly in new public projects and on existing public facilities (e.g., solar photovoltaic systems on rooftops of municipal buildings and on canopies in public parking lots, battery storage systems in municipal buildings)	
Source: 2022 Scoping Plan, Table 1, Appendix D	

The proposed Project's operational emissions would be reduced as regulations are implemented by CARB and other State agencies to comply with the statewide GHG reduction targets. Many of these regulations are already identified in the 2022 Scoping Plan. These statewide actions are anticipated to reduce operational GHG emissions even further below those identified in Table 5.7-3. For example, the proposed Project's transportation emissions would be expected to decline as vehicle efficiency standards are implemented beyond the Advanced Clean Cars II program and the Low Carbon Fuel Standard is strengthened. Furthermore, CalEEMod does not account for Governor Newsom's Zero-Emission by 2035 Executive Order (N-79-20) or CARB's subsequent regulations, which requires that all new cars and passenger trucks sold in California be zero-emission vehicles by 2035. This is anticipated to substantially reduce the operational emissions associated with passenger vehicles (i.e. mobile emissions) further, over time.

Overall, the proposed General Plan Update would not conflict with the 2022 Scoping Plan. Future development anticipated by the General Plan Update would be developed according to the latest State and federal regulatory requirements, including those associated with operational building energy efficiency. Therefore, the General Plan Update would be considered consistent with the 2022 Scoping Plan. Based on this and recognizing CARB as an authoritative substantial evidence source in evaluating post-2020 GHG impacts, since the proposed General Plan Update would be consistent with the CARB's 2022 Scoping Plan, implementation of the General Plan Update would not interfere with the main programs CARB has identified to support its conclusions that the State is on a trajectory to meet the 2045 GHG target. Overall, the proposed Project would not impede the 2022 Scoping Plan and would help the State to progress towards this target.

Conclusion

As demonstrated in the analysis provided above, the proposed Project does not conflict with implementation of the 2022 Scoping Plan. However, it cannot be guaranteed that individual projects developed in the future (i.e. through the Project buildout year) would not generate a significant and unavoidable impact specific to the generation of GHG emissions; therefore, the Project is considered to have a significant and unavoidable impact.

Nevertheless, the General Plan Update contains numerous policies that would reduce greenhouse gas emissions. For example, the General Plan Update Land Use Element Goal LU-1 promotes a healthy land use mix. Policy LU-1.1. promotes efficient development and multimodal choices; reduces pollution, greenhouse gas emissions, and the expenditure of energy and other resources and Policy LU-1.9 promotes infill development. The General Plan Update Mobility Element Goal M-2 promotes complete streets, and various policies under this goal promote practices such as providing safe routes to school (Policy M-2.8) to contribute toward reduction of vehicle trips and the use of alternative transportation options. The General Plan Update Mobility Element also includes Goal M-5, which encourages the development of a comprehensive

public transportation system, which would reduce motor vehicle VMT. Goal M-5 includes various policies that would facilitate such development, such as Policy M-5.2, which would support programs encouraging public transit use, and Policy M-5.3, which would improve bus stops. Goal M-6, would encourages improved pedestrian and bicycle infrastructure, would further reduce motor vehicle VMT. Policies under this goal include Policy M-6.6, which would reduce gaps in sidewalks and bikeways, Policy M-6.7, which would improve bikeways and pedestrian facilities for consistency with neighboring jurisdictions, and Policy M-6.8, which would encourage new developments in the city to provide safe and attractive bicycle and pedestrian facilities. Furthermore, the General Plan Update Resource Management Element includes policies that promote reduced energy consumption (Policy RM-6.2), alternative energy use (Policy RM-6.3), and green building (Policy RM-6.4). Goal RM-7 also requires the City to reduce solid waste disposal to landfills, and various policies under this goal support this effort, as well as promoting recycling (Policy RM-7.3), special waste (Policy RM-7.4), and organic waste (Policy RM-7.5). Lastly, Goal RM-8 requires the reductions in air pollutants and GHG emissions, including through improved development patterns (Policy RM-8.1), implementing local per capita GHG reduction targets (Policy RM-4.6), and protection of sensitive receptors (Policy RM-8.4).

While these policies and actions would further assist the City is reducing GHG emissions, the associated reduction of GHG emissions are not quantifiable. Because of this, the City cannot state with certainty whether implementation of the General Plan Update would meet the State's carbon neutrality standard by year 2045 established under AB 1279. The State is making progress toward reducing GHG emissions in key sectors such as transportation, industry, and electricity. The proposed Project would make a reasonable fair share contribution to the State's GHG reduction goals, by including a variety of goals, policies, and actions that would substantially reduce GHG emissions. However, it may not be feasible for all individual projects to reduce emissions to below the applicable thresholds. Therefore, the proposed Project's criteria pollutant emissions would be considered to have a significant and unavoidable impact.

Proposed General Plan Update Goals, Policies, and Actions:

LAND USE ELEMENT

Goal LU-1: **Land Use Mix.** A City with a land use plan that supports a diverse, self-sufficient community that offers a variety of housing types, job opportunities, institutional uses, community facilities, commercial services and recreational opportunities.

Policy LU-1.1: **Land Use Pattern.** Provide for an overall mix of housing, employment, service, and recreational opportunities that promotes efficient development and multimodal choices; reduces pollution, greenhouse gas emissions, and the expenditure of energy and other resources; ensures compatibility between

uses; enhances community livability and public health; and sustains economic vitality.

Policy LU-1.9: **Growth Pattern.** Strongly encourage new development to occur in infill locations in a balanced and efficient pattern that reduces sprawl, preserves open space, and creates convenient connections to other land uses and transportation facilities.

Goal LU-3: **Residential Development.** A community that preserves and protects its residential neighborhoods.

Policy LU-3.5: **Sensitive Uses.** Locate residences away from areas of excessive noise, smoke, or dust and ensure that adequate provisions, including buffers or transitional uses, are made to ensure the health and well-being of existing and future residents.

MOBILITY ELEMENT

Goal M-2: **Complete Streets.** A community with a well-designed and built transportation network that is safe, accessible, comfortable, and convenient for all transportation modes and users.

Policy M-2.1: **Complete Streets for Roadway Projects.** Apply Complete Streets principles to all new transportation improvements impacting the public right-of-way.

Policy M-2.2: **Local and Regional Collaboration.** Cooperate and collaborate with regional and local partners, stakeholders, and agencies to ensure the implementation of Complete Streets within and connecting to the City.

Policy M-2.3: **Best Practices and Design Guidance**. Monitor and strive to follow the best and latest design standards for implementing Complete Streets in the City.

Goal M-5: **Public Transit.** A Community with a comprehensive public transportation system.

Policy M-5.1: **Transit Use.** Support programs encouraging public transit use by people living in, working in, or visiting La Verne.

Policy M-5.2: **Improve Local Public Transit Service.** Work with Foothill Transit and other local public transit providers to improve local transit service in the City.

Policy M-5.3: **Improve Bus Stops.** Work with Foothill Transit to improve bus stop amenities along roads in La Verne that have local transit service.

Policy M-5.4: **Paratransit Service.** Work with local transit and other providers to support paratransit service for seniors and persons with disabilities.

Policy M-5.5: **Metrolink Service.** Monitor and participate in any future regional discussions pertaining to changes in Metrolink service in the area and station facilities.

Policy M-5.6: **Metro A (Gold) Line Service.** Work with LA Metro to ensure Metro A (Gold) Line service (including headways and service hours) are sufficient to meet the needs of transit commuters to and from La Verne and do not overly impact vehicular crossings.

Policy M-5.7: **Metro A (Gold) Line Station.** Work with LA Metro and the Foothill Gold Line Construction Authority to ensure the planned station in La Verne is consistent with the City's Complete Streets, active transportation, and parking policies..

Policy M-5.8: **Effects of New Technologies on Transit Use.** Monitor the development of new technologies (such as rideshare and microtransit) and the potential effects on transit demand and the way users access public transit.

Policy M-5.9: **Transit to and from University of La Verne.** Work collaboratively with the University of La Verne to determine the most effective ways to encourage transit use by students and staff, such as shuttles between campus and the planned Metro A (Gold) Line station in La Verne.

Goal M-6: **Pedestrian, Bicycle, and Equestrian.** A community with a comprehensive network of pedestrian, bicycle, and equestrian facilities.

Policy M-6.5: **Marshall Canyon Trail.** Work with the County of Los Angeles to ensure the Marshall Canyon Trail is open and maintained and that access to and from the trail, including equestrian access, is facilitated within the City.

Policy M-6.6: **Sidewalk and Bikeway Gaps.** Identify and eliminate gaps in sidewalks and bikeways in the City in order to create a connected and complete active transportation network.

Policy M-6.7: **Coordination with Adjacent Cities.** Coordinate its bikeways system and pedestrian facilities (including trails and sidewalks) to be consistent with and connected to regional facilities and facilities in adjacent jurisdictions.

Policy M-6.8: **Bicycle/Pedestrian Facilities at New Developments.** Encourage new residential and non-residential developments in the city to provide safe and attractive bicycle and pedestrian facilities, such as secure bicycle parking, pedestrian-scale lighting, street furniture, landscaping, and other improvements.

Policy M-6.9: **Effective Roadway Projects.** Consider the implementation of projects within the ATP when roadways are being rehabilitated or resurfaced.

Policy M-6.10: **Bicycling and Walking to University of La Verne.** Work collaboratively with the University of La Verne to ensure walking and bicycling options to different destinations in the City are facilitated for students and staff.

RESOURCE MANAGEMENT ELEMENT

Goal RM-6: **Energy and Mineral Resources.** A community that protects its energy and mineral resources for future generations.

Policy RM-6.1: **Regulatory Compliance.** Meet all state and regional regulations in regard to gas and energy conservation and technology use, including the mandatory energy efficiency requirements of the California Green Building Standards Code (CALGreen) and Building and Energy Efficiency Standards.

Policy RM-6.2: **Reduced Consumption.** Promote energy sustainability and conservation in order to reduce consumption of natural resources and promote air quality.

Policy RM-6.3: **Alternative Energy Use.** Regularly evaluate the viability of alternative energy sources for their application in La Verne.

Policy RM-6.4: **Green Building.** Support the use of green building standards and sustainable development strategies, such as Leadership in Energy and Environmental Design (LEED), in both private and public projects.

Policy RM-6.5: **Regional Conservation.** Participate in regional alternative energy supply movements and transition when financially feasible.

Policy RM-7.1: **Compliance with State Legislation.** Comply with Assembly Bill 939 source reduction and recycling requirements of 50 percent diversion of solid waste from landfills and strive to partner, plan for, and document compliance with Assembly Bill 341 source reduction, recycling, and composting requirements of 75 percent by 2020.

Policy RM-7.2: **Solid Waste Collection.** Provide adequate waste disposal, recycling, and refuse services for present and future residents and businesses, including programs that improve public access to solid waste collection and recycling facilities.

Policy RM-7.3: **Source Reduction and Recycling Efforts.** Participate in source reduction and recycling techniques to reduce the amount of solid waste sent to the landfill and extend the life of the landfill.

Goal RM-8: **Air Quality and Greenhouse Gas Emissions.** Improved air quality in La Verne and the region through reductions in air pollutants and greenhouse gas (GHG) emissions.

Policy RM-8.1: **Development Patterns.** Improve air quality through continuing to require a development pattern that focuses growth in and around existing urbanized areas, locates new housing near places of employment, encourages alternative modes of transportation, supports efficient parking strategies, reduces vehicle miles traveled, and requires projects to mitigate significant air quality impacts.

Policy RM-8.2: **Regional Collaboration.** Coordinate planning efforts with the South Coast Air Quality Management District (SCAQMD), Southern California Association of Governments (SCAG), and the California Air Resource Board (CARB) to meet local and regional air quality standards and ensure attainment of established goals.

Policy RM-8.3: **Measurement.** Coordinate with the California Air Resources Board and South Coast Air Quality Management District to properly measure air quality at emission sources and enforce the standards of the Clean Air Act.

Policy RM-8.4: **Local Reduction Targets.** The City of La Verne establishes the following per capita GHG reduction targets, in order to meet the requirements established by the state under AB 32 and SB 32, consistent with the CARB's Scoping Plan:

- 3.99 MT CO2e per capita by 2030
- 2.66 MT CO2e per capita by 2040; and
- 1.33 MT CO2e per capita by 2050.

Policy RM-8.5: **Sensitive Receptors.** Minimize exposure of sensitive receptors to concentrations of air pollutant emissions and toxic air contaminants. For discretionary projects involving sensitive receptors (i.e., children, the elderly, or people with illnesses) proposed within 500 feet of SR-210, require an analysis of mobile source toxic air contaminant health risks and, if necessary, appropriate mitigation measures to reduce health risks to acceptable levels.

Policy RM-8.6: **Municipal Operations.** Reduce adverse air quality impacts of municipal operations.

Policy RM-8.7: **Effects of Development on Air Quality.** Use the City's development review process and the California Environmental Quality Act to evaluate and mitigate the local and cumulative effects of new development on air quality.

Policy RM-8.8: **Construction Activities.** Meet state and federal clean air standards by minimizing particulate matter emissions from construction activities**.**

Policy RM-8.9: **Airborne Pollutants and Noxious Odors.** Comply with regional, state, and federal standards and programs for control of all airborne pollutants and noxious odors, regardless of source.

Policy RM-8.10: **GHG Reduction.** Consider and adopt new policies and programs that will help to provide energy efficient alternatives to fossil fuel use and reduce consumption in order to reduce greenhouse gas emissions.

Policy RM-8.11: **Carbon Reduction.** Expand the number of parks and trees in La Verne to provide a larger carbon sink or area containing natural sources that retain more carbon than what those sources emit.

Action RM-8.1: Review all new industrial and commercial development projects for potential air quality impacts to residences and other sensitive receptors. Ensure that mitigation measures and best management practices are implemented to reduce significant emissions of criteria pollutants.

Action RM-8.2: Review development, infrastructure, and planning projects for consistency with SCAQMD requirements during the CEQA review process. Require project applicants to prepare air quality analyses to address SCAQMD and General Plan requirements, which include analysis and identification of:

- Air pollutant emissions associated with the project during construction, project operation, and cumulative conditions.
- Potential exposure of sensitive receptors to toxic air contaminants.
- Significant air quality impacts associated with the project for construction, project operation, and cumulative conditions.
- Mitigation measures to reduce significant impacts to less than significant or the maximum extent feasible where impacts cannot be mitigated to less than significant.

Action RM-8.3: Work with Los Angeles County to implement programs aimed at improving regional air quality.

Action RM-8.4: Continue to review development projects to ensure that all new public and private development complies with the California Code of Regulations (CCR), Title 24 standards as well as the energy efficiency standards established by the La Verne Municipal Code.

Action RM-8.14: Future development projects implemented under the General Plan will be required to demonstrate consistency with SCAQMD construction emission thresholds. Where emissions from individual projects exceed SCAQMD thresholds, the following actions shall be incorporated as necessary to minimize impacts. These measures do not exclude the use of other, equally effective mitigation measures.

- Require all off-road diesel equipment greater than 50 horsepower (hp) used for this Project to meet, at minimum, USEPA Tier 4 final off-road emission standards or equivalent. Such equipment shall be outfitted with Best Available Control Technology (BACT) devices including, at minimum, a California Air Resources Board Certified Level 3 Diesel Particulate Filter (DPF) or equivalent. This DPF will reduce diesel particulate matter and NOx emissions during construction activities.
- Require a minimum of 50 percent of construction debris be diverted for recycling.
- Require building materials to contain a minimum 10 percent recycled content.
- Require materials such as paints, primers, sealants, coatings, and glues to have a low volatile organic compound concentration compared to conventional products. If low VOC materials are not available, architectural coating phasing should be extended sufficiently to reduce the daily emissions of VOCs.

Action RM-8.15: Future development projects implemented under the General Plan will be required to demonstrate consistency with SCAQMD's operational emission thresholds. For projects where operational emissions exceed regulatory thresholds, the following measures may be used to reduce impacts. Note the following measures are not all inclusive and developers have the option to add or substitute measures that are equally or more appropriate for the scope of their project.

- Develop a project specific TDM program for residents and/or employees that provides opportunities for carpool/vanpools.
- Provide onsite solar/renewable energy in excess of regulatory requirements.
- Require that owners/tenants of non-residential or multi-family residential developments use architectural coatings that are 10 grams per liter or less when repainting/repairing properties.

- Require dripless irrigation and irrigation sensor units that prevent watering during rain storms.
- Ensure all parking areas are wired for capability of future EV charging and include EV charging stations that exceed regulatory requirements.

Mitigation Measures: There is no feasible mitigation available for this impact.

Level of Significance: Significant Unavoidable Impact.

GHG-2: Would the project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Impact Analysis: As provided under Response GHG-1, the GHG reduction targets developed for the proposed General Plan Update are consistent with the GHG reduction targets provided in the CARB's 2022 Scoping Plan, which were developed by CARB to ensure compliance with AB 32, SB 32, and consistent with Executive Order S-03-05. These laws established a statewide reduction in GHG emissions to 15 percent below 1990 levels by 2020 (under AB 32), 40 percent below 1990 levels by 2030 (under SB 32), and 80 percent below 1990 levels by 2050 (under AB 32 and consistent with Executive Order S-03-05).

Therefore, the proposed General Plan Update does not conflict with implementation of the 2022 Scoping Plan; however, as also provided under Response GHG-1, it cannot be guaranteed that all individual projects developed within the Planning Area would not generate a significant and unavoidable GHG emissions impact. In order to further reduce GHG emissions associated with buildout of the General Plan Update, the City has included numerous policies and actions aimed at reducing GHG emissions and promoting sustainability in La Verne.

The SCAQMD adopted a Policy on Global Warming and Stratospheric Ozone Depletion in April 1990. However, this policy did not set a GHG reduction target or goal, and the proposed Project would not conflict with this policy.

At the regional level, the SCAG 2020 RTP/SCS is an applicable plan adopted for the purpose of reducing GHGs. In order to assess the Project's potential to conflict with the 2020 RTP/SCS, this section also analyzes the Project's land use assumptions for consistency with those utilized by SCAG in its SCS. Generally, projects are considered consistent with the provisions and general policies of applicable City and regional land use plans and regulations, such as SCAG's RTP/SCS, if they are compatible with the general intent of the plans and would not preclude the attainment of their primary goals. Table 5.7-4, *Consistency with the 2020 RTP/SCS*, demonstrates the General Plan Update's consistency with the core vision and strategies set forth in the 2020 RTP/SCS.

As depicted in Table 5.7-4, the Project would be consistent with the 2020 RTP/SCS through various polices. The General Plan Update policies would support development that is encouraged by the RTP/SCS to reduce VMT and expand multi-modal transportation options in order for the

region to achieve GHG reductions from the land use and transportation sectors required by SB 375, which, in turn, advances the State's long-term climate policies. By furthering implementation of SB 375, the General Plan Update supports regional land use and transportation GHG reductions consistent with State regulatory requirements. Therefore, the Project would be consistent with the GHG reduction-related actions and strategies contained in the 2020 RTP/SCS.

Table 5.7-4
General Plan Update Consistency with the 2020 RTP/SCS

Core Vision & Strategies	Responsible Party(ies)	Project Consistency Analysis
Sustainable Development Strategies		
Focus Growth Near Destinations & Mobility Options	Local jurisdictions	**Consistent.** The General Plan Update includes a number of policies related to focusing new growth near destinations and transit. Specifically, proposed Land Use Element Policy LU-1.1 encourages an overall mix of housing, employment, service, and recreational opportunities that promotes efficient development and multimodal choices; reduces pollution, greenhouse gas emissions, and the expenditure of energy and other resources; ensures compatibility between uses; enhances community livability and public health; and sustains economic vitality. Policy LU-1.9 strongly encourages new development to occur in infill locations in a balanced and efficient pattern that reduces sprawl, preserves open space, and creates convenient connections to other land uses and transportation facilities. Further Resource Management Element Policy RM-8.1 promotes improvement of air quality through continuing to require a development pattern that focuses growth in and around existing urbanized areas, locates new housing near places of employment, encourages alternative modes of transportation, supports efficient parking strategies, reduces vehicle miles traveled, and requires projects to mitigate significant air quality impacts.

Table 5.7-4 (continued)
General Plan Update Consistency with the 2020 RTP/SCS

Core Vision & Strategies	Responsible Party(ies)	Project Consistency Analysis
Promote Diverse Housing Choices	Local jurisdictions	**Consistent.** The most recent Housing Element includes a number of policies that promote diversity of housing choices. The General Plan Update Land Use Map would implement these policies through a variety of residential and mixed-use land use designations. Additionally, Land Use Element Policy LU-1.1 encourages an overall mix of housing, employment, service, and recreational opportunities that promotes efficient development and multimodal choices; reduces pollution, greenhouse gas emissions, and the expenditure of energy and other resources; ensures compatibility between uses; enhances community livability and public health; and sustains economic vitality.
Leverage Technology Innovations	SCAG, Local jurisdictions	**Consistent.** The General Plan Update includes a number of policies related to the use of new technology to achieve sustainable development. Specifically, proposed Resource Management Element Policy RM-6.3 promotes alternative energy use to reduce dependency on fossil fuels. Additionally, Policy RM-6.4 supports the use of green building standards and sustainable development strategies, such as Leadership in Energy and Environmental Design (LEED), in both private and public projects.

Table 5.7-4 (continued)
General Plan Update Consistency with the 2020 RTP/SCS

Core Vision & Strategies	Responsible Party(ies)	Project Consistency Analysis
Support Implementation of Sustainability Policies	SCAG, Local jurisdictions	**Consistent.** The General Plan Update includes a number of policies that support and align with the implementation of SCAG's sustainability policies. For example, Economic Development Element Policy ED-2.9 encourages mixed-use concepts in selected areas that combine high-quality residential and commercial uses that complement one another; Resource Management Element contains many policies to reduce energy consumption, such as Policy RM-6.4, which support the use of green building standards and sustainable development strategies, such as Leadership in Energy and Environmental Design (LEED), in both private and public projects. Furthermore, Policy RM-8.9 requires consideration and adoption of new policies and programs that will help to provide energy efficient alternatives to fossil fuel use and reduce consumption in order to reduce greenhouse gas emissions.

Table 5.7-4 (continued)
General Plan Update Consistency with the 2020 RTP/SCS

Core Vision & Strategies	Responsible Party(ies)	Project Consistency Analysis
Promote a Green Region	SCAG, Local jurisdictions	**Consistent.** The General Plan Update includes a number of policies and actions that support the development of a green region. For example, General Plan Update Mobility Element Policy M-2.6 supports streetscape improvements, including creating an attractive transportation network by providing streetscape improvements such as landscaping, benches, lighting, street furniture and public art in the Old Town area, University of La Verne area, Metro A (Gold) Line Station Area, and other pedestrian-oriented areas in the City. Additionally, Land Use Element Policy LU-1.9 promotes infill development, which would tend to preserve lands that are currently undeveloped. Further, Resource Management Element Policy RM-6.4 supports the use of green building standards and sustainable development strategies, such as Leadership in Energy and Environmental Design (LEED), in both private and public projects. Other policies would promote a green regions, such as Policy RM-7.3, which would promote source reduction and recycling techniques to reduce the amount of solid waste sent to the landfill and extend the life of the landfill. For additional policies that would promote a green region, refer to the General Plan Update goals, policies and actions cited above in GHG-1.
Source: Southern California Association of Governments, *Connect SoCal (2020–2045 Regional Transportation Plan/Sustainable Communities Strategy),* September 2020.		

Conclusion

In order to further reduce GHG emissions associated with buildout of the General Plan Update, the City has included numerous goals, policies and actions in the General Plan Update aimed at reducing GHG emissions and promoting sustainability in the Planning Area. The General Plan Update proposes goals, policies and actions that are specifically relevant to climate change and

GHG emissions and energy consumption within the Planning Area. Specifically, the proposed Resources Management Element includes Goal RM-8, which is aimed at reductions in air pollutants and GHG emissions. Policy RM-8.2 coordinates City planning efforts with the SCAQMD, SCAG, and the CARB to meet local and regional air quality standards and ensure attainment of established goals. Policy RM-8.3 directs the City to coordinate with the CARB and SCAQMD to properly measure air quality at emission sources and enforce the standards of the Clean Air Act. Policy RM-8.4 establishes Citywide per capita GHG reduction targets, in order to meet the requirements established by the state under AB 32 and SB 32. Policy RM-10 directs the City to consider and adopt new policies and programs that will help to provide energy efficient alternatives to fossil fuel use and reduce consumption in order to reduce GHGs. Action RM-8.2 directs the City to review development, infrastructure, and planning projects for consistency with SCAQMD requirements during the CEQA review process and to require project applicants to prepare air quality analyses to address SCAQMD and General Plan requirements. Action RM-8.5 5 directs the City to monitor GHG emissions generated by the community over time for consistency with the established GHG reduction targets, and to update the City's community GHG Inventory every five years. In the event that the City determines that ongoing efforts to reduce GHG emissions are not on track to meet the City's adopted GHG reduction targets, the City shall establish and adopt new and/or revised GHG reductions measures that will effectively meet the established GHG reduction targets.

Furthermore, numerous policies and programs in the General Plan Update address sustainable development, which influence operational mobile, energy, and area-source emissions in the Planning Area. For example, Policy RM-8.1 directs the City to continue a development pattern that focuses growth in and around existing urbanized areas, locates new housing near places of employment, encourages alternative modes of transportation, supports efficient parking strategies, reduces vehicle miles traveled, and requires projects to mitigate significant air quality impacts. Additional policies and actions throughout the Land Use and Mobility Elements promote reductions in VMT through the mix and density of land uses, walkable neighborhood design, bicycle facilities and infrastructure, and public transportation facilities and infrastructure. Specifically, the proposed Land Use Element includes Policy LU-1.1, which promotes a land use pattern that promotes efficient development and multiple transportation options. The proposed Mobility Element contains Policy M-2.1, which requires the City to apply Complete Streets principles to all transportation improvements projects impacting the public right-of-way; Policy M-5.2, which directs the City to work with local public transit providers to improve transit service in the City; Policy M-5.7, which directs the City to work with LA Metro and the Foothill Gold Line Construction Authority to ensure the planned station in La Verne is consistent with the City's Complete Streets, active transportation, and parking policies; Policy M-6.2, which requires the City to coordinate with adjacent jurisdictions to ensure bikeways and pedestrian facilities are

consistent and connected with regional facilities; and Policy M-6.8, which encourages new development projects in the City to provide bicycle and pedestrian facilities.

While the proposed General Plan Update is consistent with the CARB 2022 Scoping Plan and the SCAG 2020 RTP/SCS, Project implementation would not meet the established reduction targets of SB 32, and AB 32. The City of La Verne would implement GHG reductions strategies through implementation of the General Plan Update goals and policies which would reduce emissions. However, there would be a significant and unavoidable impact relative to this topic.

Proposed General Plan Update Goals, Policies, and Actions: Refer to the General Plan Update goals, policies and actions cited above in GHG-1.

Mitigation Measures: There is no feasible mitigation available for this impact.

Level of Significance: Significant and Unavoidable Impact.

5.7.6 CUMULATIVE IMPACTS

Section 4.0, *Basis of Cumulative Analysis*, establishes growth and development within Los Angeles County as anticipated by SCAG as having the potential to interact with the proposed Project to the extent that a significant cumulative effect may occur. The cumulative projects' setting for greenhouse gas emissions would be similar for the region and for projects within the City.

Would the Project, combined with other related cumulative projects, generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment, or conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Impact Analysis: The topic of GHG emissions is inherently a cumulative impact. Though significance thresholds can be developed by air districts, as well as State and federal regulatory agencies, these thresholds and their related goals are ultimately designed to effect change at a global level. As demonstrated in the analysis provided above, the proposed Project is not consistent with WRCOG's plan to reduce GHG emissions below a specific threshold and would therefore have a significant and unavoidable impact even with the implementation of General Plan Update goals, policies, and actions.

Proposed General Plan Update Goals, Policies, and Actions: Refer to the General Plan goals, policies, and actions cited above.

Mitigation Measures: There is no feasible mitigation available for this impact.

Level of Significance: Significant and Unavoidable Impact.

5.7.7 SIGNIFICANT UNAVOIDABLE IMPACTS

The General Plan Update would result in a significant unavoidable impact for the following areas:

- Project implementation would generate greenhouse gas emissions that would not satisfy the Greenhouse Gas reduction targets established by federal and State law and may have a significant effect on the environment.
- Project implementation would contribute to global climate change through a cumulatively considerable contribution of greenhouse gases. The Project would result in a cumulatively considerable and significant adverse GHG emissions impact.

If the City approves the proposed General Plan Update, the City will be required to make findings in accordance with Section 15091 of CEQA and prepare a Statement of Overriding Considerations for consideration by the City's decisionmakers in accordance with Section 15093 of the CEQA Guidelines.

5.7.8 REFERENCES

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United States Geological Survey (USGS), *Disappearing Beaches: Modeling Shoreline Change in Southern California*, https://www.usgs.gov/programs/cmhrp/news/disappearing-beaches-modeling-shoreline-change-southern-california, May 2017, accessed April 12, 2023.

5.8 HAZARDS AND HAZARDOUS MATERIALS

5.8.1 PURPOSE

This section identifies existing hazards and hazardous materials sites within the Planning Area and provides an analysis of potential impacts associated with implementation of the General Plan Update.

For the purpose of this analysis, the term "hazardous material" refers to both hazardous substances and hazardous waste. A material is defined as "hazardous" if it appears on a list of hazardous materials prepared by a federal, tribal, State, or local regulatory agency, or if it possesses characteristics defined as "hazardous" by such an agency. A "hazardous waste" is a solid waste that exhibits toxic or hazardous characteristics (i.e., ignitability, corrosivity, reactivity, and/or toxicity). Other hazards, such as potential airport-related safety hazards for people residing/working in the project area, interference with an adopted emergency response plan, and exposure of people/structures to risk involving wildland fires, are also addressed in this section.

One comment was received during the NOP comment period regarding hazards and hazardous materials. The comment was received from Cynthia Gabaldon. This section addresses the environmental issues raised during the NOP comment period.

5.8.2 ENVIRONMENTAL SETTING

HAZARDOUS MATERIALS AND WASTE

Hazardous Materials

A hazardous material is a substance or combination of substances which, because of its quantity, concentration, or physical, chemical, or infectious characteristics, may either (1) cause or significantly contribute to an increase in mortality or an increase in serious, irreversible, or incapacitating irreversible illness; or (2) pose a substantial present or potential hazard to human health and safety, or the environment when improperly treated, stored, transported, or disposed of. Hazardous materials are mainly present because of industries involving chemical byproducts from manufacturing, petrochemicals, and hazardous building materials.

Hazardous Waste

Hazardous waste is the subset of hazardous materials that have been abandoned, discarded, or recycled and are not properly contained, including contaminated soil or groundwater with concentrations of chemicals, infectious agents, or toxic elements sufficiently high to increase human mortality or to destroy the ecological environment. If a hazardous material is spilled and cannot be effectively picked up and used as a product, it is considered to be hazardous waste. If

a hazardous material site is unused, and it is obvious there is no realistic intent to use the material, it is also considered to be a hazardous waste. Examples of hazardous materials include flammable and combustible materials, corrosives, explosives, oxidizers, poisons, materials that react violently with water, radioactive materials, and chemicals.

Transportation of Hazardous Materials

The transportation of hazardous materials within California is subject to various federal, State, and local regulations. The City has no direct authority to regulate the transport of hazardous materials on State highways or rail lines. Transportation of hazardous materials by truck and rail is regulated by the U.S. Department of Transportation (DOT). DOT regulations establish criteria for safe handling procedures. It is illegal to transport explosives or inhalation hazards on any public highway not designated for that purpose, unless the use of the highway is required to permit delivery, or the loading of such materials (California Vehicle Code Section 31602(b), 32104(a)). The California Highway Patrol (CHP) designates through routes to be used for the transportation of hazardous materials. Transportation of hazardous materials is restricted to these routes except in cases where additional travel is required from that route to deliver or receive hazardous materials to and from users.

HAZARDOUS SITES

Envirostor Data Management System

The California Department of Toxic Substances Control (DTSC) maintains the Envirostor Data Management System, which provides information on hazardous waste facilities (both permitted and corrective action) as well as any available site cleanup information. This site cleanup information includes: Federal Superfund Sites (NPL), State Response Sites, Voluntary Cleanup Sites, School Cleanup Sites, Corrective Action Sites, Tiered Permit Sites, and Evaluation/Investigation Sites. The hazardous waste facilities include: Permitted–Operating, Post-Closure Permitted, and Historical Non-Operating.

There is one location with a La Verne address that is listed in the Envirostor database, located at 1855 Carrion Road, off of Arrow Highway in southern La Verne (DTSC 2023a). The site was the historical location of Occidental Research Corporation. The contaminants were not specified; the cleanup status states “refer to RWQCB” (as of 1995). The potential contaminants of concern listed at this site include: other inorganic solid waste; unspecified acid solution; unspecified solvent mixtures; and waste oil and mixed oil.

Cortese List

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.

Government Code Section 65962.5 requires the California Environmental Protection Agency to develop at least annually an updated Cortese List. The DTSC is responsible for a portion of the information contained in the Cortese List. Other State and local government agencies are required to provide additional hazardous material release information for the Cortese List. There are no hazardous materials release sites located in the City of La Verne on the Cortese List (DTSC 2023b).

Geotracker

GeoTracker is the California State Water Resource Control Board's (SWRCB's) data management system for managing sites that impact groundwater, especially those that require groundwater cleanup (Underground Storage Tanks, Department of Defense, Site Cleanup Program).

There are 23 locations with a La Verne address that are listed in the GeoTracker database for Leaking Underground Storage Tanks (LUST) (SWRCB 2023). Table 5.8-1, *Geotracker Database Sites*, lists the site name for LUST sites in La Verne, and the status of each site. As shown in the table, two LUST sites have an open status: Bracket Field, Pomona Police Heliport has a status of "Open – Verification Monitoring" as of October 2022, which means the remediation phases are essentially complete and a monitoring/sampling program is occurring to confirm successful completion of cleanup at the site; and Shell Oil Gas Station has a status of "Open – Eligible for Closure" as of August 2022, which means corrective action at the site has been completed and the case is going through the process of being closed. All other LUST sites in La Verne have a status of "Completed – Case Closed."

Table 5.8-1
Geotracker Database Sites

Site Name	Status
76 Products Station #5039	Completed - Case Closed
American Armenian Intl College	Completed - Case Closed
Brackett Field	Completed - Case Closed
Brackett Field-Pomona Police Heliport	Open - Verification Monitoring
Chevron #9-3054	Completed - Case Closed
City of La Verne Fire Station #2	Completed - Case Closed
City of La Verne, City Hall	Completed - Case Closed
Hughes Development Company	Completed - Case Closed
LA Co Fire Station #17	Completed - Case Closed
La Verne Car Wash	Completed - Case Closed
La Verne Public Safety Fac.	Completed - Case Closed
MWD F E Wymouth Filter Plant	Completed - Case Closed
Owen or Opal Lewis	Completed - Case Closed

Table 5.8-1 (continued)
Geotracker Database Sites

Site Name	Status
Private Residence	Completed - Case Closed
Shell Oil Gas Station	Open - Eligible For Closure
Shell Service Station	Completed - Case Closed
Shell Service Station	Completed - Case Closed
Shell Service Station	Completed - Case Closed
Shell Service Station	Completed - Case Closed
Sierra La Verne Country Club	Completed - Case Closed
Texaco Service Station	Completed - Case Closed
Yates Shell Station	Completed - Case Closed
Source: California State Water Resources Control Board, *Geotracker*, https://geotracker.waterboards.ca.gov/, accessed March 2023.	

Solid Waste Information System (SWIS)

The Solid Waste Information System (SWIS) is a database of solid waste facilities that is maintained by California's Department of Resources Recycling and Recovery (CalRecycle). The SWIS database identifies active, planned and closed sites. There are no facilities listed in the SWIS database located within the City of La Verne (CalRecycle 2023). The closest facility listed in the SWIS data is Elmer Teague, a closed solid waste disposal site located at 700 South Walnut Avenue in the City of San Dimas, approximately 2,000 feet to the west of the border of La Verne.

HAZARDS FROM AIR TRAFFIC

The Los Angeles County Airport Land Use Commission (ALUC) adopts plans to protect and promote the safety and welfare of airport users and residents in the airport vicinity. Specifically, these plans seek to protect public health, safety, and welfare by ensuring the orderly expansion of airports and the adoption of land use measures that minimize the public's exposure to excessive noise and safety hazards within areas around public airports to the extent that these areas are not already devoted to incompatible uses.

Local Airport Facilities

Bracket Field Airport

Brackett Field Airport is a Los Angeles County-owned and operated airport, located at 1615 McKinley Avenue, within the City of La Verne. On December 9, 2015, the Airport Land Use Commission (ALUC) adopted the Brackett Field Airport Land Use Compatibility Plan (ALUCP) (Los Angeles County Airport Land Use Commission, 2015). The ALUCP sets forth land use compatibility policies that are intended to ensure that future land uses in the surrounding area will be

compatible with potential long-range aircraft activities at the airport, and that the public's exposure to airport safety hazards and noise impacts are minimized. The ALUCP provides the basis by which the ALUC and local agencies located within the Airport Influence Areas carry out land use development review responsibilities in accordance with State law. The ALUC retains land use development review of applicable projects until the affected local agencies' General and Specific Plans have been deemed consistent with the ALUCP. A portion of the City of La Verne is located within the Brackett Field Airport Influence Area and development within this area would therefore be subject to the ALUCP.

The ALUCP divides the Airport Influence Area into seven different zones and provides guidelines on issues such as land use and building height. It gives three general categories—normally compatible, conditional, or incompatible—to indicate its recommendations for the stated issue and its proximity to the airport. For example, the zone closest to the runway should not have buildings over three stories tall, trees higher than 35 feet, or serve as an attraction for birds or other wildlife. As shown in Figure 5.8-1, *Airport Land Use Compatibility Zones*, most of the City of La Verne falls into Zone E or Zone D which has the fewest restrictions and is categorized as having "normally compatible" or "conditional" land use acceptability across most categories. Zones A, B1, B2, and C1 are more restrictive in nature due to their close proximity to the airport.

Major Regional Airport Facilities

Ontario International Airport (ONT): ONT is owned by the City of Ontario and the County of San Bernardino, under a Joint Powers Agreement, as of November 1, 2016. This airport primarily serves the Inland Empire, and is approximately 12 miles east from the City of La Verne. This airport is located to the east, in the bedroom community of Ontario, California and is the next most prominent airport after LAX.

John Wayne Airport (SNA): SNA is located to the southeast of the Planning Area, in the City of Santa Ana, in the central part of Orange County. It offers limited international service. The National Plan of Integrated Airport Systems categorizes this airport as a primary commercial service airport, since it has over 10,000 passenger boardings per year. John Wayne Airport is approximately 35 miles south from the City of La Verne.

San Bernardino International Airport (SBD): SBD is in San Bernardino. It is the former Norton Air Force Base. The airport serves the Inland Empire and is in close proximity to both Interstate 210 and Interstate 10, and is also in the proximity of historic Route 66. SBD is approximately 35 miles east from La Verne.

Bob Hope Airport/Burbank Airport (BUR): BUR is located in Burbank, California, north of the downtown and is approximately 40 miles west from the City of La Verne. It is limited to a small number of passenger airlines and serves the San Fernando and San Gabriel Valleys. The Burbank Airport is the only airport in the Los Angeles area to have a direct rail connection to Downtown Los Angeles. This airport serves the greater Los Angeles area. The FAA shows that this airport had 2,239,804 passenger boardings in 2010.

Long Beach Airport (LGB): LGB is located to the south of the City, in the City of Long Beach. This airport is categorized as a primary commercial service airport by the National Plan of Integrated Airport Systems. FAA records show that the airport had 1,451,404 passengers in 2010. The Long Beach Airport is approximately 43 miles from the City of La Verne.

Los Angeles International Airport (LAX): LAX is owned by the City of Los Angeles and is approximately 45 miles southwest from the City of La Verne. The airport is located in west Los Angeles and is the busiest airport serving the Los Angeles region. It is the sixth busiest commercial airport in the world and the third busiest in the United States; in 2022, LAX handled over 66 million passengers and 2.65 million tons of cargo.

National Transportation Safety Board Aviation Accident Database

The National Transportation Safety Board Aviation Accident Database identifies a total of 31 aircraft accidents in the City of La Verne. The earliest record for an aircraft accident in La Verne is from March 4, 1983 (nonfatal). The most recent incident is from August 24, 2021 (nonfatal). The incident prior to this one occurred on December 3, 2020 (fatal). Out of the 31 recorded aircraft accidents in La Verne, five were fatal accidents (NTSB 2023). These incidents were small-scale (primarily prop planes and other small planes) occurring during takeoff and landing from Brackett Field Airport, located in La Verne.

Approach and Landing Accidents

As nearly half of all general aviation accidents occur in the approach and landing phases of flight, considerable work has been done to determine the approximate probability of such accidents. Nearly 77 percent of accidents during this phase of flight occur during touchdown onto the runway or during the roll-out. These accidents typically consist of hard or long landings, ground loops (where the aircraft spins out on the ground), departures from the runway surface, etc. These types of accidents are rarely fatal and often do not involve other aircraft or structures.

Commonly these accidents occur due to loss of control on the part of the pilot and, to some extent, weather conditions (California Division of Aeronautics 2001).

The remaining 23 percent of accidents during the approach and landing phase of flight occur as the aircraft is maneuvered towards the runway for landing, in a portion of the airspace around the airport commonly called the traffic pattern. Common causes of approach accidents include the pilot's misjudging of the rate of descent, poor visibility, unexpected downdrafts, or tall objects beneath the final approach course. Improper use of rudder on an aircraft during the last turn toward the runway can sometimes result in a stall (a cross-control stall) and resultant spin, causing the aircraft to strike the ground directly below the aircraft. The types of events that lead to approach accidents tend to place the accident site fairly close to the extended runway centerline. The probability of accidents increases as the flight path nears the approach end of the runway (California Division of Aeronautics 2001).

According to aircraft accident plotting provided by the State Division of Aeronautics, most accidents that occur during the approach and landing phase of flight occur on the airport surface itself. The remainder of accidents that occur during this phase of flight are generally clustered along the extended centerline of the runway, where the aircraft is flying closest to the ground and with the lowest airspeed (California Division of Aeronautics 2001).

Takeoff and Departure Accidents

According to data collected by the State Division of Aeronautics, nearly 65 percent of all accidents during the takeoff and departure phase of flight occur during the initial climb phase, immediately after takeoff. This data is correlated by two physical constraints of general aviation aircraft:

- The takeoff and initial climb phase are times when the aircraft engine(s) is under maximum stress and is thus more susceptible to mechanical problems than at other phases of flight; and
- Average general aviation runways are not typically long enough to allow an aircraft that experiences a loss of power shortly after takeoff to land again and stop before the end of the runway.

While the majority of approach and landing accidents occur on or near to the centerline of the runway, accidents that occur during initial climb are more dispersed in their location as pilots are not attempting to get to any one specific point (such as a runway). Additionally, aircraft vary widely in payload, engine power, glide ratio, and several other factors that affect glide distance, handling characteristics after engine loss, and general response to engine failure. This further disperses the accident pattern. However, while the pattern is more dispersed than that seen for approach and landing accidents, the departure pattern is still generally localized in the direction of departure and within proximity of the centerline. This is partially due to the fact that pilots are trained to fly straight ahead and avoid turns when experiencing a loss of power or engine failure.

Turning flight causes the aircraft to sink faster and flying straight allows for more time to attempt to fix the problem (California Division of Aeronautics 2001).

OTHER POTENTIAL HAZARDS

Wildland Fire Hazards

The State has charged the California Department of Forestry and Fire Protection (CAL FIRE) with the identification of Fire Hazard Severity Zones (FHSZ) within State Responsibility Areas (SRA). In addition, CAL FIRE must recommend Very High Fire Hazard Severity Zones (VHFHSZ) identified within any Local Responsibility Areas (LRA). The FHSZ maps are used by the State Fire Marshall as a basis for the adoption of applicable building code standards. The Planning Area includes LRA and SRA, with portions of both areas being designated as VHFHSZs, as shown in Figure 5.17-1, *Fire Hazard Severity Zones*. This topic is discussed in detail in Section 5.17, *Wildfire* of this EIR.

Asbestos-Containing Materials (ACM)

Asbestos, a natural fiber used in the manufacturing of different building materials, has been identified as a human carcinogen. Most friable (i.e., easily broken or crushed) asbestos-containing materials (ACM) were banned in building materials by 1978. By 1989, most major manufacturers had voluntarily removed non-friable ACM (i.e., flooring, roofing, and mastics/sealants) from the market. These materials, however, were not banned completely. The Planning Area includes existing development from and prior to the 1960s; therefore, the presence of ACM is likely in some structures.

Lead-Based Paint

Lead-based paint has been identified by the Occupational Safety and Health Administration (OSHA), the Environmental Protection Agency (EPA), and the Department of Housing and Urban Development (HUD) as a potential health risk to humans, particularly children, based on its effects to the central nervous system, kidneys, and bloodstream. The risk of lead-based paint has been classified by HUD based upon the age and condition of the painted surface. The Planning Area includes existing development from and prior to the 1960s; therefore, the presence of lead-based paint is likely in some structures.

5.8.3 REGULATORY SETTING

FEDERAL

Aviation Act of 1958

The Federal Aviation Act resulted in the creation of the Federal Aviation Administration (FAA). The FAA is charged with the creation and maintenance of a National Airspace System.

Federal Aviation Regulations (CFR, Title 14)

The Federal Aviation Regulation establish regulations related to aircraft, aeronautics, and inspection and permitting.

Clean Air Act

The Federal Clean Air Act (FCAA) was first signed into law in 1970. In 1977, and again in 1990, the law was substantially amended. The FCAA is the foundation for a national air pollution control effort, and it is composed of the following basic elements: National Ambient Air Quality Standards (NAAQS) for criteria air pollutants, hazardous air pollutant standards, state attainment plans, motor vehicle emissions standards, stationary source emissions standards and permits, acid rain control measures, stratospheric ozone protection, and enforcement provisions.

Clean Water Act

The Clean Water Act (CWA), which amended the Water Pollution Control Act (WPCA) of 1972, sets forth the Section 404 program to regulate the discharge of dredged and fill material into Waters of the United States and the Section 402 National Pollutant Discharge Elimination System (NPDES) to regulate the discharge of pollutants into Waters of the United States. The Section 401 Water Quality Certification program establishes a framework of water quality protection for activities requiring a variety of Federal permits and approvals (including CWA Section 404, CWA Section 402, Federal Energy Regulatory Commission Hydropower and Section 10 of the Rivers and Harbors Act).

Comprehensive Environmental Response, Compensation, and Liability Act

The Comprehensive Environmental Response, Compensation, and Liability Act of 1980 (CERCLA) introduced active Federal involvement to emergency response, site remediation, and spill prevention, most notably the Superfund program. The Act was intended to be comprehensive in encompassing both the prevention of, and response to, uncontrolled hazardous material releases. CERCLA deals with environmental response, providing mechanisms for reacting to emergencies and to chronic hazardous material releases. In addition to establishing procedures to prevent and remedy problems, it establishes a system for compensating appropriate individuals and assigning appropriate liability. It is designed to plan for and respond to failure in other regulatory programs and to remedy problems resulting from action taken before the era of comprehensive regulatory protection.

Environmental Protection Agency

The primary regulator of hazards and hazardous materials is the EPA, whose mission is to protect human health and the environment. The City of La Verne is located within EPA Region 9, which includes Arizona, California, Hawaii, and New Mexico.

Hazardous Materials Transportation Act

The Hazardous Materials Transportation Act, as amended, is the statute regulating hazardous materials transportation in the United States. The purpose of the law is to provide adequate protection against the risks to life and property inherent in transporting hazardous materials in interstate commerce. This law gives the U.S. Department of Transportation (DOT) and other agencies the authority to issue and enforce rules and regulations governing the safe transportation of hazardous materials.

Natural Gas Pipeline Safety Act

The Natural Gas Pipeline Safety Act authorizes the U.S. Department of Transportation Office of Pipeline Safety to regulate pipeline transportation of natural (flammable, toxic, or corrosive) gas and other gases as well as the transportation and storage of liquefied natural gas. The Office of Pipeline Safety regulates the design, construction, inspection, testing, operation, and maintenance of pipeline facilities. While the federal government is primarily responsible for developing, issuing, and enforcing pipeline safety regulations, the pipeline safety statutes provide for State assumption of the intrastate regulatory, inspection, and enforcement responsibilities under an annual certification. To qualify for certification, a state must adopt the minimum federal regulations and may adopt additional or more stringent regulations, so long as they are not incompatible.

Resource Conservation and Recovery Act

The Resource Conservation and Recovery Act (RCRA) established EPA's "cradle to grave" control (generation, transportation, treatment, storage and disposal) over hazardous materials and wastes. In California, the DTSC has RCRA authorization.

STATE

Airport Land Use Commission Law (Public Utilities Code Section 21670 et seq.)

The law, passed in 1967, authorized the creation of Airport Land Use Commissions (ALUC) in California. Per the Public Utilities Code, the purpose of an ALUC is to protect public health, safety, and welfare by encouraging orderly expansion of airports and the adoption of land use measures that minimizes exposure to excessive noise and safety hazards within areas around public airports to the extent that these areas are not already devoted to incompatible uses (Public Utilities Code Section 21670). Furthermore, each ALUC must prepare an Airport Land Use Compatibility Plan (ALUCP). Each ALUCP, which must be based on a twenty-year planning horizon, should focus on broadly defined noise and safety impacts.

Assembly Bill 337

Per Assembly Bill (AB) 337, local fire prevention authorities and CAL FIRE are required to identify VHFHSZ in LRA. Standards related to brush clearance and the use of fire-resistant materials in FHSZ are also established.

California Code of Regulations

Title 3 of the California Code of Regulations (CCR) pertains to the application of pesticides and related chemicals. Parties applying regulated substances must continuously evaluate application equipment, the weather, the treated lands and all surrounding properties. Title 3 prohibits any application that would:

- Contaminate persons not involved in the application;
- Damage non-target crops or animals or any other public or private property; and
- Contaminate public or private property or create health hazards on said property.

Title 8 of the CCR establishes California Occupational Safety and Health Administration (Cal OSHA) requirements related to public and worker protection. Topics addressed in Title 8 include materials exposure limits, equipment requirements, protective clothing, hazardous materials, and accident prevention. Construction safety and exposure standards for lead and asbestos are set forth in Title 8.

Title 14 of the CCR establishes minimum standards for solid waste handling and disposal.

Title 17 of the CCR establishes regulations relating to the use and disturbance of materials containing naturally occurring asbestos.

Title 19 of the CCR establishes a variety of emergency fire response, fire prevention, and construction and construction materials standards.

Title 22 of the CCR sets forth definitions of hazardous waste and special waste. The section also identifies hazardous waste criteria and establishes regulations pertaining to the storage, transport, and disposal of hazardous waste.

Title 26 of the CCR is a medley of State regulations pertaining to hazardous materials and waste that are presented in other regulatory sections. Title 26 mandates specific management criteria related to hazardous materials identification, packaging, and disposal. In addition, Title 26 establishes requirements for hazardous materials transport, containment, treatment, and disposal. Finally, staff training standards are set forth in Title 26.

Title 27 of the CCR sets forth a variety of regulations relating to the construction, operation, and maintenance of the state's landfills. The title establishes a landfill classification system and

categories of waste. Each class of landfill is constructed to contain specific types of waste (household, inert, special, and hazardous).

California Department of Transportation

Caltrans has adopted policy and guidelines relating to traffic noise as outlined in the Traffic Noise Analysis Protocol (Caltrans 2020). The noise abatement criteria specified in the protocol are the same as those specified by the Federal Highway Administration (FHWA).

California Government Code Section 65302

This section, which establishes standards for developing and updating General Plans, includes fire hazard assessment and Safety Element content requirements.

California Health and Safety Code

Division 11 of the Health and Safety Code establishes regulations related to a variety of explosive substances and devices, including high explosives and fireworks. Section 12000 et seq. establishes regulations related to explosives and explosive devices, including permitting, handling, storage, and transport (in quantities greater than 1,000 pounds).

Division 12 establishes requirements for buildings used by the public, including essential services buildings, earthquake hazard mitigation technologies, school buildings, and postsecondary buildings. Section 13000 et seq. establishes State fire regulations and broadly applicable regulations, such as standards for buildings and fire protection devices, in addition to regulations for specific land uses, such as childcare facilities and high-rise structures.

Division 20 establishes DTSC authority and sets forth hazardous waste and underground storage tank regulations. In addition, the division creates a state superfund framework that mirrors the Federal program.

Division 26 establishes California Air Resources Board (CARB) authority. The division designates CARB as the air pollution control agency per Federal regulations and charges the Board with meeting Clean Air Act requirements.

California Vehicle Code Sections 31600 - 31620 (Transportation of Explosives)

These code sections establish requirements related to the transportation of explosives in quantities greater than 1,000 pounds, including licensing and route identification.

California Public Resources Code

Public Resources Code Section 4290 tasks the State Board of Forestry and Fire Protection with adopting regulations implementing minimum fire safety standards related to defensible space that are applicable to SRA and lands classified as VHFHSZ.

Public Resources Code Section 4291 sets forth defensible space requirements, which are applicable to anyone who "…owns, leases, controls, operates, or maintains a building or structure in, upon, or adjoining a mountainous area, forest-covered lands, brush-covered lands, grass-covered lands, or land that is covered with flammable material" (Section 4291(a)).

Food and Agriculture Code

Division 6 of the California Food and Agriculture Code establishes pesticide application regulations. The division establishes training standards for pilots conducting aerial applications as well as permitting and certification requirements.

State Oversight of Hazards and Hazardous Materials

The DTSC is chiefly responsible for regulating the handling, use, and disposal of toxic materials. The SWRCB regulates discharge of potentially hazardous materials to waterways and aquifers and administers the basin plans for groundwater resources in the various regions of the state. The Regional Water Quality Control Board (RWQCB) oversees surface and groundwater. Programs intended to protect workers from exposure to hazardous materials and from accidental upset are covered under OSHA at the federal level and Cal OSHA at the state level. Air quality is regulated through the CARB and South Coast Air Quality Management District. The State Fire Marshal is responsible for the protection of life and property through the development and application of fire prevention engineering, education, and enforcement; CAL FIRE provides fire protection services for State and privately-owned wildlands.

Senate Bill 99

SB 99 requires cities and counties, upon the next revision of the housing element on or after January 1, 2020, to review and update the safety element to include information identifying residential developments in hazard areas that do not have at least two emergency evacuation routes (California Government Code Section 65302(g)(5)).

Water Code

Division 7 of the California Water Code, commonly referred to as the Porter-Cologne Water Quality Control Act, created the SWRCB and the RWQCB. In addition, water quality responsibilities are established for the SWRCB and RWQCBs.

LOCAL

Certified Unified Program Agency

The Certified Unified Program Agencies (CUPA) consolidates, coordinates, and makes consistent hazardous materials and hazardous waste programs (program elements). The Los Angeles County Fire Department Health Hazardous Materials Division is the CUPA for the City of La Verne (Los

Angeles County Fire Department 2022). The Health Hazardous Materials Division administers the following programs:

- Hazardous Waste Generator Program;
- Hazardous Materials Release Response Plans and Inventory Program;
- California Accidental Release Prevention Program;
- Aboveground Storage Tank Program; and
- Underground Storage Tank Program.

Los Angeles County Operational Area Emergency Response Plan

The purpose of the Los Angeles County Operational Area Emergency Response Plan (OAERP) is to increase cooperation between agencies and jurisdictions in times of emergencies. The OAERP establishes the Operational Area emergency organization, identifies departmental responsibilities, and specifies policies and general procedures for addressing emergencies impacting the Operational Area. Further, this plan provides for the coordination of emergency operations plans of agencies and/or jurisdictions. The OAERP conforms to the standards of the National Incident Management System (NIMS) and Standardized Emergency Management System (SEMS).

Los Angeles County Department of Public Works

The Los Angeles County Department of Public Works operates permanent household hazardous waste facilities that offer service on a regular basis and temporary events throughout the year that provide residents a free and environmentally safe way to properly dispose or recycle hazardous household waste.

Brackett Field Airport Land Use Compatibility Plan

State law requires the creation of ALUCs to coordinate planning for the areas surrounding public use airports. In Los Angeles County, the Regional Planning Commission has the responsibility for acting as the ALUC and for coordinating the airport planning of public agencies within the County. The Comprehensive Land Use Plan adopts planning boundaries (airport influence areas) within which certain proposed land use actions must be submitted to the ALUC for review. The Brackett Field Airport Land Use Compatibility Plan is an individualized airport land use compatibility plan and supersedes the portion of the Los Angeles County Airport Land Use Plan applicable to Brackett Field Airport.

City of La Verne Natural Hazard Mitigation Plan

The City of La Verne Natural Hazard Mitigation Plan (NHMP) develops pre-disaster mitigation strategies in order to prevent human and economic loss in the event of a natural disaster such as an earthquake, landslide, or wildfire.

City of La Verne Community Wildfire Protection Plan

The purpose of the City of La Verne Community Wildfire Protection Plan (CWPP) is to protect human life and reduce the loss of assets such as property, critical infrastructure, and natural and cultural resources due to wildfire. This CWPP serves to guide future actions of property-owners, business-owners, La Verne Fire Department (LVFD), City staff, and other interested parties in their efforts to reduce the wildfire threat to the City.

City of La Verne Municipal Code

The La Verne Municipal Code Chapter 8.08, *Fire Department*, establishes the duties of the fire chief, as well as defines unlawful use of fire equipment and the liability on noncompliance with this Chapter. Chapter 8.12 discusses fire prevention regulations. Section 8.12.010 prohibits the accumulation of flammable waste; 8.12.020 determines when a burning permit is required; and Section 8.12.030 regulates the storage of combustible materials.

Municipal Code Chapter 8.32, *Collection, Removal and Disposal of Refuse*, regulates solid waste handling, including hazardous waste, in order to protect public health, safety, and welfare.

Municipal Code Chapter 15.32, *Fire Code*, adopts and incorporates Part 9 of Title 24 of the CCR, comprising the California Fire Code 2022 Edition, which incorporates and amends the International Fire Code 2021 Edition, as amended. The Fire Code sets fire safety related building standards and practices to safeguard life and property. Chapter 15.37, *Very High Fire Hazard Severity Zone Regulations*, designates very high fire hazard severity zones according to CAL FIRE's very high fire hazard severity zone map, and provides amendments to the Los Angeles County Building Code and California Building Code related to fire protection. Section 15.32.110, *Fuel Modification Plan in Fire Hazard Severity Zones*, requires submission of a fuel modification plan for development located within areas designated as a fire hazard severity zone within SRA or LRA. The fuel modification plan is to be reviewed by the fire marshal for defensible space, fire safety, and compliance with Sections 325.2.1, 325.2.2, 325.10, and 503.2.1 of the Los Angeles County Fire Code, the fire department's fuel modification guidelines, and California Code of Regulations, Title 14, Division 1.5, Chapter 7, subchapter 2 for development located within areas designated as a fire hazard severity zone within SRA or LRA. Section 15.32.030*, Storage of Explosives and Blasting Agent*s, prohibits the storage of explosive material and blasting agents in all areas of the City.

Municipal Code Chapter 18.68, *H-D-O-Z Hillside Development Overlay Zone*, provides supplemental standards for the development of hillside areas of the City and regulates development of hillside areas to minimize danger to life and property due to the hazards of fire, erosion, soil instability, liquefaction, landslide and seismic potential. Section 18.68.080, *Grading Guidelines*, provides guidelines designed to identify unusually hazardous areas and prevent the construction of unsafe homes in areas which are unusually hazardous, and includes a

requirement for development within a geologic hazard special study zone. Section 18.68.020, *Fire Hazard Standards*, requires all development in hillside areas to undergo review and approval by the fire chief to reduce fire hazards.

5.8.4 SIGNIFICANCE CRITERIA AND THRESHOLDS

Appendix G of the California Environmental Quality Act (CEQA) Guidelines contains the Initial Study Environmental Checklist, which includes questions related to hazards and hazardous materials. The issues presented in the Initial Study Environmental Checklist have been utilized as thresholds of significance in this section. Accordingly, a project may create a significant environmental impact if it would:

- Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials (refer to Impact Statement HAZ-1);
- Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment (refer to Impact Statement HAZ-2);
- Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school (refer to Impact Statement HAZ-3);
- Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment (refer to Impact Statement HAZ-4);
- For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area (refer to Impact Statement HAZ-5);
- Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan (refer to Impact Statement HAZ-6); and
- Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires (refer to Impact Statement HAZ-7).

5.8.5 IMPACTS AND MITIGATION MEASURES

HAZ-1: Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Impact Analysis: Many types of businesses utilize various chemicals and hazardous materials, and their routine business operations involve chemicals that are manufactured, warehoused, or transported. Implementation of the General Plan Update would accommodate the future development of both residential and non-residential uses. Increased development would result

in an increase in the routine transport, use, and storage of hazardous materials in the Planning Area, potentially resulting in accidental releases. Risk of upset can involve scenarios that could adversely affect the public or the environment through accidental release of hazardous materials. Exposure of persons to hazardous materials could also occur through the operations of future developments associated with the improper handling of hazardous materials/wastes, particularly by untrained personnel; transportation accident; environmentally unsound disposal methods; or fire, explosion, or other emergencies. Typical incidents that could create a hazard involve accidental releases of hazardous materials including accidents during transport causing a "spill" of a hazardous materials and/or natural disasters causing the unauthorized release of a substance. If not cleaned up immediately and completely, these and other types of incidents could cause contamination of soil, surface water and groundwater, in addition to any toxic vapors that might be generated. Human exposure to contaminated soil or water could have potential health effects depending on a variety of factors, including the nature of the contaminant and the degree of exposure.

The use, transportation, and disposal of hazardous materials is regulated and monitored by local fire departments, CUPAs, Cal OSHA, and the DTSC consistent with the requirements of federal, State, and local regulations and policies. Facilities that store hazardous materials on-site are required to maintain a Hazardous Materials Business Plan in accordance with State regulations. In the event of an accidental release of hazardous materials, the local CUPA and emergency management agencies (e.g., Police and Fire) would respond. All future projects allowed under the General Plan Update would be required to comply with the provisions of federal, State, and local requirements related to hazardous materials. As future development and infrastructure projects are considered by the City, each project would be evaluated for potential impacts, specific to the project, associated with hazardous materials, as required under CEQA.

In addition to the requirements associated with federal, State, and local regulations, the General Plan Update includes policies and actions to address potential impacts associated with hazardous materials among other issues. Policy M-7.1 discourages truck traffic within residential neighborhoods. Policy M-7.3 maintains roadway design standards to facilitate access to light industrial and manufacturing areas along designated truck routes. Action M-7.1 directs the City to update and implement the City's Freight Routes Map to ensure it serves the City's goods movement needs while considering the potential mobility conflicts and the location of sensitive land uses in the City. Policy PS-4.1 enforces the Uniform Fire Code as it controls the use of hazardous materials, seeing that appropriate laws are followed and precautions are taken for the type and amount of hazard being created. Policy PS-4.2 requires facilities that handle hazardous waste and materials to implement mitigation measures that reduce the risks associated with hazardous material production, storage, and disposal; and incorporate the standards of the Los Angeles County Hazardous Waste Management Plan regarding siting, development controls, and review procedures. Policy PS-4.3 restricts the transport of hazardous waste and materials to

designated routes. Policy PS-4.4 works with railroads to ensure rail safety along lines used to transport hazardous materials including emergency response procedures in the event of a rail accident involving hazardous materials. Policy PS-4.5 ensures that the LVFD can continue to respond safely and effectively to a hazardous materials incident in the City, whether it is a spill at a permitted facility, or the result of an accident along a section of the freeway or railroads that extend across the City. Policy PS-4.6 ensures continued compliance with the Los Angeles County Hazardous Waste Management Plan. Policy PS-4.7 ensures continued implementation of the proposed Hazardous Materials Release Plans and Hazardous Materials Inventories of the City of La Verne. Action PS-4.1 requires, as part of the development review process, projects that result in significant risks associated with hazardous materials to include measures to address the risks and reduce the risks to an acceptable level. Action PS-4.2 requires the submittal of information regarding hazardous materials manufacturing, storage, use, transport, and/or disposal by existing and proposed businesses and developments to the LVFD. Policy PS-8.11 maintains and regularly upgrades a mass communications system to effectively notify people during disasters and emergencies by using current communication technologies. Action PS-8.1 directs the City to regularly practice implementation of the City's Emergency Operations Plan and update it regularly. Action PS-8.2 directs the City to regularly review County and State Emergency response procedures that must be coordinated with City procedures.

As described previously, hazardous materials regulations related to the use, handling, and transport of hazardous materials are codified in Titles 8, 22, and 26 of the CCR, and their enabling legislation set forth in the California Health and Safety Code. These laws were established at the State level to ensure compliance with federal regulations to reduce the risk to human health and the environment from the routine use of hazardous substances. These regulations must be implemented by employers/businesses, as appropriate, and are monitored by the State (e.g., Cal OSHA in the workplace or DTSC for hazardous waste) and/or the County. The haulers and users of hazardous materials are listed with and regulated and monitored by the Los Angeles County Fire Department Health Hazardous Materials Division. Compliance with the requirements of federal, State, and local laws and regulations regarding the use and storage of hazardous materials would ensure that risks resulting from the routine transportation, use, storage, or disposal of hazardous materials or hazardous wastes associated with implementation of the General Plan Update would be less than significant.

Proposed General Plan Update Goals, Policies, and Actions:

MOBILITY ELEMENT

Policy M-7.1: **Truck Traffic on Local Streets.** Continue to discourage truck traffic within residential neighborhoods.

Policy M-7.2: **Local Truck Routes.** Maintain a network of local truck routes to facilitate goods movement to regional roads and to discourage the use of residential roads.

Policy M-7.3: **Roadway Design.** Maintain roadway design standards to facilitate access to light industrial and manufacturing areas along designated truck routes.

Action M-7.1: Update and implement the City's Freight Routes Map to ensure it serves the City's goods movement needs while considering the potential mobility conflicts and the location of sensitive land uses in the City.

Action M-7.2: Require traffic index calculations (consistent with the State Department of Transportation) for construction on streets that are designated as truck routes, in order to provide structural sections that will accommodate the projected truck volumes.

PUBLIC SAFETY ELEMENT

Goal PS-4: **Hazardous Waste and Materials.** A community that is protected from the potential for hazardous waste and materials contamination.

Policy PS-4.1: **Regulations.** Enforce the Uniform Fire Code as it controls the use of hazardous materials, seeing that appropriate laws are followed and precautions are taken for the type and amount of hazard being created.

Policy PS-4.2: **Mitigation Measures.** Require facilities that handle hazardous waste and materials to implement mitigation measures that reduce the risks associated with hazardous material production, storage, and disposal; incorporate the standards of the Los Angeles County Hazardous Waste Management Plan in regard to siting, development controls, and review procedures.

Policy PS-4.3: **Transport.** Restrict the transport of hazardous waste and materials to designated routes.

Policy PS-4.4: **Railroad Safety.** Work with railroads to ensure rail safety along lines used to transport hazardous materials including emergency response procedures in the event of a rail accident involving hazardous materials.

Policy PS-4.5: **Emergency Response.** Ensure that the Fire Department can continue to respond safely and effectively to a hazardous materials incident in the City, whether it is a spill at a permitted facility, or the result of an accident along a section of the freeway or railroads that extend across the City.

Policy PS-4.6: **Regional Compliance.** Continue to comply with the Los Angeles County Hazardous Waste Management Plan.

Policy PS-4.7: **City Plans.** Ensure continued implementation of the proposed Hazardous Materials Release Plans and Hazardous Materials Inventories of the City of La Verne.

Policy PS-4.8: **Education.** Prepare and distribute educational materials to the community regarding illegal dumping, the dangers of hazardous waste, and city and county hazardous waste management plans.

Action PS-4.1: As part of the development review process, require projects that result in significant risks associated with hazardous materials to include measures to address the risks and reduce the risks to an acceptable level.

Action PS-4.2: Continue to require the submittal of information regarding hazardous materials manufacturing, storage, use, transport, and/or disposal by existing and proposed businesses and developments to the Fire Department.

Action PS-4.3: Continue to promote off-site hazardous materials and/or electronic waste drop-off.

Goal PS-8: **Emergency Operations and Facilities.** A community that is prepared for and responds effectively to natural and human-induced disasters and emergencies, minimizing loss of life, injury, property damage, and disruption of vital services.

Policy PS-8.3 **Communication.** Maintain proper communication protocols and procedures among emergency service providers; local, state, and federal government agencies; businesses; schools; utilities; and other relevant parties to ensure quick and efficient response in the event of an emergency.

Policy PS-8.4: **Education.** Prepare our community for comprehensive and efficient emergency response including safe and secure evacuation routes.

Policy PS-8.5: **Automatic and Mutual Aid.** Continue to participate in automatic and mutual aid agreements with adjacent service providers to ensure efficient and adequate resources, facilities, and support services during and after emergencies.

Policy PS-8.6: **Emergency Evacuation Routes and Access.** Work with the Fire Department and Police Department to define minimum standards for evacuation of residential areas and to maintain, update, and regularly exercise emergency access, protocols, and evacuation routes to assess their effectiveness under a range of emergency scenarios. If areas with inadequate evacuation routes are identified, develop appropriate mitigation measures, improvement plans, or education programs to ensure safe evacuation.

Policy PS-8.11: **Warning Systems.** Maintain and regularly upgrade a mass communications system to effectively notify people during disasters and emergencies by using current communication technologies.

Action PS-8.1: Regularly practice implementation of the City's Emergency Operations Plan and update it regularly.

Action PS-8.2: Regularly review County and State Emergency response procedures that must be coordinated with City procedures.

COMMUNITY SERVICES AND FACILITIES

Policy CSF-5.1: **Provision of Services.** Ensure that the Police and Fire Departments have adequate funding, staff, and equipment to accommodate existing and future growth in La Verne.

Policy CSF-5.2: **Culture of Safety.** Establish a culture of safety in La Verne by encouraging and supporting public safety programs that enhance safety and reduce crime through community policing, public education, youth crime prevention, and outreach programs.

Policy CSF-5.4: **Department Consultation.** Promote coordination between land use planning and urban design through consultation and coordination with the Police and Fire Departments during the review of new development applications.

Policy CSF-5.5: **Fire Response Times.** Plan for, track. and maintain acceptable response times, as determined by the La Verne Fire Department.

Policy CSF-5.6: **Technology.** Support efforts to improve police, fire, and emergency medical services through improved use of modern technology and industry best practices.

Policy CSF-5.7: **Training.** Support the Police and Fire Departments in their efforts to continue to provide staff training that enhances cultural sensitivity, increases community outreach efforts, emphasizes their community service role, and maintains and enhances positive rapport with the community.

Policy CSF-5.8: **Roadway Design.** Design and maintain roadways in such a way so as to maintain acceptable emergency vehicle response times.

Action CSF-5.1: The La Verne Fire Department and City Engineer will review proposed development projects and street networks to evaluate the accessibility for fire engines and other emergency response functions.

Action CSF-5.5: Prepare a comprehensive update of the City's disaster awareness and emergency preparedness program.

Action CSF-5.6: Conduct annual disaster drills to train City staff and test the effectiveness of the Comprehensive Emergency Management Plan and operational readiness of the Emergency Operations Center.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

HAZ-2: Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Impact Analysis:

Short-Term Construction-Related Accidental Release of Hazardous Materials

The General Plan Update would enable development of new residential, commercial, industrial, and public uses. Construction activities associated with new development could result in upset and/or accident conditions involving the release of hazardous materials into the environment.

Demolition

Specific development projects have not been identified as part of the General Plan Update. However, future development accommodated through implementation of the General Plan Update could involve the demolition of existing structures and buildings as areas within the City are redeveloped. As discussed above, the Planning Area includes existing development from and prior to the 1960s; therefore, the presence of lead-based paint, ACM, and/or other contaminants, which are typically present in buildings and structures constructed prior to 1978, are likely present in some structures. All demolition that could result in the release of ACMs or lead-based paint would be conducted according to federal and State regulations which govern the renovation and demolition of structures where ACMs and lead-based paint are present. The National Emission Standards for Hazardous Air Pollutants mandates that building owners conduct an asbestos survey to determine the presence of ACMs prior to the commencement of any remedial work, including demolition. In accordance with SCAQMD Rule 1403, if ACM material is found, abatement of asbestos would be required prior to any demolition activities. If paint is separated from building materials (chemically or physically) during demolition of the structures, the paint waste would be required to be evaluated independently from the building material by a qualified Environmental Professional in accordance with Title 8 of the CCR, Section 1532.1. If lead-based paint is found, abatement would be required to be completed by a qualified Lead

Specialist prior to any demolition activities. Compliance with existing regulations related to ACM and lead-based paint would reduce potential impacts to a less than significant level.

Soil and Groundwater Contamination in Unknown Contaminated Sites

Future development accommodated through implementation of the General Plan Update could involve grading and excavation activities which could expose construction workers and the public to previously unknown hazardous substances present in the soil or groundwater. Exposure to contaminants could occur if the contaminants migrated to surrounding areas or if contaminated zones were disturbed at the contaminated location. Grading and excavation activities could also reveal previously unidentified underground storage tanks. Although underground storage tank removal activities could pose risks to workers and the public, potential risks would be minimized by managing the tank according to existing Los Angeles County Fire Department Health Hazardous Materials Division standards. Potential impacts to groundwater would be dependent upon the type of contaminant, the amount released, and depth to groundwater at the time of the release.

The public could also be exposed to hazardous materials if new development or redevelopment were to be located on a current or historical hazardous material site. There are no active cleanup sites within the Planning Area listed in the EnviroStor database. Two LUST sites within the Planning Area have an open status: Bracket Field, Pomona Police Heliport has a status of "Open – Verification Monitoring" as of October 2022, which means the remediation phases are essentially complete and a monitoring/sampling program is occurring to confirm successful completion of cleanup at the site; and Shell Oil Gas Station has a status of "Open – Eligible for Closure" as of August 2022, which means corrective action at the site has been completed and the case is going through the process of being closed. All other LUST sites in La Verne have a status of "Completed – Case Closed." Future development associated with implementation of the General Plan Update would be reviewed at the project-level to determine whether any development sites are listed on a hazardous materials site. Any development activities that may occur on documented hazardous materials sites would be required to undergo remediation and cleanup under the supervision of the regulatory agencies, such as DTSC and the Los Angeles RWQCB.

In addition to the requirements associated with federal, State, and local regulations, the General Plan Update includes policies and actions to address potential impacts associated with potentially contaminated sites. Policy PS-4.1 enforces the Uniform Fire Code as it controls the use of hazardous materials, seeing that appropriate laws are followed and precautions are taken for the type and amount of hazard being created. Policy PS-4.2 requires facilities that handle hazardous waste and materials to implement mitigation measures that reduce the risks associated with hazardous material production, storage, and disposal; and incorporate the standards of the Los Angeles County Hazardous Waste Management Plan regarding siting, development controls, and

review procedures. Policy PS-4.5 ensures that the LVFD can continue to respond safely and effectively to a hazardous materials incident in the City, whether it is a spill at a permitted facility, or the result of an accident along a section of the freeway or railroads that extend across the City. Policy PS-4.6 ensures continued compliance with the Los Angeles County Hazardous Waste Management Plan. Policy PS-4.7 ensures continued implementation of the proposed Hazardous Materials Release Plans and Hazardous Materials Inventories of the City of La Verne. Action PS-4.1 requires, as part of the development review process, projects that result in significant risks associated with hazardous materials to include measures to address the risks and reduce the risks to an acceptable level. Action PS-4.2 requires the submittal of information regarding hazardous materials manufacturing, storage, use, transport, and/or disposal by existing and proposed businesses and developments to the LVFD. Policy PS-8.11 maintains and regularly upgrades a mass communications system to effectively notify people during disasters and emergencies by using current communication technologies. Action PS-8.1 directs the City to regularly practice implementation of the City's Emergency Operations Plan and update it regularly. Action PS-8.2 directs the City to regularly review County and State Emergency response procedures that must be coordinated with City procedures. Compliance with General Plan Update goals, policies, and actions, and existing regulations would reduce potential impacts involving the release of hazardous materials into the environment as a result of on-site contamination to a less than significant level.

Long-Term Operations-Related Accidental Release of Hazardous Materials

Long-term operation activities associated with new development could result in upset and/or accident conditions involving the release of hazardous materials into the environment. The General Plan Update does not propose site-specific development; thus, specific hazardous materials that could be accidentally released cannot be predicted at this time. Typical incidents that could occur due to the accidental release of hazardous materials include leaking underground storage tanks, spills during transport, inappropriate storage or use, and/or natural disasters.

If not cleaned up immediately and completely, these and other types of incidents could cause contamination of soil, surface water, and groundwater, in addition to any toxic fumes that might be generated. Depending on the nature and extent of the contamination, groundwater supplies could become unsuitable for use as a domestic water source. Human exposure to contaminated soil or water could have potential health effects depending on a variety of factors, including the nature of the contaminant and the degree of exposure.

The transport, storage, and handling of hazardous materials by developers, contractors, business owners, and others are required to comply with federal, State, and local regulations during project construction and operation. Facilities that use hazardous materials are required to obtain permits from the EPA under RCRA, which gives the EPA the authority to control the generation,

transportation, treatment, storage, and disposal of hazardous waste. Additionally, the hazardous materials regulations included in federal law govern the transportation of hazardous materials. Locally, the Los Angeles County Fire Department Health Hazardous Materials Division is the CUPA for Los Angeles County and is responsible for consolidating, coordinating, and making consistent the administrative requirements, permits, inspections, and enforcement activities of state standards regarding the transportation, use, and disposal of hazardous materials in Los Angeles County, including the Planning Area.

The General Plan Update includes policies and actions to address potential accidental exposure of individuals as a consequence of unknown existing environmental contaminants. Policy M-7.1 discourages truck traffic within residential neighborhoods. Policy M-7.3 maintains roadway design standards to facilitate access to light industrial and manufacturing areas along designated truck routes. Action M-7.1 directs the City to update and implement the City's Freight Routes Map to ensure it serves the City's goods movement needs while considering the potential mobility conflicts and the location of sensitive land uses in the City. Policy PS-4.1 enforces the Uniform Fire Code as it controls the use of hazardous materials, seeing that appropriate laws are followed and precautions are taken for the type and amount of hazard being created. Policy PS-4.2 requires facilities that handle hazardous waste and materials to implement mitigation measures that reduce the risks associated with hazardous material production, storage, and disposal; and incorporate the standards of the Los Angeles County Hazardous Waste Management Plan regarding siting, development controls, and review procedures. Policy PS-4.3 restricts the transport of hazardous waste and materials to designated routes. Policy PS-4.4 works with railroads to ensure rail safety along lines used to transport hazardous materials including emergency response procedures in the event of a rail accident involving hazardous materials. Policy PS-4.5 ensures that the LVFD can continue to respond safely and effectively to a hazardous materials incident in the City, whether it is a spill at a permitted facility, or the result of an accident along a section of the freeway or railroads that extend across the City. Policy PS-4.6 ensures continued compliance with the Los Angeles County Hazardous Waste Management Plan. Policy PS-4.7 ensures continued implementation of the proposed Hazardous Materials Release Plans and Hazardous Materials Inventories of the City of La Verne. Action PS-4.1 requires, as part of the development review process, projects that result in significant risks associated with hazardous materials to include measures to address the risks and reduce the risks to an acceptable level. Action PS-4.2 requires the submittal of information regarding hazardous materials manufacturing, storage, use, transport, and/or disposal by existing and proposed businesses and developments to the LVFD. Policy PS-8.11 maintains and regularly upgrades a mass communications system to effectively notify people during disasters and emergencies by using current communication technologies. Action PS-8.1 directs the City to regularly practice implementation of the City's Emergency Operations Plan and update it regularly. Action PS-8.2 directs the City to regularly review County and State Emergency response procedures that must

be coordinated with City procedures. Compliance with all applicable federal, State, and local laws related to the transport, storage, and handling of hazardous materials would reduce the likelihood and severity of accidents, and impacts involving the release of hazardous materials into the environment would be less than significant.

Proposed General Plan Update Goals, Policies, and Actions:

MOBILITY ELEMENT

Policy M-7.1: **Truck Traffic on Local Streets.** Continue to discourage truck traffic within residential neighborhoods.

Policy M-7.2: **Local Truck Routes.** Maintain a network of local truck routes to facilitate goods movement to regional roads and to discourage the use of residential roads.

Policy M-7.3: **Roadway Design.** Maintain roadway design standards to facilitate access to light industrial and manufacturing areas along designated truck routes.

Action M-7.1: Update and implement the City's Freight Routes Map to ensure it serves the City's goods movement needs while considering the potential mobility conflicts and the location of sensitive land uses in the City.

Action M-7.2: Require traffic index calculations (consistent with the State Department of Transportation) for construction on streets that are designated as truck routes, in order to provide structural sections that will accommodate the projected truck volumes.

PUBLIC SAFETY ELEMENT

Goal PS-4: **Hazardous Waste and Materials.** A community that is protected from the potential for hazardous waste and materials contamination.

Policy PS-4.1: **Regulations.** Enforce the Uniform Fire Code as it controls the use of hazardous materials, seeing that appropriate laws are followed and precautions are taken for the type and amount of hazard being created.

Policy PS-4.2: **Mitigation Measures.** Require facilities that handle hazardous waste and materials to implement mitigation measures that reduce the risks associated with hazardous material production, storage, and disposal; incorporate the standards of the Los Angeles County Hazardous Waste Management Plan in regard to siting, development controls, and review procedures.

Policy PS-4.3: **Transport.** Restrict the transport of hazardous waste and materials to designated routes.

Policy PS-4.4: **Railroad Safety.** Work with railroads to ensure rail safety along lines used to transport hazardous materials including emergency response procedures in the event of a rail accident involving hazardous materials.

Policy PS-4.5: **Emergency Response.** Ensure that the Fire Department can continue to respond safely and effectively to a hazardous materials incident in the City, whether it is a spill at a permitted facility, or the result of an accident along a section of the freeway or railroads that extend across the City.

Policy PS-4.6: **Regional Compliance.** Continue to comply with the Los Angeles County Hazardous Waste Management Plan.

Policy PS-4.7: **City Plans.** Ensure continued implementation of the proposed Hazardous Materials Release Plans and Hazardous Materials Inventories of the City of La Verne.

Policy PS-4.8: **Education.** Prepare and distribute educational materials to the community regarding illegal dumping, the dangers of hazardous waste, and city and county hazardous waste management plans.

Action PS-4.1: As part of the development review process, require projects that result in significant risks associated with hazardous materials to include measures to address the risks and reduce the risks to an acceptable level.

Action PS-4.2: Continue to require the submittal of information regarding hazardous materials manufacturing, storage, use, transport, and/or disposal by existing and proposed businesses and developments to the Fire Department.

Action PS-4.3: Continue to promote off-site hazardous materials and/or electronic waste drop-off.

Goal PS-8: **Emergency Operations and Facilities.** A community that is prepared for and responds effectively to natural and human-induced disasters and emergencies, minimizing loss of life, injury, property damage, and disruption of vital services.

Policy PS-8.3 **Communication.** Maintain proper communication protocols and procedures among emergency service providers; local, state, and federal government agencies; businesses; schools; utilities; and other relevant parties to ensure quick and efficient response in the event of an emergency.

Policy PS-8.4: **Education.** Prepare our community for comprehensive and efficient emergency response including safe and secure evacuation routes.

Policy PS-8.5: **Automatic and Mutual Aid.** Continue to participate in automatic and mutual aid agreements with adjacent service providers to ensure efficient and adequate resources, facilities, and support services during and after emergencies.

Policy PS-8.6: **Emergency Evacuation Routes and Access.** Work with the Fire Department and Police Department to define minimum standards for evacuation of residential areas and to maintain, update, and regularly exercise emergency access, protocols, and evacuation routes to assess their effectiveness under a range of emergency scenarios. If areas with inadequate evacuation routes are identified, develop appropriate mitigation measures, improvement plans, or education programs to ensure safe evacuation.

Policy PS-8.11: **Warning Systems.** Maintain and regularly upgrade a mass communications system to effectively notify people during disasters and emergencies by using current communication technologies.

Action PS-8.1: Regularly practice implementation of the City's Emergency Operations Plan and update it regularly.

Action PS-8.2: Regularly review County and State Emergency response procedures that must be coordinated with City procedures.

COMMUNITY SERVICES AND FACILITIES

Policy CSF-5.1: **Provision of Services.** Ensure that the Police and Fire Departments have adequate funding, staff, and equipment to accommodate existing and future growth in La Verne.

Policy CSF-5.2: **Culture of Safety.** Establish a culture of safety in La Verne by encouraging and supporting public safety programs that enhance safety and reduce crime through community policing, public education, youth crime prevention, and outreach programs.

Policy CSF-5.4: **Department Consultation.** Promote coordination between land use planning and urban design through consultation and coordination with the Police and Fire Departments during the review of new development applications.

Policy CSF-5.5: **Fire Response Times.** Plan for, track. and maintain acceptable response times, as determined by the La Verne Fire Department.

Policy CSF-5.6: **Technology.** Support efforts to improve police, fire, and emergency medical services through improved use of modern technology and industry best practices.

Policy CSF-5.7: **Training.** Support the Police and Fire Departments in their efforts to continue to provide staff training that enhances cultural sensitivity, increases community outreach efforts, emphasizes their community service role, and maintains and enhances positive rapport with the community.

Policy CSF-5.8: **Roadway Design.** Design and maintain roadways in such a way so as to maintain acceptable emergency vehicle response times.

Action CSF-5.1: The La Verne Fire Department and City Engineer will review proposed development projects and street networks to evaluate the accessibility for fire engines and other emergency response functions.

Action CSF-5.5: Prepare a comprehensive update of the City's disaster awareness and emergency preparedness program.

Action CSF-5.6: Conduct annual disaster drills to train City staff and test the effectiveness of the Comprehensive Emergency Management Plan and operational readiness of the Emergency Operations Center.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

HAZ-3: Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Impact Analysis: The City is served by a variety of preschools, elementary, middle, and high schools; refer to Section 5.13, *Public Services & Recreation*, of this EIR. As noted above, future development under the General Plan Update could utilize, transport, store, or dispose of hazardous materials during construction or operation. Excavation and grading activities associated with future development could expose the public to unknown hazardous materials present in soil or groundwater, which would require remediation activities. Remediation, if any, would include potential transport of hazardous materials to an approved landfill facility. As a result, future development within the Planning Area could potentially emit or handle hazardous materials within one-quarter mile of an existing or proposed school.

CEQA Guidelines Section 15186, *School Facilities*, requires that school projects, as well as projects proposed to be located near schools, examine potential health impacts resulting from exposure to hazardous materials, wastes, and substances. Furthermore, permitting requirements for individual hazardous material handlers or emitters would require evaluation and notification where potential hazardous materials handling and emissions could occur in proximity to existing schools.

In addition to the requirements associated with federal, State, and local regulations, the General Plan Update includes policies and actions to address potential impacts associated with hazardous materials. Policy M-7.1 discourages truck traffic within residential neighborhoods. Policy M-7.3 maintains roadway design standards to facilitate access to light industrial and manufacturing areas along designated truck routes. Action M-7.1 directs the City to update and implement the City's Freight Routes Map to ensure it serves the City's goods movement needs while considering the potential mobility conflicts and the location of sensitive land uses in the City. Policy PS-4.1 enforces the Uniform Fire Code as it controls the use of hazardous materials, seeing that appropriate laws are followed and precautions are taken for the type and amount of hazard being created. Policy PS-4.2 requires facilities that handle hazardous waste and materials to implement mitigation measures that reduce the risks associated with hazardous material production, storage, and disposal; and incorporate the standards of the Los Angeles County Hazardous Waste Management Plan in regard to siting, development controls, and review procedures. Policy PS-4.3 restricts the transport of hazardous waste and materials to designated routes. Policy PS-4.4 works with railroads to ensure rail safety along lines used to transport hazardous materials including emergency response procedures in the event of a rail accident involving hazardous materials. Policy PS-4.5 ensures that the LVFD can continue to respond safely and effectively to a hazardous materials incident in the City, whether it is a spill at a permitted facility, or the result of an accident along a section of the freeway or railroads that extend across the City. Policy PS-4.6 ensures continued compliance with the Los Angeles County Hazardous Waste Management Plan. Policy PS-4.7 ensures continued implementation of the proposed Hazardous Materials Release Plans and Hazardous Materials Inventories of the City of La Verne. Action PS-4.1 requires, as part of the development review process, projects that result in significant risks associated with hazardous materials to include measures to address the risks and reduce the risks to an acceptable level. Action PS-4.2 requires the submittal of information regarding hazardous materials manufacturing, storage, use, transport, and/or disposal by existing and proposed businesses and developments to the LVFD. Policy PS-8.11 maintains and regularly upgrades a mass communications system to effectively notify people during disasters and emergencies by using current communication technologies. Action PS-8.1 directs the City to regularly practice implementation of the City's Emergency Operations Plan and update it regularly. Action PS-8.2 directs the City to regularly review County and State Emergency response procedures that must be coordinated with City procedures. Implementation of the safety procedures and regulations mandated by applicable federal, State, and local laws and the General Plan Update policies and actions would ensure that potential risks resulting from the routine transportation, use, storage, or disposal of hazardous materials or hazardous wastes in proximity to a school associated with implementation of the General Plan Update would be less than significant.

Proposed General Plan Update Goals, Policies, and Actions:

MOBILITY ELEMENT

Policy M-7.1: **Truck Traffic on Local Streets.** Continue to discourage truck traffic within residential neighborhoods.

Policy M-7.2: **Local Truck Routes.** Maintain a network of local truck routes to facilitate goods movement to regional roads and to discourage the use of residential roads.

Policy M-7.3: **Roadway Design.** Maintain roadway design standards to facilitate access to light industrial and manufacturing areas along designated truck routes.

Action M-7.1: Update and implement the City's Freight Routes Map to ensure it serves the City's goods movement needs while considering the potential mobility conflicts and the location of sensitive land uses in the City.

Action M-7.2: Require traffic index calculations (consistent with the State Department of Transportation) for construction on streets that are designated as truck routes, in order to provide structural sections that will accommodate the projected truck volumes.

PUBLIC SAFETY ELEMENT

Goal PS-4: **Hazardous Waste and Materials.** A community that is protected from the potential for hazardous waste and materials contamination.

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Policy PS-4.2: **Mitigation Measures.** Require facilities that handle hazardous waste and materials to implement mitigation measures that reduce the risks associated with hazardous material production, storage, and disposal; incorporate the standards of the Los Angeles County Hazardous Waste Management Plan in regard to siting, development controls, and review procedures.

Policy PS-4.3: **Transport.** Restrict the transport of hazardous waste and materials to designated routes.

Policy PS-4.4: **Railroad Safety.** Work with railroads to ensure rail safety along lines used to transport hazardous materials including emergency response procedures in the event of a rail accident involving hazardous materials.

Policy PS-4.5: **Emergency Response.** Ensure that the Fire Department can continue to respond safely and effectively to a hazardous materials incident in the City, whether it is a spill at a permitted facility, or the result of an accident along a section of the freeway or railroads that extend across the City.

Policy PS-4.6: **Regional Compliance.** Continue to comply with the Los Angeles County Hazardous Waste Management Plan.

Policy PS-4.7: **City Plans.** Ensure continued implementation of the proposed Hazardous Materials Release Plans and Hazardous Materials Inventories of the City of La Verne.

Policy PS-4.8: **Education.** Prepare and distribute educational materials to the community regarding illegal dumping, the dangers of hazardous waste, and city and county hazardous waste management plans.

Action PS-4.1: As part of the development review process, require projects that result in significant risks associated with hazardous materials to include measures to address the risks and reduce the risks to an acceptable level.

Action PS-4.2: Continue to require the submittal of information regarding hazardous materials manufacturing, storage, use, transport, and/or disposal by existing and proposed businesses and developments to the Fire Department.

Action PS-4.3: Continue to promote off-site hazardous materials and/or electronic waste drop-off.

Goal PS-8: **Emergency Operations and Facilities.** A community that is prepared for and responds effectively to natural and human-induced disasters and emergencies, minimizing loss of life, injury, property damage, and disruption of vital services.

Policy PS-8.3 **Communication.** Maintain proper communication protocols and procedures among emergency service providers; local, state, and federal government agencies; businesses; schools; utilities; and other relevant parties to ensure quick and efficient response in the event of an emergency.

Policy PS-8.4: **Education.** Prepare our community for comprehensive and efficient emergency response including safe and secure evacuation routes.

Policy PS-8.5: **Automatic and Mutual Aid.** Continue to participate in automatic and mutual aid agreements with adjacent service providers to ensure efficient and adequate resources, facilities, and support services during and after emergencies.

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develop appropriate mitigation measures, improvement plans, or education programs to ensure safe evacuation.

Policy PS-8.11: **Warning Systems.** Maintain and regularly upgrade a mass communications system to effectively notify people during disasters and emergencies by using current communication technologies.

Action PS-8.1: Regularly practice implementation of the City's Emergency Operations Plan and update it regularly.

Action PS-8.2: Regularly review County and State Emergency response procedures that must be coordinated with City procedures.

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Action CSF-5.5: Prepare a comprehensive update of the City's disaster awareness and emergency preparedness program.

Action CSF-5.6: Conduct annual disaster drills to train City staff and test the effectiveness of the Comprehensive Emergency Management Plan and operational readiness of the Emergency Operations Center.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

HAZ-4: Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

Impact Analysis: There is one location with a La Verne address that is listed in the Envirostor database, located at 1855 Carrion Road, off of Arrow Highway in southern La Verne. The site was the historical location of Occidental Research Corporation. The contaminants were not specified; the cleanup status states "refer to RWQCB" (as of 1995). The potential contaminants of concern listed at this site include: other inorganic solid waste; unspecified acid solution; unspecified solvent mixtures; and waste oil and mixed oil. There are no hazardous materials release sites located in the City of La Verne on the Cortese List. Future development associated with implementation of the General Plan Update would be evaluated at the project-level to determine whether any development sites are listed on a hazardous materials site. Any development activities occurring on documented hazardous materials sites would be required to undergo remediation and cleanup under the supervision of the DTSC and the Los Angeles RWQCB prior to construction.

The General Plan Update includes policies and actions to address potential impacts associated with hazardous materials. Policy M-7.1 discourages truck traffic within residential neighborhoods. Policy M-7.3 maintains roadway design standards to facilitate access to light industrial and manufacturing areas along designated truck routes. Action M-7.1 directs the City to update and implement the City's Freight Routes Map to ensure it serves the City's goods movement needs while considering the potential mobility conflicts and the location of sensitive land uses in the City. Policy PS-4.1 enforces the Uniform Fire Code as it controls the use of hazardous materials, seeing that appropriate laws are followed and precautions are taken for the type and amount of hazard being created. Policy PS-4.2 requires facilities that handle hazardous waste and materials to implement mitigation measures that reduce the risks associated with

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Proposed General Plan Update Goals, Policies, and Actions:

MOBILITY ELEMENT

Policy M-7.1: **Truck Traffic on Local Streets.** Continue to discourage truck traffic within residential neighborhoods.

Policy M-7.2: **Local Truck Routes.** Maintain a network of local truck routes to facilitate goods movement to regional roads and to discourage the use of residential roads.

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Action M-7.1: Update and implement the City's Freight Routes Map to ensure it serves the City's goods movement needs while considering the potential mobility conflicts and the location of sensitive land uses in the City.

Action M-7.2: Require traffic index calculations (consistent with the State Department of Transportation) for construction on streets that are designated as truck routes, in order to provide structural sections that will accommodate the projected truck volumes.

PUBLIC SAFETY ELEMENT

Goal PS-4: **Hazardous Waste and Materials.** A community that is protected from the potential for hazardous waste and materials contamination.

Policy PS-4.1: **Regulations.** Enforce the Uniform Fire Code as it controls the use of hazardous materials, seeing that appropriate laws are followed and precautions are taken for the type and amount of hazard being created.

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Policy PS-4.3: **Transport.** Restrict the transport of hazardous waste and materials to designated routes.

Policy PS-4.4: **Railroad Safety.** Work with railroads to ensure rail safety along lines used to transport hazardous materials including emergency response procedures in the event of a rail accident involving hazardous materials.

Policy PS-4.5: **Emergency Response.** Ensure that the Fire Department can continue to respond safely and effectively to a hazardous materials incident in the City, whether it is a spill at a permitted facility, or the result of an accident along a section of the freeway or railroads that extend across the City.

Policy PS-4.6: **Regional Compliance.** Continue to comply with the Los Angeles County Hazardous Waste Management Plan.

Policy PS-4.7: **City Plans.** Ensure continued implementation of the proposed Hazardous Materials Release Plans and Hazardous Materials Inventories of the City of La Verne.

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Action PS-4.3: Continue to promote off-site hazardous materials and/or electronic waste drop-off.

Goal PS-8: **Emergency Operations and Facilities.** A community that is prepared for and responds effectively to natural and human-induced disasters and emergencies, minimizing loss of life, injury, property damage, and disruption of vital services.

Policy PS-8.3 **Communication.** Maintain proper communication protocols and procedures among emergency service providers; local, state, and federal government agencies; businesses; schools; utilities; and other relevant parties to ensure quick and efficient response in the event of an emergency.

Policy PS-8.4: **Education.** Prepare our community for comprehensive and efficient emergency response including safe and secure evacuation routes.

Policy PS-8.5: **Automatic and Mutual Aid.** Continue to participate in automatic and mutual aid agreements with adjacent service providers to ensure efficient and adequate resources, facilities, and support services during and after emergencies.

Policy PS-8.6: **Emergency Evacuation Routes and Access.** Work with the Fire Department and Police Department to define minimum standards for evacuation of residential areas and to maintain, update, and regularly exercise emergency access, protocols, and evacuation routes to assess their effectiveness under a range of emergency scenarios. If areas with inadequate evacuation routes are identified, develop appropriate mitigation measures, improvement plans, or education programs to ensure safe evacuation.

Policy PS-8.11: **Warning Systems.** Maintain and regularly upgrade a mass communications system to effectively notify people during disasters and emergencies by using current communication technologies.

Action PS-8.1: Regularly practice implementation of the City's Emergency Operations Plan and update it regularly.

Action PS-8.2: Regularly review County and State Emergency response procedures that must be coordinated with City procedures.

COMMUNITY SERVICES AND FACILITIES

Policy CSF-5.1: **Provision of Services.** Ensure that the Police and Fire Departments have adequate funding, staff, and equipment to accommodate existing and future growth in La Verne.

Policy CSF-5.2: **Culture of Safety.** Establish a culture of safety in La Verne by encouraging and supporting public safety programs that enhance safety and reduce crime through community policing, public education, youth crime prevention, and outreach programs.

Policy CSF-5.4: **Department Consultation.** Promote coordination between land use planning and urban design through consultation and coordination with the Police and Fire Departments during the review of new development applications.

Policy CSF-5.5: **Fire Response Times.** Plan for, track. and maintain acceptable response times, as determined by the La Verne Fire Department.

Policy CSF-5.6: **Technology.** Support efforts to improve police, fire, and emergency medical services through improved use of modern technology and industry best practices.

Policy CSF-5.7: **Training.** Support the Police and Fire Departments in their efforts to continue to provide staff training that enhances cultural sensitivity, increases community outreach efforts, emphasizes their community service role, and maintains and enhances positive rapport with the community.

Policy CSF-5.8: **Roadway Design.** Design and maintain roadways in such a way so as to maintain acceptable emergency vehicle response times.

Action CSF-5.1: The La Verne Fire Department and City Engineer will review proposed development projects and street networks to evaluate the accessibility for fire engines and other emergency response functions.

Action CSF-5.5: Prepare a comprehensive update of the City's disaster awareness and emergency preparedness program.

Action CSF-5.6: Conduct annual disaster drills to train City staff and test the effectiveness of the Comprehensive Emergency Management Plan and operational readiness of the Emergency Operations Center.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

HAZ-5: For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?

Impact Analysis: Brackett Field Airport, a County-owned and operated airport, is located within the southern portion of the City of La Verne. The Brackett Field ALUCP was adopted to ensure that future land uses in the area surrounding Brackett Field Airport will be compatible with potential long-range aircraft activities at the airport, and that the public's exposure to airport safety hazards and noise impacts are minimized. The ALUCP provides the basis by which the ALUC and local agencies located within the Airport Influence Areas carry out land use development review responsibilities in accordance with State law. A portion of the City of La Verne is located within the Brackett Field Airport Influence Area and development within this area would therefore be subject to the ALUCP.

The ALUCP divides the Airport Influence Area into seven different zones and provides guidelines on issues such as land use and building height. It gives three general categories—normally compatible, conditional, or incompatible—to indicate its recommendations for the stated issue and its proximity to the airport. For example, the zone closest to the runway should not have buildings over three stories tall, trees higher than 35 feet, or serve as an attraction for birds or other wildlife. As shown in Figure 5.8-1, *Airport Land Use Compatibility Zones*, most of the City of La Verne falls into Zone E or Zone D which have the fewest restrictions and are categorized as having "normally compatible" or "conditional" land use acceptability across most categories. Zones A, B1, B2, and C1 are more restrictive in nature due to their close proximity to the airport. The majority of mapped Zones A, B1, B2, and C1 are within the Bracket Field Airport facilities or outside of the Planning Area; however, a small portion of the southern Planning Area is located within these zones.

Noise associated with aircraft overflights is also of concern when evaluating aircraft noise effects in terms of land use compatibility. Single-event noise is the maximum sound level produced by an individual approach overflight at a specific location, often described in terms of L_{max}, which is the maximum sound level recorded for each event. A different measurement of single-event noise, also commonly used when evaluating aircraft noise, is the SEL. The SEL describes the event's mean energy level over the duration of the noise event. As would be expected, single-event noise levels for aircraft overflights within the Planning Area would be greatest and most frequent near the airport's primary flight paths. The majority of mapped noise contours above the 65 CNEL contour associated with Brackett Field are located within the Bracket Field Airport facilities or outside of the Planning Area; however, a small portion of the 65-70 CNEL contour is located adjacent to the airport, and the 60-65 CNEL contour extends into the southern portion

of the Planning Area. While no specific development projects are proposed under the General Plan Update, new development and redevelopment may allow for new noise sensitive land uses within the 60 dB CNEL noise contours.

The ALUC retains land use development review of applicable projects until the affected local agencies' General and Specific Plans have been deemed consistent with the ALUCP. All future development projects accommodated by the General Plan Update would be required to comply with federal, State, and local regulations related to aircraft, including the Brackett Field ALUCP. Additionally, the General Plan Update includes policies and actions to address potential impacts associated with operation of Bracket Field Airport. Policy PS-6.1 maintains compatibility of development with airport operations in the area surrounding the airport in accordance with the adopted ALUCP. Policy PS-6.2 requires that the City review all improvements at Brackett Field for consistency with the General Plan. Policy PS-6.3 maintains regular communication and coordination with Los Angeles County and Brackett Field, and request advance notice of any operations that could adversely impact the community, even if those impacts are temporary. Policy PS-6.4 ensures that buildings and structures that would penetrate Federal Aviation Regulation (FAR) Part 77 Imaginary Obstruction Surfaces for Brackett Field are not approved, unless found consistent by the Los Angeles County ALUC. Additionally, in accordance with FAR Part 77, applicants proposing buildings or structures that penetrate the 100:1 Notification Surface are required to file a Form 7460-1 Notice of Proposed Construction or Alteration with the Federal Aviation Administration (FAA) and provide a copy of the FAA determination to the City and the ALUC. Per Policy PS-6.5, for development projects with structures higher than 200 feet above existing grade, the City shall inform the ALUC and submit materials to the ALUC for review. Proposed projects that would exceed a height of 200 feet above existing grade shall be required to file Form 7460-1 with the FAA. Policy PS 6.6 requires compliance with all applicable FAA and Los Angeles County regulations regarding the operation of Small Unmanned Aircraft Systems (UAS), commonly referred to as "drones", including restrictions and requirements for operation near airports (e.g., Brackett Field). Policy PS-7.2 requires that sensitive facilities and uses be located in areas away from excessive noise unless proper mitigation is in place. Policy PS-7.11 supports working with Los Angeles County and Brackett Field to maintain noise from the airport at its current level. Action 7.2 requires new development and transportation projects be reviewed for compliance with the noise requirements established in the proposed General Plan Update, including the standards established in Table PS-1, and, where necessary, mitigate excessive noise through best practices.

Compliance with General Plan Update goals, policies, and actions, and existing regulations would reduce potential impacts with regard to safety hazards to people residing or working in the Planning Area to a less than significant level.

Proposed General Plan Update Goals, Policies, and Actions:

PUBLIC SAFETY ELEMENT

Goal PS-6: **Aircraft.** A community that is protected from the impacts and potential risks of aircraft activity at Brackett Field.

Policy PS-6.1: **Land Use Compatibility.** Maintain compatibility of development with airport operations in the area surrounding the airport in accordance with the adopted Airport Land Use Compatibility Plan (ALUCP).

Policy PS-6.2: **Development Plans.** Review plans for all improvements at Brackett Field for consistency with the City of La Verne General Plan, to the extent required by Government Code 65403, and provide the County of Los Angeles with suggestions to resolve areas of inconsistency.

Policy PS-6.3: **Airport Operations Monitoring.** Maintain regular communication and coordination with Los Angeles County and Brackett Field, and request advance notice of any operations that could adversely impact the community, even if those impacts are temporary.

Policy PS-6.4: **Federal Aviation Regulation Part 77.** Do not approve buildings and structures that would penetrate Federal Aviation Regulation (FAR) Part 77 Imaginary Obstruction Surfaces for Brackett Field unless found consistent by the Los Angeles County Airport Land Use Commission (ALUC). Additionally, in accordance with FAR Part 77, require applicants proposing buildings or structures that penetrate the 100:1 Notification Surface to file a Form 7460-1 Notice of Proposed Construction or Alteration with the Federal Aviation Administration (FAA) and provide a copy of the FAA determination to the City and the ALUC.

Policy PS-6.5: **Structures above 200 Feet.** For development projects with structures higher than 200 feet above existing grade, the City shall inform the ALUC and submit materials to the ALUC for review. Proposed projects that would exceed a height of 200 feet above existing grade shall be required to file Form 7460-1 with the FAA.

Policy PS-6.6: **Unmanned Aircraft Systems.** Require compliance with all applicable FAA and Los Angeles County regulations regarding the operation of Small Unmanned Aircraft Systems (UAS), commonly referred to as “drones”, including restrictions and requirements for operation near airports (e.g., Brackett Field).

Policy PS-7.2: **Sensitive Facilities**. Locate sensitive facilities such as residential uses, schools, medical facilities, libraries, churches, and convalescent homes away from areas of excessive noise unless proper mitigation measures are in place.

Policy PS-7.11: **Airport Noise**. Work with Los Angeles County and Brackett Field to monitor aircraft noise, implement noise-reducing operation measures, promote pilot awareness of noise impacts, and maintain noise from the airport at its current level.

Action PS-7.1: Update the La Verne Municipal Code to ensure that the noise standards are consistent with this General Plan, and to require new residential, mixed-use with a residential component, and other noise-sensitive development to be designed to minimize noise exposure to noise sensitive uses through incorporation of site planning and architectural techniques. The update shall also include noise standards for residential uses within a mixed-use development, which may differ from other adopted residential noise standards.

Action PS-7.2: Review new development projects for compliance with the noise requirements established in this General Plan, including the standards established in Tables PS-1 and PS-2. Where necessary, require new development to mitigate excessive noise through best practices, including building location and orientation, building design features, placement of noise-generating equipment away from sensitive receptors, shielding of noise-generating equipment, placement of noise-tolerant features between noise sources and sensitive receptors, and use of noise-minimizing materials such as rubberized asphalt.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

HAZ-6: Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Impact Analysis: The General Plan Update would allow a variety of new development, including residential and non-residential projects, which would result in increased jobs and population in the Planning Area. As the City is nearly built out, roads and infrastructure are generally in place and major circulation improvements are not anticipated to accommodate the new growth. Implementation of the General Plan Update would not impair or physically interfere with an adopted emergency response plan or emergency evacuation plan. As described in Section 5.13, *Public Services & Recreation*, the LVFD provides fire and emergency response service to the City. The LVFD has mutual aid agreements with the Los Angeles County Fire Department and the United States Forest Service. The County OAERP provides for the coordination of emergency operations plans of agencies and/or jurisdictions within the Operational Area. The OAERP conforms to the standards of the NIMS and SEMS. The OAERP does not provide a specific

evacuation route map, as evacuation measures would be implemented based on the specific emergency and area affected. The General Plan Update would not require or result in revisions to the adopted OAERP.

As part of the General Plan Update, the City prepared an analysis consistent with SB 99 to identify residential developments in hazard areas that do not have at least two emergency evacuation routes. The analysis found that out of 5,471 unique land parcels identified as residential and located within an identified hazard zone, the vast majority (approximately 81 percent) of the parcels have multiple exit points with access to multiple primary emergency access roadways, and another 10 percent of the parcels have multiple exit points access to a primary emergency access roadway. Approximately seven percent of the developed parcels have one exit point directly onto a single primary emergency access roadway, and the remaining two percent have one exit point with access to a single primary emergency access roadway. Parcels with one exit point are located primarily in the northern portion of the City; however, there are also small portions of other subdivisions with only one exit point located throughout the Planning Area. The General Plan Update includes policies and actions to address emergency evacuation routes. Specifically, Policy PS-8.6 directs cooperation with the Fire Department and Police Department to define minimum standards for evacuation of residential areas and to maintain, update, and regularly exercise emergency access, protocols, and evacuation routes to assess their effectiveness under a range of emergency scenarios. If areas with inadequate evacuation routes are identified, develop appropriate mitigation measures, improvement plans, or education programs to ensure safe evacuation.

The General Plan Update does not include any site-specific development. However, future development would be designed, constructed, and maintained in accordance with applicable standards, including vehicular access to ensure that adequate emergency access and evacuation would be maintained. Construction activities that may temporarily restrict vehicular traffic would be required to implement appropriate measures to facilitate the passage of persons and vehicles through/around any required road closures. Highways and major roadways are anticipated to be used as the primary routes for evacuation; however, evacuation routes would depend upon the emergency event and area affected. The General Plan Update includes policies and actions to address emergency response and evacuation. Policy PS 4.5 ensures that the Fire Department can continue to respond safely and effectively to a hazardous materials incident in the City, whether it is a spill at a permitted facility, or the result of an accident along a section of the freeway or railroads that extend across the City. Policy PS-8.1 coordinates with service providers to ensure the resilience of critical facilities, lifeline services, and infrastructure, and plan for the use of critical facilities during post-disaster response and recovery. Policy PS-8.2 ensures La Verne's NHMP is updated on a regular basis in order to reflect changing conditions, best practices, regulatory environment, and advancements in knowledge; and to maintain eligibility for public assistance grants. Policy PS-8.6 directs cooperation with the Fire Department and Police

Department to define minimum standards for evacuation of residential areas and to maintain, update, and regularly exercise emergency access, protocols, and evacuation routes to assess their effectiveness under a range of emergency scenarios. If areas with inadequate evacuation routes are identified, develop appropriate mitigation measures, improvement plans, or education programs to ensure safe evacuation. Action 8.1 directs the City to regularly practice implementation of the City's Emergency Operations Plan and update it regularly. Action 8.2 directs regular review of County and State Emergency response procedures that must be coordinated with City procedures. Action 8.3 continues to implement the City of La Verne's Natural Hazard Mitigation Plan. Policy CSF-5.8 ensures roadways are designed and maintained in such a way so as to maintain acceptable emergency vehicle response times. Action CSF-5.1 ensures the LVFD and City Engineer will review proposed development projects and street networks to evaluate the accessibility for fire engines and other emergency response functions. Action CSF-5.5 directs the City to prepare a comprehensive update of the City's disaster awareness and emergency preparedness program. Action CSF-5.6 directs the City to conduct annual disaster drills to train City staff and test the effectiveness of the Comprehensive Emergency Management Plan and operational readiness of the Emergency Operations Center.

Primary access to all major roads would be maintained during construction of future developments within the Planning Area. As part of the development review process (Municipal Code Chapter 18.16), future development projects would be reviewed for adequate infrastructure and access as well as consistency with adopted emergency and evacuation plans among many other environmental issues in order to ensure the safety of City residents and the physical environment. Therefore, impacts associated with adopted emergency response or evacuation plans would be less than significant.

Proposed General Plan Update Goals, Policies, and Actions:

PUBLIC SAFETY ELEMENT

Policy PS-4.5: **Emergency Response.** Ensure that the Fire Department can continue to respond safely and effectively to a hazardous materials incident in the City, whether it is a spill at a permitted facility, or the result of an accident along a section of the freeway or railroads that extend across the City.

Goal PS-8: **Emergency Operations and Facilities.** A community that is prepared for and responds effectively to natural and human-induced disasters and emergencies, minimizing loss of life, injury, property damage, and disruption of vital services.

Policy PS-8.1: **Critical Facilities.** Coordinate with service providers to ensure the resilience of critical facilities, lifeline services, and infrastructure, and plan for the use of critical facilities during post-disaster response and recovery.

Policy PS-8.2: **Natural Hazard Mitigation Plan.** Update La Verne's Natural Hazard Mitigation Plan (NHMP) on a regular basis in order to reflect changing conditions, best practices, regulatory environment, and advancements in knowledge; and to maintain eligibility for public assistance grants.

Policy PS-8.3: **Communication.** Maintain proper communication protocols and procedures among emergency service providers; local, state, and federal government agencies; businesses; schools; utilities; and other relevant parties to ensure quick and efficient response in the event of an emergency.

Policy PS-8.4: **Education.** Prepare our community for comprehensive and efficient emergency response including safe and secure evacuation routes.

Policy PS-8.5: **Automatic and Mutual Aid.** Continue to participate in automatic and mutual aid agreements with adjacent service providers to ensure efficient and adequate resources, facilities, and support services during and after emergencies.

Policy PS-8.6: **Emergency Evacuation Routes and Access.** Work with the Fire Department and Police Department to define minimum standards for evacuation of residential areas and to maintain, update, and regularly exercise emergency access, protocols, and evacuation routes to assess their effectiveness under a range of emergency scenarios. If areas with inadequate evacuation routes are identified, develop appropriate mitigation measures, improvement plans, or education programs to ensure safe evacuation.

Policy PS-8.7: **Emergency Shelters.** Periodically review emergency shelters to ensure that necessary equipment supplies are available in case of emergency.

Policy PS-8.8: **Collaboration.** Strengthen emergency services preparedness and response by linking emergency services with natural hazard mitigation programs, and enhancing public education on a regional scale.

Policy PS-8.9: **Institutions.** Regularly coordinate with the City's major institutions, schools, employers, and homeowners associations regarding emergency response procedures.

Policy PS-8.10: **Volunteer Service.** Continue to support volunteer service programs such as the City of La Verne Community Emergency Response Team (CERT) Training and Retired Senior Volunteer Patrol (RSVP) as valuable assets to the community.

Policy PS-8.11: **Warning Systems.** Maintain and regularly upgrade a mass communications system to effectively notify people during disasters and emergencies by using current communication technologies.

Action PS-8.1: Regularly practice implementation of the City's Emergency Operations Plan and update it regularly.

Action PS-8.2: Regularly review County and State Emergency response procedures that must be coordinated with City procedures.

Action PS-8.3: Continue to implement the City of La Verne's Natural Hazard Mitigation Plan.

COMMUNITY SERVICES AND FACILITIES

Policy CSF-5.4: **Department Consultation.** Promote coordination between land use planning and urban design through consultation and coordination with the Police and Fire Departments during the review of new development applications.

Policy CSF-5.5: **Fire Response Times.** Plan for, track. and maintain acceptable response times, as determined by the La Verne Fire Department.

Policy CSF-5.8: **Roadway Design.** Design and maintain roadways in such a way so as to maintain acceptable emergency vehicle response times.

Action CSF-5.1: The La Verne Fire Department and City Engineer will review proposed development projects and street networks to evaluate the accessibility for fire engines and other emergency response functions.

Action CSF-5.5: Prepare a comprehensive update of the City's disaster awareness and emergency preparedness program.

Action CSF-5.6: Conduct annual disaster drills to train City staff and test the effectiveness of the Comprehensive Emergency Management Plan and operational readiness of the Emergency Operations Center.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

HAZ-7: Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

Impact Analysis: The potential for wildland fires represents a hazard to people and structures, particularly within areas adjacent to open space or within close proximity to wildland fuels. As described in Section 5.17, *Wildfire*, and shown in Figure 5.17-1, in that section of this EIR, the Planning Area includes LRA and SRA, with portions of both areas being designated as VHFHSZs.

This includes the mountainous northern portion of the City and areas that abut Angeles National Forest. In addition to the direct physical threat to life and property, smoke released during an event can have a detrimental effect on air quality and lead to health risks from smoke inhalation.

Protection from wildland fires is realized through creation of defensible areas around structures, the use of fire-resistant building materials, and coordinated emergency response. All new construction is required to adhere to standards and requirements set forth in the La Verne Municipal Code, which incorporates the California Fire Code. In accordance with Municipal Code Section 15.32.110, *Fuel Modification Plan in Fire Hazard Severity Zones*, all development located within designated FHSZs would be required to prepare a fuel modification plan, which would be reviewed by the fire marshal for conformance with the Fire Code, County fuel modification guidelines, and CCR Title 14, Division 1.5, Chapter 7, subchapter 2 for development located within areas designated as a fire hazard severity zone within SRA or LRA. Additionally, special attention would be given to development in hillside areas in the City per Municipal Code Chapter 18.68, *H-D-O-Z Hillside Development Overlay Zone*, which provides supplemental standards for the development of hillside areas of the City and regulates development of hillside areas to minimize danger to life and property due to the hazards, including wildland fire. Further, the General Plan Update Public Safety Element includes goals and policies to reduce the risk of wildland hazards. Policy PS-1.1 provides adequate fire prevention services and facilities to meet the service standards identified by the Fire Department. Policy PS-1.2 maintains and regularly updates the City's fire hazard overlay map for changes in fire hazard severity districts consistent with changes in hazard designations by CAL FIRE. Policy PS-1.3 requires that all development in VHFHSZ meet VHFHSZ standards as designated by City Ordinance. Policy PS-1.4 directs the City to update La Verne's Community Wildfire Protection Plan (CWPP) on a regular basis in order to reflect changing conditions, best practices, regulatory environment, and advancements in knowledge. Policy PS-1.5 avoids or minimizes new residential development in VHFHSZs, as feasible. Policy PS-1.6 requires adequate fire protection plans and emergency vehicle access for new development in VHFHSZs. Policy PS-1.7 requires fire protection buffers between natural areas and developed areas susceptible to wildland fires; fire protection buffers shall be maintained at private expense and on private property according to the applicable standards and regulations of the LVFD. Policy PS-1.8 considers fire safe design (i.e., fire-resistant building and site design, materials, and landscaping) for development within very high fire hazard severity zones as part of the development review process. Policy PS-1.9 coordinates with the Fire Department to identify and maintain fire hazard reduction projects, including community fire breaks and private road and public road clearance. Policy PS-1.10 requires, as part of the review process, ongoing brush management, fuel management/modification, defensible space, fire retardant landscaping, visible home and street addressing and signage, and other project design features for new development located in areas of or adjacent to high wildfire risk. Policy PS-1.11 coordinates with the Fire Department to identify building and site design methods or other methods to minimize

damage if new structures are proposed to be in VHFHSZs when rebuilding after a fire. Policy PS-1.12 requires development to prove conclusively that it can be served with adequate water capacity to support fire protection services. Policy PS-1.13 prohibits new development if located outside of an accepted fire service response time, as determined by the City. Policy PS-1.14 requires sufficient ingress/egress access points in all new development to support firefighting activities, as determined by the Fire Department. Policy PS-1.16 ensures compliance with the Subdivision Map Act requirements for structural fire protection and suppression services, subdivision requirements for on/off-site improvements, ingress and egress, street standards, and other concerns. Policy PS-1.17 requires that all buildings and structures within La Verne comply with local, state, and federal regulatory standards such as the California Fire and Building Codes as well as other applicable fire safety standards. Policy PS-1.18 directs the City to locate, when feasible, new essential public facilities and infrastructure outside of VHFHSZs, including but not limited to, hospitals and health care facilities, emergency shelters, emergency command centers, emergency communication facilities, and utilities or identify construction methods or other methods to minimize damage if these facilities must be located in VHFHSZs. Action PS-1.1 directs the City to work with the LVFD to maintain and regularly update the City's Fire Hazard Severity Zones Map for changes in fire hazard severity zones consistent with changes in hazard designations by CAL FIRE. Action PS-1.2 works with the Fire Department to maintain an ongoing fire inspection program to reduce fire hazards associated with multifamily development, critical facilities, public assembly facilities, industrial buildings, and nonresidential buildings. Action PS-1.3 mitigates, as feasible, existing non-conforming development to contemporary fire safe standards where feasible, including road standards and vegetative hazards. Action PS-1.4 assesses site constraints when considering land use designations near wildlands to avoid or minimize wildfire hazards as part of a land use update or amendment. Action PS-1.5 directs the City to locate, design and construct development to provide adequate defensibility and minimize the risk of structural loss from wildland fires. Action PS-1.6 directs development on hillsides and canyons to be designed to reduce the increased risk of fires from topography features (i.e., steep slopes, ridge saddles). Action PS-1.7 conducts an evaluation on fire flow pressures in the City and collaboration with the appropriate water providers on necessary upgrades to ensure adequate fire protection. Action PS-1.8 works with CAL FIRE, United States Forest Service, United States Geologic Service, and applicable nongovernmental agencies to create a plan to address post-fire recovery activities and projects that allow burned areas to fully recover and minimize repetitive losses and further damage. Action PS-1.10 ensures the LVFD and City Engineer will review proposed development projects and street networks to evaluate the accessibility for fire engines and other emergency response functions. Action PS-1.11 requires that all new habitable structures be designed in accordance with the most recent California Building and Fire Code with local amendments adopted by the City, including the use of fire sprinklers in residential structures.

Future development allowed under the General Plan Update would be required to comply with the provisions of federal, State, and local requirements related to wildland fire hazards, including State fire safety regulations associated with wildland-urban interfaces, fire-safe building standards, and defensible space requirements. As future development and infrastructure projects are considered by the City, each project would be evaluated for potential impacts, specific to the project, associated with wildland fire hazards as required under CEQA. Therefore, through compliance with existing federal, State, and local laws and regulations related to wildland fire hazards and implementation of the General Plan Update goals, policies, and actions, impact regarding the exposure of people or structures to significant loss, injury, or death involving wildland fires would be less than significant.

Proposed General Plan Update Goals, Policies, and Actions:

PUBLIC SAFETY ELEMENT

Goal PS-1: **Fire Safety.** A community that is minimally impacted by wildland and urban fires through implementation of proactive fire hazard abatement strategies.

Policy PS-1.1: **Services and Facilities.** Provide adequate fire prevention services and facilities to meet the service standards identified by the Fire Department.

Policy PS-1.2: **Fire Hazard Identification.** Maintain and regularly update the City's fire hazard overlay map for changes in fire hazard severity districts consistent with changes in hazard designations by CAL FIRE.

Policy PS-1.3: **City Standards.** Require that all development in Very High Fire Hazard Severity Zones (VHFHSZ) meet VHFHSZ standards as designated by City Ordinance.

Policy PS-1.4: **Community Wildfire Protection Plan.** Update La Verne's Community Wildfire Protection Plan (CWPP) on a regular basis in order to reflect changing conditions, best practices, regulatory environment, and advancements in knowledge.

Policy PS-1.5: **Development in Very High Fire Hazard Severity Zones.** Avoid or minimize new residential development in VHFHSZs as feasible.

Policy PS-1.6: **Fire Protection Plans.** Require adequate fire protection plans and emergency vehicle access for new development in VHFHSZs.

Policy PS-1.7: **Fire Protection Buffers.** Require fire protection buffers between natural areas and developed areas susceptible to wildland fires; fire protection buffers shall be maintained at private expense and on private property according to the applicable standards and regulations of the Fire Department.

Policy PS-1.8: **Fire Safe Design.** Consider fire safe design (i.e. fire-resistant building and site design, materials, and landscaping) for development within very high fire hazard severity zones as part of the development review process.

Policy PS-1.9: **Fire Hazard Reduction Projects.** Coordinate with the Fire Department to identify and maintain fire hazard reduction projects, including community fire breaks and private road and public road clearance.

Policy PS-1.10: **Standards for New Development.** As part of the review process, require ongoing brush management, fuel management/modification, defensible space, fire retardant landscaping, visible home and street addressing and signage, and other project design features for new development located in areas of or adjacent to high wildfire risk.

Policy PS-1.11: **Rebuilding After a Fire.** Coordinate with the Fire Department to identify building and site design methods or other methods to minimize damage if new structures are proposed to be in VHFHSZs when rebuilding after a fire.

Policy PS-1.12: **Adequate Water Supply.** Require development to prove conclusively that it can be served with adequate water capacity to support fire protection services.

Policy PS-1.13: **Response Time.** Prohibit new development if located outside of an accepted fire service response time, as determined by the City of La Verne.

Policy PS-1.14: **Access.** Require sufficient ingress/egress access points in all new development to support firefighting activities, as determined by the Fire Department.

Policy PS-1.15: **Education.** Educate the community (residents, builders, property owners, and employers) on fire hazards, fire safety measures, and local, regional, state, and federal assistance programs; with a special focus on at-risk populations, such as those with limited mobility.

Policy PS-1.16: **Permit Approvals.** Ensure compliance with the Subdivision Map Act requirements for structural fire protection and suppression services, subdivision requirements for on/off-site improvements, ingress and egress, street standards, and other concerns.

Policy PS-1.17: **Fire and Building Codes.** Require that all buildings and structures within La Verne comply with local, state, and federal regulatory standards such as the California Fire and Building Codes as well as other applicable fire safety standards.

Policy PS-1.18: **Critical Facilities and Structures.** Locate, when feasible, new essential public facilities and infrastructure outside of VHFHSZs, including but not limited to,

hospitals and health care facilities, emergency shelters, emergency command centers, emergency communication facilities, and utilities or identify construction methods or other methods to minimize damage if these facilities must be located in VHFHSZs.

Policy PS-1.19: Sustainable Ecological Management. Encourage implementation of wildfire mitigation activities in a manner consistent with the goals of promoting sustainable ecological management and community stability.

Action PS-1.1: Work with the Fire Department to maintain and regularly update the City's Fire Hazard Severity Zones Map for changes in fire hazard severity zones consistent with changes in hazard designations by CAL FIRE.

Action PS-1.2: Work with the Fire Department to maintain an ongoing fire inspection program to reduce fire hazards associated with multifamily development, critical facilities, public assembly facilities, industrial buildings, and nonresidential buildings.

Action PS-1.3: Mitigate, as feasible, existing non-conforming development to contemporary fire safe standards where feasible, including road standards and vegetative hazards.

Action PS-1.4: Assess site constraints when considering land use designations near wildlands to avoid or minimize wildfire hazards as part of a land use update or amendment.

Action PS-1.5: Locate, design and construct development to provide adequate defensibility and minimize the risk of structural loss from wildland fires.

Action PS-1.6: Design development on hillsides and canyons to reduce the increased risk of fires from topography features (i.e., steep slopes, ridge saddles).

Action PS-1.7: Conduct an evaluation on fire flow pressures in the City. Collaborate with the appropriate water providers on necessary upgrades to ensure adequate fire protection.

Action PS-1.8: Work with CAL FIRE, United States Forest Service, United States Geologic Service, and applicable nongovernmental agencies to create a plan to address post-fire recovery activities and projects that allow burned areas to fully recover and minimize repetitive losses and further damage.

Action PS-1.9: In the event of a significant wildfire, the City and its Fire Department shall immediately coordinate with relevant federal, state, and local agencies, including but not limited to the USDA, USFS, CalFire, the Los Angeles Flood

Control District, and the Los Angeles Fire Department to establish and implement, as feasible, a flooding and debris flow prediction and monitoring program. The intent of the program shall be to map and assess the likelihood of debris flow (in %), potential volume of debris flow (in m3), and combined relative debris flow hazard. In the event that a flood or debris flow risk is predicted during a subsequent storm event, the City shall implement procedures contained in the Emergency Operations Plan to notify residents and business owners of evacuation orders in affected areas. This action is written and adopted with the understanding that the City of La Verne does not possess the resources to implement such a monitoring program independently, and must rely on the expertise and resources of outside agencies.

Action PS-1.10: The Fire Department and City Engineer will review proposed development projects and street networks to evaluate the accessibility for fire engines and other emergency response functions.

Action PS-1.11: Continue to require that all new habitable structures be designed in accordance with the most recent California Building and Fire Code with local amendments adopted by the City, including the use of fire sprinklers in residential structures.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

5.8.6 CUMULATIVE IMPACTS

For hazards and hazardous materials, cumulative impacts are considered for cumulative projects within the City and Los Angeles County region.

Would the project, combined with other related cumulative projects, result in significant cumulative impacts with respect to hazards and hazardous materials?

Impact Analysis: Construction of individual development projects allowed under the land use designations of the General Plan Update may involve the transportation, use, and/or disposal of hazardous materials, which may involve the use of equipment that contains hazardous materials (e.g., solvents and fuels or diesel-fueled equipment), or the transportation of excavated soil and/or groundwater containing contaminants from areas that are identified as being contaminated. Furthermore, because of the regional nature of the General Plan Update, some future land uses could transport or use hazardous materials within one-quarter mile of a school, or other sensitive receptors such as hospitals and residences.

As with specific projects resulting from implementation of the General Plan Update, cumulative development would be required to evaluate individual hazards and hazardous materials impacts

at the project-level. While some cumulative impacts would potentially occur in the region as individual projects are constructed, the General Plan Update policies and actions, as well as local, State, and federal regulations would reduce the risk to people associated with hazards and hazardous materials in the region. Considering the protection granted by local, State, and federal agencies and their requirements for the use of hazardous materials and other potential hazards in the region, as described above, the overall cumulative impact for hazards impacts would not be significant. As a result, the General Plan Update's incremental contribution to cumulative hazards and hazardous materials impacts would be less than cumulatively considerable.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

5.8.7 SIGNIFICANT UNAVOIDABLE IMPACTS

Hazards and hazardous materials impacts associated with the implementation of the General Plan Update would be less than significant. No significant unavoidable hazards and hazardous materials impacts would occur as a result of the General Plan Update.

5.8.8 REFERENCES

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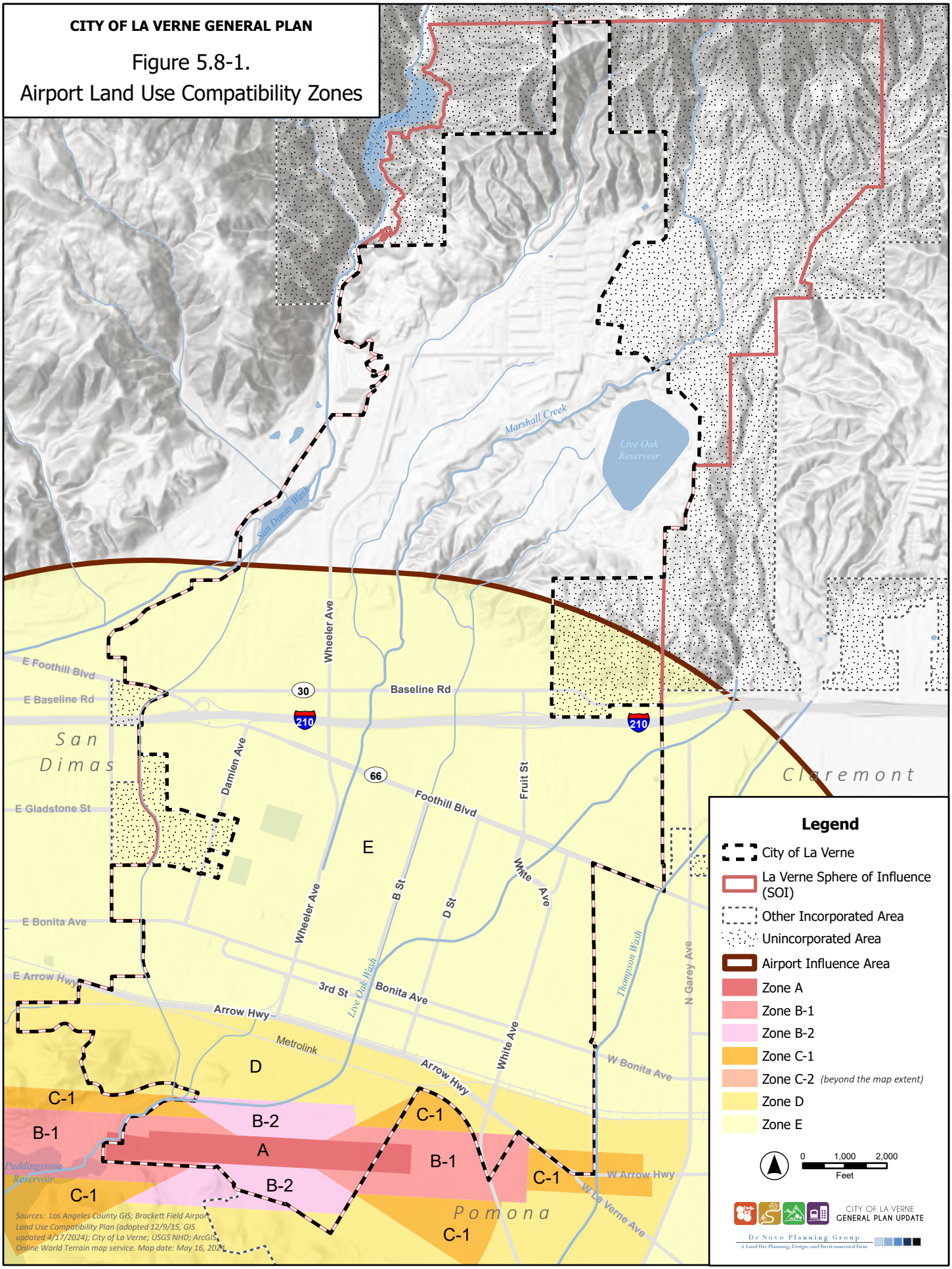
National Transportation Safety Board (NTSB), *CAROL Query*, https://data.ntsb.gov/carol-main-public/basic-search, accessed April 4, 2023.

Los Angeles County Fire Department, *Health Hazardous Materials Division*, https://fire.lacounty.gov/health-hazardous-materials-division/, accessed January 28, 2022.

CITY OF LA VERNE GENERAL PLAN

Figure 5.8-1.
Airport Land Use Compatibility Zones



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5.9 HYDROLOGY AND WATER QUALITY

5.9.1 PURPOSE

This section provides a discussion of the regional hydrology, flooding, water quality, water purveyors, and water sources in the City of La Verne and provides an analysis of potential impacts associated with implementation of the General Plan Update.

One comment was received during the NOP comment period regarding hydrology and water quality. The comment was received from Cynthia Gabaldon. This section addresses the environmental issues raised during the NOP comment period.

KEY TERMS

Groundwater: Water that is underground and below the water table, as opposed to surface water, which flows across the ground surface. Water beneath the earth's surface fills the spaces in soil, gravel, or rock formations. Pockets of groundwater are often called "aquifers" and are the source of drinking water for a large percentage of the population in the United States. Groundwater is often extracted using wells which pump the water out of the ground and up to the surface. Groundwater is naturally replenished by surface water from precipitation, streams, and rivers when this recharge reaches the water table.

Surface water: Water collected on the ground or from a stream, river, lake, wetland, or ocean. Surface water is naturally replenished through precipitation, but is naturally lost through evaporation and seepage into soil.

5.9.2 ENVIRONMENTAL SETTING

REGIONAL HYDROLOGY

The City of La Verne is located in the Pomona Valley in the eastern portion of Los Angeles County. La Verne is bordered by unincorporated portions of Los Angeles County to the north, the City of Claremont to the east, the City of Pomona to the south, and the City of San Dimas to the west. 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.

The City lies in the San Gabriel River Basin between the San Jose Hills to the south and the San Gabriel Mountains to the north. Elevations in the City range from 1,700 feet to 1,000 feet. La Verne is surrounded by creeks, washes, and drainages flowing southward off the northern mountains. The three main drainages, San Dimas Wash, Live Oak Creek, and San Jose Wash,

collect in a small basin at the northeast of the San Jose Hills, which contains Puddingstone Reservoir.

WATERSHEDS

A watershed is a region that is bound by a divide that drains to a common watercourse or body of water. Watersheds serve an important biological function, oftentimes supporting an abundance of aquatic and terrestrial wildlife including special status species and anadromous and native local fisheries. Watersheds provide conditions necessary for riparian habitat.

Watersheds are delineated by the United States Geological Survey (USGS) using a nationwide system based on surface hydrologic features (United States Geological Survey 2023). These hydrologic units are classified into four levels (regions, subregions, accounting units, and cataloging units), with each unit being identified by a unique hydrologic unit code (HUC) based on its level within the hierarchical system. This means that boundaries are defined according to size and topography, with multiple sub-watersheds within larger watersheds. The USGS system divides the United States into regions (HUC-2), subregions (HUC-4), basins (HUC-6), subbasins (HUC-8), watersheds (HUC-10), and sub-watersheds (HUC-12).

Level 2 – Subregion (HUC-4)

The City of La Verne is located within the within the Southern California Coastal subregion, also known as the South Coast Hydrologic Region, a large coastal watershed in southern California (DWR 2003). The South Coast Hydrologic Region spans approximately 6.78 million acres and is bounded on the west by the Pacific Ocean, on the north by the Transverse Ranges, on the east by the Colorado River Hydrologic Region, and on the south by the international boundary with Mexico.

Level 3 – Basin (HUC-6)

Within the South Coast Hydrologic Region, the City of La Verne is located within the Ventura-San Gabriel Coastal hydrologic basin. The Los Angeles Regional Water Quality Control Board (RWQCB) governs basin planning and water quality within the Ventura-San Gabriel Coastal hydrologic basin. Figure 5.9-1, *Hydrologic Basins*, shows hydrologic basins within and surrounding the Planning Area.

Level 4 – Subbasin (HUC-8)

Within the Ventura-San Gabriel Coastal hydrologic basin, the City is located within the San Gabriel hydrologic subbasin. Figure 5.9-1 shows hydrologic subbasins within and surrounding the Planning Area.

Level 5 – Watershed (HUC-10)

Within the San Gabriel hydrologic subbasin, the City is located within the Walnut Creek and San Jose Creek watersheds. Figure 5.9-2, *Watersheds*, shows the watersheds within and surrounding the Planning Area.

CREEKS AND FLOOD CONTROL FACILITIES

The Planning Area lies within the San Gabriel River Watershed, a 689 square mile watershed punctuated by several lakes, dams, and reservoirs, including Cogswell Reservoir, Crystal Lake, San Gabriel Reservoir, Morris Reservoir, Santa Fe Dam, San Dimas Reservoir, Whittier Narrows Dam, Live Oak Reservoir, Puddingstone Reservoir, and Thompson Creek Reservoir (RWQCB 2000). Major tributaries include Big and Little Dalton Wash, San Dimas Wash, Walnut Creek, San Jose Creek, Fullerton Creek, and Coyote Creek, as well as numerous storm drains entering from the 19 cities that the San Gabriel River passes through. The watershed drains into the San Gabriel River from the San Gabriel Mountains flowing approximately 58 miles south until its confluence with the Pacific Ocean. Figure 5.9-2 shows local waterways in relation to the City.

The City of La Verne is surrounded by creeks, washes, and drainages flowing southward off the northern mountains. Tributaries that drain into the San Gabriel River southwest of the Planning Area include the San Dimas Wash, which runs southwest into the Big Dalton Wash and eventually meets the San Gabriel River. Within the Planning Area, Marshall Creek and Live Oak Wash are the main tributaries that run southwest and drains into the Puddingstone Reservoir in San Dimas.

Storm Drain Facilities

Storm drain infrastructure in the City is jointly owned and operated by the City of La Verne and the County of Los Angeles. The Los Angeles County Flood Control District (LACFCD) maintains a network of catch basins, storm drains, laterals, and channels to convey stormwater out of City limits and eventually discharge to the Pacific Ocean. The City owns and maintains a number of catch basins, storm drains, and laterals that directly flow into the LACFCD system, eventually discharging into the Pacific Ocean.

GROUNDWATER

The Planning Area is underlain by the San Gabriel Valley Groundwater Basin (Groundwater Basin) (DWR 2003). The Groundwater Basin is located in eastern Los Angeles County and includes the water-bearing sediments underlying most of the San Gabriel Valley and includes a portion of the upper Santa Ana Valley that lies in Los Angeles County. The northern boundary for the basin includes the Raymond fault and the San Gabriel Mountains. The basin is bound on the south and the west by the Repetto, Merced, and Puente Hills. The Chino and San Jose faults form the eastern boundary of the basin.

The San Gabriel Valley Groundwater Basin covers a surface area of 255 square miles and has an estimated storage capacity of approximately 10.7 million acre-feet (DWR 2003). Recharge of the basin is mainly from direct percolation of precipitation and percolation of stream flow. Stream flow is a combination of runoff from the surrounding mountains, imported water conveyed in the San Gabriel River channel to spreading grounds in the Central subbasin of the Coastal Plain of Los Angeles Groundwater Basin, and treated sewage effluent. Groundwater levels in the basin have fluctuated historically more than 95 feet in elevation. In 1999, groundwater levels were within approximately 10 feet of the 200-year mean. Concerns about the sustainability of groundwater supply in the basin led to the adjudication of water rights and the establishment of a Main San Gabriel Basin Watermaster in 1973. At that time, the Watermaster estimated that the basin contained approximately 7.85 million acre-feet of water in storage (MSGBW 2023). The Watermaster estimated the amount of water in storage in 2015 at 7.45 million acre-feet, and attributed the decline compared to historic levels to the effects of the current drought. According to the Sustainable Groundwater Management Act (SGMA) Basin Prioritization Dashboard, the San Gabriel Valley Basin is categorized as a very low-priority basin and is not in a condition of critical overdraft (DWR 2023).

The San Gabriel Groundwater Basin is divided into three adjudicated sub-basins: Main San Gabriel Basin (Main Basin), Puente Basin, and portions of the Six Basins area (Main San Gabriel Basin Watermaster, n.d.). In addition, there is the Spadra sub-basin, which is not adjudicated. The Planning Area is located within the Main Basin and Six Basins management areas. A portion of the Six Basins area is tributary of the Main Basin. They are each adjudicated and managed separately. Figure 5.9-3, *Groundwater Management Areas*, shows the location of each management area.

The Main Basin is replenished by stream runoff from the adjacent mountains and hills, by rainfall directly on the surface of the valley floor, subsurface inflow from Raymond Basin and Puente Basin, and by return flow from water applied for overlying uses. Additionally, the Main Basin is replenished with imported water. The Watermaster maintains records of each producer's water rights and annual production. Although there is no limit on the quantity of water that may be produced, production in excess of a water right is subject to a Replacement Water assessment. Watermaster uses funds collected from producers' overproduction to purchase imported water from municipal water districts.

The main source of groundwater replenishment to the Six Basins is surface-water runoff from precipitation that falls on the San Gabriel Mountains and recharges at spreading grounds located along the foot of the mountain range—predominantly at the San Antonio Spreading Grounds (SASG). The water-supply agencies also use imported surface water from the Metropolitan Water District of Southern California (MWD) for artificial recharge at the spreading grounds (and for direct consumptive uses).

FLOODPLAIN MAPPING

FEMA Flood Zones

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.

The Federal Emergency Management Agency (FEMA) has a database that maps flood potential across the United States. FEMA mapping provides important guidance for the City in planning for flooding events and regulating development within identified flood hazard areas. FEMA's National Flood Insurance Program (NFIP) is intended to encourage State and local governments to adopt responsible floodplain management programs and flood measures. As part of the program, the NFIP defines floodplain and floodway boundaries that are shown on Flood Insurance Rate Maps (FIRMs). The FEMA FIRM for the Planning Area is shown on Figure 5.9-4, *FEMA Flood Map*.

Areas that are subject to flooding are indicated by a series of alphabetical symbols, indicating anticipated exposure to flood events:

- **Zone A:** Subject to 100-year flooding with no base flood elevation determined. Identified as an area that has a one percent chance of being flooded in any given year.
- **Zone AE:** Subject to 100-year flooding with base flood elevations determined.
- **Zone AH:** Subject to 100-year flooding with flood depths between one- and three-feet being areas of ponding with base flood elevations determined.
- **500-year Flood Zone:** Subject to 500-year flooding. Identified as an area that has a 0.2 percent chance of being flooded in a given year.

As shown in Figure 5.9-4, *FEMA Flood Map*, only a small area within La Verne is located within a mapped portion of either the 100-year and 500-year FEMA flood zones. 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 County 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. It should be noted that a large section of the San Dimas Wash that runs through La Verne does not have data on flood hazard risk (it is located within FEMA Zone D – Area of Undetermined Flood Hazard). FEMA also classifies large portions of the northern and western portions of La Verne as being located within FEMA Zone D (Area of Undetermined Flood Hazard). There is also a small portion of the southeastern part of the City that is located within FEMA Zone D. Nevertheless, areas within FEMA Zone D within La Verne are largely undeveloped, and therefore damage is expected to be relatively limited within these areas during a large-scale flooding event.

Dam Inundation

Earthquakes centered close to a dam are typically the most likely cause of dam failure. 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) (Department of Water Resources, 2022). Each of these dams are discussed in detail below. As shown in Figure 5.9-5, *Dam Inundation Map*, much of the central and southern portions of La Verne have the potential to be inundated during failure of one or more dams.

- The Live Oak Reservoir and Dam is located in La Verne, on a tributary of Marshall Creek. It is made of rock fill, and has a height of 105 feet with a length of 3000 feet. It drains into an area of 0.17 square miles. The reservoir is used for drinking water, and improved navigation, among other things. Construction was completed in 1975. At normal levels, it has a surface area of 77 acres. It is owned by Metropolitan Water District (MWD).
- Puddingstone Diversion Dam is located on San Dimas Creek, and is primarily used for irrigation, fish and wildlife protection, and flood control. Construction was completed in 1928. It has a normal surface area of 16 acres. It is owned by Los Angeles County Department of Public Works. The Diversion is made of rock fill, and has a height of 34 feet and a length of 825 feet. Normal storage is 195 acre-feet. It drains into an area of 18.5 square miles.
- San Antonio Dam, also known as San Antonio Reservoir, is a flood risk management and water conservation project. The San Antonio Dam is of earthen construction has a height is 160 feet with a length of 3850 feet. Maximum discharge is 5,3700 cubic feet per second. Its capacity is 11,880 acre-feet. Normal storage is one acre-foot. It drains an area of 27 square miles. San Antonio Reservoir is created by San Antonio Dam on San Antonio Creek in Los Angeles County, and is used for flood control purposes. Construction was completed in 1956 and is owned by the U.S. Army Corps of Engineers.
- San Dimas Dam is on San Dimas Creek in Los Angeles County and is used for irrigation purposes. Construction was completed in 1922. At normal levels it has a surface area of 36 acres. It is owned by Los Angeles County Department of Public Works. San Dimas is a

gravity dam. Its height is 131 feet with a length of 340 feet. Normal storage is 1,534 acre-feet and drains an area of 15.9 square miles.

- Weymouth Water Treatment Plant is located in the southern portion of La Verne. Although unlikely, if the facility were to fail or overflow, it could affect neighboring areas, including portions of the southern portion of La Verne.

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 (U.S. Army Corps of Engineers, 2012). 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 developed a plan to implement the following Interim Risk Reduction Measures, or IRRMs:

- Remote monitoring;
- Inspection and monitoring;
- Update Emergency Action Plan;
- Preposition materials;
- Coordinate with local interests/conduct table-top exercise; and
- Improve flood mapping downstream of the dam.

Monitoring and mitigation of dam failure is constantly occurring at both the federal and State levels.

SURFACE WATER QUALITY

Surface water quality is affected by point source and non-point source pollutants. Point source pollutants are those emitted at a specific point, such as a pipe, while non-point source pollutants are typically generated by surface runoff from diffuse sources, such as streets, paved areas, and landscaped areas. Point source pollutants are controlled with pollutant discharge regulations or Waste Discharge Requirements (WDRs). Non-point source pollutants are more difficult to monitor and control although they are important contributors to surface water quality in urban areas.

Stormwater runoff pollutants vary based on land use, topography, the amount of impervious surface, and the amount and frequency of rainfall and irrigation practices. Runoff in developed areas typically contains oil, grease, and metals accumulated in streets, driveways, parking lots, and rooftops, as well as pesticides, herbicides, particulate matter, nutrients, animal waste, and

other oxygen-demanding substances from landscaped areas. The highest pollutant concentrations usually occur at the beginning of the wet season during the "first flush."

Water quality in the City is governed by the Los Angeles RWQCB, which sets water quality standards in the Water Quality Control Plan for the Los Angeles Region (Basin Plan). The Basin Plan identifies beneficial uses for surface water and groundwater and establishes water quality objectives to attain those beneficial uses.

The Clean Water Act (CWA) 303(d) list is a register of impaired and threatened waters which the CWA requires all states to submit for Environmental Protection Agency approval. The list identifies all waters where the required pollution control measures have so far been unsuccessful in reaching or maintaining the required water quality standards. Waters that are listed are known as "impaired." There is one potentially impaired water body within the Planning Area: San Jose Creek Reach 2 (Temple to I-10 at White Avenue), which was listed in the CWA Section 303(d) for Coliform Bacteria and Excess Algal Growth. The RWQCB has recommended the listings for both Coliform Bacteria and Excess Algal Growth at this water body be delisted, due to the limited availability of evidence. This delisting is pending approval by the State Water Resources Control Board (SWRCB). Additionally, this water body is managed by the East San Gabriel Valley Watershed Management Group, and it is currently too early in the data collection process to list this water body as impaired. Other nearby impaired water bodies that are located outside of La Verne include the following: Puddingstone Reservoir, Walnut Creek Wash (Drains from Puddingstone Reservoir), San Antonio Creek, and San Gabriel River (East Fork).

Potential beneficial uses of San Jose Creek Reach 2 include municipal and domestic supply; intermittent beneficial uses include groundwater recharge and warm freshwater habitat; and existing beneficial uses include wildlife habitat (RWQCB, 2014). The San Jose Creek is tributary to the San Gabriel River, which flows through the San Gabriel Estuary before emptying into the Pacific Ocean near the Los Angeles/Long Beach Harbor.

5.9.3 REGULATORY SETTING

There are a number of regulatory agencies whose responsibility includes the oversight of the water resources of the state and nation including the Federal Emergency Management Agency (FEMA), the U.S. Environmental Protection Agency (EPA), the State Water Resources Board, and the Regional Water Quality Control Board (RWQCB). The following is an overview of the federal, State and local regulations that are applicable to the proposed Project.

FEDERAL

Clean Water Act

The Clean Water Act (CWA), initially passed in 1972, regulates the discharge of pollutants into watersheds throughout the nation. Section 402(p) of the act establishes a framework for

regulating municipal and industrial stormwater discharges under the National Pollutant Discharge Elimination System (NPDES) Program. Section 402(p) requires that stormwater associated with industrial activity that discharges either directly to surface waters or indirectly through municipal separate storm sewers must be regulated by an NPDES permit.

The CWA establishes the basic structure for regulating the discharges of pollutants into the waters of the United States and gives the Environmental Protection Agency (EPA) the authority to implement pollution control programs. The statute's goal is to regulate all discharges into the nation's waters and to restore, maintain, and preserve the integrity of those waters. The CWA sets water quality standards for all contaminants in surface waters and mandates permits for wastewater and stormwater discharges.

The CWA also requires states to establish site-specific water quality standards for navigable bodies of water and regulates other activities that affect water quality, such as dredging and the filling of wetlands. The following CWA sections assist in ensuring water quality for the water of the United States:

- CWA Section 208 requires the use of best management practices (BMPs) to control the discharge of pollutants in stormwater during construction;
- CWA Section 303(d) requires the creation of a list of impaired water bodies by states, territories, and authorized tribes; evaluation of lawful activities that may impact impaired water bodies; and preparation of plans to improve the quality of these water bodies. CWA Section 303(d) also establishes Total Maximum Daily Loads (TMDLs), which is the maximum amount of a pollutant that a water body can receive and still safely meet water quality standard; and
- CWA Section 404 authorizes the U.S. Army Corps of Engineers to require permits that will discharge dredge or fill materials into waters in the United States, including wetlands.

In California, the EPA has designated the SWRCB and its nine RWQCBs with the authority to identify beneficial uses and adopt applicable water quality objectives.

The SWRCB is responsible for implementing the CWA and does so through issuing NPDES permits to cities and counties through regional water quality control boards. Federal regulations allow two permitting options for storm water discharges (individual permits and general permits).

Federal Emergency Management Agency

FEMA's primary mission is to reduce the loss of life and property and protect from all hazards, including flooding, among others. FEMA advises on building codes and flood plain management; teaches people how to get through a disaster; helps equip local and State emergency preparedness; coordinates the federal response to a disaster; makes disaster assistance available

to states, communities, businesses and individuals; trains emergency managers; supports the nation's fire service; and administers the national flood and crime insurance programs.

Flood is a general and temporary condition of partial or complete inundation of two or more acres of normally dry land area or of two or more properties. The term "100-year flood" is defined by FEMA, as the flood elevation that has a one percent chance of being equaled or exceeded each year. A "500-year flood" is one which has a 0.2 percent chance of occurring each year. A 500-year flood event would be slightly deeper and cover a greater area than a 100-year flood event.

Flood zones are geographic areas that FEMA defines, based on studies of flood risk. The zone boundaries are shown on flood hazard maps, also called Flood Insurance Rate Maps (FIRM). High Risk Zones or Special Flood Hazard Areas (SFHA or Zone A) are high-risk flood areas where special flood, mudflow, or flood-related erosion hazards exist, and flood insurance is mandatory. SFHAs are those areas subject to inundation by a 100-year flood. Low-to-Moderate Risk Zones or Non-Special Flood Hazard Areas (Zones B, C, X) are areas that are not in any immediate danger from flooding caused by overflowing rivers or hard rains. Insurance purchase is not required in these zones.

FEMA is responsible for administering the National Flood Insurance Program (NFIP), which enables property owners in participating communities to purchase insurance as protection against flood losses in exchange for State and community floodplain management regulations that reduce future flood damages. In communities that participate in the NFIP, mandatory flood insurance purchase requirements apply to all Zones A, which are communities subject to a 100-year flood event. In addition to providing flood insurance and reducing flood damages through floodplain management regulations, the NFIP identifies and maps the nation's floodplains on FIRMs.

FEMA is mandated by the Flood Insurance Act of 1968 and the Flood Disaster Protection Act of 1973 to evaluate flood hazards and provide FIRMs for local and regional planners to further promote safe floodplain development. Flood risk data presented on FIRMs are based on historic, hydrologic, hydraulic, and meteorological data, as well as flood control works, open-space conditions, and development. To prepare a FIRM that illustrates the extent of flood hazards in flood-prone communities, FEMA conducts an engineering study referred to as Flood Insurance Study. Using information collected in these studies, FEMA engineers and cartographers delineate SFHAs on FIRMs.

Flood Disaster Protection Act

The Flood Disaster Protection Act (FDPA) of 1973 was a response to the shortcomings of the NFIP, which were experienced during the flood season of 1972. The FDPA prohibited federal assistance, including acquisition, construction, and financial assistance, within delineated floodplains in non-

participating NFIP communities. Furthermore, all Federal agencies and/or federally insured and federally regulated lenders must require flood insurance for all acquisitions or developments in designated Special Flood Hazard Areas (SFHAs) in communities that participate in the NFIP.

Improvements, construction, and developments within SFHAs are generally subject to the following standards:

- All new construction and substantial improvements of residential buildings must have the lowest floor (including basement) elevated to or above the base flood elevation (BFE).
- All new construction and substantial improvements of non-residential buildings must either have the lowest floor (including basement) elevated to or above the BFE or dry-floodproofed to the BFE.
- Buildings can be elevated to or above the BFE using fill, or they can be elevated on extended foundation walls or other enclosure walls, on piles, or on columns.
- Extended foundation or other enclosure walls must be designed and constructed to withstand hydrostatic pressure and be constructed with flood-resistant materials and contain openings that will permit the automatic entry and exit of floodwaters. Any enclosed area below the BFE can only be used for the parking of vehicles, building access, or storage.

National Flood Insurance Program (NFIP)

Per the National Flood Insurance Act of 1968, the NFIP has three fundamental purposes: better indemnify individuals for flood losses through insurance; reduce future flood damages through State and community floodplain management regulations; and reduce federal expenditures for disaster assistance and flood control.

While the Act provided for subsidized flood insurance for existing structures, the provision of flood insurance by FEMA became contingent on the adoption of floodplain regulations at the local level.

National Pollutant Discharge Elimination System (NPDES)

NPDES permits are required for discharges to navigable waters of the United States, which includes any discharge to surface waters, including lakes, rivers, streams, bays, oceans, dry stream beds, wetlands, and storm sewers that are tributary to any surface water body. NPDES permits are issued under the Federal Clean Water Act, Title IV, Permits and Licenses, Section 402 (33 USC 466 et seq.)

The RWQCB issues these permits in lieu of direct issuance by the EPA, subject to review and approval by the EPA Regional Administrator (EPA Region 9). The terms of these NPDES permits implement pertinent provisions of the CWA and the Act's implementing regulations, including pre-treatment, sludge management, effluent limitations for specific industries, and anti-

degradation. In general, the discharge of pollutants is to be eliminated or reduced as much as practicable so as to achieve the CWA's goal of "fishable and swimmable" navigable (surface) waters. Technically, all NPDES permits issued by the RWQCB are also WDRs issued under the authority of the CWA.

NPDES permitting authority is administered by the SWRCB and its nine RWQCBs. The Planning Area is in a watershed administered by the Los Angeles RWQCB.

Individual projects in the City that disturb more than one acre would be required to obtain NPDES coverage under the California General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Construction General Permit). The Construction General Permit requires the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP) describing BMPs the discharger would use to prevent and retain storm water runoff. The SWPPP must contain a visual monitoring program; a chemical monitoring program for "non-visible" pollutants to be implemented if there is a failure of BMPs; and a sediment monitoring plan if the site discharges directly to a waterbody listed on the 303(d) list for sediment.

Rivers and Harbors Appropriation Act of 1899

One of the country's first environmental laws, this Act established a regulatory program to address activities that could affect navigation in Waters of the United States.

Water Pollution Control Act of 1972

The Water Pollution Control Act established a program to regulate activities that result in the discharge of pollutants to waters of the United States.

STATE

California Fish and Wildlife Code

The California Department of Fish and Wildlife (CDFW) protects streams, water bodies, and riparian corridors through the streambed alteration agreement process under Section 1600 to 1616 of the California Fish and Game Code. The California Fish and Game Code establishes that "an entity may not substantially divert or obstruct the natural flow or substantially change the bed, channel or bank of any river, stream or lake, or deposit or dispose of debris, waste, or other material containing crumbled, flaked, or ground pavement where it may pass into any river stream, or lake" (Fish and Game Code Section 1602(a)) without notifying the CDFW, incorporating necessary mitigation and obtaining a streambed alteration agreement. The CDFWs jurisdiction extends to the top of banks and often includes the outer edge of riparian vegetation canopy cover.

California Code of Regulations

California Code of Regulations (CCR) Title 22, Chapter 15, Article 20 requires all public water systems to prepare a Consumer Confidence Report for distribution to its customers and to the Department of Health Services. The Consumer Confidence Report provides information regarding the quality of potable water provided by the water system. It includes information on the sources of the water, any detected contaminants in the water, the maximum contaminants levels set by regulation, violations and actions taken to correct them, and opportunities for public participation in decisions that may affect the quality of the water provided.

California Government Code

Relevant sections of the California Government Code are identified below.

Section 65302: Revised safety elements must include maps of any 200-year flood plains and levee protection zones within the Planning Area.

Section 65584.04: Any land having inadequate flood protection, as determined by FEMA or DWR, must be excluded from land identified as suitable for urban development within the planning area.

Section 8589.4: California Government Code Section 8589.4, commonly referred to as the Potential Flooding-Dam Inundation Act, requires owners of dams to prepare maps showing potential inundation areas in the event of dam failure. A dam failure inundation zone is different from a flood hazard zone under the NFIP. NFIP flood zones are areas along streams or coasts where storm flooding is possible from a 100-year flood. In contrast, a dam failure inundation zone is the area downstream from a dam that could be flooded in the event of dam failure due to an earthquake or other catastrophe. Dam failure inundation maps are reviewed and approved by the California Office of Emergency Services. Sellers of real estate within inundation zones are required to disclose this information to prospective buyers.

California Department of Health Services

The Department of Health Services, Division of Drinking Water and Environmental Management, oversees the Drinking Water Program. The Drinking Water Program regulates public water systems and certifies drinking water treatment and distribution operators. It provides support for small water systems and for improving their technical, managerial, and financial capacity. It provides subsidized funding for water system improvements under the State Revolving Fund and Proposition 50 programs. The Drinking Water Program also oversees water recycling projects, permits water treatment devices, supports and promotes water system security, and oversees the Drinking Water Treatment and Research Fund for Methyl *tertiary*-butyl ether and other oxygenates.

California Water Code

California's primary statute governing water quality and water pollution issues with respect to both surface waters and groundwater is the Porter-Cologne Water Quality Control Act of 1970 (Division 7 of the California Water Code) (Porter-Cologne Act). The Porter-Cologne Act grants the SWRCB and each of the RWQCBs power to protect water quality, and is the primary vehicle for implementation of California's responsibilities under the Federal Clean Water Act. The Porter-Cologne Act grants the SWRCB and the RWQCBs authority and responsibility to adopt plans and policies, to regulate discharges to surface and groundwater, to regulate waste disposal sites, and to require cleanup of discharges of hazardous materials and other pollutants. The Porter-Cologne Act also establishes reporting requirements for unintended discharges of any hazardous substance, sewage, or oil or petroleum product.

Each RWQCB must formulate and adopt a Water Quality Control Plan (Basin Plan) for its region. The regional plans are to conform to the policies set forth in the Porter-Cologne Act and established by the SWRCB in its State water policy. The Porter-Cologne Act also provides that a RWQCB may include within its regional plan water discharge prohibitions applicable to particular conditions, areas, or types of waste.

Senate Bill (SB) 610 and Assembly Bill (AB) 901

The State Legislature passed SB 610 and AB 901 in 2001. Both measures modified the Urban Water Management Planning Act.

SB 610 requires additional information in an urban water management plan if groundwater is identified as a source of water available to an urban water supplier. It also requires that the plan include a description of all water supply projects and programs that may be undertaken to meet total projected water use. SB 610 requires a city or county that determines a project is subject to CEQA to identify any public water system that may supply water to the project and to request identified public water systems to prepare a specified water supply assessment. The assessment must include, among other information, an identification of existing water supply entitlements, water rights, or water service contracts relevant to the identified water supply for the proposed project, and water received in prior years pursuant to these entitlements, rights, and contracts.

AB 901 requires an urban water management plan to include information, to the extent practicable, relating to the quality of existing sources of water available to an urban water supplier over given time periods. AB 901 also requires information on the manner in which water quality affects water management strategies and supply reliability. The bill requires a plan to describe plans to supplement a water source that may not be available at a consistent level of use, to the extent practicable. Additional findings and declarations relating to water quality are required.

Senate Bill 221

SB 221 added Government Code Section 66455.3, requiring that the local water agency be sent a copy of any proposed residential subdivision of more than 500 dwelling units within five days of the subdivision application being accepted as complete for processing by the city or county. It also added Government Code Section 66473.7, establishing detailed requirements for establishing whether a "sufficient water supply" exists to support any proposed residential subdivisions of more than 500 dwellings, including any such subdivision involving a development agreement. When approving a qualifying subdivision tentative map, the city or county must include a condition requiring availability of a sufficient water supply. The applicable public water system must provide proof of availability. If there is no public water system, the city or county must undertake the analysis described in Government Code Section 66473.7. The analysis must include consideration of effects on other users of water and groundwater.

State Updated Model Landscape Ordinance

Under AB 1881, the updated Model Landscape Ordinance requires cities and counties to adopt landscape water conservation ordinances by January 31, 2010 or to adopt a different ordinance that is at least as effective in conserving water as the updated Model Ordinance. Chapter 13.15, *Water Conservation, Use and Restrictions*, and Chapter 18.118, *Water Efficient Landscapes*, of the La Verne Municipal Code includes landscaping water use standards.

State Water Resources Control Board (State Water Board) Storm Water Strategy

The Storm Water Strategy is founded on the results of the Storm Water Strategic Initiative, which served to direct the State Water Board's role in storm water resources management and evolve the Storm Water Program by a) developing guiding principles to serve as the foundation of the storm water program; b) identifying issues that support or inhibit the program from aligning with the guiding principles; and c) proposing and prioritizing projects that the Water Boards could implement to address those issues.

The State Water Board staff created a strategy-based document called the Strategy to Optimize Management of Storm Water (STORMS). STORMS includes a program vision, missions, goals, objectives, projects, timelines, and consideration of the most effective integration of project outcomes into the Water Board's Storm Water Program.

LOCAL

Water Quality Control Plan (Basin Plan) for the Los Angeles Basin

A Basin Plan is designed to preserve and enhance water quality and protect the beneficial uses of all regional waters. The Basin Plan is a resource for the Regional Board and others who use water and/or discharge wastewater in the region that the Basin Plan is designed to cover. Other agencies and organizations involved in environmental permitting and resource management

activities also use the Basin Plan. Finally, the Basin Plan provides valuable information to the public about local water quality issues.

The Los Angeles Region (Region 4) encompasses all coastal watersheds and drainages flowing to the Pacific Ocean between Rincon Point (on the coast of western Ventura County) and the eastern Los Angeles County line, as well as the drainages of five coastal islands (Anacapa, San Nicolas, Santa Barbara, Santa Catalina, and San Clemente) (RWQCB, 2014). In addition, the Region includes all coastal waters within three nautical miles off the continental and island coastlines. The Planning Area is located within this region.

Greater Los Angeles County Region Integrated Regional Water Management Plan

The purpose of the Greater Los Angeles County Region Integrated Regional Water Management Plan (GLACR IRWPM) is to address the water resources needs of the Region in an integrated and collaborative manner (Greater Los Angeles County Region Integrated Regional Water Management Group, 2014). It provides a mechanism for: coordinating, refining, and integrating existing planning efforts within a comprehensive, regional context; identifying specific regional and watershed-based priorities for implementation projects; and providing funding support for the plans, programs, projects, and priorities of existing agencies and stakeholders.

Municipal Regional Stormwater NPDES Permit

On July 23, 2021, the RWQCB adopted Order R4-2021-0105, NPDES Permit No. CAS004004, *Waste Discharge Requirements and National Pollutant Discharge Elimination System (NPDES) Permit for Municipal Separate Storm Sewer System (MS4) Discharges Within the Coastal Watersheds of Los Angeles and Ventura Counties* (MS4 Permit). Order R4-2021-0105 became effective on September 11, 2021 and serves as the NPDES permit for coastal watershed stormwater and non-stormwater discharges originating from the Los Angeles County and Ventura County region. The permit covers the land areas in the Los Angeles County Flood Control jurisdiction, unincorporated areas of Los Angeles County, and 85 incorporated cities in Los Angeles County. The City of La Verne is included in the MS4 Permit as a permittee under Order R4-2021-0105.

The MS4 Permit imposes a number of basic programs (minimum control measures) on all permittees in order to maintain a level of acceptable runoff conditions through the implementation of best management practices (BMPs) that mitigate stormwater quality problems. In coordination with permittees under MS4 Permit, RWQCB staff performs annual performance reviews and evaluations of the City's stormwater management program and NPDES compliance activities.

East San Gabriel Valley Watershed Management Group's Watershed Management Program

Conditions of the MS4 Permit require that all permittees develop a watershed management plan on an individual or joint basis that will address water quality issues in the permitee's jurisdictional area. The Cities of La Verne, Claremont, Pomona, and San Dimas, collectively referred to as the East San Gabriel Valley Watershed Management Group (ESGV Group), developed a Watershed Management Program (WMP) to fulfill the requirements of the MS4 Permit. This WMP is a requirement of the Permit and presents an approach for compliance with the Permit. The focus of the WMP is on the identification of sufficient amount and types of BMPs to meet receiving water and effluent limitations set forth in the Permit. BMPs vary in function and type, with each BMP providing unique design characteristics and benefits from implementation. The overarching goal of BMP selection is to reduce the impact of stormwater and non-stormwater on receiving water quality.

Los Angeles County Department of Public Works Hydrology Manual

The Los Angeles County Department of Public Works Hydrology Manual (2006) contains the Standard Urban Stormwater Mitigation Plan (SUSMP) that applies to development and redevelopment projects in Los Angeles County, as described below. The Hydrology Manual also includes TMDLs for pollutants per Section 303 of the CWA and BMPs for managing stormwater quality during construction. As the holder of the MS4 Permit, the RWQCB is responsible for enforcing these BMPs.

Los Angeles County Standard Urban Stormwater Mitigation Plan (SUSMP)

The SUSMP is a comprehensive stormwater quality program to manage urban stormwater and minimize pollution of the environment in Los Angeles County. The purpose of the SUSMP is to reduce the discharge of pollutants in stormwater by outlining BMPs that must be incorporated into the design plans of new development and redevelopment. The SUSMP requirements contain a list of minimum BMPs that must be employed to infiltrate or treat stormwater runoff, control peak flow discharge, and reduce the post-Project discharge of pollutants from stormwater conveyance systems. The SUSMP requirements define, based upon land use type, the types of practices that must be included and issues that must be addressed as appropriate to the development type and size. The SUSMP requirements apply to all development and redevelopment projects that fall into one of the following categories:

- Single-family hillside residences
- One acre or more of impervious surface area for industrial/commercial developments
- Automotive service facilities
- Retail gasoline outlets
- Restaurants

- Ten or more residential units
- Parking lots of 5,000 square feet or greater or with 25 or more spaces
- Projects located in or directly discharging to an Ecologically Sensitive Area

The SUSMP requirements are administered, implemented, and enforced through the Community Development Department Building and Safety Division and final review would be conducted by the Chief Building Official. During the review process, individual development project plans are reviewed for compliance with stormwater requirements.

Main San Gabriel Basin Judgment

The Main San Gabriel Basin groundwater and surface water rights were adjudicated in 1973, and the Court established the Main San Gabriel Basin Watermaster to manage the water supply and water quality of the Main San Gabriel Basin (MSGBW 2023). The Main San Gabriel Judgment defined water rights for about 190 original parties, created the Main San Gabriel Basin Watermaster as the governing body, and described a Physical Solution for water management. The Physical Solution provides for Watermaster control of Basin management, and flexibility in initiating cooperative agreements, regulating and controlling pumping, purchasing replacement water, and determining the natural and operational safe yields. The Judgment allows for overproduction of rights, but overproduction incurs a Replacement Water Assessment.

Six Basins Judgment

The Six Basins refers to the six interconnected groundwater basins that underlie portions of the Cities of Claremont, La Verne, Pomona, and Upland, and other surrounding unincorporated areas of Los Angeles and San Bernardino Counties (West Yost Associates 2022). These basins are the Canyon, Upper Claremont Heights, Lower Claremont Heights, Pomona, Live Oak, and Ganesha Basins. A stipulated Judgment (Southern California Water Company v. City of La Verne, et al. [Case No. KC029152]) was filed in 1998 to adjudicate the Six Basins to ensure long-term, sustainable groundwater production through the management of recharge, pumping, and storage. The Judgment established a Safe Yield of the Six Basins at 19,300 acre-feet per year (afy) and prescribed a Base Annual Production Right for each Party as a percentage of the Safe Yield. “Safe Yield” is defined in the Judgment as the amount of groundwater, including Replenishment and return flows from imported water, that can reasonably be produced from the combined Two Basins and Four Basins Areas on an annual basis without causing an undesirable result. The Physical Solution of the Judgment establishes that an Operating Safe Yield (OSY), an Operating Plan, and Base Annual Production Rights can be established independently for the Four Basins (Canyon Basin, UCH, Lower Claremont Heights Basin, and Pomona Basin) and the Two Basins areas (Live Oak Basin and Ganesha Basin). The Six Basins Watermaster was established by the Judgment to develop and implement an Operating Plan for the Six Basins that would carry out the Physical Solution. The Six Basins Watermaster is responsible for developing, maintaining, and

implementing an Operating Plan to establish procedures and protocols for the management of production, replenishment, and storage in accordance with the purpose and objectives of the Physical Solution outlined in the Judgment.

City of La Verne Natural Hazard Mitigation Plan

The City of La Verne Natural Hazard Mitigation Plan develops pre-disaster mitigation strategies in order to prevent human and economic loss in the event of a natural disaster, including floods.

City of La Verne Municipal Code

The La Verne Municipal Code, Chapter 13.50, *Stormwater and Urban Runoff Pollution Control*, regulates stormwater discharge in accordance with the NPDES permit. Section 13.50.090, *Urban Stormwater Runoff Mitigation for Construction Activity*, describes erosion protection measures required during all construction activities and/or as part of the applicant's legal requirements to obtain coverage under the applicable NPDES General Construction Activities Stormwater Permit and State Water Board 401 Water Quality Certification. The NPDES permit requires the preparation and implementation of a Stormwater Pollution Prevention Plan (SWPPP) identifying BMPs to control surface runoff, erosion, and sedimentation. Section 13.50.150, *BMPs for Construction Activities*, requires that all BMPs required as a condition of any approval for construction activity shall be maintained in full force and effect during the term of the project, unless otherwise authorized by the authorized enforcement officer, the community development director or building official.

Section 13.50.093, *Standard Urban Stormwater Mitigation Plan (SUSMP)*, of the La Verne Municipal Code requires a SUSMP for the following applicable categories:

- Single family hillside home;
- Ten or more unit homes including single family homes, multifamily homes, condominiums, and apartments;
- A one hundred thousand or more square feet of impervious surface area industrial/commercial development;
- Automotive service facilities;
- Retail gasoline outlets;
- Restaurants;
- Parking lots five thousand square feet or more of surface area or with twenty-five or more parking spaces;
- Redevelopment projects that result in the creation, addition, or replacement of five thousand square feet or more of impervious surface area on an already developed site; and

- Projects located in or directly adjacent to or discharging directly to an environmentally sensitive area if the development would create two thousand five hundred or more square feet of impervious area and would discharge stormwater or urban runoff likely to impact a sensitive biological species or habitat.

The La Verne Municipal Code Chapter 13.60, *Low Impact Development*, contains the City's Low Impact Development (LID) Ordinance. The ordinance establishes minimum stormwater management requirements and controls to minimize the adverse impacts from stormwater runoff, minimize impervious surfaces, reduce changes to pre-development hydrology, and prioritize the selection of BMPs to remove stormwater pollutants, reduce stormwater runoff volume, and beneficially use stormwater to support an integrated approach to protecting water quality and managing water resources. Qualifying new development and redevelopment projects in the City must be approved for the design and implementation of post-construction controls to mitigate stormwater pollution.

The La Verne Municipal Code, Chapter 15.40, *Floodplain Management*, Code provides standard provisions for flood hazard reduction for flood-prone areas within La Verne. It includes floodplain management regulations to promote the public health, safety, and general welfare of the public, and to minimize the potential for private losses due to flood conditions.

The La Verne Municipal Code, Chapter 13.15, *Water Conservation, Use and Restrictions*, establishes water use restrictions, including landscaping efficiency standards throughout the City.

The La Verne Municipal Code, Chapter 18.118, *Water Efficient Landscapes*, establishes water efficient landscape regulations that are that are least as effective in conserving water as the State Model Water Efficient Landscape Ordinance.

The La Verne Municipal Code, Chapter 18.68, *H-D-O-Z Hillside Development Overlay Zone*, provides supplemental standards for the development of hillside areas of the City, including grading guidelines, landscaping standards, and drainage standards to reduce erosion.

5.9.4 SIGNIFICANCE CRITERIA AND THRESHOLDS

Appendix G of the CEQA Guidelines contains the Initial Study Environmental Checklist, which includes questions related to hydrology and water quality. The issues presented in the Initial Study Environmental Checklist have been utilized as thresholds of significance in this section. Accordingly, a project may create a significant environmental impact if it would:

- Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality (refer to Impact Statement HWQ-1);

- Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin (refer to Impact Statement HWQ-2);
- Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would (refer to Impact Statement HWQ-3):
    - result in substantial erosion or siltation on- or off-site;
    - substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;
    - create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or
    - impede or redirect flood flows?
- In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation (refer to Impact Statement HWQ-4); and
- Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan (refer to Impact Statement HWQ-5).

5.9.5 IMPACTS AND MITIGATION MEASURES

HWQ-1: Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?

Impact Analysis:

CONSTRUCTION

Grading, excavation, removal of vegetation cover, and loading activities associated with future construction activities could temporarily increase runoff, erosion, and sedimentation. Construction activities also could result in soil compaction and wind erosion impacts that could adversely affect soils and reduce the revegetation potential at construction sites and staging areas.

The La Verne Municipal Code Section 13.50.090, *Urban Stormwater Runoff Mitigation for Construction Activity*, describes erosion protection measures required during all construction activities and/or as part of the applicant's legal requirements to obtain coverage under the applicable NPDES Construction General Permit and State Water Board 401 Water Quality Certification. In compliance with NPDES Permit regulations, the State of California requires that any construction activity disturbing one acre or more of soil comply with the Construction General Permit. The permit requires development and implementation of a SWPPP and

monitoring plan, which must include erosion-control and sediment-control BMPs that would meet or exceed measures required by the Construction General Permit to control stormwater quality degradation due to potential construction-related pollutants. Additionally, La Verne Municipal Code Section 13.50.150, *BMPs for Construction Activities*, requires that all BMPs required as a condition of any approval for construction activity shall be maintained in full force and effect during the term of the project, unless otherwise authorized by the authorized enforcement officer, the community development director or building official.

The General Plan Update sets policies and actions for build-out of the City, but it does not envision or authorize any specific development project. Because of this, the site-specific details of potential future development projects are currently unknown, and analysis of potential impacts of such projects is not feasible and would be speculative. However, each future project must include detailed project specific drainage plans that control storm water runoff and erosion, both during and after construction. The RWQCB would require a project-specific SWPPP to be prepared for each future project that disturbs an area of one acre or larger. The SWPPPs would include project-specific best management measures that are designed to control drainage and erosion.

OPERATION

Qualifying new development and redevelopment projects would be required to be consistent with the Los Angeles County MS4 NPDES Permit and La Verne Municipal Code Chapter 13.60, *Low Impact Development*, which requires post-construction LID BMPs to control pollutants, pollutant loads, and runoff volume. All qualifying new development and redevelopment projects would be required to submit a stormwater plan for review and approval by the City Engineer, who may condition approval on actions related to the reduction or elimination of pollutants in stormwater and urban runoff from the project site. Other existing regulatory requirements that manage water quality include requirements to obtain approval from the RWQCB for NPDES permits, other discharge permits, SWPPPs, and to implement BMPs. Federal, State and local regulations would require individual projects to provide the on-site storm drain infrastructure, including water quality measures, to ensure the stormwater runoff associated with the proposed development would be captured and treated on-site, protecting water quality both on- and off-site.

Waters that are listed under Section 303(d) of the CWA are known as “impaired.” There is one potentially impaired water body within the Planning Area: San Jose Creek Reach 2 (Temple to I-10 at White Avenue), which was listed in the CWA Section 303(d) for coliform bacteria and excess algal growth. The RWQCB has recommended the listings for both coliform bacteria and excess algal Growth at this water body be delisted, due to the limited availability of evidence. This delisting is pending approval by the SWRCB. Additionally, this water body is managed by the East San Gabriel Valley Watershed Management Group, and it is currently too early in the data collection process to list this water body as impaired. Other nearby impaired water bodies that

are located outside of La Verne include Puddingstone Reservoir, Walnut Creek Wash (Drains from Puddingstone Reservoir), San Antonio Creek, and San Gabriel River (East Fork).

The City manages local storm drain facilities and the LACFCD is responsible for regional flood control planning within the County. Provision of stormwater detention facilities, as needed, would reduce runoff rates and peak flows. General Plan Update Public Safety and Resource Management goals, policies, and actions aim to enhance stormwater quality and infiltration as well as ensure development projects are reviewed to identify potential stormwater and drainage impacts and require development to include measures to confirm off-site runoff is not increased beyond pre-development levels. Policy PS-2.7 requires new developments that add substantial amounts of impervious surfaces to integrate LID BMPs to reduce stormwater runoff. Policy CSF-2.10 requires projects to incorporate BMPs and LID measures to minimize the quantity of stormwater directed to impermeable surface and to treat stormwater before discharge from the site. Action CSF-2.4 ensures development projects are reviewed to identify potential stormwater and drainage impacts and requires development to include measures to ensure that off-site runoff is not increased beyond pre-development levels during rain and flood events. Action CSF-2.5 ensures that project designs minimize drainage concentrations, minimize impervious coverage, utilize pervious paving materials, utilize LID strategies, and utilize BMPs to reduce stormwater runoff. Action CSF-2.6 promotes the use of LID strategies in new development and redevelopment projects, including but not limited to the use of canopy trees and shrubs, vegetated swales, and permeable paving. Action CSF-2.7 requires new development to mitigate increases in stormwater peak flows and/or volume, and to take into consideration impacts on adjoining lands in the City. Existing regulatory requirements that manage water quality include requirements to obtain approval from the RWQCB for NPDES permits, other discharge permits, SUSMPs, SWPPPs, and to implement BMPs. These regulatory requirements are intended to ensure that water quality does not degrade to levels that would violate water quality standards. Through implementation of the General Plan Update policies and actions, implementation of the Municipal Code requirements identified above, compliance with mandatory federal and State regulations, and compliance with the existing regulations, future development projects associated with implementation of the General Plan Update would not violate water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality.

Proposed General Plan Update Goals, Policies, and Actions:

PUBLIC SAFETY ELEMENT

Policy PS-2.7: **Stormwater Runoff.** Require new developments that add substantial amounts of impervious surfaces to integrate low impact development (LID) best management practices (BMPs) to reduce stormwater runoff.

COMMUNITY SERVICES ELEMENT

Policy CSF-2.10: **Stormwater Treatments.** Projects shall incorporate Best Management Practices (BMPs) and Low Impact Development measures (LID) to minimize the quantity of stormwater directed to impermeable surface and to treat stormwater before discharge from the site. The facilities shall be sized to meet regulatory requirements.

Action CSF-2.4: Continue to review development projects to identify potential stormwater and drainage impacts and require development to include measures to ensure that off-site runoff is not increased beyond pre-development levels during rain and flood events.

Action CSF-2.5: Project designs shall minimize drainage concentrations, minimize impervious coverage, utilize pervious paving materials, utilize low impact development (LID) strategies, and utilize Best Management Practices (BMPs) to reduce stormwater runoff.

Action CSF-2.6: Promote the use of LID strategies in new development and redevelopment projects, including but not limited to the use of canopy trees and shrubs, vegetated swales, and permeable paving.

Action CSF-2.7: Require new development to mitigate increases in stormwater peak flows and/or volume. Mitigation measures, such as LID strategies, should take into consideration impacts on adjoining lands in the City.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

HWQ-2: Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

Impact Analysis: The Planning Area is underlain by the San Gabriel Valley Groundwater Basin. The San Gabriel Valley Groundwater Basin is considered a very low-priority basin and is not critically overdrafted. The Basin is divided into three adjudicated sub-basins: Main San Gabriel Basin (Main Basin), Puente Basin, and portions of the Six Basins area. In addition, there is the Spadra sub-basin, which is not adjudicated. The Planning Area is located within the Main Basin and Six Basins management areas, which are each adjudicated and managed separately by the Main San Gabriel Basin Watermaster and Six Basins Watermaster, respectively.

The Main Basin is replenished by stream runoff from the adjacent mountains and hills, by rainfall directly on the surface of the valley floor, subsurface inflow from Raymond Basin and Puente

Basin, and by return flow from water applied for overlying uses. Additionally, the Main Basin is replenished with imported water. The Watermaster maintains records of each producer's water rights and annual production. Although there is no limit on the quantity of water that may be produced, production in excess of a water right is subject to a replacement water assessment. The Watermaster uses funds collected from producers' overproduction to purchase imported water from municipal water districts.

The main source of groundwater replenishment to the Six Basins is surface-water runoff from precipitation that falls on the San Gabriel Mountains and recharges at spreading grounds located along the foot of the mountain range, predominantly at the San Antonio Spreading Grounds. The water-supply agencies also use imported surface water from MWD for artificial recharge at the spreading grounds (and for direct consumptive uses).

As discussed in detail in Section 5.16, *Utilities and Service Systems*, water service in the Planning Area is provided by the City of La Verne and Golden State Water Company – San Dimas System (GSWC). The City of La Verne is the water purveyor for the vast majority of the area within the City; the remaining parts of the City along its western border and unincorporated areas in the SOI are served by GSWC. The City of La Verne's water sources include imported water from the Three Valleys Municipal Water District's (TVMWD) Miramar Treatment Plant and groundwater extracted from Six Basins. GSWC's main source of water supply is groundwater pumped from the Main Basin. Other sources of GSWC's supply include treated imported surface water purchased from MWD through TVMWD; treated groundwater and surface water purchased from Covina Irrigating Company; treated water purchased from Walnut Valley Water District; and local treated surface water from San Dimas Canyon Creek. As discussed in Section 5.16 of this EIR, both water service providers have concluded in their respective Urban Water Management Plans (UWMPs) that they will be able to meet projected future water demand.

Subsequent development projects accommodated by implementation of the General Plan Update, such as residential, commercial, industrial, and roadway projects, would result in new impervious surfaces and could reduce rainwater infiltration and groundwater recharge. However, the majority of development anticipated by the General Plan Update is within areas currently developed with urban uses. The General Plan Land Use Map proposed under the General Plan Update does not re-designate any areas of land currently designated for open spaces uses to urban uses. The amount of new pavement and impervious surfaces, and the extent to which they affect infiltration, depends on the site-specific features and soil types of a given project site. Projects located in urban areas would have less of an impact than projects converting open lands and spaces. Additionally, as discussed above, recharge to the Basin is primarily from direct percolation of precipitation and percolation of stream flow consisting of runoff from the surrounding mountains, as well as replenishment with imported water. The proposed General Plan Land Use Map would direct future development to infill locations and would not re-

designate open space uses to urban uses; therefore, implementation under the General Plan Update would not significantly impact natural rainwater infiltration and groundwater recharge beyond existing conditions.

Given that implementation and future buildout under the General Plan Update would not appreciably add to the volume of imperious surfaces in the Planning Area, when compared to the overall size of the regional groundwater basin recharge area, and that there are adequate water supplies (including groundwater) to serve the projected buildout demand of the General Plan, this potential impact would be less than significant, and no additional mitigation is required.

The General Plan Update includes policies and actions that support water conservation, minimization of impervious surfaces, and coordination with local water districts when planning for adequate capacity to accommodate future growth. Policy RM-4.1 promotes residential and commercial water conservation, in partnership with local water agencies. Policy RM-4.2 minimizes dependence on imported water through efficient use of local surface sources, using wise groundwater management practices, conservation measures, and the use of reclaimed wastewater and non-potable water for irrigation of landscaping and agriculture, where feasible. Policy RM-4.4 encourages all public and private landscaping in new development and renovation projects to be designed to reduce water demand, prevent runoff, decrease flooding, and recharge groundwater through the installation of irrigation systems, the selection of appropriate plant materials, and proper soil preparation. Policy RM-4.5 directs the City to work cooperatively with local water agencies to effectively and efficiently manage stormwater runoff as part of a multipronged water conservation strategy. Policy PS-2.9 directs the City to work collaboratively with local water agencies to create opportunities for successful aquifer recharge. Policy CSF-2.5 encourages the use of recycled water in development projects and landscaping; and implements best practices (e.g., dual plumbing) to expand recycled water use when safe, financially feasible, and available. Policy CSF-2.7 supports water conservation measures that comply with state and federal legislation and that are consistent with measures adopted in the UWMP. Policy CSF-2.10 requires projects to incorporate BMPs and LID measures to minimize the quantity of stormwater directed to impermeable surface and to treat stormwater before discharge from the site. Implementation of the General Plan policies, combined with continued management of the groundwater basins, would further ensure that future development anticipated by the General Plan Update would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge. Therefore, impacts would be less than significant, and no mitigation is required.

Proposed General Plan Update Goals, Policies, and Actions:

RESOURCE MANAGEMENT ELEMENT

Goal RM-4: **Water Conservation.** A community that protects and conserves limited water resources.

Policy RM-4.1: **Conservation Strategies.** In partnership with local water agencies, promote residential and commercial water conservation using multiple innovative strategies and contemporary best practices.

Policy RM-4.2: **Efficient Use of Sources.** Minimize dependence on imported water through efficient use of local surface sources, using wise groundwater management practices, conservation measures, and the use of reclaimed wastewater and non-potable water for irrigation of landscaping and agriculture, where feasible.

Policy RM-4.3: **Distribution.** Utilize the most recent available water conservation technology and green infrastructure to ensure an efficient and cost-effective distribution system.

Policy RM-4.4: **Landscaping.** Encourage all public and private landscaping in new development and renovation projects to be designed to reduce water demand, prevent runoff, decrease flooding, and recharge groundwater through the installation of irrigation systems, the selection of appropriate plant materials, and proper soil preparation.

Policy RM-4.5: **Stormwater.** Work cooperatively with local water agencies to effectively and efficiently manage stormwater runoff as part of the City's multipronged water conservation strategy.

Action RM4.1: Develop educational outreach designed to increase public participation in water conservation and water quality awareness through printed material and the City's website and social media accounts.

PUBLIC SAFETY ELEMENT

Policy PS-2.9: **Aquifer Recharge.** Work collaboratively with local water agencies to create opportunities for successful aquifer recharge.

COMMUNITY SERVICES ELEMENT

Goal CSF-2: **Water System.** A community with adequate access to a clean and plentiful potable water supply that is also well-served by efficient distribution and stormwater systems.

Policy CSF-2.1: **Water Master Plan.** Maintain a Citywide Water Master Plan to identify existing and future water needs, implement needed improvements, and identify potential funding sources.

Policy CSF-2.5: **Use of Recycled Water.** Encourage the use of recycled water in development projects and landscaping; implement best practices (e.g., dual plumbing) to expand recycled water use when safe, financially feasible, and available.

Policy CSF-2.7: **Water Conservation.** Support water conservation measures that comply with state and federal legislation and that are consistent with measures adopted in the Urban Water Management Plan.

Policy CSF-2.10: **Stormwater Treatments.** Projects shall incorporate Best Management Practices (BMPs) and Low Impact Development measures (LID) to minimize the quantity of stormwater directed to impermeable surface and to treat stormwater before discharge from the site. The facilities shall be sized to meet regulatory requirements.

Action CSF-2.5: Project designs shall minimize drainage concentrations, minimize impervious coverage, utilize pervious paving materials, utilize low impact development (LID) strategies, and utilize Best Management Practices (BMPs) to reduce stormwater runoff.

Action CSF-2.6: Promote the use of LID strategies in new development and redevelopment projects, including but not limited to the use of canopy trees and shrubs, vegetated swales, and permeable paving.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

HWQ-3: Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

- result in substantial erosion or siltation on- or off-site;
- substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;
- create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or
- impede or redirect flood flows?

Impact Analysis:

EROSION AND SILTATION

Implementation under the General Plan Update would result in new development and redevelopment projects, and is anticipated to increase the area of impervious surfaces and/or result in alteration of existing drainage patterns. Substantial erosion or siltation is known to result during construction and/or during the post-construction phase if erosion control measures are not used. Erosion or siltation can also occur in the post-construction phase if runoff is not captured and conveyed appropriately.

As stated above, future development under the General Plan Update would be subject to NPDES permit requirements that address the control of erosion and siltation. This includes the Construction General Permit, which requires a SWPPP and the effective implementation of erosion control measures for projects greater than one acre in size (or part of a larger plan of development). The Los Angeles RWQCB conducts inspections and enforces the Construction General Permit at construction sites. Additionally, future development on hillside areas would be subject to La Verne Municipal Code Chapter 18.68, *H-D-O-Z Hillside Development Overlay Zone*, which provides supplemental standards for the development of hillside areas of the City, including grading guidelines, landscaping standards, and drainage standards to reduce erosion.

Development under the General Plan Update would also be subject to the post-construction requirements of the MS4 NPDES permit. The La Verne Municipal Code Chapter 13.60, *Low Impact Development*, contains the City's LID Ordinance. The City's LID Ordinance establishes minimum stormwater management requirements and controls to minimize the adverse impacts from stormwater runoff, minimize impervious surfaces, reduce changes to pre-development hydrology, and prioritize the selection of BMPs to remove stormwater pollutants, reduce stormwater runoff volume, and beneficially use stormwater to support an integrated approach to protecting water quality and managing water resources. Qualifying new development and redevelopment projects in the City must be approved for the design and implementation of post-construction controls to mitigate stormwater pollution. Discharges that are not authorized by a NPDES permit must be permitted by other means by the Los Angeles RWQCB or SWRCB (e.g., filing a Report of Waste Discharge, Water Quality Certification).

Further, the General Plan Update includes goals, policies, and actions to provide residents, project applicants, and the City the tools to comply with existing regulations that address erosion and siltation from the addition of impervious surfaces and alteration of existing drainage patterns. Policy PS-2.7 requires new developments that adds substantial amounts of impervious surfaces to integrate LID BMPs to reduce stormwater runoff. Policy PS-3.4 requires adherence to the latest California Building Codes and regulations applicable to earth work and grading during construction, hillside grading guidelines to minimize erosion; and directs the City to update local codes periodically for the latest advances. Policy PS-3.5 limits acreage of bare soils exposed at any one time. Policy CSF-2.10 requires projects to incorporate BMPs and LID measures to

minimize the quantity of stormwater directed to impermeable surface and to treat stormwater before discharge from the site. Action CSF-2.4 ensures development projects are reviewed to identify potential stormwater and drainage impacts and requires development to include measures to ensure that off-site runoff is not increased beyond pre-development levels during rain and flood events. Action CSF-2.5 ensures project designs minimize drainage concentrations, minimize impervious coverage, utilize pervious paving materials, utilize LID strategies, and utilize BMPs to reduce stormwater runoff. Action CSF-2.7 requires new development to mitigate increases in stormwater peak flows and/or volume, and to into consideration impacts on adjoining lands in the City. Through implementation of the General Plan Update policies and existing regulations, erosional/siltation impacts from changes to the existing drainage patterns and increasing impervious surfaces would be less than significant, and no mitigation is required.

SURFACE RUNOFF

Future development under the General Plan Update has the potential to result in changes to the existing drainage patterns and could exceed the capacity of stormwater drainage systems and/or cause flooding on or off of a project site. Flooding can occur from an increase in impervious surfaces, which increases the volume and speed of runoff. When the volume and speed of runoff is increased, drainage facilities can be unable to handle the flows and capacity could be exceeded.

As previously described, RCFCWCD and the City operate and maintain a network of flood control facilities within the Planning Area. As specified in the City's Municipal Code, qualifying development projects would be required to incorporate LID BMPs into the drainage system, slowing on- and off-site flow rates and decreasing flooding. LID BMPs could also include methods of on-site retention of runoff, such as cisterns, rain barrels, and basins which allow for a metered release of flows, typically after the rain event has passed, when capacity becomes available in the downstream pipes and channels.

The General Plan Update contains goals, policies, and actions to provide adequate stormwater infrastructure for flood control and reduce run-off quantity. Policy PS-2.7 requires new developments that add substantial amounts of impervious surfaces to integrate LID BMPs to reduce stormwater runoff. Policy PS-2.11 directs the City to continue to coordinate with the LACFCD to encourage the improvement of channel segments to alleviate local flooding, in accordance with the City's Stormwater Master Plan. Policy CSF-2.10 requires projects to incorporate BMPs and LID measures to minimize the quantity of stormwater directed to impermeable surface and to treat stormwater before discharge from the site. Action CSF-2.4 ensures development projects are reviewed to identify potential stormwater and drainage impacts and requires development to include measures to ensure that off-site runoff is not increased beyond pre-development levels during rain and flood events. Action CSF-2.5 ensures project designs minimize drainage concentrations, minimize impervious coverage, utilize pervious paving materials, utilize LID strategies, and utilize BMPs to reduce stormwater runoff.

Action CSF-2.6 promotes the use of LID strategies in new development and redevelopment projects, including but not limited to the use of canopy trees and shrubs, vegetated swales, and permeable paving. Action CSF-2.7 requires new development to mitigate increases in stormwater peak flows and/or volume, and to into consideration impacts on adjoining lands in the City. Through implementation of the General Plan Update Plan goals, policies, and actions and existing federal, State, and local regulations discussed above, runoff would not exceed the capacity of drainage systems, provide substantial additional sources of polluted runoff, or cause flooding impacts from changes to the existing drainage patterns and increased impervious surfaces. Therefore, impacts would be less than significant, and no mitigation is required.

FLOOD FLOWS

As described above and shown in Figure 5.9-4, only a small area within La Verne is located within a mapped portion of either the 100-year and 500-year FEMA flood zones. 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 General Plan Update sets policies and actions for buildout of the City, but does not envision or authorize any specific development project. Policy PS-2.1 maintains and continuously updates the City's floodplain safety hazards map in concert with FEMA map amendments and improvements to local drainage facilities. Policy PS-2.2 avoids and minimizes flood risks for new development. Policy PS-2.3 reduces flood hazards in developed areas susceptible to flooding and requires new development in these areas to incorporate mitigation measures designed to mitigate flood hazards. Policy PS-2.11 directs the City to continue to coordinate with the LACFCD to encourage the improvement of channel segments to alleviate local flooding, in accordance with the City's Stormwater Master Plan. As described above, Municipal Code Chapter 15.40, *Floodplain Management*, provides standard provisions for flood hazard reduction for flood-prone areas within La Verne. It includes floodplain management regulations to promote the public health, safety, and general welfare of the public, and to minimize the potential for private losses due to flood conditions. Future development projects accommodated by implementation of the General Plan Update would be reviewed by the City to determine if they are located within special flood hazard areas and thus subject to additional provisions set forth in Chapter 15.40. Additionally, construction of storm drainage improvements would occur as part of an overall development or infrastructure project, and would be considered in the environmental review associated with the specific project being proposed. With implementation of General Plan Update goals, policies, and implementation and compliance with existing regulations, the General Plan Update would not impede or redirect flood flows. Therefore, impacts would be less than significant, and no mitigation is required.

Proposed General Plan Update Goals, Policies, and Actions:

PUBLIC SAFETY ELEMENT

Goal PS-2: **Flooding.** A community that is protected from the dangers of flood and inundation hazards.

Policy PS-2.1: **Flood Hazard Identification.** Maintain and continuously update the City's floodplain safety hazards map in concert with FEMA map amendments and improvements to local drainage facilities.

Policy PS-2.2: **New Development.** Avoid and minimize flood risks for new development.

Policy PS-2.3: **Areas Susceptible to Flooding.** Reduce flood hazards in developed areas susceptible to flooding (such as the 100-year floodplain and areas known to the City to flood during intense or prolonged rainfall events) and require new development in these areas to incorporate mitigation measures designed to mitigate flood hazards.

Policy PS-2.4: **Education.** Educate the community regarding flood prevention information and notify residents and motorists of impending flood hazards and evacuation procedures using the most efficient and modern technology appropriate.

Policy PS-2.5: **Joint Use of Flood Control Facilities.** Develop flood control facilities as parks, nature trails, equestrian parks, golf courses, or other types of recreational facilities or joint-use facilities that can withstand periodic inundation, to the extent feasible.

Policy PS-2.6: **Interagency Coordination.** Coordinate with neighboring jurisdictions and public agencies responsible for flood protection to consider the impact to flooding and flood control measures on properties within La Verne resulting from development in other jurisdictions.

Policy PS-2.7: **Stormwater Runoff.** Require new developments that add substantial amounts of impervious surfaces to integrate low impact development (LID) best management practices (BMPs) to reduce stormwater runoff.

Policy PS-2.8: **Critical Facilities.** Prohibit development of new essential and critical facilities and lifeline services in the 100-year floodplain.

Policy PS-2.9: **Aquifer Recharge.** Work collaboratively with local water agencies to create opportunities for successful aquifer recharge.

Policy PS-2.10: **Open Space Area.** Preserve open space areas for flood mitigation when possible.

Policy PS-2.11: **Flood Control Facilities.** Continue to coordinate with Los Angeles County Flood Control District to encourage the improvement of channel segments to alleviate local flooding, in accordance with the City's Stormwater Master Plan.

Action PS-2.1: Monitor changes in Federal and State laws and regulations related to local flood protection, including the National Flood Insurance Program and incorporate necessary changes into the Municipal Code, the City's Emergency Operations Plan, and building codes as required and ensure that the City's regulations continue to require that new development within flood hazard zones is consistent with this Safety Element and is required to meet the flood protection requirements of State law.

Action PS-2.2: Continue to disseminate information on flooding, flood control on private property, floodplains, and flood preparedness to the public.

Action PS-2.3: Communicate with FEMA annually regarding updates to Flood Insurance Rate Maps and Letter of Map Revisions.

Action PS-2.4: Periodically review county, state, and federal flood control best practices and incorporate appropriate standards into the Municipal Code.

Policy PS-3.4: **Building Codes.** Adhere to the latest California Building Codes and regulations regulating earth work and grading during construction, and hillside grading guidelines to minimize erosion; update local codes periodically for the latest advances.

Policy PS-3.5: **Bare Soils.** Limit acreage of bare soils exposed at any one time.

COMMUNITY SERVICES ELEMENT

Policy CSF-2.10: **Stormwater Treatments.** Projects shall incorporate Best Management Practices (BMPs) and Low Impact Development measures (LID) to minimize the quantity of stormwater directed to impermeable surface and to treat stormwater before discharge from the site. The facilities shall be sized to meet regulatory requirements.

Action CSF-2.4: Continue to review development projects to identify potential stormwater and drainage impacts and require development to include measures to ensure that off-site runoff is not increased beyond pre-development levels during rain and flood events.

Action CSF-2.5: Project designs shall minimize drainage concentrations, minimize impervious coverage, utilize pervious paving materials, utilize low impact development

(LID) strategies, and utilize Best Management Practices (BMPs) to reduce stormwater runoff.

Action CSF-2.6: Promote the use of LID strategies in new development and redevelopment projects, including but not limited to the use of canopy trees and shrubs, vegetated swales, and permeable paving.

Action CSF-2.7: Require new development to mitigate increases in stormwater peak flows and/or volume. Mitigation measures, such as LID strategies, should take into consideration impacts on adjoining lands in the City.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

HWQ-4: Would the project, in flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

Impact Analysis:

As described above and shown in Figure 5.9-4, only a small area within La Verne is located within a mapped portion of either the 100-year and 500-year FEMA flood zones. 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). It should be noted that a large section of the San Dimas Wash that runs through La Verne does not have data on flood hazard risk (it is located within FEMA Zone D – Area of Undetermined Flood Hazard). FEMA also classifies large portions of the northern and western portions of La Verne as being located within FEMA Zone D (Area of Undetermined Flood Hazard). There is also a small portion of the southeastern part of the City that is located within FEMA Zone D. Nevertheless, areas within FEMA Zone D within La Verne are largely undeveloped, and therefore, damage is expected to be relatively limited within these areas during a large-scale flooding event. Should future development accommodated by implementation of the General Plan Update become inundated during a future flood event, there could be a risk of pollutants being released inadvertently into the environment. As described above, pursuant to the CWA, each subsequent development project or improvement project that disturbs more than one acre would be required to obtain NPDES coverage under the Construction General Permit, which would require an approved SWPPP that includes BMPs for grading and preservation of topsoil. SWPPPs are designed to control storm water quality degradation to the extent practicable using BMPs during and after construction. In addition, the regulations of La Verne Municipal Code Chapter 15.40 restrict land uses that are dangerous to public health, safety, and property due to water or erosion hazards and require land uses vulnerable to flood, mudslide, or flood-related erosion be protected against flood damage at the time of initial construction.

Further, the General Plan Update Public Safety Element includes goals, policies, and actions to reduce the risk of flooding and ensure compliance with regulatory requirements. Policy PS-2.1 maintains and continuously updates the City's floodplain safety hazards map in concert with FEMA map amendments and improvements to local drainage facilities. Policy PS-2.2 avoids and minimizes flood risks for new development. Policy PS-2.3 reduces flood hazards in developed areas susceptible to flooding and requires new development in these areas to incorporate mitigation measures designed to mitigate flood hazards. Policy PS-2.6 coordinates with neighboring jurisdictions and public agencies responsible for flood protection to consider the impact to flooding and flood control measures on properties within La Verne resulting from development in other jurisdictions. Policy PS-2.7 requires new developments that add substantial amounts of impervious surfaces to integrate LID BMPs to reduce stormwater runoff. Policy PS-2.10 preserves open space areas for flood mitigation when possible. Policy PS-2.11 directs the City to continue to coordinate with the LACFCD to encourage the improvement of channel segments to alleviate local flooding, in accordance with the City's Stormwater Master Plan.

A tsunami is a catastrophic ocean wave, usually caused by a submarine earthquake, an underwater or coastal landslide, or a volcanic eruption. The Planning Area is located approximately 31 miles from the Pacific Ocean; therefore, the Planning Area is too far away from the nearest ocean to have any meaningful tsunami risk.

Seiches can occur in bodies of water both near and far from an earthquake epicenter. Seiches as a result of ground shaking could occur in the region that may adversely impact property owners down-gradient from bodies of water in or near the Planning Area. There are five dams that have the potential to inundate portions of the City of La Verne in the event of seiche or 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). As shown in Figure 5.9-5, much of the central and southern portions of La Verne have the potential to be inundated during failure of one or more dams. As described above, most of these dams do not have a history of dam failure; however, the U.S. Army Corps of Engineers gave the San Antonio Dam a DSAC II rating in December 2008. 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 U.S. Army Corps of Engineers developed a plan to implement Interim Risk Reduction Measures, or IRRMs. As such, monitoring and mitigation of dam failure is constantly occurring at both the federal and State levels. Additionally, the General Plan Update Safety Element includes goals, policies, and actions to reduce the risks associated with flood and inundation hazards, as described above.

Therefore, with implementation of General Plan Update goals, policies, and implementation and compliance with existing regulations, impacts associated with the risk of pollutants from seiches and flooding that may result from adoption and implementation of the General Plan Update would be less than significant, and no mitigation is required.

Proposed General Plan Update Goals, Policies, and Actions:

PUBLIC SAFETY ELEMENT

Goal PS-2: **Flooding.** A community that is protected from the dangers of flood and inundation hazards.

Policy PS-2.1: **Flood Hazard Identification.** Maintain and continuously update the City's floodplain safety hazards map in concert with FEMA map amendments and improvements to local drainage facilities.

Policy PS-2.2: **New Development.** Avoid and minimize flood risks for new development.

Policy PS-2.3: **Areas Susceptible to Flooding.** Reduce flood hazards in developed areas susceptible to flooding (such as the 100-year floodplain and areas known to the City to flood during intense or prolonged rainfall events) and require new development in these areas to incorporate mitigation measures designed to mitigate flood hazards.

Policy PS-2.4: **Education.** Educate the community regarding flood prevention information and notify residents and motorists of impending flood hazards and evacuation procedures using the most efficient and modern technology appropriate.

Policy PS-2.5: **Joint Use of Flood Control Facilities.** Develop flood control facilities as parks, nature trails, equestrian parks, golf courses, or other types of recreational facilities or joint-use facilities that can withstand periodic inundation, to the extent feasible.

Policy PS-2.6: **Interagency Coordination.** Coordinate with neighboring jurisdictions and public agencies responsible for flood protection to consider the impact to flooding and flood control measures on properties within La Verne resulting from development in other jurisdictions.

Policy PS-2.7: **Stormwater Runoff.** Require new developments that add substantial amounts of impervious surfaces to integrate low impact development (LID) best management practices (BMPs) to reduce stormwater runoff.

Policy PS-2.8: **Critical Facilities.** Prohibit development of new essential and critical facilities and lifeline services in the 100-year floodplain.

Policy PS-2.9: **Aquifer Recharge.** Work collaboratively with local water agencies to create opportunities for successful aquifer recharge.

Policy PS-2.10: **Open Space Area.** Preserve open space areas for flood mitigation when possible.

Policy PS-2.11: **Flood Control Facilities.** Continue to coordinate with Los Angeles County Flood Control District to encourage the improvement of channel segments to alleviate local flooding, in accordance with the City's Stormwater Master Plan.

Action PS-2.1: Monitor changes in Federal and State laws and regulations related to local flood protection, including the National Flood Insurance Program and incorporate necessary changes into the Municipal Code, the City's Emergency Operations Plan, and building codes as required and ensure that the City's regulations continue to require that new development within flood hazard zones is consistent with this Safety Element and is required to meet the flood protection requirements of State law.

Action PS-2.2: Continue to disseminate information on flooding, flood control on private property, floodplains, and flood preparedness to the public.

Action PS-2.3: Communicate with FEMA annually regarding updates to Flood Insurance Rate Maps and Letter of Map Revisions.

Action PS-2.4: Periodically review county, state, and federal flood control best practices and incorporate appropriate standards into the Municipal Code.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

HWQ-5: Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Impact Analysis: As described above, the local water quality control plan (Basin Plan) is maintained by the Los Angeles RWQCB. The Basin Plan specifies the State's water quality standards (i.e., beneficial uses, water quality objectives, and antidegradation policy) and serves as the basis for the RWQCB's regulatory programs. When permittees and projects comply with the provisions of applicable NPDES permits and water quality permitting, they are consistent with the Basin Plan. The General Plan Update includes policies to implement NPDES requirements and enforcement of said regulations, such as Policy PS-2.7, which requires new developments that add substantial amounts of impervious surfaces to integrate LID BMPs to reduce stormwater runoff; and Policy CSF-2.10, which requires projects to incorporate BMPs and LID measures to minimize the quantity of stormwater directed to impermeable surface and to treat stormwater

before discharge from the site. Further, Action CSF-2.4 ensures development projects are reviewed to identify potential stormwater and drainage impacts and requires development to include measures to ensure that off-site runoff is not increased beyond pre-development levels during rain and flood events; Action CSF-2.5 ensures project designs minimize drainage concentrations, minimize impervious coverage, utilize pervious paving materials, utilize LID strategies, and utilize BMPs to reduce stormwater runoff; Action CSF-2.6 promotes the use of LID strategies in new development and redevelopment projects, including but not limited to the use of canopy trees and shrubs, vegetated swales, and permeable paving; and Action CSF-2.7 requires new development to mitigate increases in stormwater peak flows and/or volume, and to into consideration impacts on adjoining lands in the City. Through implementation of existing regulations and the General Plan Update policies and actions, implementation of the General Plan Update would not conflict or obstruct a water quality control plan. Therefore, impacts in this regard will be less than significant.

As described above, the San Gabriel Valley Basin is categorized as a very low-priority basin and is not in a condition of critical overdraft; as such, a groundwater management plan is not required. The San Gabriel Valley Basin is divided into three adjudicated sub-basins: Main Basin, Puente Basin, and portions of the Six Basins area. In addition, there is the Spadra sub-basin, which is not adjudicated. The Planning Area is located within the Main Basin and Six Basins management areas, which are each adjudicated and managed separately by the Main San Gabriel Basin Watermaster and Six Basins Watermaster, respectively.

The General Plan Update includes policies to support the monitoring, protection, and development of groundwater resources which is consistent with the tasks of the Watermaster. Policy RM-4.1 promotes residential and commercial water conservation, in partnership with local water agencies. Policy RM-4.2 minimizes dependence on imported water through efficient use of local surface sources, using wise groundwater management practices, conservation measures, and the use of reclaimed wastewater and non-potable water for irrigation of landscaping and agriculture, where feasible. Policy RM-4.4 encourages all public and private landscaping in new development and renovation projects to be designed to reduce water demand, prevent runoff, decrease flooding, and recharge groundwater through the installation of irrigation systems, the selection of appropriate plant materials, and proper soil preparation. Policy RM-4.5 directs the City to work cooperatively with local water agencies to effectively and efficiently manage stormwater runoff as part of a multipronged water conservation strategy. Policy PS-2.9 directs the City to work collaboratively with local water agencies to create opportunities for successful aquifer recharge. Policy CSF-2.5 encourages the use of recycled water in development projects and landscaping; and implements best practices (e.g., dual plumbing) to expand recycled water use when safe, financially feasible, and available. Policy CSF-2.7 supports water conservation measures that comply with state and federal legislation and that are consistent with measures adopted in the UWMP. Thus, adoption and implementation of the General Plan Update will not

conflict or obstruct a sustainable groundwater management plan. Therefore, impacts would be less than significant, and no mitigation is required.

Proposed General Plan Update Goals, Policies, and Actions:

RESOURCE MANAGEMENT ELEMENT

Goal RM-4: **Water Conservation.** A community that protects and conserves limited water resources.

Policy RM-4.1: **Conservation Strategies.** In partnership with local water agencies, promote residential and commercial water conservation using multiple innovative strategies and contemporary best practices.

Policy RM-4.2: **Efficient Use of Sources.** Minimize dependence on imported water through efficient use of local surface sources, using wise groundwater management practices, conservation measures, and the use of reclaimed wastewater and non-potable water for irrigation of landscaping and agriculture, where feasible.

Policy RM-4.3: **Distribution.** Utilize the most recent available water conservation technology and green infrastructure to ensure an efficient and cost-effective distribution system.

Policy RM-4.4: **Landscaping.** Encourage all public and private landscaping in new development and renovation projects to be designed to reduce water demand, prevent runoff, decrease flooding, and recharge groundwater through the installation of irrigation systems, the selection of appropriate plant materials, and proper soil preparation.

Policy RM-4.5: **Stormwater.** Work cooperatively with local water agencies to effectively and efficiently manage stormwater runoff as part of the City's multipronged water conservation strategy.

Action RM-4.1: Develop educational outreach designed to increase public participation in water conservation and water quality awareness through printed material and the City's website and social media accounts.

PUBLIC SAFETY ELEMENT

Goal PS-2: **Flooding.** A community that is protected from the dangers of flood and inundation hazards.

Policy PS-2.1: **Flood Hazard Identification.** Maintain and continuously update the City's floodplain safety hazards map in concert with FEMA map amendments and improvements to local drainage facilities.

Policy PS-2.2: **New Development.** Avoid and minimize flood risks for new development.

Policy PS-2.3: **Areas Susceptible to Flooding.** Reduce flood hazards in developed areas susceptible to flooding (such as the 100-year floodplain and areas known to the City to flood during intense or prolonged rainfall events) and require new development in these areas to incorporate mitigation measures designed to mitigate flood hazards.

Policy PS-2.4: **Education.** Educate the community regarding flood prevention information and notify residents and motorists of impending flood hazards and evacuation procedures using the most efficient and modern technology appropriate.

Policy PS-2.5: **Joint Use of Flood Control Facilities.** Develop flood control facilities as parks, nature trails, equestrian parks, golf courses, or other types of recreational facilities or joint-use facilities that can withstand periodic inundation, to the extent feasible.

Policy PS-2.6: **Interagency Coordination.** Coordinate with neighboring jurisdictions and public agencies responsible for flood protection to consider the impact to flooding and flood control measures on properties within La Verne resulting from development in other jurisdictions.

Policy PS-2.7: **Stormwater Runoff.** Require new developments that add substantial amounts of impervious surfaces to integrate low impact development (LID) best management practices (BMPs) to reduce stormwater runoff.

Policy PS-2.8: **Critical Facilities.** Prohibit development of new essential and critical facilities and lifeline services in the 100-year floodplain.

Policy PS-2.9: **Aquifer Recharge.** Work collaboratively with local water agencies to create opportunities for successful aquifer recharge.

COMMUNITY SERVICES ELEMENT

Policy CSF-2.5: **Use of Recycled Water.** Encourage the use of recycled water in development projects and landscaping; implement best practices (e.g., dual plumbing) to expand recycled water use when safe, financially feasible, and available.

Policy CSF-2.7: **Water Conservation.** Support water conservation measures that comply with state and federal legislation and that are consistent with measures adopted in the Urban Water Management Plan.

Policy CSF-2.10: **Stormwater Treatments.** Projects shall incorporate Best Management Practices (BMPs) and Low Impact Development measures (LID) to minimize the

quantity of stormwater directed to impermeable surface and to treat stormwater before discharge from the site. The facilities shall be sized to meet regulatory requirements.

Action CSF-2.4: Continue to review development projects to identify potential stormwater and drainage impacts and require development to include measures to ensure that off-site runoff is not increased beyond pre-development levels during rain and flood events.

Action CSF-2.5: Project designs shall minimize drainage concentrations, minimize impervious coverage, utilize pervious paving materials, utilize low impact development (LID) strategies, and utilize Best Management Practices (BMPs) to reduce stormwater runoff.

Action CSF-2.6: Promote the use of LID strategies in new development and redevelopment projects, including but not limited to the use of canopy trees and shrubs, vegetated swales, and permeable paving.

Action CSF-2.7: Require new development to mitigate increases in stormwater peak flows and/or volume. Mitigation measures, such as LID strategies, should take into consideration impacts on adjoining lands in the City.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

5.9.6 CUMULATIVE IMPACTS

Impact Analysis: For hydrology, cumulative impacts are considered for cumulative projects within the City and Los Angeles County region. The cumulative projects' regional hydrologic setting would be similar; however, the local hydrologic setting, flood hazards, and subsurface soil conditions would vary according to the site location and specific conditions.

Would the project, combined with other related cumulative projects, result in significant cumulative impacts with respect to hydrology and water quality?

Cumulative hydrology and water quality impacts associated with implementation of the General Plan Update are analyzed based on development within the Planning Area and development served by facilities under the jurisdiction of the LACFCD. The General Plan Update does not propose site-specific development and would not significantly impact drainage courses and hydrologic flows throughout the Planning Area.

Construction of the individual development projects allowed under the land use designations of the proposed General Plan Update has the potential to result in construction-related water

quality impacts and operational-related impacts to local waterways, and cause flooding, erosion, or siltation from the alteration of drainage patterns. Individual projects would be evaluated on a project-by-project basis to ensure compliance with the General Plan Update policies and actions, as well as federal, State, and local regulations to reduce hydrology and water quality impacts.

Subsequent development projects as a result of implementation of the General Plan Update could result in new impervious surfaces and could increase stormwater runoff volumes; however, the General Plan Update would not appreciably add to the volume of imperious surfaces in the Planning Area. As individual projects are constructed, the General Plan Update policies and actions, as well as federal, State, and local regulations, would substantially reduce potential cumulative impacts. Considering the protection granted by local, State, and federal agencies and their permit and monitoring requirements, as discussed above, and with implementation of the policies and actions included within the General Plan Update, the overall cumulative impact would not be significant. As a result, the General Plan Update's incremental contribution to cumulative hydrology impacts would be less than cumulatively considerable, and the cumulative impact would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

5.9.7 SIGNIFICANT UNAVOIDABLE IMPACTS

Hydrology and water quality impacts associated with the implementation of the General Plan Update would be less than significant. No significant unavoidable hydrology and water quality impacts would occur as a result of the General Plan Update.

5.9.8 REFERENCES

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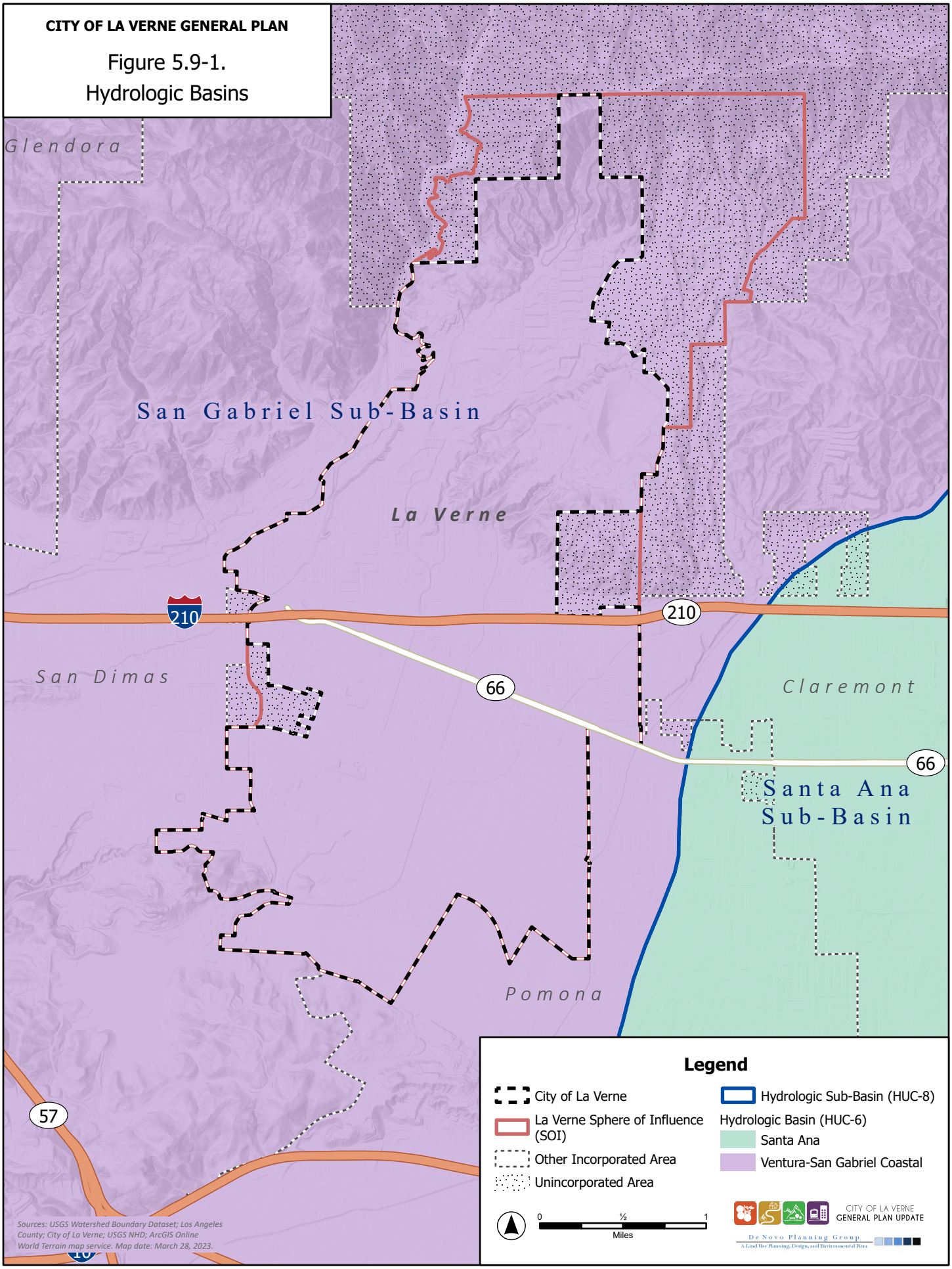
CITY OF LA VERNE GENERAL PLAN

Figure 5.9-1.
Hydrologic Basins



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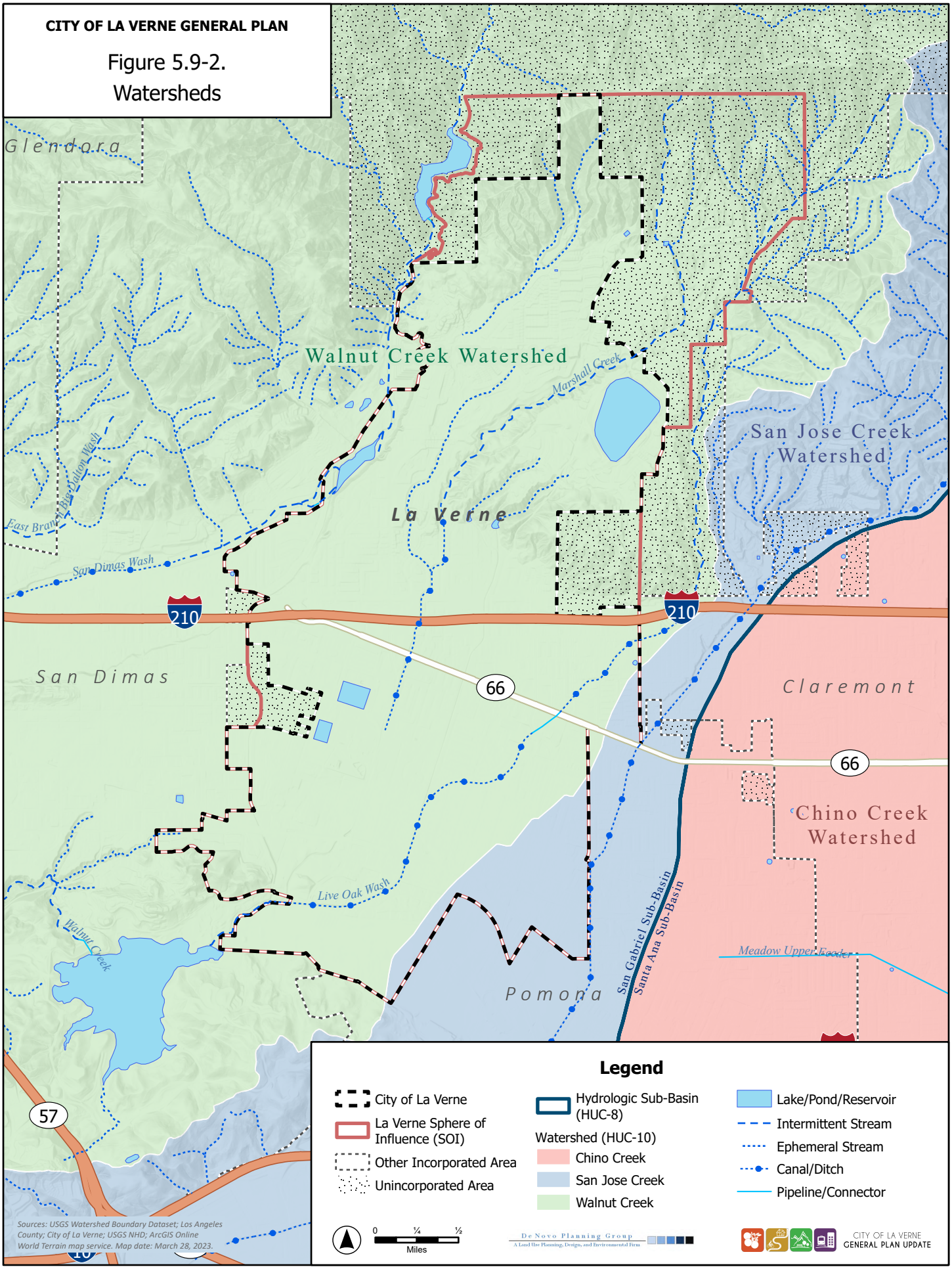
CITY OF LA VERNE GENERAL PLAN

Figure 5.9-2.
Watersheds



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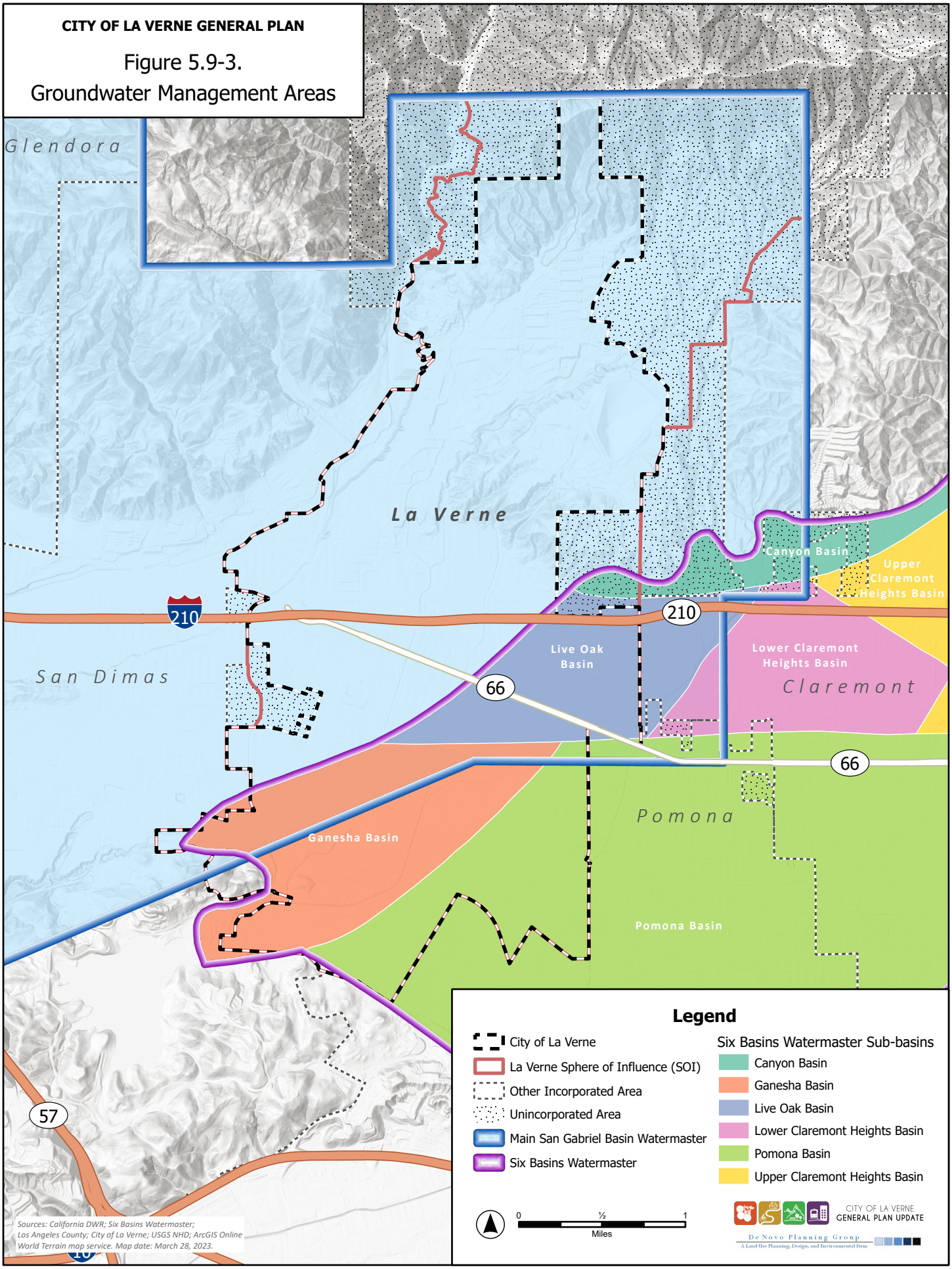
CITY OF LA VERNE GENERAL PLAN

Figure 5.9-3.
Groundwater Management Areas



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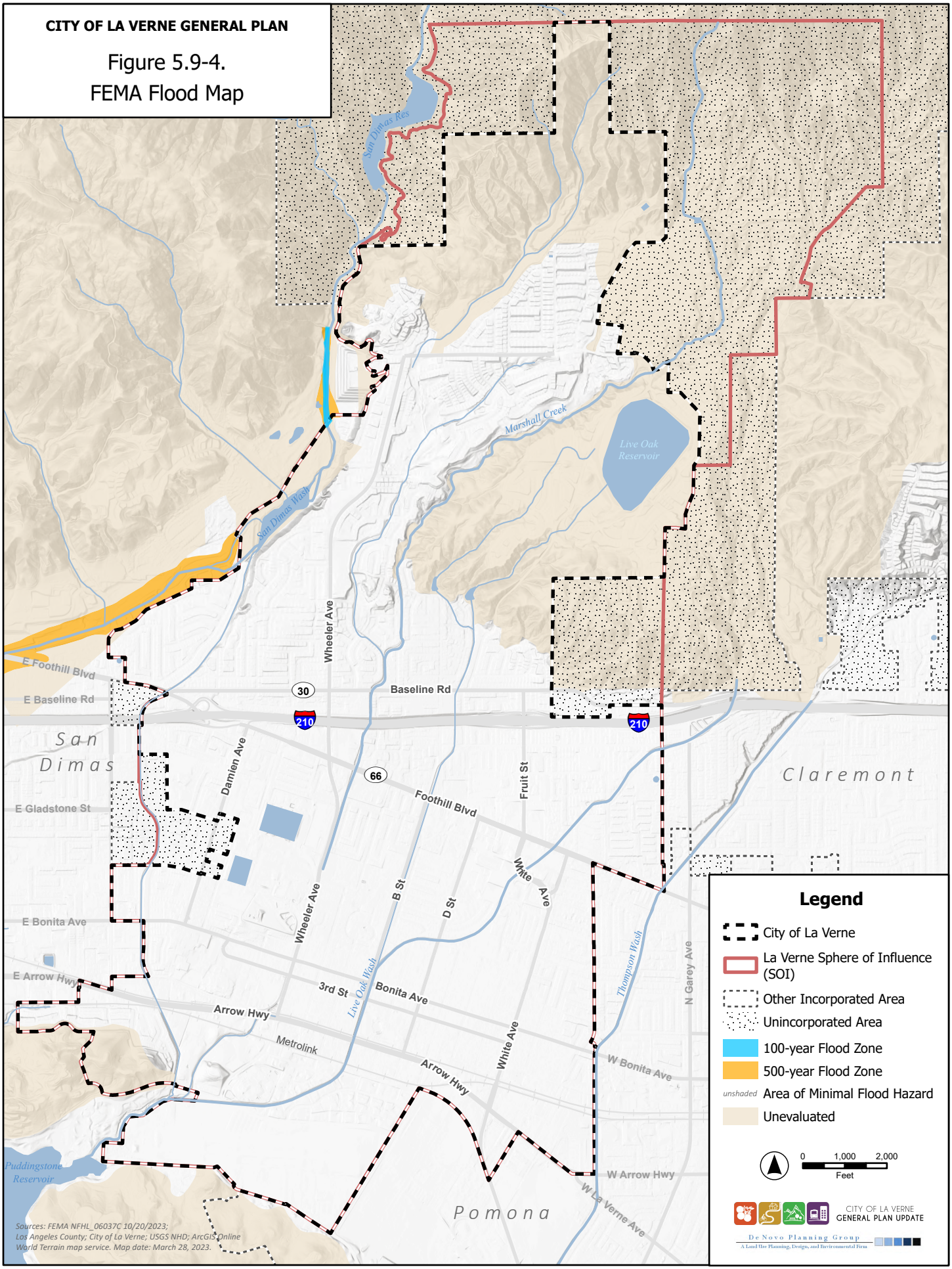
CITY OF LA VERNE GENERAL PLAN

Figure 5.9-4.
FEMA Flood Map



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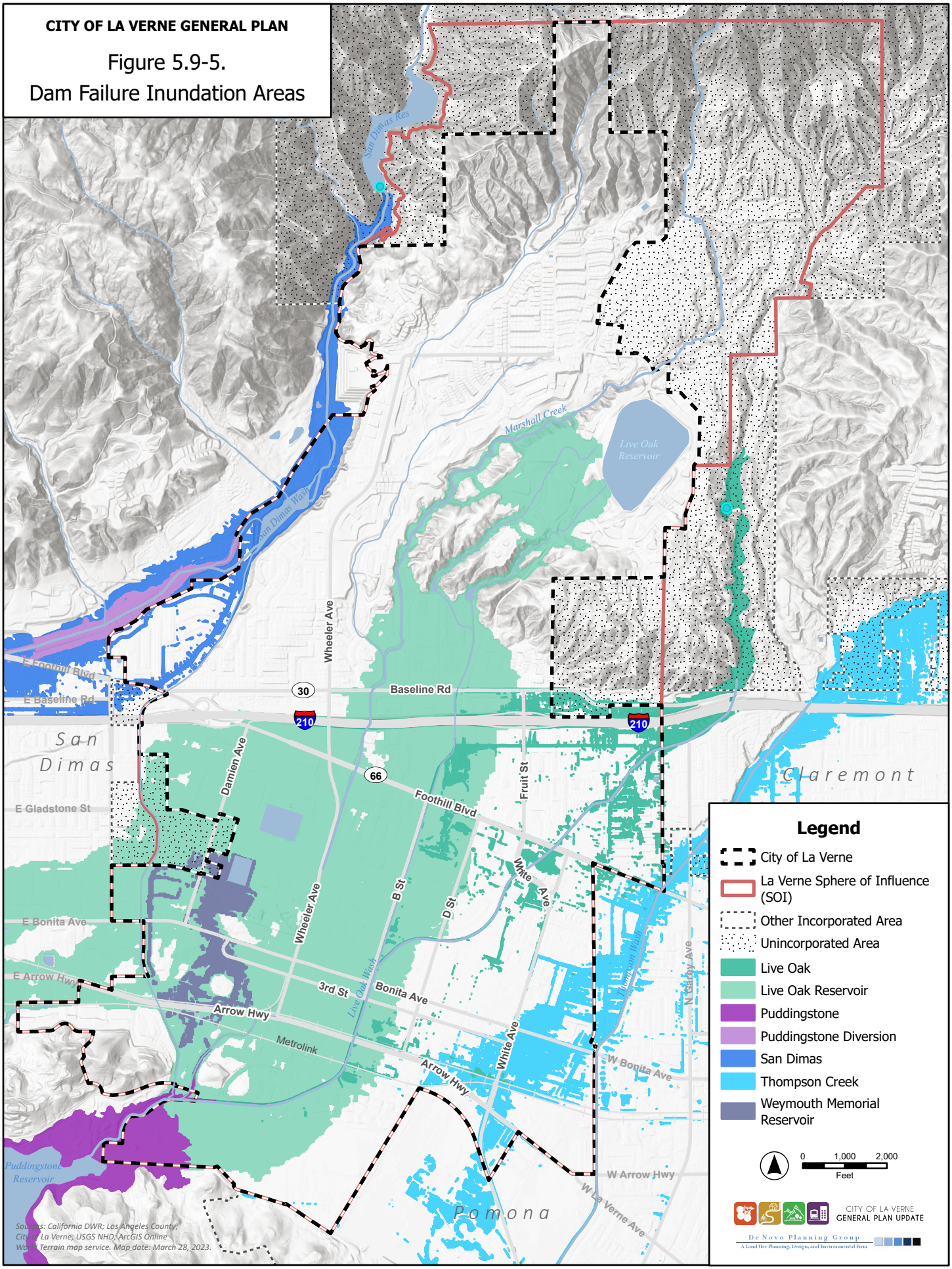
CITY OF LA VERNE GENERAL PLAN

Figure 5.9-5.
Dam Failure Inundation Areas



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5.10 LAND USE AND PLANNING

This section identifies existing land use conditions within the Planning Area and provides an analysis of potential impacts associated with implementation of the General Plan Update. Potential impacts are identified and mitigation measures to address potentially significant impacts are recommended, as necessary.

One comment was received during the NOP comment period regarding land use and planning. The comment was received from the Southern California Association of Governments (SCAG). The SCAG comment letter provides Connect SoCal Goals for discussion of consistency, non-consistency, or non-applicability, in the Draft EIR. This section addresses the issues raised during the NOP comment period.

5.10.1 ENVIRONMENTAL SETTING

The City Limits includes the area within the City's corporate boundary, over which the City exercises land use authority and provides public services. A City's Sphere of Influence (SOI) is the probable physical boundary and service area of a local agency, as adopted by a Local Agency Formation Commission (LAFCO). A SOI may include both incorporated and unincorporated areas within which a city or special district will have primary responsibility for the provision of public facilities and services. La Verne's SOI is contiguous with its City Limits. For the purposes of the La Verne General Plan Update, the Planning Area is defined as the area within the City's SOI/City Boundary that is included in the analysis and planning for the approximate 20-year horizon of the City's General Plan Update. Figure 3-2 in Section 3.0, *Project Description*, shows the La Verne's General Plan Planning Area boundary.

LAND USE PATTERNS

When discussing land use, it is important to distinguish between planned land uses and existing land uses. 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. However, it should be noted that the Los Angeles County Assessor data does not always accurately reflect existing on-the-ground conditions. 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.

Figure 5.10-1, *Existing Land Use Map*, shows a map of existing on-the-ground land uses in the City of La Verne. Existing (on-the-ground) development within the City is identified in Table 5.10-1, *Existing Land Use Summary*. As evident from the map and summary table, La Verne is

dominated by single-family housing and open space, which account for 56 percent of the City. Civic and Institutional uses make up 12 percent of the existing land uses in the City due to the presence of the University of La Verne in the City.

Table 5.10-1
Existing Land Use Summary

Land Use	Total (Acres)	Percent (%) of Total Acres
Single Family Residential	1,950	28%
Multi-Family Residential	234	3%
Mobile Home	199	3%
Commercial	169	2%
Industrial	282	4%
Civic/Institutional	825	12%
Golf Course	278	4%
Open Space	1,944	28%
Airport	243	4%
Right-of-Way	841	12%
Total	**6,965**	**100%**

Source: De Novo Planning, *La Verne General Plan Existing Conditions Report*, 2018.
Notes: SOI = Sphere of Influence; du/ac = dwelling units per acre

Residential

As of 2023, there are approximately 12,249 housing units within the City, comprised of approximately 8,838 single-family residential units. There are approximately 1,620 multi-family residential units and 1,791 mobile homes in the City (California Department of Finance 2023).

Commercial

Existing commercial uses in the City of La Verne include the following types of activities: auto 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, including Foothill Boulevard and Arrow Highway and in Old Town La Verne.

Civic/Institutional

Land designated within the City 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 and places of worship are also considered institutional uses.

Open Space and Recreation

Open space and recreation (golf course) account for 32 percent (2,222 acres) of all land acreage in the City. 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. There are a number of golf courses located within proximity of the City.

Airport

Brackett Field Airport accounts for three percent (243 acres) of all land acreage in the City. The Airport is located in southern La Verne on Puddingstone Drive. Brackett Field Airport is a general aviation airport with two runways and accommodates over 114,000 takeoffs 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.

Right-of-Way

Roads, the railroad, and the freeway corridor comprise significant rights-of-way within the City. Right-of-way makes up approximately 841 acres, and accounts for approximately 12 percent of the total assessed area of the City.

5.10.2 REGULATORY SETTING

STATE

California General Plan Law

California Government Code Section 65300 et seq. requires all counties and cities to prepare and maintain a General Plan for the long-term growth, development, and management of the land within the jurisdiction's planning boundaries. The General Plan acts as a "constitution" for development, and is the jurisdiction's lead legal document in relation to growth, development, and resource management issues. Development regulations (e.g., zoning and subdivision standards) are required by law to be consistent with the General Plan.

The General Plan must include land use, circulation, housing, conservation, open space, air quality, noise, safety, and environmental justice elements, as specified in Government Code Section 65302, to the extent that the issues identified by State law exist in the City's planning area; the City of La Verne is not required to prepare an environmental justice element. The City's

2021-2029 Housing Element was adopted on November 21, 2022, and is not part of this update. At the discretion of each jurisdiction, the General Plan may combine these elements and may add optional elements relevant to the physical features of the jurisdiction. The City may also address other topics of interest.

The La Verne General Plan Update will include a comprehensive set of goals, policies, and actions (implementation measures), as well as a revised Land Use Map. The land use element designates the general location and intensity of designated land uses to accommodate housing, business, industry, open space, education, public buildings and grounds, recreation areas, and other land uses.

The General Plan Guidelines, established by the Governor's Office of Planning and Research (OPR) to assist local agencies in the preparation of their General Plans, further describe the mandatory land use element as a guide to planners, the general public, and decision makers prescribing the ultimate pattern of development for the county or city.

California Housing Element Law

The Housing Element is one of the General Plan Elements that are mandated by the State of California (California Government Code Sections 65580 to 65589.8). California State law requires that the Housing Element consists of, "an identification and analysis of existing and projected housing needs and a statement of goals, policies, quantified objectives, financial resources, and scheduled programs for the preservation, improvement, and development of housing" (Government Code Section 65580).

State law requires that each city and county identify and analyze existing and projected housing needs within its jurisdiction and prepare goals, policies, and programs to further the development, improvement, and preservation of housing for all economic segments of the community, commensurate with local housing needs. As stated, the City's 2021-2029 Housing Element was adopted on November 21, 2022, and is not part of this update.

Subdivision Map Act

A subdivision is any division of land for the purpose of sale, lease or finance. The State of California Subdivision Map Act (Government Code Section 66410 et seq.) regulates subdivisions throughout the State. The goals of the Subdivision Map Act are as follows:

- To encourage orderly community development by providing for the regulation and control of the design and improvement of a subdivision with proper consideration of its relationship to adjoining areas.
- To ensure that areas within the subdivision that are dedicated for public purposes will be properly improved by the subdivider so that they will not become an undue burden on the community.

- To protect the public and individual transferees from fraud and exploitation.

The Map Act allows cities flexibility in the processing of subdivisions. La Verne controls this process through the subdivision regulations in the Municipal Code Title 16 (referred to as the Subdivision Ordinance). These regulations ensure that minimum requirements are adopted for the protection of the public health, safety, and welfare; and that the subdivision includes adequate community improvements, municipal services, and other public facilities.

LOCAL

Southern California Association of Governments

Regional planning agencies such as the Southern California Association of Governments (SCAG) recognize that planning issues extend beyond the boundaries of individual cities. Efforts to address regional planning issues such as affordable housing, transportation, and air pollution have resulted in the adoption of regional plans that affect the City of La Verne.

SCAG has evolved as the largest council of governments in the United States, functioning as the Metropolitan Planning Organization (MPO) for six counties (Los Angeles, Orange, San Bernardino, Riverside, Ventura and Imperial) and 191 cities. The region encompasses an area more than 38,000 square miles. As the designated MPO, the federal government mandates SCAG research and develop plans for transportation, growth management, hazardous waste management, and air quality. As a result, SCAG prepares comprehensive regional plans to address these concerns.

SCAG is responsible for the maintenance of a continuous, comprehensive and coordinated planning process resulting in a Regional Transportation Plan (RTP) and a Regional Transportation Improvement Program. SCAG is responsible for development of demographic projections and is also responsible for development of the integrated land use, housing, employment, transportation programs, measures, and strategies for the Air Quality Management Plan.

Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)

The passage of California Senate Bill (SB) 375 in 2008 requires that an MPO, such as SCAG, prepare and adopt a Sustainable Communities Strategy (SCS) that sets forth a forecasted regional development pattern which, when integrated with the transportation network, measures, and policies, will reduce greenhouse gas emissions from automobiles and light duty trucks (Government Code Section 65080(b)(2)(B)). The SCS outlines certain land use growth strategies that provide for more integrated land use and transportation planning and maximize transportation investments. The SCS is intended to provide a regional land use policy framework that local governments may consider and build upon.

On September 3, 2020, SCAG's Regional Council approved and fully adopted Connect SoCal (2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)). Connect SoCal is a long-range visioning plan that builds upon and expands land use and transportation

strategies established over several planning cycles to increase mobility options and achieve a more sustainable growth pattern. Connect SoCal outlines more than $638 billion in transportation system investments through 2045. It was prepared through a collaborative, continuous, and comprehensive process with input from local governments, county transportation commissions, tribal governments, non-profit organizations, businesses and local stakeholders within the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura.

Growth Forecasts

SCAG's Forecasting Section is responsible for producing socio-economic estimates and projections at multiple geographic levels and in multiple years. The Forecasting Section develops, refines, and maintains SCAG's regional and small area socio-economic forecasting/allocation models. Adopted 2020 RTP/SCS Growth Forecasts provide population, household and employment data for 2045. The socio-economic estimates and projections are used by federal and State mandated long-range planning efforts such as the RTP, Air Quality Management Plan, Regional Transportation Improvement Program, and the Regional Housing Needs Assessment. SCAG's Adopted 2020 RTP/SCS Growth Forecasts are used to assess a project's consistency with adopted plans that have addressed growth management from a local and regional standpoint; refer to Section 6.3, *Growth-Inducing Impacts*.

Intergovernmental Review

SCAG's Intergovernmental Review Section is responsible for performing consistency review of regionally significant local plans, projects, and programs with SCAG's adopted regional plans. The criteria for projects of regional significance are outlined in CEQA Guidelines Sections 15125 and 15206. The proposed Project is considered regionally significant; as such, Project consistency with SCAG's 2020 RTP/SCS policies is analyzed below.

Local Agency Formation Commission of Los Angeles County

In 1963, the State Legislature created a Local Agency Formation Commission (LAFCO) for each county, with the authority to regulate local agency boundary changes. Subsequently, the State has expanded LAFCO authority. The goals of a LAFCO include preserving agricultural and open space land resources and providing for efficient delivery of services. The Los Angeles LAFCO has authority over land use decisions in the County of Los Angeles affecting local agency boundaries. Its authority extends to the incorporated cities, including annexation of County lands into a city, and special districts within the County. The City of La Verne is adjacent to unincorporated areas of Los Angeles County.

In addition, LAFCO conducts Municipal Service Reviews (MSRs) for services within its jurisdiction. An MSR typically includes a review of existing municipal services provided by a local agency and its infrastructure needs and deficiencies. It also evaluates financing constraints and

opportunities, management efficiencies, opportunities for rate restructuring and shared facilities, local accountability and governance, and other issues.

Los Angeles County Airport Land Use Commission

On December 9, 2015, the Airport Land Use Commission (ALUC) adopted the Brackett Field Airport Land Use Compatibility Plan (ALUCP). The ALUCP sets forth land use compatibility policies that are intended to ensure that future land uses in the surrounding area will be compatible with potential long-range aircraft activities at the airport, and that the public's exposure to airport safety hazards and noise impacts are minimized. The ALUCP provides the basis by which the ALUC and local agencies located within the Airport Influence Areas carry out land use development review responsibilities in accordance with State Law. The ALUC retains land use development review of applicable projects until the affected local agencies' General and Specific Plans have been deemed consistent with the ALUCP.

A portion of the City of La Verne is located within the Brackett Field Airport Influence Area (AIA) and development within this area would, therefore, be subject to the ALUCP. An AIA is an area where airport-related factors, like noise and vibration, may affect land uses or necessitate restrictions on those uses as determined by an airport land use commission. The Brackett Field AIA is shown in Figure 5.8-1, *Airport Land Use Compatibility Zones*.

The ALUCP divides the AIA into seven different zones and gives guidelines on issues such as land use and building height. It gives three general categories—normally compatible, conditional, or incompatible—to indicate its recommendations for the stated issue and its proximity to the airport. For example, the zone closest to the runway should not have buildings over three stories tall, trees higher than 35 feet, or serve as an attraction for birds or other wildlife. Most of the City of La Verne falls into Zone E or Zone D which have the fewest restrictions and is categorized as having "normally compatible" or "conditional" land use acceptability across most categories. Zones A, B1, B2, and C1 are more restrictive in nature due to their close proximity to the airport.

City of La Verne General Plan

The City's General Plan was last comprehensively updated in 1998 and the Housing Element was recently adopted in 2022. The 1998 General Plan contains the following State-mandated and optional elements:

- Land Use Element
- Transportation Element
- Resource Management Element
- Noise Element
- Economic Development Element
- Cultural Resources Element
- Community Facilities Element
- Housing Element
- Public Safety Element
- Community Design Element

The General Plan is a planning document used to guide City growth and development for the immediate future. The General Plan consists of numerous elements and policies that work to shape the future changes in the City. The Land Use Element in the 1998 General Plan establishes the planned land use pattern for La Verne based primarily on the community's vision and goals for the future. Decision-makers and community members can look to the Land Use Element to understand the type of development allowed across different locations within La Verne.

The Land Use Element designates the following land uses for the City; refer to Figure 3-3, *Existing General Plan Land Use Map*. The descriptions are taken directly from the existing Land Use Element.

Hillside Residential (0-2 dwelling units per acre): Single-family units may be built up to a density of two dwelling units per acre. However, due to environmental constraints (steep slopes, significant strands of oak and sycamore trees, fire hazard) some areas in this category may not be developable. All developments in this category must first undergo a detailed constraints analysis prepared by the applicant to determine the extent of development that would be feasible.

Low Density Residential (0-5 dwelling units per acre): This category will permit single-family units at a density of 0-5 units per acre. The density designation will provide for the preservation of existing single-family neighborhoods.

Medium Density Residential (0-10 dwelling units per acre): The medium density residential category allows for the development of duplexes and other attached dwellings. The medium density/mixed-use is intended to accommodate and facilitate the development of commercial/office uses and medium density residential uses.

High Density Residential (0-15 dwelling units per acre): This second multiple-family residential category also provides for the development of duplexes and other attached dwelling units.

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

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

Community Facilities: This category includes water and sewer service systems, storm drains, schools, and the library system. In addition, some special facilities unique to La Verne are included in this category: Brackett Field, the University of La Verne, and Metropolitan Water District (MWD) properties.

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

Freeway Corridor: the right-of-way for the proposed 210 Freeway is designated by this land use category. Access points (on and off ramps) in La Verne are designated as part of this category.

Zoning Ordinance of the City of La Verne

Title 18 of the La Verne Municipal Code is the City's Zoning Code. The Zoning Code carries out the policies of the General Plan by classifying and regulating the uses of land and structures within the City, consistent with the General Plan. The Zoning Code is adopted to encourage the most appropriate use of land, to conserve and stabilize the value of property, to provide adequate open spaces for light and air and to prevent and fight fires, to prevent undue concentration of population, to lessen congestion on streets, to protect the beauty, livability, economic viability, safety, charm, and existing character of the built and natural environment to facilitate adequate provisions for community utilities such as transportation, water, sewage, schools, parks, and other public requirements, and to promote the public health, safety and general welfare.

Zoning provides a legal mechanism for local government regulation of the land uses described in the General Plan Land Use Map. In addition to providing specific regulations related to minimum lot size, building heights, setbacks, lot coverage, etc., for each zoning district, the Zoning Code also lists the uses that would be acceptable or could be considered in each district, as well as those that would be considered unacceptable. For some uses, further regulations are established. Zoning regulations designate the permitting process that applies for approval of land uses in the zoning district.

5.10.3 SIGNIFICANCE CRITERIA AND THRESHOLDS

Appendix G of the California Environmental Quality Act (CEQA) Guidelines contains the Initial Study Environmental Checklist, which includes questions relating to land use and relevant planning. The issues presented in the Initial Study Environmental Checklist have been utilized as thresholds of significance in this section. Accordingly, a project may create a significant environmental impact if it would:

- Physically divide an established community (refer to Impact Statement LU-1); or
- Conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect (refer to Impact Statement LU-2).

5.10.4 IMPACTS AND MITIGATION MEASURES

The General Plan Update is a comprehensive update of all of the Elements of the General Plan. The proposed land use plan identifies the type, location, and density/intensity of future

development in the City; refer to Figure 3-4, *General Plan Update Land Use Map*. The proposed land use plan designates all land in the Planning Area to one of the land use designations below.

- Hillside Residential (HR)
- Medium Density Residential (MDR)
- Very High Density Residential (VHDR)
- Commercial/Business Park (C-BP)
- Open Space (OS)
- Low Density Residential (LDR)
- High Density Residential (HDR)
- Specific Plan Mixed Use (SP-MU)
- Specific Plan Residential (SP-R)
- Community Facility/Freeway (CF)

Based on the proposed land use designations, density and intensity permitted for each parcel, and associated development assumptions, the proposed land plan would increase development over existing (2023) developed conditions by 2,680 additional dwelling units and 2,536,986 additional square feet of non-residential development; refer to Table 3-5.

LU-1: Would the project physically divide an established community?

Impact Analysis: The proposed La Verne General Plan Update and Zoning Ordinance Update would guide the City's development and conservation through land use objectives and policy guidance. The General Plan Update is intended to be an expression of the community's vision for the City and Planning Area and constitutes the policy and regulatory framework by which future development projects would be reviewed and public improvements would be implemented. The City would implement the General Plan Update and Zoning Ordinance Update by requiring development, infrastructure improvements, and other projects to be consistent with its policies and by implementing the actions included in the General Plan Update.

Goal LU-1 of the General Plan aims to achieve "*A City with a land use plan that supports a diverse, self-sufficient community that offers a variety of housing types, job opportunities, institutional uses, community facilities, commercial services and recreational opportunities.*" The Land Use Element provides for a development and resource conservation pattern that preserves and protects the clean, quiet, and family-friendly neighborhoods throughout La Verne and the City's beautiful parks and open space facilities, while promoting opportunities for economic development, high-quality local job growth, and fiscal sustainability. The land uses allowed under the proposed General Plan (Figure 3-4 in Section 3.0, *Project Description*) remain primarily unchanged from the existing General Plan. The General Plan Update proposes to simplify how Specific Plans are shown on the Land use Map and provides for other updates to reflect amendments to the land use map reviewed and approved since the last comprehensive update. It is noted that the Very High Density Residential land use category allowing for up to 32 dwelling units per acre is a new land use category to be provided for potential future development and is not assigned to any specific parcels within the City under the proposed General Plan Update. Additionally, all areas previously designated Industrial are within an existing Specific Plan area,

which would be designated Specific Plan – Mixed Use under the General Plan Update, as described below. Therefore, the existing Industrial land use category is not assigned to any specific parcels within the City under the General Plan Update. However, it is an available land use category for future application outside of a Specific Plan area. Thus, the proposed General Plan Update provides for the continued opportunity for growth and development consistent with the current Land Use Map. Future growth and development is anticipated to occur through infill development and redevelopment opportunities, similar to existing conditions.

The proposed General Plan Update does not include any new areas designated for urbanization or new roadways, infrastructure, or other features that would divide existing communities. The proposed General Plan would have a less than significant impact associated with the physical division of an established community. The policies listed below would ensure that future development is compatible with adjacent communities and land issues.

Proposed General Plan Update Goals, Policies, and Actions:

LAND USE ELEMENT

Goal LU-1: **Land Use Mix.** A City with a land use plan that supports a diverse, self-sufficient community that offers a variety of housing types, job opportunities, institutional uses, community facilities, commercial services and recreational opportunities.

Policy LU-1.1: **Land Use Pattern.** Provide for an overall mix of housing, employment, service, and recreational opportunities that promotes efficient development and multimodal choices; reduces pollution, greenhouse gas emissions, and the expenditure of energy and other resources; ensures compatibility between uses; enhances community livability and public health; and sustains economic vitality.

Policy LU-1.3: **Activity Areas.** Promote the development of distinct, well-designed destinations featuring a mix of residential, commercial, and recreational uses that are well-integrated with surrounding development, accessible from transit and walking and biking paths, and serve as focal points in the community.

Policy LU-1.9: **Growth Pattern.** Strongly encourage new development to occur in infill locations in a balanced and efficient pattern that reduces sprawl, preserves open space, and creates convenient connections to other land uses and transportation facilities.

Policy LU-1.10: **Land Use Change.** Where opportunities for land use change arise, seek input from property owners, the surrounding neighborhood or district, and other

stakeholders during the consideration process so as to determine appropriateness or inform strategies.

Goal LU-2: **Growth Management.** A community that thoughtfully plans for and manages desirable future growth within its jurisdiction and Sphere of Influence.

Policy LU-2.4: **Sphere of Influence Areas.** Encourage development in the City's Sphere of Influence to be compatible with adjacent development and consistent with the City's design and service expectations.

Policy LU-2.10: **Cohesive and Integrated Development.** Implement the City's existing Specific Plans and encourage the creation of new Specific Plans to provide for the cohesive and integrated development of new areas, large projects, complex or multi-parcel sites, areas with multiple property owners, and/or areas of special importance to the community.

Goal LU-3: **Residential Development.** A community that preserves and protects its residential neighborhoods.

Policy LU-3.1: **Single Family Homes.** Maintain La Verne's predominant land use of single family residential, while providing for a mix of housing types throughout the community for people of various ages and incomes.

Policy LU-3.2: **Individual Neighborhoods.** Recognize and celebrate the unique identities of individual neighborhoods in La Verne and encourage the enhancement of characteristics that make each neighborhood special.

Policy LU-3.3: **Preserve Single Family Homes.** Prioritize growth and new development on underutilized parcels along the community's corridors or around special activity centers.

Policy LU-3.4: **Clustered Development.** Where appropriate, encourage clustered development and the clustering of housing so that larger open areas may be permanently preserved. Clustered development may provide flexibility in site design and layout to allow for smaller lot sizes, but shall not allow a project to exceed the gross density ranges established under the City's land use designations.

Policy LU-3.5: **Sensitive Uses.** Locate residences away from areas of excessive noise, smoke, or dust and ensure that adequate provisions, including buffers or transitional uses, are made to ensure the health and well-being of existing and future residents.

Policy LU-3.6: **Safe and Cohesive Neighborhoods.** Promote the design of neighborhoods that are safe and cohesive.

Goal LU-5: **Community Character.** A community featuring a distinctive character as demonstrated by its land use pattern, special activity areas, and use compatibility strategies.

Policy LU-5.1: **Small-Town Character**. Support new development that enhances the City's small-town character and reputation.

Policy LU-5.5: **Project Compatibility.** Strive to ensure appropriate transitions in scale, development, and intensity between residential and nonresidential uses; between adjacent residences or uses within a defined neighborhood and within areas of different densities.

Polic LU-5.6: **Land Use Compatibility.** Non-residential use developments adjacent to residential land use designations shall be designed to ensure compatibility between the uses and to reduce any potential negative impacts associated with aesthetics, noise, and safety.

Mitigation Measures: No mitigation is required.

Level of Significance: Less Than Significant Impact.

LU-2: Would the project conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

Impact Analysis:

STATE PLANS

The proposed General Plan was prepared in conformance with State laws and regulations associated with the preparation of General Plans, including requirements for environmental protection. Discussion of the proposed General Plan's consistency with State regulations, plans, and policies associated with specific environmental issues (e.g., air quality, transportation, water quality, etc.) is provided in the relevant chapters of this Draft EIR. The State would continue to have authority over any State-owned lands in the vicinity of the city and the proposed General Plan would not conflict with continued application of State land use plans, policies, and regulations adopted to avoid or mitigate environmental effects.

REGIONAL PLANS

SCAG reviews environmental documents for regionally significant projects and is responsible for providing informational resources to facilitate the consistency of regionally significant projects with the adopted Connect SoCal 2020 RTP/SCS. SCAG refers to CEQA Guidelines Section 15206,

Projects of Statewide, Regional or Areawide Significance, in determining whether a project meets the criteria to be deemed regionally significant. The following criteria is relevant to the Project:

> *Criteria 1: A proposed local general plan, element, or amendment thereof for which an EIR was prepared.*

The proposed Project involves components specified in Criteria 1; the General Plan Update is a comprehensive update of the existing General Plan. Therefore, it is concluded that the Project is regionally significant. SCAG's 2020 RTP/SCS goals and policies were adopted to help focus future investments on the best-performing projects and strategies to preserve, maintain and optimize the performance of the existing transportation system within the SCAG region through the 2045 planning horizon. SCAG recommends a side-by-side comparison of SCAG goals with discussions of the consistency, non-consistency, or non-applicability of the goals. The General Plan Update's consistency with SCAG's goals is presented in Table 5.10-2, *SCAG 2020 RTP/SCS Goals Project Consistency Analysis*. As indicated in Table 5.10-2, the General Plan Update would be consistent with SCAG's regional planning efforts and a less than significant impact would occur in this regard. Note, the General Plan policies referenced in Table 5.10-2 are provided in their entirety at the end of this analysis.

Table 5.10-2
SCAG 2020 RTP/SCS Goals Project Consistency Analysis

SCAG 2020 RTP/SCS Goals	Project Consistency Analysis
GOAL 1. Encourage regional economic prosperity and global competitiveness.	Not Applicable. This goal is directed towards SCAG and is not applicable for the proposed Project. Specifically, Goal 1 of the 2020 RTP/SCS is not adopted for the "purpose of avoiding or mitigating an environmental effect," per Appendix G of the CEQA Guidelines. However, the General Plan Update includes policies related to the City's economic development that indirectly connect to the overall economic development and competitiveness of the SCAG region.

Table 5.10-2 (continued)
SCAG 2020 RTP/SCS Goals Project Consistency Analysis

SCAG 2020 RTP/SCS Goals	Project Consistency Analysis
GOAL 2. Improve mobility, accessibility, reliability, and travel safety for people and goods.	Consistent. As discussed in Section 5.14, *Transportation*, the Mobility Element developed as part of the General Plan Update includes goals, policies, and actions that support access to and the performance of vehicular, transit, bicycle, and pedestrian facilities, as well as movement of goods. The Land Use and Mobility elements developed as part of the General Plan Update include policies to support the reduction of VMT, including increasing the balanced mix of residential and employment opportunities within the City with the proposed land uses. In addition to increased development in areas of projected high-quality transit service such as the future LA Metro A (Gold) Line station, the General Plan's inclusion of the Active Transportation Plan provides for the implementation of facilities that would encourage walking and biking throughout La Verne. Specifically, proposed Mobility Element Goal M-1 promotes a roadway network with sufficient flow on arterial roadways and minimized adverse traffic effects on residential neighborhoods. Policy M-1.4 ensures that new development in the City does not adversely affect adjacent traffic flow and operations. Action M-1.3 directs the City to periodically review and assess the vehicular level of service along City facilities to determine what, if any, improvements are warranted to maintain a safe and efficient flow of traffic throughout La Verne. Goal M-2 envisions a community with a well-designed and built transportation network that is safe, accessible, comfortable, and convenient for all transportation modes and users. Policy M-2.1 directs the City to apply Complete Streets principles to all new transportation improvements impacting the public right-of-way. Goal M-4 envisions a community featuring a transportation and circulation system that is safe for all users. Policy M-4.3 ensures that new projects follow best design practices and guidelines to reduce conflicts between circulation system users. Policy M-4.5 directs the City to develop safe and convenient bicycle and pedestrian facilities and crossings that reduce conflicts with other modes. Policy M-7.2 directs the City to maintain a network of local truck routes to facilitate goods movement to regional roads and to discourage the use of residential roads.

Table 5.10-2 (continued)
SCAG 2020 RTP/SCS Goals Project Consistency Analysis

SCAG 2020 RTP/SCS Goals	Project Consistency Analysis
GOAL 3. Enhance the preservation, security, and resilience of the regional transportation system.	Consistent. Refer to response to SCAG 2020 RTP/SCS Goal 2.
GOAL 4. Increase person and good movement and travel choices within the transportation system.	Consistent. Refer to response to SCAG 2020 RTP/SCS Goal 2.
GOAL 5. Reduce greenhouse gas emissions and improve air quality.	Consistent. As discussed in Section 5.2, *Air Quality*, Section 5.7, *Greenhouse Gas Emissions*, and Section 5.14, *Transportation*, the General Plan Update includes goals, policies, and actions to reduce greenhouse gas (GHG) emissions and improve air quality. The General Plan Update includes a number of policies related to focusing new growth near destinations and transit. Specifically, proposed Land Use Element Policy LU-1.1 encourages an overall mix of housing, employment, service, and recreational opportunities that promotes efficient development and multimodal choices; reduces pollution, greenhouse gas emissions, and the expenditure of energy and other resources; ensures compatibility between uses; enhances community livability and public health; and sustains economic vitality. Policy LU-1.9 strongly encourages new development to occur in infill locations in a balanced and efficient pattern that reduces sprawl, preserves open space, and creates convenient connections to other land uses and transportation facilities. The proposed Resource Management Element Goal RM-8 is aimed at reductions in air pollutants and GHG emissions. Policy RM-8.1 directs the City to improve air quality by continuing to require a development pattern that focuses growth in and around existing urbanized areas, locates new housing near places of employment, encourages alternative modes of transportation, supports efficient parking strategies, reduces vehicle miles traveled, and requires projects to mitigate significant air quality impacts. Policy RM-8.2 coordinates City planning efforts with the South Coast Air Quality Management District (SCAQMD), SCAG, and the California Air Resources Board (CARB) to meet local and regional air quality standards and

Table 5.10-2 (continued)
SCAG 2020 RTP/SCS Goals Project Consistency Analysis

SCAG 2020 RTP/SCS Goals	Project Consistency Analysis
	ensure attainment of established goals. Policy RM-8.3 directs the City to coordinate with the CARB and SCAQMD to properly measure air quality at emission sources and enforce the standards of the Clean Air Act. Policy RM-8.4 establishes Citywide per capita GHG reduction targets, in order to meet the requirements established by the state under AB 32 and SB 32. Policy RM-10 directs the City to consider and adopt new policies and programs that will help to provide energy efficient alternatives to fossil fuel use and reduce consumption in order to reduce GHGs. Goal RM-7 envisions a community with reduced generation and disposal of solid waste to landfills and an increased public awareness and participation in waste diversion programs. Policy RM-7.3 directs the City to participate in source reduction and recycling techniques to reduce the amount of solid waste sent to the landfill and extend the life of the landfill. Policy RM-6.2 directs the City to promote energy sustainability and conservation in order to reduce consumption of natural resources and promote air quality.
GOAL 6. Support healthy and equitable communities.	Consistent. The General Plan Update includes goals, policies, and actions that support healthy and equitable communities. Specifically, proposed Land Use Element Policy LU-1.1 promotes a land use pattern that promotes efficient development and multimodal choices; reduces pollution, greenhouse gas emissions, and the expenditure of energy and other resources; ensures compatibility between uses; enhances community livability and public health; and sustains economic vitality. The proposed Mobility Element Policy M-2.1 directs the City to apply Complete Streets principles to all new transportation improvements impacting the public right-of-way. Policy M-2.7 ensures the City's transportation network is safe, accessible, and consistent with the Americans with Disabilities Act (ADA), to allow mobility-impaired users, such as disabled persons and seniors, to safely travel within and beyond the City. Goal M-4 envisions a community featuring a transportation and circulation system that is safe for all users. Policy M-4.5 directs the City to develop safe and convenient bicycle and pedestrian facilities and crossings that reduce conflicts with other modes. Proposed

Table 5.10-2 (continued)
SCAG 2020 RTP/SCS Goals Project Consistency Analysis

SCAG 2020 RTP/SCS Goals	Project Consistency Analysis
	Resource Management Element Goal RM-8 is aimed at reductions in air pollutants and GHG emissions. Policy RM-8.1 directs the City to improve air quality by continuing to require a development pattern that focuses growth in and around existing urbanized areas, locates new housing near places of employment, encourages alternative modes of transportation, supports efficient parking strategies, reduces vehicle miles traveled, and requires projects to mitigate significant air quality impacts. Policy RM-8.2 coordinates City planning efforts with the South Coast Air Quality Management District (SCAQMD), SCAG, and the California Air Resources Board (CARB) to meet local and regional air quality standards and ensure attainment of established goals. Policy RM-8.3 directs the City to coordinate with the CARB and SCAQMD to properly measure air quality at emission sources and enforce the standards of the Clean Air Act. In addition, the proposed Community Health and Wellness Element specifically addresses healthy and equitable communities. Proposed Goal HW-1 and related policies and actions are related to access to nutritious food and an environment encouraging healthy lifestyles. Goal HW-2 and related policies and actions are related to supporting equitable and sufficient access to healthcare and resources across La Verne. Goal HW-3 and related policies and actions are dedicated to the provision of services to meet the unique needs and wellbeing of La Verne's diverse population.
GOAL 7. Adapt to a changing climate and support an integrated regional development pattern and transportation network.	Consistent. The General Plan Update includes policies to reduce greenhouse gas emissions, which contribute to climate change; refer to response to SCAG 2020 RTP/SCS Goal 5. The General Plan Update also includes policies that support an integrated regional development pattern and transportation network; refer to response to SCAG 2020 RTP/SCS Goal 2.
GOAL 8. Leverage new transportation technologies and data-driven solutions that result in more efficient travel.	Not Applicable. This goal is not applicable to the CEQA analysis. Specifically, Goal 8 of the 2020 RTP/SCS is not adopted for the "purpose of avoiding or mitigating an environmental effect," per Appendix G of the CEQA Guidelines. Nevertheless, the General Plan Update includes policies that indirectly connect to more

Table 5.10-2 (continued)
SCAG 2020 RTP/SCS Goals Project Consistency Analysis

SCAG 2020 RTP/SCS Goals	Project Consistency Analysis
	efficient travel within the SCAG region; refer to response to SCAG 2020 RTP/SCS Goal 2.
GOAL 9. Encourage development of diverse housing types in areas that are supported by multiple transportation options	Consistent. As discussed in Section 5.17, *Transportation*, and the response to SCAG 2020 RTP/SCS Goal 2, the General Plan Update includes policies that support multimodal transportation options. In addition, the General Plan Update includes policies designed to encourage the development of housing types in areas supported by multiple transportation options. The proposed General Plan Update Land Use Map designates sites for a range of housing types and densities. The proposed Land Use Element Policy 1 promotes a land use pattern that promotes efficient development and multimodal choices; reduces pollution, greenhouse gas emissions, and the expenditure of energy and other resources; ensures compatibility between uses; enhances community livability and public health; and sustains economic vitality. The proposed Mobility Element Policy M-2.1 directs the City to apply Complete Streets principles to all new transportation improvements impacting the public right-of-way.
GOAL 10. Promote conservation of natural and agricultural lands and restoration of habitats.	Consistent. The General Plan Update includes policies that promote the conservation of natural and agricultural lands and restoration of natural habitats. Proposed Land Use Element Policy LU-1.9 encourages new development to occur in infill locations in a balanced and efficient pattern that reduces sprawl, preserves open space, and creates convenient connections to other land uses and transportation facilities. Proposed Resource Management Element Policy RM-2.1 directs the City to support a balanced and integrated open space system that reflects a variety of considerations, including resource conservation, recreation, aesthetics, and community identity. Policy RM-2.2 encourages minimal alteration of the natural terrain in environmentally sensitive open space areas. Policy RM-5.3 requires non-infill development proposals to provide biological assessments in areas which may contain important plant communities and wildlife habitat.

LOCAL PLANS

As set forth by State law, the General Plan serves as the primary planning document for the City and subordinate documents and plans would be updated to be consistent with the General Plan. Similar to the existing General Plan, the proposed General Plan focuses on a balanced land use pattern, creating a community where new development blends with existing neighborhoods, and promoting the City as a desirable place to live and work. The proposed General Plan carries forward and enhances policies and measures from the City's existing General Plan that were intended for environmental protection and would not remove or conflict with City plans, policies, or regulations adopted for environmental protection. The proposed General Plan Update would require modifications to the City's Development Code to provide consistency between the General Plan and zoning; however, these modifications would not remove or adversely modify portions of the La Verne Municipal Code that were adopted to mitigate an environmental effect.

Subsequent development and infrastructure projects would be required to be consistent with all applicable policies, standards, and regulations, including those land use plans, policies, and regulations adopted to mitigate environmental effects by the City as well as those adopted by agencies with jurisdiction over components of future development projects. Any potential environmental impact associated with conflicts with land use requirements would be less than significant. The policies listed below would ensure that the General Plan does not conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

Proposed General Plan Update Goals, Policies, and Actions:

LAND USE ELEMENT

Goal LU-1: **Land Use Mix.** A City with a land use plan that supports a diverse, self-sufficient community that offers a variety of housing types, job opportunities, institutional uses, community facilities, commercial services and recreational opportunities.

Policy LU-1.1: **Land Use Pattern.** Provide for an overall mix of housing, employment, service, and recreational opportunities that promotes efficient development and multimodal choices; reduces pollution, greenhouse gas emissions, and the expenditure of energy and other resources; ensures compatibility between uses; enhances community livability and public health; and sustains economic vitality.

Policy LU-1.9: **Growth Pattern.** Strongly encourage new development to occur in infill locations in a balanced and efficient pattern that reduces sprawl, preserves open space, and creates convenient connections to other land uses and transportation facilities.

Goal LU-2: **Growth Management.** A community that thoughtfully plans for and manages desirable future growth within its jurisdiction and Sphere of Influence.

Policy LU-2.2: **Upgrade of Services.** Place a high priority on upgrading local services to meet current and anticipated demand.

Goal LU-4: **Hillside Development.** A community defined by safe and subtle hillside development.

Policy LU-4.4: **Site Design Techniques.** To the extent feasible, require the implementation of strategic site and building design techniques to shield new hillside development from views from the valley floor below.

Policy LU-4.7: **Off-Site Views.** Preserve off-site views by prohibiting hillside grading and development practices which damage the integrity of hillside areas.

Policy LU-4.10: **Natural Fire Breaks**. Preserve natural fire breaks through designated open space land use.

MOBILITY ELEMENT

Goal M-1: **Traffic Flow.** A community served by a roadway network with sufficient traffic flow on arterial roadways and minimized adverse traffic effects on residential neighborhoods.

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

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

Action M-1.3: Periodically review and assess the vehicular level of service along City facilities to determine what, if any, improvements are warranted to maintain a safe and efficient flow of traffic throughout La Verne. Based on a thorough review of facility operations and funding availability, improvements may be included in the City's Capital Improvement Plan and/or required as part of project approval through the development review process.

Goal M-2: **Complete Streets.** A community with a well-designed and built transportation network that is safe, accessible, comfortable, and convenient for all transportation modes and users.

Policy M-2.1: **Complete Streets for Roadway Projects**. Apply Complete Streets principles to all new transportation improvements impacting the public right-of-way.

Policy M-2.2: **Local and Regional Collaboration.** Cooperate and collaborate with regional and local partners, stakeholders, and agencies to ensure the implementation of Complete Streets within and connecting to the City.

Policy M-2.7: **ADA Accessibility.** Ensure the City's transportation network is safe, accessible, and consistent with the Americans with Disabilities Act (ADA), to allow mobility-impaired users, such as disabled persons and seniors, to safely travel within and beyond the City.

Policy M-2.3: **Best Practices and Design Guidance.** Monitor and strive to follow the best and latest design standards for implementing Complete Streets in the City.

Action M-2.1: Design, construct, operate, and maintain the street network depicted in the Mobility Element network map that provides safe and efficient access to all areas of the City.

Goal M-4: **Safety.** A community featuring a transportation and circulation system that is safe for all users.

Policy M-4.3: **New Project Access and Safety.** Ensure that new projects follow best design practices and guidelines to reduce conflicts between circulation system users.

Policy M-4.5: **Bicyclist and Pedestrian Safety.** Develop safe and convenient bicycle and pedestrian facilities and crossings that reduce conflicts with other modes.

Policy M-7.2: **Local Truck Routes.** Maintain a network of local truck routes to facilitate goods movement to regional roads and to discourage the use of residential roads.

Goal M-9: **Vehicle Miles Traveled.** A community with reduced citywide vehicle miles traveled per capita that contributes to regional and statewide greenhouse gas emissions targets.

Policy M-9.1: **Vehicle Miles Traveled Analysis.** Require vehicle miles traveled (VMT) analysis for the purposes of environmental review under the California Environmental Quality Act (CEQA), using methodologies and standards consistent with the City's Transportation Study Guidelines. The City shall continue to maintain level of service (LOS) standards for the purposes of planning and designing street improvements.

Policy M-9.2: **Transportation Demand Management.** Require transportation demand management (TDM) strategies as mitigation measures for new projects that exceed the City's VMT impact thresholds.

RESOURCE MANAGEMENT ELEMENT

Goal RM-2: **Open Space.** A community with distinctive natural open spaces that provide significant value to La Verne.

Policy RM-2.1: **Balanced Open Space System.** Support a balanced and integrated open space system that reflects a variety of considerations, including resource conservation, recreation, aesthetics, and community identity.

Policy RM-2.2: **Minimal Alterations to Existing Space.** Encourage minimal alteration of the natural terrain in environmentally sensitive open space areas.

Policy RM-2.4: **Scenic Vistas and Routes.** Discourage development on or immediately adjacent to existing scenic vistas in order to preserve community character.

Goal RM-3: **Cultural Resources.** A City that celebrates and preserves its rich culture and historic assets.

Policy RM-3.2: **Planning Considerations.** Continue to integrate cultural resources into everyday planning processes through careful and creative collaborative design review and prioritization of historic and cultural history in new design development.

Policy RM-3.6: **Resource Evaluation.** Evaluate the condition of historical buildings, the costs of rehabilitation, and the feasibility of preservation or conservation alternatives when considering the demolition or movement of historic structures; when possible, encourage the adaptive re-use of the historic structure.

Policy RM-3.9: **Archaeological/Paleontological Resources.** Require projects with a potential to affect archeological or paleontological resources to be conditioned to immediately stop grading and/or excavation activities if archeological or paleontological resources are encountered. At this point, a qualified archaeologist/paleontologist approved by the City should be enlisted to investigate the resources and conduct a preliminary assessment to determine whether a resource mitigation plan and monitoring program will be required.

Policy RM-3.10: **Human Remains.** Ensure that human remains are treated with sensitivity and dignity, and ensure compliance with the provisions of California Health and Safety Code Section 7050.5 and California Public Resources Code Section 5097.98.

Policy RM-3.11: **Tribal Consultation.** Consistent with State, local, and tribal intergovernmental consultation requirements such as SB 18 and AB 52, the City shall consult as necessary with Native American tribes that may be interested in proposed new development and land use policy changes.

Goal RM-4: **Water Conservation.** A community that protects and conserves limited water resources.

Policy RM-4.1: **Conservation Strategies.** In partnership with local water agencies, promote residential and commercial water conservation using multiple innovative strategies and contemporary best practices.

Policy RM-4.2: **Efficient Use of Sources.** Minimize dependence on imported water through efficient use of local surface sources, using wise groundwater management practices, conservation measures, and the use of reclaimed wastewater and non-potable water for irrigation of landscaping and agriculture, where feasible.

Policy RM-4.3: **Distribution.** Utilize the most recent available water conservation technology and green infrastructure to ensure an efficient and cost-effective distribution system.

Policy RM-4.4: **Landscaping.** Encourage all public and private landscaping in new development and renovation projects to be designed to reduce water demand, prevent runoff, decrease flooding, and recharge groundwater through the installation of irrigation systems, the selection of appropriate plant materials, and proper soil preparation.

Policy RM-4.5: **Stormwater.** Work cooperatively with local water agencies to effectively and efficiently manage stormwater runoff as part of the City's multipronged water conservation strategy.

Goal RM-5: **Biological Resources.** A community that preserves our diverse plant and animal life.

Policy RM-5.1: **Biological Resource Protection.** Preserve and enhance those biological communities that contribute to La Verne's and the region's biodiversity including, but not limited to, the following resources: Southern Oak Riparian Woodlands, Southern Mixed Chaparral and Coastal Sage Scrub, Ruderal-Disturbed, and riparian areas.

Policy RM-5.3: **New Development.** Require non-infill development proposals to provide biological assessments in areas which may contain important plant communities and wildlife habitat.

Goal RM-6: **Energy and Mineral Resources.** A community that protects its energy and mineral resources for future generations.

Policy RM-6.1: **Regulatory Compliance.** Meet all state and regional regulations in regard to gas and energy conservation and technology use, including the mandatory energy

efficiency requirements of the California Green Building Standards Code (CALGreen) and Building and Energy Efficiency Standards.

Policy RM-6.2: **Reduced Consumption.** Promote energy sustainability and conservation in order to reduce consumption of natural resources and promote air quality.

Policy RM-6.4: **Green Building.** Support the use of green building standards and sustainable development strategies, such as Leadership in Energy and Environmental Design (LEED), in both private and public projects.

Goal RM-7: **Solid Waste Management.** A community with reduced generation and disposal of solid waste to landfills and an increased public awareness and participation in waste diversion programs.

Policy RM-7.1: **Compliance with State Legislation.** Comply with Assembly Bill 939 source reduction and recycling requirements of 50 percent diversion of solid waste from landfills and strive to partner, plan for, and document compliance with Assembly Bill 341 source reduction, recycling, and composting requirements of 75 percent by 2020.

Policy RM-7.3: **Source Reduction and Recycling Efforts.** Participate in source reduction and recycling techniques to reduce the amount of solid waste sent to the landfill and extend the life of the landfill.

Goal RM-8: **Air Quality and Greenhouse Gas Emissions.** Improved air quality in La Verne and the region through reductions in air pollutants and greenhouse gas (GH) emissions.

Policy RM-8.1: **Development Patterns.** Improve air quality through continuing to require a development pattern that focuses growth in and around existing urbanized areas, locates new housing near places of employment, encourages alternative modes of transportation, supports efficient parking strategies, reduces vehicle miles traveled, and requires projects to mitigate significant air quality impacts.

Policy RM-8.2: **Regional Collaboration.** Coordinate planning efforts with the South Coast Air Quality Management District (SCAQMD), Southern California Association of Governments (SCAG), and the California Air Resource Board (CARB) to meet local and regional air quality standards and ensure attainment of established goals.

Policy RM-8.3: **Measurement.** Coordinate with the California Air Resources Board and South Coast Air Quality Management District to properly measure air quality at emission sources and enforce the standards of the Clean Air Act.

Policy RM-8.4: **Local Reduction Targets.** The City of La Verne establishes the following per capita GHG reduction targets, in order to meet the requirements established by the state under AB 32 and SB 32, consistent with the CARB's Scoping Plan:

- 3.99 MT CO2e per capita by 2030
- 2.66 MT CO2e per capita by 2040; and
- 1.33 MT CO2e per capita by 2050.

Policy RM-8.8: **Construction Activities.** Meet state and federal clean air standards by minimizing particulate matter emissions from construction activities.

Policy RM-8.9: **Airborne Pollutants and Noxious Odors.** Comply with regional, state, and federal standards and programs for control of all airborne pollutants and noxious odors, regardless of source.

HEALTH AND WELLNESS ELEMENT

Goal HW-1: **Healthy Lifestyle.** A community with access to nutritious food and an environment encouraging healthy lifestyles.

Policy HW-1.1: **Development Patterns.** Encourage future growth and development within existing service areas to support infill development, redevelopment, and compact, transit-oriented development that promote equity and access to a variety of housing types, affordability levels, and needed community services.

Policy HW-1.2: **Active Living.** Promote programs, multimodal transportation facilities, and community events to support active living.

Policy HW-1.3: **Healthy and Locally-Grown Foods.** Reduce barriers and increase access to healthy and locally-grown food in our community, especially for our youth and seniors with specific dietary needs.

Policy HW-1.4: **Employee Wellness.** Encourage businesses to support employee wellness programs that facilitate healthy living, such as programs which focus on diet and exercise, or providing private space for new parents.

Goal HW-2: **Healthcare.** A community that supports equitable and sufficient access to healthcare and resources across La Verne.

Policy HW-2.1: **Array of Services.** Support a full array of physical and mental health care services in the community, including private and nonprofit organizations that provide preventive and treatment health services for existing and future residents.

Policy HW-2.2: **Support Programs.** Support and develop programs aimed at improving resident health and reducing substance abuse (drugs, alcohol, and tobacco).

Policy HW-2.3: **Vulnerable Residents.** Coordinate with regional and local service providers to increase healthcare accessibility for vulnerable residents.

Policy HW-2.4: **Barriers to Access.** Reduce informational and transportation barriers to access healthcare services.

Policy HW-2.5: **Public Education Programs.** Provide and expand innovative public education programs that support better health outcomes and help eliminate health inequities.

Policy HW-2.6: **Mental Health.** Coordinate with health providers to promote public awareness of mental health issues and resources.

Goal HW-3: **Human Services.** A community that prioritizes the unique needs and wellbeing of its diverse population

Policy HW-3.1: **Youth Services.** Support and expand youth-oriented recreational, educational, and leadership opportunities that lead to a healthy youth population.

Policy HW-3.2: **Family Services.** Work with family service providers to ensure that families and households have access to convenient and affordable child care, health care services, and other supportive services.

Policy HW-3.3: **Homelessness.** Address factors that contribute to homelessness in La Verne and promote programs that offer resources to homeless residents and those on the verge of homelessness.

Policy HW-3.4: **Environmental Pollution.** Reduce the disproportionate impacts of environmental pollution on vulnerable populations.

Policy HW-3.5: **Volunteerism.** Coordinate with La Verne's nonprofits, businesses, schools, institutions, and other organizations to facilitate and strengthen opportunities for residents to volunteer for community service.

Policy HW-3.6: **Services for People with Disabilities.** Support private and nonprofit organizations that provide services tailored for residents' mental health, physical or developmental disabilities, and other special needs.

Mitigation Measures: No mitigation is required.

Level of Significance: Less Than Significant Impact.

5.10.5 CUMULATIVE IMPACTS

Section 4.0, *Basis of Cumulative Analysis*, establishes growth and development within Los Angeles County as anticipated by SCAG as having the potential to interact with the proposed Project to the extent that a significant cumulative effect may occur. The geographic setting for land use and planning considers the SCAG region and the City.

Would the project, combined with other related cumulative projects, physically divide an established community?

Impact Analysis: Development of cumulative projects in the City of La Verne would be required to mitigate land use impacts on a project-by-project basis. Each project would be evaluated for consistency with the project site's General Plan land use designation and zoning, adopted General Plan goals, policies, and actions, and other applicable regional land use plans, such as SCAG's RTP/SCS. As analyzed above, the proposed General Plan Update would result in less than significant impact related to land use and relevant planning. Therefore, the incremental impact of the proposed Project, when considered in combination with development within the City and region, would not result in cumulatively considerable land use impacts.

The land uses allowed under the proposed General Plan provide opportunities for cohesive new growth at infill locations but would not create physical division within the community. The proposed General Plan Update does not include any new roadways, infrastructure, or other features that would divide existing communities. Each individual development project would be reviewed to determine its consistency and compatibility with the surrounding area and its potential to physically divide an established community. As the Project would not physically divide an established community, the Project's incremental effects would not be cumulatively considerable.

Proposed General Plan Update Goals, Policies, and Actions: Refer to the General Plan goals, policies, and actions cited above.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

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

Impact Analysis: The proposed General Plan Update was prepared in conformance with State laws and regulations associated with the preparation of General Plans, including requirements for environmental protection. As demonstrated above, the proposed Project would not cause a significant environmental impact due to a conflict with a land use plan, policy, or regulation

adopted for the purposes of avoiding or mitigating an environmental effect. The proposed General Plan Update carries forward and enhances policies and measures from the City's existing General Plan that were intended for environmental protection, and would not remove or conflict with City plans, policies, or regulations adopted for environmental protection. The proposed General Plan Update would require modifications to the City's Zoning Code to provide consistency between the General Plan and zoning; however, these modifications would not remove or adversely alter portions of the La Verne Municipal Code that were adopted to mitigate an environmental effect.

Similar to future development associated with the proposed Project, cumulative development projects would be evaluated for consistency with the project site's General Plan land use designation and zoning; General Plan goals, policies, and actions; and other applicable plans for the purpose of avoiding or mitigating an environmental effect. As analyzed above, the proposed Project would not cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. Thus, the proposed Project's incremental effects would not be cumulatively considerable.

Proposed General Plan Update Goals, Policies, and Actions: Refer to the General Plan goals, policies, and actions cited above.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

5.10.6 SIGNIFICANT UNAVOIDABLE IMPACTS

Land use and planning impacts associated with the implementation of the General Plan Update would be less than significant. No significant unavoidable land use and planning impacts would occur as a result of the General Plan Update.

5.10.7 REFERENCES

City of La Verne General Plan Update, *Existing Conditions Report*, June 2018.

City of La Verne, Community Development Department, *Project Documents*, https://www.cityoflaverne.org/DocumentCenter/Index/56, accessed February 2024.

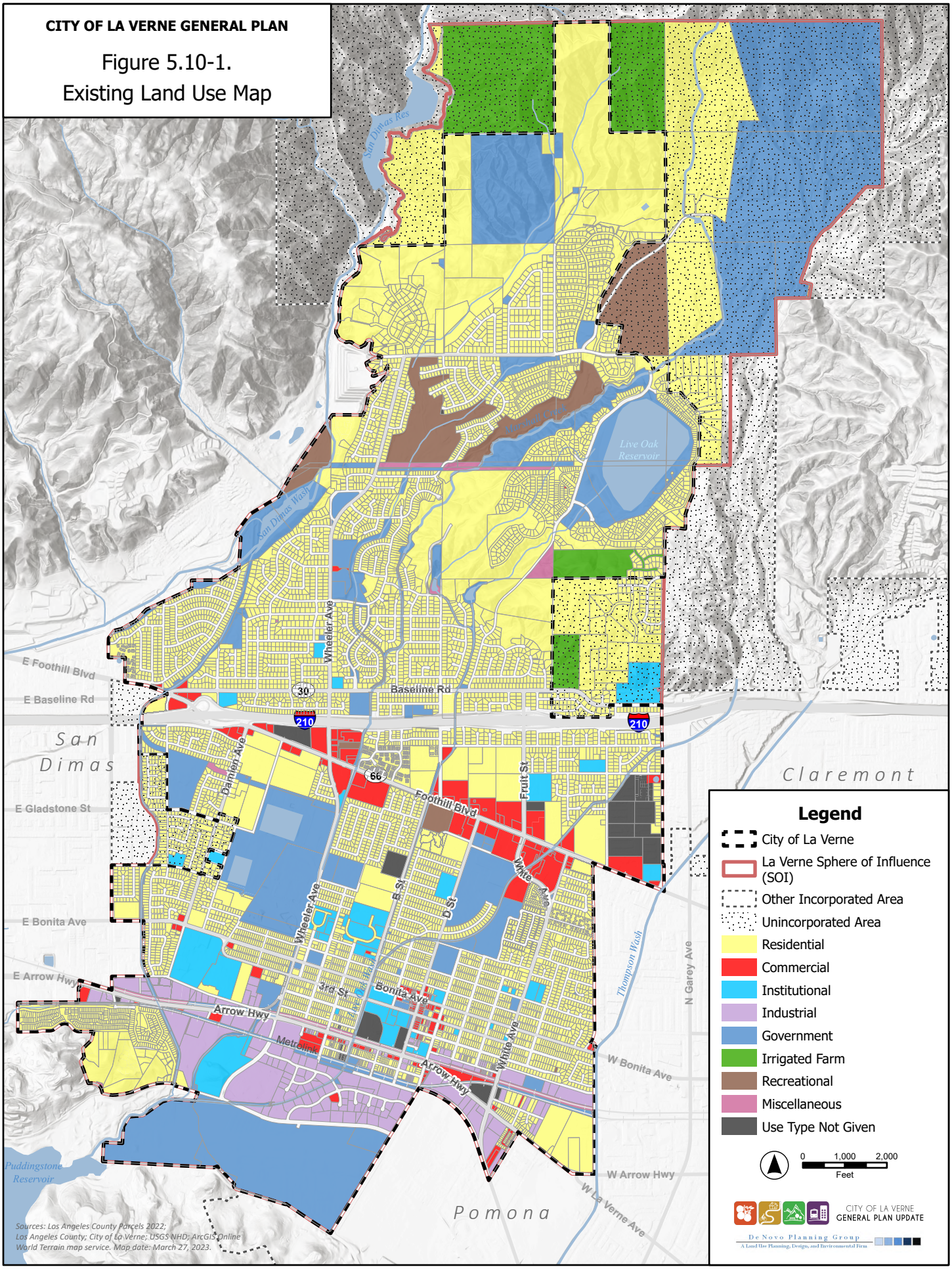
State of California, *Department of Finance, E-5 Population and Housing Estimates for Cities, Counties, and the State, January 2021-2023 with 2020 Census Benchmark*, 2023.

University of La Verne, *University of La Verne Facilities and Technology Master Plan, Final*, April 2017, https://myportal.laverne.edu/unifyed-communitydrive/file/download/631a71b23c81c30012eb972a/632202672057f900114e6d81, accessed February 2024.

County of Los Angeles. *Airport Influence Area for airports in Los Angeles County. Database search for Brackett Field Airport,* https://www.arcgis.com/apps/mapviewer/index.html?layers=7cb3fb165b0143c3993eaf6748c7d2e1, accessed February 2024.

CITY OF LA VERNE GENERAL PLAN

Figure 5.10-1.
Existing Land Use Map



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5.11 NOISE

5.11.1 PURPOSE

This section identifies existing noise conditions within the Planning Area and provides an analysis of potential impacts associated with implementation of the General Plan Update.

This section is primarily based upon *City of La Verne General Plan Update Environmental Noise Assessment*, prepared by Saxelby Acoustics, LLC and dated March 21, 2024; refer to Appendix E, *Noise*.

One comment was received during the NOP comment period regarding noise. The comment was received from Cynthia Gabaldon. This section addresses the environmental issues raised during the NOP comment period.

5.11.2 ENVIRONMENTAL SETTING

KEY TERMS

Acoustics The science of sound.

Ambient Noise The distinctive acoustical characteristics of a given area consisting of all noise sources audible at that location. In many cases, the term ambient is used to describe an existing or pre-project condition such as the setting in an environmental noise study.

Attenuation The reduction of noise.

A-Weighting A frequency-response adjustment of a sound level meter that conditions the output signal to approximate human response.

Decibel or dB Fundamental unit of sound, defined as ten times the logarithm of the ratio of the sound pressure squared over the reference pressure squared. All dB levels used in this report are A-weighted values, unless otherwise stated.

CNEL Community Noise Equivalent Level. Defined as the 24-hour average noise level with noise occurring during evening hours (7 - 10 p.m.) weighted by + 5 dB and nighttime hours weighted by +10 dB. Typically, 1 dB higher than Ldn for transportation noise sources.

Frequency The measure of the rapidity of alterations of a periodic acoustic signal, expressed in cycles per second or Hertz.

Impulsive	Sound of short duration, usually less than one second, with an abrupt onset and rapid decay.
L_{dn}	Day/Night Average Sound Level. Similar to CNEL but with no evening weighting.
L_{eq}	Equivalent or energy-averaged sound level.
L_{max}	The highest root-mean-square (RMS) sound level measured over a given period of time.
L(n)	The sound level exceeded a described percentile over a measurement period. For instance, an hourly L50 is the sound level exceeded 50 percent of the time during the one hour period.
Loudness	A subjective term for the sensation of the magnitude of sound.
Noise	Unwanted sound.
SEL	A rating, in decibels, of a discrete event, such as an aircraft flyover or train passby, that compresses the total sound energy into a one-second event

FUNDAMENTALS OF ACOUSTICS

Acoustics is the science of sound. Sound may be thought of as mechanical energy of a vibrating object transmitted by pressure waves through a medium to human (or animal) ears. If the pressure variations occur frequently enough (at least 20 times per second), then they can be heard and are called sound. The number of pressure variations per second is called the frequency of sound, and is expressed as cycles per second or Hertz (Hz).

Noise is a subjective reaction to different types of sounds. 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.

Measuring sound directly in terms of pressure would require a very large and awkward range of numbers. To avoid this, the decibel scale was devised. The decibel scale uses the hearing threshold (20 micropascals), as a point of reference, defined as 0 dB. Other sound pressures are then compared to this reference pressure, and the logarithm is taken to keep the numbers in a practical range. The decibel scale allows a million-fold increase in pressure to be expressed as 120 dB, and changes in levels (dB) correspond closely to human perception of relative loudness.

The perceived loudness of sounds is dependent upon many factors, including sound pressure level and frequency content. However, within the usual range of environmental noise levels, perception of loudness is relatively predictable, and can be approximated by A-weighted sound

levels. There is a strong correlation between A-weighted sound levels (expressed as dBA) and the way the human ear perceives sound. For this reason, the A-weighted sound level has become the standard tool of environmental noise assessment. All noise levels reported in this section are in terms of A-weighted levels, but are expressed as dB, unless otherwise noted.

The decibel scale is logarithmic, not linear. In other words, two sound levels 10 dB apart differ in acoustic energy by a factor of 10. When the standard logarithmic decibel is A-weighted, an increase of 10 dBA is generally perceived as a doubling in loudness. For example, a 70 dBA sound is half as loud as an 80 dBA sound, and twice as loud as a 60 dBA sound.

Community noise is commonly described in terms of the ambient noise level, which is defined as the all-encompassing noise level associated with a given environment. A common statistical tool to measure the ambient noise level is the average, or equivalent, sound level (L_{eq}), which corresponds to a steady-state A weighted sound level containing the same total energy as a time varying signal over a given time period (usually one hour). The Leq is the foundation of the composite noise descriptor, Ldn, and shows very good correlation with community response to noise.

The day/night average level (L_{dn}) is based upon the average noise level over a 24-hour day, with a +10 decibel weighing applied to noise occurring during nighttime (10:00 p.m. to 7:00 a.m.) hours. The nighttime penalty is based upon the assumption that people react to nighttime noise exposures as though they were twice as loud as daytime exposures. Because Ldn represents a 24-hour average, it tends to disguise short-term variations in the noise environment. CNEL is similar to Ldn, but includes a +3 dB penalty for evening noise. Table 5.11-1, *Typical Noise Levels*, lists several examples of the noise levels associated with common situations.

Table 5.11-1
Typical Noise Levels

Common Outdoor Activities	Noise Level (dBA)	Common Indoor
	110	Rock Band
Jet flyover at 1,000 feet		
	100	
Gas lawnmower at 3 feet		
	90	
Diesel truck at 50 feet at 50 mph		Food blender at 3 feet
	80	Garbage disposal at 3 feet
Noisy urban area, daytime		
Gas lawnmower, 100 feet	70	Vacuum cleaner at 3 feet
Commercial area		Normal speech at 3 feet
Heavy traffic at 300 feet	60	
		Large Business Office
Quiet urban daytime	50	Dishwasher in next room
Quiet urban nighttime	40	Theater, large conference room (background)
Quiet suburban nighttime		
	30	Library
Quiet rural nighttime		Bedroom at night, concert hall (background)
	20	
		Broadcasting studio
	10	
Lowest Threshold of Human Hearing	0	Lowest Threshold of Human Hearing

Source: Caltrans Technical Noise Supplement to the Traffic Noise Analysis Protocol. Caltrans, 2013.

Effects of Noise on People

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.

Environmental noise typically produces effects in the first two categories. Workers in industrial plants can experience noise in the last category. There is no completely satisfactory way to measure the subjective effects of noise or the corresponding reactions of annoyance and dissatisfaction. A wide variation in individual thresholds of annoyance exists and different tolerances to noise tend to develop based on an individual's past experiences with noise.

Thus, 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.

With regard to increases in A-weighted noise level, the following relationships occur:

- Except in carefully controlled laboratory experiments, a change of 1 dBA cannot be perceived;
- Outside of the laboratory, a 3 dBA change is considered a just-perceivable difference;
- A change in level of at least 5 dBA is required before any noticeable change in human response would be expected; and
- A 10 dBA change is subjectively heard as approximately a doubling in loudness, and can cause an adverse response.

Stationary point sources of noise – including stationary mobile sources such as idling vehicles – attenuate (lessen) at a rate of approximately 6 dB per doubling of distance from the source, depending on environmental conditions (i.e. atmospheric conditions and either vegetative or manufactured noise barriers, etc.). Widely distributed noises, such as a large industrial facility spread over many acres, or a street with moving vehicles, would typically attenuate at a lower rate.

EXISTING NOISE LEVELS

Traffic Noise Levels

The FHWA Highway Traffic Noise Prediction Model (FHWA-RD 77-108) was used to develop L_{dn} (24-hour average) noise contours for all highways and major roadways in the Planning Area. The model is based upon the CALVENO noise emission factors for automobiles, medium trucks, and heavy trucks, with consideration given to vehicle volume, speed, roadway configuration, distance to the receiver and the acoustical characteristics of the site. The FHWA Model predicts hourly Leq values for free-flowing traffic conditions, and is generally considered to be accurate within 1.5 dB. To predict Ldn values, it is necessary to determine the hourly distribution of traffic for a typical 24-hour period.

Existing traffic volumes were obtained from the traffic modeling performed for the General Plan Planning Area. Day/night traffic distributions were based upon continuous hourly noise measurement data. Heavy truck counts were also provided by the traffic engineer. Using these data sources and the FHWA traffic noise prediction methodology, traffic noise levels were calculated for existing conditions. Table 5.11-2, *Predicted Existing Traffic Noise Levels (2020 Baseline)*, shows the results of this analysis.

Traffic noise levels are predicted at the sensitive receptors located at the closest typical setback distance along each Project-area roadway segments. In some locations sensitive receptors may be located at distances which vary from the assumed calculation distance and may experience shielding from intervening barriers or sound walls. However, the traffic noise analysis is believed to be representative of the majority of sensitive receptors located closest to the Project-area roadway segments analyzed.

The actual distances to noise level contours may vary from the distances predicted by the FHWA model due to roadway curvature, grade, shielding from local topography or structures, elevated roadways, or elevated receivers. The distances reported in Table 5.11-2 are generally considered to be conservative estimates of noise exposure along roadways in the City of La Verne.

Table 5.11-2
Predicted Existing Traffic Noise Levels (2020 Baseline)

Roadway	Segment	Noise Level at Closest Receptors (dB, L_{dn})[1]	Distances to Traffic Noise Contours, Ldn (feet)		
			60 dB	65 dB	70 dB
Arrow Highway	San Dimas Canyon Road to Wheeler Avenue	55.5	152	71	33
Arrow Highway	White Avenue to Miramonte Drive	60.6	153	71	33
B Street	Foothill Boulevard to Bonita Avenue	59.4	55	26	12
Baseline Road	Foothill Boulevard to Wheeler Avenue	63.5	172	80	37
Baseline Road	Emerald Avenue to Fruit Street	64.5	179	83	39
Bonita Avenue	Damien Avenue to Wheeler Avenue	54.5	120	56	26
Bonita Avenue	D Street to White Street	52.5	96	44	21
D Street	Foothill Boulevard to Bonita Avenue	55.1	76	35	16
Damien Avenue	Bonita Avenue to Juanita Avenue	51.4	67	31	14
Fairplex Drive	Puddingstone Drive to Arrow Highway	58.5	181	84	39
Foothill Boulevard	Damien Avenue to Wheeler Avenue	63.7	303	141	65
Foothill Boulevard	Emerald Avenue to Fruit Street	53.1	330	153	71
Foothill Boulevard	Fruit Street to Towne Center Drive	71.7	300	139	65
Emerald Avenue	Essex Avenue to Genesee Drive	56.4	80	37	17
Esperanza Road	Baseline Road to Stephens Ranch Road	52.8	99	46	21
Fruit Street	Bowdoin Street to Foothill Boulevard	59.4	197	92	43
Golden Hills Road	Calle Aragon to Via Dicha	58.3	69	32	15
Wheeler Avenue	Baseline Road to Oakridge Drive	59.9	128	59	28
Wheeler Avenue	Baseline Road to Foothill Boulevard	55.5	152	71	33
Wheeler Avenue	Foothill Boulevard to Bonita Avenue	60.6	153	71	33
Wheeler Avenue	Puddingstone Drive to Arrow Highway	59.4	55	26	12
Wheeler Avenue	Bonita Avenue to Arrow Highway	63.5	172	80	37
White Avenue	Foothill Boulevard to Bonita Avenue	64.5	179	83	39
White Avenue	Bonita Avenue to Arrow Highway	54.5	120	56	26

Source: Saxelby, LLC, *The City of La Verne General Plan – Environmental Noise Assessment*, March 21, 2024.

Railroad Noise Levels

Two rail lines cross through the City of La Verne, parallel to Arrow Highway. In order to quantify noise exposure from existing train operations, noise level measurements were conducted adjacent to the existing Pasadena Subdivision, north of Arrow Highway, and the existing San Gabriel Subdivision, south of Arrow Highway. The purpose of the noise level measurements was to determine typical sound exposure levels (SEL) for railroad line operations, while accounting for the effects of travel speed, warning horns, and other factors which may affect noise generation. Figure 5.11-1, *Noise Monitoring Sites*, shows the noise measurement locations.

The Pasadena Subdivision currently experiences one freight train per day on weekdays, operated by the Burlington Northern/Santa Fe (BNSF) Railway Company. Continuous, 24-hour noise level measurements were conducted adjacent to the Pasadena Subdivison tracks, shown as Site D in Figure 5.11-1. Noise monitoring equipment was programmed to identify individual train events to determine the noise impact of train operations on this line. It should be noted that the Pasadena Subdivison is part of the Metro Gold Line Construction Authority Foothill Extension Phase 2B corridor project to build a light rail line from Glendora to Claremont. Upon completion in 2026, the Pasadena Subdivision will consist of two light rail tracks and one freight track. Metro Rail from Glendora to Pomona is currently under construction and is expected to be completed by 2025.

The San Gabriel Subdivision is operated by Metrolink and experiences 38 light rail operations per week day as the San Bernardino line. Short term noise level measurements were conducted at Lordsburg Park, shown as Site 7 in Figure 5.11-1. The number of light rail operations was obtained from the San Bernardino line schedule for the Pomona-North Metrolink station.

Noise measurement equipment consisted of Larson Davis Laboratories (LDL) Model 820 and LDL Model 824 precision integrating sound level meters equipped with LDL ½" microphones. The measurement systems were calibrated using a LDL Model CAL200 acoustical calibrator before and after testing. The measurement equipment meets all of the pertinent requirements of the American National Standards Institute (ANSI) for Type 1 (precision) sound level meters.

Table 5.11-3, *Railroad Noise Measurement Results*, shows a summary of the noise measurement results for railroad activity within the City.

Table 5.11-3
Railroad Noise Measurement Results

Measurement Location	Railroad Track	Grade Crossing/Warning Horn	Train Events Per 24-hr period	Average SEL at 100 feet
Site 7	San Gabriel Subdivision	Yes	38 (14 Night)	87 dBA
Site D	Pasadena Subdivision	Yes	1 (0 Night)	113 dBA
Source: Saxelby, LLC, *The City of La Verne General Plan – Environmental Noise Assessment*, March 21, 2024.				

To determine the distances to the day/night average (L_{dn}) railroad contours, it is necessary to calculate the Ldn for typical train operations. This was done using the SEL values and above-described number and distribution of daily train operations; refer to Appendix E for detailed calculations.

Based upon the above-described noise level data, number of operations and methods of calculation, the L_{dn} value for railroad line operations have been calculated, and the distances to the Ldn noise level contours are shown in Table 5.11-4, *Approximate Distances to the Railroad Noise Contours*.

Table 5.11-4
Approximate Distances to the Railroad Noise Contours

Exterior noise Level at 100 feet, L_{dn}	Distance to Exterior Noise Level Contours, feet		
	60 dB L_{dn}	65 dB L_{dn}	70 dB L_{dn}
San Gabriel Subdivision: San Bernardino Line			
60 dB	93 feet	43 feet	20 feet
Pasadena Subdivision			
63 dB	168 feet	78 feet	36 feet
Source: Saxelby, LLC, *The City of La Verne General Plan – Environmental Noise Assessment*, March 21, 2024.			

Aviation Noise Levels

Brackett Field Airport is located at 1615 McKinley Avenue, two miles south of the center of the City of La Verne along the southern boundaries of the La Verne Sphere of Influence. The airport is open 24-hours a day, seven days a week, and features an air traffic control tower, dual runways, fuel services, a restaurant, and several aviation-related businesses. Runway 8R-26L is 4,841-feet

long and 75-feet wide with medium-intensity runway lighting (MIRLs) and runway end identifier lights (REILs) on both ends. Runway 8R-26L also offers full instrument landing system (ILS) capabilities from the east. Runway 8L-26R is 3,661-feet long and 75-feet wide and does not feature any lighting. The air traffic control tower is closed from 9:00 p.m. to 7:00 a.m.

Over 300 general aviation aircraft are based at Brackett Field, which has parking space for approximately 545 aircraft. Primary use of the airport is single-engine fixed-wing aircraft for general aviation purposes. However, the airport also accommodates mid-size business jets and helicopters in addition to multi-engine, turbo-jet, and turbo-prop aircraft. Annual activity at Brackett Field Airport is approximately 99,300 operations per year, or 272 operations per day. Predicted activity for 2035 estimates 180,000 total annual operations, or 493 operations per day. Operations are defined as the total number of take-offs and landings. The majority of airport operations occur between 7:00 a.m. and 7:00 p.m. Runway 26L is used for approximately 75 percent of all daytime operations and 99 percent of all nighttime operations.

Brackett Field Airport is the only public airport within the City of La Verne. Noise impacts and contours associated with Brackett Field Airport are addressed in the Brackett Field Airport Land Use Compatibility Plan (ALUCP), adopted by the Airport Land Use Commission on December 9, 2015. The airport is owned and operated by Los Angeles County. The Los Angeles County Department of Public Works Aviation Division is responsible for the airport and oversees the operation, maintenance, and development of the airport.

Further information and analysis for this airport can be found in the above referenced ALUCP. Figure 5.11-2, *Brackett Field Airport Noise Contours*, shows the Brackett Field Airport noise impact area for year 2035 as illustrated on Exhibit 5 of the ALUCP.

Fixed Noise Sources

The production of noise is a result of many industrial processes, even when the best available noise control technology is applied. Noise exposures within industrial facilities are controlled by federal and state employee health and safety regulations (OSHA and Cal-OSHA), but exterior noise levels may exceed locally acceptable standards. Commercial, recreational and public service facility activities can also produce noise which affects adjacent sensitive land uses. These noise sources can be continuous and may contain tonal components which have a potential to annoy individuals who live nearby. In addition, noise generation from fixed noise sources may vary based upon climatic conditions, time of day, and existing ambient noise levels.

In the City of La Verne, fixed noise sources typically include parking lots, loading docks, parks, schools, and other commercial/retail use noise sources (HVAC, exhaust fans, etc.)

From a land use planning perspective, fixed-source noise control issues focus upon two goals:

1. To prevent the introduction of new noise-producing uses in noise-sensitive areas, and

2. To prevent encroachment of noise sensitive uses upon existing noise-producing facilities.

The first goal can be achieved by applying noise level performance standards to proposed new noise-producing uses. The second goal can be met by requiring that new noise-sensitive uses in near proximity to noise-producing facilities include mitigation measures that would ensure compliance with noise performance standards.

Fixed noise sources which are typically of concern include but are not limited to the following:

- HVAC Systems
- Pump Stations
- Steam Valves
- Generators
- Air Compressors
- Conveyor Systems
- Pile Drivers
- Drill Rigs
- Welders
- Outdoor Speakers
- Chippers
- Loading Docks
- Cooling Towers/Evaporative Condensers
- Lift Stations
- Steam Turbines
- Fans
- Heavy Equipment
- Transformers
- Grinders
- Gas or Diesel Motors
- Cutting Equipment
- Blowers
- Cutting Equipment
- Amplified music and voice

The types of uses which may typically produce the noise sources described above, include, but are not limited to: wood processing facilities, pump stations, industrial/agricultural facilities, trucking operations, tire shops, auto maintenance shops, metal fabricating shops, shopping centers, drive-up windows, car washes, loading docks, public works projects, batch plants, bottling and canning plants, recycling centers, electric generating stations, race tracks, landfills, sand and gravel operations, special events such as concerts, and athletic fields. Typical noise levels associated with various types of stationary noise sources are shown in Table 5.11-5, *Typical Stationary Source Noise Levels*.

Table 5.11-5
Typical Stationary Source Noise Levels

Use	Noise Level at 100 feet, L_{eq} [1]	Distance to Noise Contours, feet			
		50 dB L_{eq} (No Shielding)	45 dB L_{eq} (No Shielding)	50 dB L_{eq} (With 5 dB Shielding)	45 dB L_{eq} (With 5 dB Shielding)
Auto Body Shop	56 dB	200	355	112	200
Auto Repair (Light)	53 dB	141	251	79	141
Busy Parking Lot	54 dB	158	281	89	158
Cabinet Shop	62 dB	398	708	224	398
Car Wash	63 dB	446	792	251	446
Cooling Tower	69 dB	889	1,581	500	889
Loading Dock	66 dB	596	1,059	335	596
Lumber Yard	68 dB	794	1,413	447	794
Maintenance Yard	68 dB	794	1,413	447	794
Outdoor Music Venue	90 dB	10,000	17,783	5,623	10,000
Paint Booth Exhaust	61 dB	355	631	200	355
Skate Park	60 dB	316	562	178	316
School Playground / Neighborhood Park	54 dB	158	281	89	158
Truck Circulation	48 dB	84	149	47	84
Vendor Deliveries	58 dB	251	446	141	251

Source: Saxelby, LLC, *The City of La Verne General Plan – Environmental Noise Assessment*, March 21, 2024.
Notes:
1. Analysis assumes a source-receiver distance of approximately 100 feet, no shielding, and flat topography. Actual noise levels will vary depending on site conditions and intensity of the use. This information is intended as a general rule only, and is not suitable for final site-specific noise studies.

Community Noise Survey

A community noise survey was conducted to document ambient noise levels at various locations throughout the City. Short-term noise measurements were conducted at six locations on

September 26 and 27, 2017 during daytime and nighttime periods. In addition, four continuous 24-hour noise monitoring measurements were conducted to record day-night statistical noise level trends. The data collected included the hourly average (L_{eq}), median (L_{50}), and the maximum level (L_{max}) during the measurement period. Noise monitoring sites and the measured noise levels at each site are summarized in Table 5.11-6, *Existing Continuous 24-Hour Ambient Noise Monitoring Results*, and Table 5.11-7, *Existing Short-Term Community Noise Monitoring Results*. Appendix B of the *Noise* (see Appendix E of this EIR) graphically shows the results of the noise level measurements. Figure 5.11-1 shows the locations of the noise monitoring sites.

Table 5.11-6
Existing Continuous 24-Hour Ambient Noise Monitoring Results

Site	Location	L_{dn} (dBA)	Measured Hourly Noise Levels, dBA Low-High (Average)					
			Daytime (7:00 am - 10:00 pm)			Nighttime (10:00 pm – 7:00 am)		
			L_{eq}	L_{50}	L_{max}	L_{eq}	L_{50}	L_{max}
A	5119 Old Ranch Rd., 70 ft. to centerline	54	44-60 (52)	38-52 (44)	57-82 (67)	40-50 (45)	39-46 (42)	52-69 (59)
B	1040 Baseline Rod. ,177 ft. to centerline.	67	61-67 (64)	60-66 (63)	69-82 (74)	54-64 (60)	53-63 (58)	65-82 (71)
C	2421 Foothill Blvd., 99 ft. to centerline	64	58-62 (60)	55-59 (58)	72-87 (77)	49-61 (56)	45-57 (50)	65-81 (73)
D	2321 Arrow Hwy., 108 ft. to centerline	70	59-81 (70)	55-61 (58)	75-113 (82)	51-64 (58)	47-60 (52)	66-83 (73)

Source: Saxelby, LLC, *The City of La Verne General Plan – Environmental Noise Assessment*, March 21, 2024.

Table 5.11-7
Existing Short-Term Community Noise Monitoring Results

Site	Location	Time[1]	Measured Sound Level, dB			Notes
			L_{eq}	L_{50}	L_{max}	
1	7360 Alta Vista	7:53 a.m.	45	42	59	Primary noise source is leaf blower/landscaping at 7331 Brydon Rd. Ambient 40 dB.
		9:19 p.m.	42	42	47	Primary noise source is water fountain 150 ft away at 7351 Alta Vista. Ambient 42 dB.
2	1992 Orangewood St.	8:27 a.m.	54	45	69	Primary noise source is leaf blower/landscaping on Orangewood St. Ambient is 45 dB.
	4905 Emerald Ave.	8:53 p.m.	53	51	69	Audible traffic on CA-210. Traffic on Emerald Ave. & Lemondwood St. Ambient is 45 dB.
3	1395 Foothill Blvd.	9:29 a.m.	66	64	74	Primary noise source is traffic on CA-210. Parking lot: 67 dB.
		8:25 p.m.	64	61	78	Primary noise source is traffic on CA-210.
4	2504 Kendall St.	9:55 a.m.	66	65	77	Primary noise source is traffic on White Ave. 51 dB ambient.
		8:25 p.m.	64	63	72	Primary noise source is traffic on White Ave.

Table 5.11-7 (continued)
Existing Short-Term Community Noise Monitoring Results

Site	Location	Time[1]	Measured Sound Level, dB			Notes
5	1504 2nd St.	10:18 a.m.	64	62	72	Primary noise source is traffic on Wheeler Ave. Dogs barking: 70 dB.
		7:35 p.m.	64	58	74	Primary noise source is traffic on Wheeler Ave. Dogs barking: 70 dB.
6	1736 Wright Ave.	10:41 a.m.	55	49	66	Primary noise source is traffic on Puddingstone Dr. 55-60 dB from traffic overhead.
		7:10 p.m.	55	47	68	Primary noise source is traffic on Puddingstone Dr. 44 dB ambient. Train horn: 58 dB.
Source: Saxelby, LLC, *The City of La Verne General Plan – Environmental Noise Assessment*, March 21, 2024.						

The results of the community noise survey shown in Table 5.11-6 and Table 5.11-7 indicate that existing transportation (traffic) noise sources were the major contributor of noise observed during daytime hours, especially during vehicle passbys.

5.11.3 REGULATORY SETTING

FEDERAL

Federal Highway Administration (FHWA)

The Federal Highway Administration (FHWA) has developed noise abatement criteria that are used for federally funded roadway projects or projects that require federal review. These criteria are discussed in detail in Title 23 Part 772 of the Federal Code of Regulations (23CFR772).

Environmental Protection Agency (EPA)

The Environmental Protection Agency (EPA) has identified the relationship between noise levels and human response. The EPA has determined that over a 24-hour period, a L_{eq} of 70 dBA will result in some hearing loss. Interference with activity and annoyance will not occur if exterior levels are maintained at an L_{eq} of 55 dBA and interior levels at or below 45 dBA. Although these levels are relevant for planning and design and useful for informational purposes, they are not land use planning criteria because they do not consider economic cost, technical feasibility, or the needs of the community.

The EPA has set 55 dBA L_{dn} as the basic goal for residential environments. However, other federal agencies, in consideration of their own program requirements and goals, as well as difficulty of actually achieving a goal of 55 dBA L_{dn}, have generally agreed on the 65 dBA L_{dn} level as being appropriate for residential uses. At 65 dBA L_{dn}, activity interference is kept to a minimum, and annoyance levels are still low. It is also a level that can realistically be achieved.

The Department of Housing and Urban Development (HUD) was established in response to the Urban Development Act of 1965 (Public Law 90-448). HUD was tasked by the Housing and Urban Development Act of 1965 (Public Law 89-117) “to determine feasible methods of reducing the economic loss and hardships suffered by homeowners as a result of the depreciation in the value of their properties following the construction of airports in the vicinity of their homes.”

HUD first issued formal requirements related specifically to noise in 1971 (HUD Circular 1390.2). These requirements contained standards for exterior noise levels along with policies for approving HUD-supported or assisted housing projects in high noise areas. In general, these requirements established the following three zones:

- 65 dBA L_{dn} or less - an acceptable zone where all projects could be approved.
- Exceeding 65 dBA L_{dn} but not exceeding 75 dBA L_{dn} - a normally unacceptable zone where mitigation measures would be required, and each project would have to be individually evaluated for approval or denial. These measures must provide 5 dBA of attenuation above the attenuation provided by standard construction required in a 65 to 70 dBA L_{dn} area and 10 dBA of attenuation in a 70 to 75 dBA L_{dn} area.

- Exceeding 75 dBA L_{dn} - an unacceptable zone in which projects would not, as a rule, be approved.

HUD's regulations do not include interior noise standards. Rather a goal of 45 dBA L_{dn} is set forth and attenuation requirements are geared towards achieving that goal. HUD assumes that using standard construction techniques, any building will provide sufficient attenuation so that if the exterior level is 65 dBA L_{dn} or less, the interior level will be 45 dBA L_{dn} or less. Thus, structural attenuation is assumed at 20 dBA. However, HUD regulations were promulgated solely for residential development requiring government funding and are not related to the operation of schools or churches.

The federal government regulates occupational noise exposure common in the workplace through the Occupational Health and Safety Administration (OSHA) under the EPA. Noise exposure of this type is dependent on work conditions and is addressed through a facility's or construction contractor's health and safety plan. With the exception of construction workers involved in facility construction, occupational noise is irrelevant to this study and is not addressed further in this document.

The Federal Interagency Committee on Noise

The Federal Interagency Committee on Noise (FICON) developed guidance for the assessment of project-generated increases in noise levels that consider the ambient noise level. The FICON recommendations are based on studies of the percentage of persons highly annoyed by aircraft noise. These recommendations are often used for different types of environmental noise such as traffic noise. A readily perceptible 5 dBA or greater project-related noise level increase is considered a significant impact when the noise criteria for a given land use is exceeded. In areas where the existing noise levels range from 60 to 65 dBA, a 3 dBA barely perceptible noise level increase is considered significant. When the existing noise levels already exceed 65 dBA, any increase in community noise louder than 1.5 dBA or greater is considered a significant impact, since it likely contributes to an existing noise exposure exceedance.

STATE

California Department of Transportation (Caltrans)

The California Department of Transportation (Caltrans) has adopted policy and guidelines relating to traffic noise as outlined in the Traffic Noise Analysis Protocol (Caltrans 2011). The noise abatement criteria specified in the protocol are the same as those specified by FHWA.

Governor's Office of Planning and Research (OPR)

The Governor's Office of Planning and Research (OPR) has developed guidelines for the preparation of General Plans (Office of Planning and Research, 2017). The guidelines include land use compatibility guidelines for noise exposure.

Title 24 of the California Building Code

Section 1206.4 of the California Building Code (2019), Title 24, Part 2, Chapter 12 (Interior Environment), establishes an interior noise criterion of 45 dBA CNEL for "dwelling units". Per California Building Code, Title 24, Part 2, Chapter 2 (Definitions), a residential dwelling unit is intended to be used as a residence that is primarily long-term in nature. Residential dwelling units do not include transient lodging, inpatient medical care, licensed long-term care, and detention or correctional facilities.

California Building Code (2022), Title 24, Part 2, Chapter 5 (Nonresidential Mandatory Measures), applies to all proposed buildings that people may occupy but are not residential dwelling units, with the exception of factories, stadiums, storage, enclosed parking structures, and utility buildings. Section 5.507.4.1 requires wall and roof-ceiling assemblies exposed to the noise source making up the building, or addition envelope or altered envelope, shall meet a composite Sound Transmission Class (STC) rating of at least 50 or a composite Outdoor to Indoor Transmission Class (OITC) rating of no less than 40, with exterior windows of a minimum STC of 40 or OITC of 30.

Airport Land Use Commission Law (Public Utilities Code Section 21670 et seq.)

The law, passed in 1967, authorized the creation of Airport Land Use Commissions (ALUC) in California. Per the Public Utilities Code, the purpose of an ALUC is to protect public health, safety, and welfare by encouraging orderly expansion of airports and the adoption of land use measures that minimizes exposure to excessive noise and safety hazards within areas around public airports to the extent that these areas are not already devoted to incompatible uses (Public Utilities Code Section 21670). Furthermore, each ALUC must prepare an ALUCP. Each ALUCP, which must be based on a twenty-year planning horizon, should focus on broadly defined noise and safety impacts.

LOCAL

City of La Verne General Plan

The existing City of La Verne General Plan Noise Element establishes goals and policies, as well as criteria for evaluating the compatibility of individual land uses with respect to noise exposure. The intent is to provide guidance for determining noise impacts due to, and upon proposed projects.

City of La Verne Municipal Code

The City of La Verne's Municipal Code, Section 8.20.010 adopts by reference Ordinance No. 11,773 of the County of Los Angeles, known as the "Noise Ordinance of the County of Los Angeles."

5.11.4 SIGNIFICANCE CRITERIA AND THRESHOLDS

Appendix G of the California Environmental Quality Act (CEQA) Guidelines contains the Initial Study Environmental Checklist, which includes questions related to noise and groundborne vibrations. The issues presented in the Initial Study Environmental Checklist have been utilized as thresholds of significance in this section. Accordingly, a project may create a significant environmental impact if it would result in:

- Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local General Plan or noise ordinance, or applicable standards of other agencies (refer to Impact Statement NOI-1);
- Generation of excessive groundborne vibration or groundborne noise levels (refer to Impact Statement NOI-2); and/or
- For a project located within the vicinity of a private airstrip land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, expose people residing or working in the project area to excessive noise (refer to Impact Statement NOI-3).

Generally, a project may have a significant effect on the environment if it will substantially increase the ambient noise levels for adjoining areas or expose people to severe noise levels. In practice, more specific professional standards have been developed. These standards state that a noise impact may be considered significant if it would generate noise that would conflict with local project criteria or ordinances, or substantially increase noise levels at noise sensitive land uses. The potential increase in traffic noise from the project is a factor in determining significance. Research into the human perception of changes in sound level indicates the following:

- A 3-dB change is barely perceptible,
- A 5-dB change is clearly perceptible, and
- A 10-dB change is perceived as being twice or half as loud.

A limitation of using a single noise level increase value to evaluate noise impacts is that it fails to account for pre-project-noise conditions.

TRANSPORTATION NOISE INCREASE CRITERIA

Table 5.11-8, *Significance of Changes in Noise Exposure*, is based upon recommendations made by the FICON to provide guidance in the assessment of changes in ambient noise levels resulting from aircraft operations. The recommendations are based upon studies that relate aircraft noise levels to the percentage of persons highly annoyed by the noise. Although the FICON recommendations were specifically developed to assess aircraft noise impacts, it has been

accepted that they are applicable to all sources of noise described in terms of cumulative noise exposure metrics such as the L_{dn}.

Table 5.11-8
Significance of Changes in Noise Exposure

Ambient Noise Level Without Project, L_{dn}	Increase Required for Significant Impact
<60 dB	+5.0 dB or more
60-65 dB	+3.0 dB or more
>65 dB	+1.5 dB or more
Source: Saxelby, LLC, *The City of La Verne General Plan – Environmental Noise Assessment*, March 21, 2024.	

Based on Table 5.11-8 criteria, an increase in the traffic noise level of 1.5 dB or more would be significant where the pre-project noise level exceeds 65 dB L_{dn}. The rationale for the Table 5.11-8 criteria is that, as ambient noise levels increase, a smaller increase in noise resulting from a project is sufficient to cause annoyance.

NON-TRANSPORTATION NOISE INCREASE CRITERIA

A significant impact will occur if the Project results in an increase of ambient noise levels as stated in the General Plan Update Public Services Element Action PS-7.4.

Therefore, increases in noise levels shall be considered to be substantial when the following occurs:

- When existing noise levels are less than 60 dB, a 5 dB increase in noise will be considered substantial;
- When existing noise levels are between 60 dB and 65 dB, a 3 dB increase in noise will be considered substantial;
- When existing noise levels exceed 65 dB, a 1.5 dB increase in noise will be considered substantial.

VIBRATION STANDARDS

Vibration is like noise in that it involves a source, a transmission path, and a receiver. While vibration is related to noise, it differs in that in that noise is generally considered to be pressure waves transmitted through air, whereas vibration usually consists of the excitation of a structure or surface. As with noise, vibration consists of amplitude and frequency. A person's perception to the vibration will depend on their individual sensitivity to vibration, as well as the amplitude and frequency of the source and the response of the system which is vibrating.

Vibration can be measured in terms of acceleration, velocity, or displacement. A common practice is to monitor vibration measures in terms of peak particle velocities in inches per second. Standards pertaining to perception as well as damage to structures have been developed for vibration levels defined in terms of peak particle velocities.

The City does not have specific policies pertaining to vibration levels. However, vibration levels associated with construction activities and railroad operations are addressed as potential noise impacts associated with Project implementation.

Human and structural response to different vibration levels is influenced by several factors, including ground type, distance between source and receptor, duration, and the number of perceived vibration events. Table 5.11-9, *Effects of Vibration on People and Buildings*, indicates that the threshold for damage to structures ranges from 0.2 to 0.6 peak particle velocity in inches per second (in/sec p.p.v).

Table 5.11-9
Effects of Vibration on People and Buildings

Peak Particle Velocity		Human Reaction	Effect on Buildings
mm/sec	in/sec		
0.15-0.30	0.006-0.019	Threshold of perception; possibility of intrusion	Vibrations unlikely to cause damage of any type
2.0	0.08	Vibrations readily perceptible	Recommended upper level of the vibration to which ruins and ancient monuments should be subjected
2.5	0.10	Level at which continuous vibrations begin to annoy people	Virtually no risk of “architectural” damage to normal buildings
5.0	0.20	Vibrations annoying to people in buildings (this agrees with the levels established for people standing on bridges and subjected to relative short periods of vibrations)	Threshold at which there is a risk of “architectural” damage to normal dwelling - houses with plastered walls and ceilings. Special types of finish such as lining of walls, flexible ceiling treatment, etc., would minimize “architectural” damage

Table 5.11-9 (continued)
Effects of Vibration on People and Buildings

Peak Particle Velocity		Human Reaction	Effect on Buildings
mm/sec	in/sec		
10-15	0.4-0.6	Vibrations considered unpleasant by people subjected to continuous vibrations and unacceptable to some people walking on bridges	Vibrations at a greater level than normally expected from traffic but would cause "architectural" damage and possibly minor structural damage.

Source: Saxelby, LLC, *The City of La Verne General Plan – Environmental Noise Assessment*, March 21, 2024.
Notes: mm = millimeters; sec = second; in= inches

Construction activities may generate perceptible vibration when heavy equipment or impact tools (e.g., jackhammers, hoe rams, pile drivers) are used. Construction activities often include demolition of existing structures, excavation, site preparation work, foundation work, and new building framing and finishing.

For structural damage, the California Department of Transportation uses a vibration limit of 0.5 inches/second, peak particle velocity (in/sec, PPV) for buildings structurally sound and designed to modern engineering standards.

Table 5.11-10, *Vibration Levels for Varying Construction Equipment*, presents typical vibration levels that could be expected from construction equipment at a distance of 25 to 100 feet. The highest levels of vibration typically occur from pile driving operations. Pile driving vibrations are typically below 0.5 in/sec, PPV at distances of 50 feet or more.

Table 5.11-10
Vibration Levels for Varying Construction Equipment

Type of Equipment	P.P.V. @ 25 feet	P.P.V. @ 50 feet	P.P.V. @ 75 feet	P.P.V. @ 100 feet
	(inches/second)			
Pile Drive (Impact)	0.644	0.226	0.124	0.080
Pile Drive (Sonic)	0.170	0.060	0.033	0.021
Large Bulldozer	0.089	0.031	0.017	0.011
Loaded Trucks	0.076	0.027	0.015	0.010
Small Bulldozer	0.003	0.001	0.000	0.000
Auger/Drill Rigs	0.089	0.031	0.017	0.011

Table 5.11-10 (continued)
Vibration Levels for Varying Construction Equipment

Type of Equipment	P.P.V. @ 25 feet	P.P.V. @ 50 feet	P.P.V. @ 75 feet	P.P.V. @ 100 feet
	(inches/second)			
Jackhammer	0.035	0.012	0.006	0.004
Vibratory Hammer	0.070	0.025	0.0135	0.009
Vibratory Compactor/Roller	0.210	0.074	0.040	0.026
Source: Saxelby, LLC, *The City of La Verne General Plan – Environmental Noise Assessment*, March 21, 2024.				

5.11.5 IMPACTS AND MITIGATION MEASURES

NOI-1: Would the project result in the generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Impact Analysis:

TRANSPORTATION NOISE IMPACTS

Transportation noise includes noise from roadways and railways. Existing (2017) and Proposed 2045 General Plan Buildout volumes were obtained from the traffic modeling performed for the Planning Area. Day/night traffic distributions were based upon continuous hourly noise measurement data and Saxelby Acoustics file data for similar roadways.

As previously discussed, traffic noise levels are predicted at the sensitive receptors located at the closest typical setback distance along each Project-area roadway segment. In some locations sensitive receptors may be located at distances which vary from the assumed calculation distance and may experience shielding from intervening barriers or sound walls. However, the traffic noise analysis is representative of the majority of sensitive receptors located closest to the project-area roadway segments analyzed in this analysis. The actual distances to noise level contours may vary from the distances predicted by the FHWA model due to roadway curvature, grade, shielding from local topography or structures, elevated roadways, or elevated receivers.

Table 5.11-11, *Existing (2017) vs. Proposed 2045 General Plan*, shows the future noise levels and the increase in noise levels associated with traffic on the local roadway network under the proposed General Plan, versus the existing (Baseline 2017) conditions.

Table 5.11-11
Existing (2017) vs. Proposed 2045 General Plan

Roadway	Segment	Noise Levels (Ldn, dB) at Nearest Sensitive Receptors				
		Baseline (2017)	Proposed GP	Change	Criteria[1]	Significant?
Arrow Highway	San Dimas Canyon Road to Wheeler Avenue	55.5	59.1	3.6	+5.0 dB	No
Arrow Highway	White Avenue to Miramonte Drive	60.6	62.7	2.1	+3.0 dB	No
B Street	Foothill Boulevard to Bonita Avenue	59.4	60.5	1.1	+5.0 dB	No
Baseline Road	Foothill Boulevard to Wheeler Avenue	63.5	65.9	2.4	+3.0 dB	No
Baseline Road	Emerald Avenue to Fruit Street	64.5	66.2	1.7	+3.0 dB	No
Bonita Avenue	Damien Avenue to Wheeler Avenue	54.5	55.0	0.5	+5.0 dB	No
Bonita Avenue	D Street to White Street	52.5	53.6	1.1	+5.0 dB	No
D Street	Foothill Boulevard to Bonita Avenue	55.1	55.5	0.4	+5.0 dB	No
Damien Avenue	Bonita Avenue to Juanita Avenue	51.4	51.5	0.1	+5.0 dB	No
Fairplex Drive	Puddingstone Drive to Arrow Highway	58.5	60.2	1.7	+5.0 dB	No
Foothill Boulevard	Damien Avenue to Wheeler Avenue	63.7	64.6	0.9	+3.0 dB	No
Foothill Boulevard	Emerald Avenue to Fruit Street	53.1	54.1	1.0	+5.0 dB	No
Foothill Boulevard	Fruit Street to Towne Center Drive	71.7	72.7	1.0	+1.5 dB	No
Emerald Avenue	Essex Avenue to Genesee Drive	56.4	56.9	0.5	+5.0 dB	No

Table 5.11-11 (continued)
Existing (2017) vs. Proposed 2045 General Plan

Roadway	Segment	Noise Levels (Ldn, dB) at Nearest Sensitive Receptors				
		Baseline (2017)	Proposed GP	Change	Criteria[1]	Significant?
Esperanza Road	Baseline Road to Stephens Ranch Road	52.8	52.8	0.0	+5.0 dB	No
Fruit Street	Bowdoin Street to Foothill Boulevard	59.4	59.6	0.2	+5.0 dB	No
Golden Hills Road	Calle Aragon to Via Dicha	58.3	58.9	0.6	+5.0 dB	No
Wheeler Avenue	Baseline Road to Oakridge Drive	59.9	60.5	0.6	+5.0 dB	No
Wheeler Avenue	Baseline Road to Foothill Boulevard	69.4	69.5	0.1	+1.5 dB	No
Wheeler Avenue	Foothill Boulevard to Bonita Avenue	71.9	72.9	1.0	+1.5 dB	No
Wheeler Avenue	Puddingstone Drive to Arrow Highway	61.3	63.5	2.2	+3.0 dB	No
Wheeler Avenue	Bonita Avenue to Arrow Highway	70.6	70.9	0.3	+5.0 dB	No
White Avenue	Foothill Boulevard to Bonita Avenue	73.1	73.1	0.0	+3.0 dB	No
White Avenue	Bonita Avenue to Arrow Highway	77.0	76.4	-0.6	+5.0 dB	No

Source: Saxelby, LLC, *The City of La Verne General Plan – Environmental Noise Assessment*, March 21, 2024.
Notes:
1. Where existing noise levels are less than 60 dB an increase of 5 dB would be a significant increase. Where existing noise levels exceed 60 dB but are less than 65 dB, an increase of 3 dB or more would be significant. Additionally, any increase causing noise levels to exceed the City's Normally Acceptable 60 dB Ldn noise level standard at an existing outdoor activity area of a residential use would also be significant. Where existing noise levels exceed 65 dB, an increase of 1.5 dB or more would be significant.

As indicated by Table 5.11-11, the related traffic noise level increases with a circulation system buildout of the proposed 2045 General Plan are predicted to increase between 0.1 to 3.6 dB versus the existing (2017) conditions.

Where future development projects under the General Plan Update may be exposed to noise levels that exceed the land use compatibility criteria, such as sensitive land uses developed adjacent to the existing rail line, impacts could be mitigated to a level that is less than significant with the implementation of noise control measures, such as relocating residential outdoor recreational areas away from 60 dBA CNEL or greater areas or shielding outdoor areas using noise barriers. Additionally, the General Plan Update Public Safety Element includes policies and actions intended to minimize exposure to excessive noise, including noise associated with traffic. General Plan Policies PS-7.1 through PS-7.3, PS-7.6 through PS-7.8, and PS-7.10, identified below, are intended to minimize exposure to excessive noise, including noise associated with traffic. Specifically, PS-7.1 through PS-7.3 support noise-compatible land uses in the vicinity of traffic noise sources and require that new development and infrastructure projects be reviewed for consistency with the noise standards established in Tables PS-1 and PS-2. The proposed General Plan standards required under Action PS-7.2, for exposure to traffic noise meet or exceed the noise level standards of the currently adopted General Plan.

As shown in Table 5.11-11, the traffic noise increases associated with the General Plan Update would not exceed the significance criteria. Therefore, the proposed General Plan would have a less than significant impact relative to traffic noise on existing noise-sensitive uses in the City.

Railroad Noise Sources

Table 5.11-4 indicates that the 60 dBA L_{dn} railroad noise contours for the San Gabriel Subdivision and Pasadena Subdivision line may extend up to 93 feet and 168 feet from the railroad centerline, respectively. Future development located along these railroad lines could therefore be exposed to unacceptable exterior noise levels.

The General Plan Update includes policies and actions to reduce potential exposure to excessive railroad noise. Specifically, Policy PS-7.11 supports noise-compatible land uses in the vicinity of railroad noise sources and requires that new development and infrastructure projects be reviewed for consistency with the noise standards established in Tables PS-1 and PS-2. The proposed General Plan standards required under Action PS-7.2, for exposure to railroad noise meet or exceed the noise level standards of the currently adopted General Plan.

Implementation of these General Plan Update policies and actions would ensure that development allowed under the proposed General Plan Update is not exposed to noise levels associated with railroad operations in excess of the City's established standards. This is a less than significant impact.

STATIONARY NOISE SOURCES

Implementation of the General Plan Update could result in the future development of land uses that generate noise levels in excess of applicable City noise standards for non-transportation noise sources. Such land uses may include commercial area loading docks, industrial uses, HVAC equipment, car washes, daycare facilities, auto repair, and recreational uses. While the General Plan Update does not specifically propose any new noise-generating uses, the Land Use Map includes industrial land use designations, which may result in new noise sources. Specific land uses that would be located in the Planning Area are not known at this time. Additionally, noise from existing stationary sources, as identified above, will continue to impact noise-sensitive land uses in the vicinity. New projects which may include stationary noise sources such as automotive and truck repair facilities, tire installation centers, car washes, loading docks, corporation yards, parks, and play fields may create noise levels in excess of the City's standards.

While no specific projects are proposed under the General Plan Update, future development and redevelopment may provide for more intensive noise-generating uses in closer proximity to noise-sensitive uses. Where this occurs, detailed noise studies would be required to ensure that noise control measures are implemented into the project design (Action PS-7.5). Such measures could include facing loading docks of industrial buildings away from sensitive uses, construction of sound walls or berms between loading docks and sensitive uses, using buildings to create additional buffer distance and screening, or other site design measures to ensure that non-transportation (stationary) noise sources do not cause exterior noise levels to exceed allowable standards at sensitive receptors.

For example, a typical busy loading dock for a warehouse might generate noise levels of approximately 66 dBA L_{eq} at a distance of 100 feet, as shown in Table 5.11-5. This would exceed the City's proposed stationary noise standards of 55 dBA L_{eq} (daytime) and 45 dBA L_{eq} (nighttime). Construction of a 12-foot-tall sound wall would reduce loading dock noise levels to approximately 53 dBA L_{eq} (Appendix D-1 of Appendix E). For a daytime use loading dock, this would be sufficient to meet the City's 55 dBA L_{eq} daytime noise standard. For a loading dock which requires nighttime operation, a sound wall would not be sufficient to achieve the 45 dBA L_{eq} nighttime noise standard. To achieve the nighttime noise standard, the distance from the loading dock would need to be increased to 250 feet for a 12-foot-tall wall to achieve the 45 dBA L_{eq} nighttime standard (Appendix D-2 of Appendix E). Alternatively, the loading docks could face internal to the site and the industrial building could be used to screen loading dock noise. In this example, the loading dock could be located 150 feet from a sensitive receptor, assuming it was screened by a 20-foot-tall building (Appendix D-3 of Appendix E). This would achieve the City's 45 dBA L_{eq} nighttime noise standard. While this is just a theoretical scenario, it illustrates that use of site design measures, screening walls, etc., can be sufficient to achieve compliance with the City's

stationary noise standards, even when more intensive uses are proposed in closer proximity to sensitive receptors.

The General Plan Public Safety Element includes policies and actions that are intended to reduce noise associated with stationary sources. Policies PS-7.1 through PS-7.6 and Action PS-7.3 through PS-7.5 would reduce noise associated with stationary sources. Specifically, Policy PS-7.3 protects noise-sensitive uses by incorporating site planning and project design techniques, such as noise barriers and the siting of uses, to minimize noise impacts. Action PS-7 requires new development and transportation projects be reviewed for compliance with the noise requirements established in the proposed General Plan Update, including the standards established in Table PS-1, and, where necessary, reduce excessive noise through best practices. Implementation of the proposed policies and actions of the General Plan Update would reduce noise impacts from stationary noise sources to a less than significant level.

CONSTRUCTION NOISE

The degree of construction noise may vary for different projects associated with implementation of the General Plan Update depending on the construction activities. Noise levels associated with construction also vary with the different phases of construction. In accordance with La Verne Municipal Code Section 8.20.020(D), noisy construction is prohibited between the hours of 8:00 p.m. and 7:00 a.m. on weekdays, or any time on Sunday or a federal holiday. “Noisy Construction Activity” is any construction, demolition, drilling or repair work and any earth moving which makes loud noises to the disturbance of persons occupying any place of residence. It includes, but is not limited to, the use of any air compressor, jack hammer, power driven drill, riveting machine, excavating, diesel powered truck, tractor or other earth moving equipment and hand hammers on steel or iron.

Individual projects associated with implementation of the General Plan Update would result in short-term noise impacts associated with construction activities. New development, maintenance of roadways, and installation of public utilities and infrastructure generally require construction activities. These activities include the use of heavy equipment and impact tools. Table 5.11-12, *Construction Equipment Noise*, provides a list of the types of equipment which may be associated with construction activities, and their associated noise levels.

Table 5.11-12
Construction Equipment Noise

Type of Equipment	Predicted Noise Levels, Lmax dB				Distances to Noise Contours (feet)	
	Noise Level at 50 feet	Noise Level at 100 feet	Noise Level at 200 feet	Noise Level at 400 feet	70 dB Lmax contour	65 dB Lmax contour
Backhoe	78	72	66	60	126	223
Compactor	83	77	71	65	223	397
Compressor (air)	78	72	66	60	126	223
Concrete Saw	90	84	78	72	500	889
Dozer	82	76	70	64	199	354
Dump Truck	76	70	64	58	100	177
Excavator	81	75	69	63	177	315
Generator	81	75	69	63	177	315
Jackhammer	89	83	77	71	446	792
Pneumatic Tools	85	79	73	67	281	500
Source: Saxelby, LLC, *The City of La Verne General Plan – Environmental Noise Assessment*, March 21, 2024.						

Activities involved in construction would typically generate maximum noise levels ranging from 85 to 90 dB at a distance of 50 feet. Construction could result in periods of significant ambient noise level increases and the potential for annoyance. However, the proposed General Plan Update includes policies and actions that are intended to reduce noise associated with construction activities (listed below). Specifically, Action PS-7.5. would reduce noise associated with construction activities by updating the City's Municipal Code to restrict the hours of construction activity, require a Construction Noise Management Plan, and require specific noise reduction measures. Implementation of the proposed policies and actions of the General Plan Update would ensure noise impacts from construction activities are less than significant.

Proposed General Plan Update Goals, Policies, and Actions:

General Plan Public Safety Element Table PS-1, *Land Use Compatibility for Community Noise Exposure*, presents a land use compatibility chart for community noise. This table is proposed to be included in the General Plan Update Public Safety Element. The table identifies "normally acceptable," "conditionally acceptable," "normally unacceptable," and "clearly unacceptable" exterior noise levels for various land uses. A "conditionally acceptable" designation implies new construction or development should be undertaken only after a detailed analysis of the noise

reduction requirements for each land use is made and needed noise insulation features are incorporated in the design. By comparison, a "normally acceptable" designation indicates that standard construction can occur with no special noise reduction requirements.

PUBLIC SAFETY ELEMENT

Policy PS-7.1 **Planning Decisions.** Consider existing and future noise levels when making land use planning decisions and require mitigation of all significant noise impacts to the extent feasible.

Policy PS-7.2 **Sensitive Facilities.** Locate sensitive facilities such as residential uses, schools, medical facilities, libraries, churches, and convalescent homes away from areas of excessive noise unless proper mitigation measures are in place.

Policy PS-7.3 **Site Design.** Protect noise-sensitive uses from excessive noise levels by incorporating site planning and project design techniques to minimize noise impacts. The use of noise barriers shall be considered after all practical design-related noise measures have been integrated into the project. In cases where sound walls are necessary, they should help create an attractive setting with features such as setbacks, changes in alignment, detail and texture, murals, pedestrian access (if appropriate), and landscaping.

Policy PS-7.6 **Noise Control.** Utilize innovative noise abatement, design techniques, and other mitigation strategies—including staggered operating hours, insulation, building setbacks, noise barriers, placement of parking and utility areas, and building orientation—to ensure that noise levels do not exceed the limits in the La Verne Municipal Code.

Policy PS-7.7 **Roadway Noise.** Encourage nonmotorized transportation alternatives for local trips and the implementation of noise sensitivity measures in the public realm, including traffic-calming road design, lateral separation, natural buffers, and setbacks to decrease excessive motor vehicle noise along major arterials.

Policy PS-7.8 **Highway Noise.** Continue to coordinate with the California Department of Transportation (Caltrans) to achieve maximum noise abatement in the design of new highway projects or improvements along SR-210; abatement techniques could include alignment, barriers, lateral separation, or other innovative techniques.

Policy PS-7.10 **Vehicles and Trucks.** Monitor and enforce existing speed limits and motor vehicle codes requiring adequate mufflers on all types of vehicles traveling through the city and compliance with designated truck routes.

Policy PS-7.11 Railroad Noise. Continue to coordinate with railroad companies, Foothill Gold Line Construction Authority (regarding Metro A (Gold) Line construction), and Los Angeles County Metropolitan Transportation Authority (regarding Metro A (Gold) Line operation), to support and maintain reasonable limits on rail traffic, the use of bells and whistles, and the speed and hours of rail operation in affected areas of the City, and maintain adequate setbacks and buffer zones along rail lines to reduce adverse noise impacts on sensitive receptors.

PS-7 Actions

1. Update the La Verne Municipal Code to ensure that the noise standards are consistent with this General Plan, and to require new residential, mixed-use with a residential component, and other noise-sensitive development to be designed to minimize noise exposure to noise sensitive uses through incorporation of site planning and architectural techniques. The update shall also include noise standards for residential uses within a mixed-use development, which may differ from other adopted residential noise standards.

2. Review new development projects for compliance with the noise requirements established in this General Plan, including the standards established in Tables PS-1 and PS-2. Where necessary, require new development to mitigate excessive noise through best practices, including building location and orientation, building design features, placement of noise-generating equipment away from sensitive receptors, shielding of noise-generating equipment, placement of noise-tolerant features between noise sources and sensitive receptors, and use of noise-minimizing materials such as rubberized asphalt.

3. Require acoustical studies for all new discretionary projects, including those related to development and transportation, which have the potential to generate noise impacts or include sensitive uses that would be exposed to noise impacts which exceed the standards identified in this General Plan. The studies shall include representative noise measurements, estimates of existing and projected noise levels, and mitigation measures necessary to ensure compliance with this element.

4. In making a determination of impact under the California Environmental Quality Act (CEQA), a substantial increase will occur if ambient noise levels have a substantial increase. Generally, a 3 dB increase in noise levels is barely perceptible, and a 5 dB increase in noise levels is clearly perceptible. Therefore, increases in noise levels shall be considered to be substantial when the following occurs:

   - When existing noise levels are less than 60 dB, a 5 dB increase in noise will be considered substantial;

- When existing noise levels are between 60 dB and 65 dB, a 3 dB increase in noise will be considered substantial;
- When existing noise levels exceed 65 dB, a 1.5 dB increase in noise will be considered substantial.

5. Update the City's Noise Ordinance (Chapter 8.20) to reflect the noise standards established in this General Plan and proactively enforce the City's Noise Ordinance, including requiring the following measures for construction:
   - Restrict construction activities to the hours of 7:00 a.m. to 7:00 p.m. on Monday through Friday, and 8:00 a.m. to 6:00 p.m. on Saturdays. No construction shall be permitted outside of these hours or on Sundays or federal holidays, without a specific exemption issued by the City.
   - A Construction Noise Management Plan shall be submitted by the applicant for construction projects, when construction is located 200 feet or less from a sensitive receptor. The Construction Noise Management Plan shall include proper posting of construction schedules, appointment of a noise disturbance coordinator, and methods for assisting in noise reduction measures.
   - Noise reduction measures may include, but are not limited to, the following:
     - Equipment and trucks used for project construction shall utilize the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures and acoustically attenuating shields or shrouds) wherever feasible.
     - Except as provided herein, impact tools (e.g., jack hammers, pavement breakers, and rock drills) used for project construction shall be hydraulically or electrically powered to avoid noise associated with compressed air exhaust from pneumatically powered tools. However, where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used. This muffler can lower noise levels from the exhaust by up to about 10 dBA. External jackets on the tools themselves shall be used, if such jackets are commercially available. this could achieve a reduction of 5 dBA. Quieter procedures shall be used, such as drills rather than impact equipment, whenever such procedures are available and consistent with construction procedures.
     - Temporary power poles shall be used instead of generators where feasible.

  - Stationary noise sources shall be located as far from adjacent properties as possible, and they shall be muffled and enclosed within temporary sheds, incorporate insulation barriers, or use other measures as determined by the City of provide equivalent noise reduction.
  - The noisiest phases of construction shall be limited to less than 10 days at a time. Exceptions may be allowed if the City determines an extension is necessary and all available noise reduction controls are implemented.
  - Delivery of materials shall observe the hours of operation described above. Truck traffic should avoid residential areas to the extent possible.

- Require new development to minimize vibration impacts to adjacent uses during demolition and construction. For sensitive historic structures, a vibration limit of 0.08 in/sec PPV (peak particle velocity) will be used to minimize the potential for cosmetic damage to the building. A vibration limit of 0.30 in/sec PPV will be used to minimize the potential for cosmetic damage at buildings of normal conventional construction.

Table PS-1: Land Use Compatibility for Community Noise Environment

Land Use Category	Community Noise Exposure L_{dn} or CNEL, dB					
	55	60	65	70	75	80
Residential- Low Density Single Family, Duplex, Mobile Homes						
Residential- Multi Family						
Transient Lodging- Motels, Hotels						
Schools, Libraries, Churches, Hospitals, Nursing Homes						
Auditoriums, Concert Halls, Amphitheaters						
Sports Arena, Outdoor Spectator Sports						
Playgrounds, Neighborhood Parks						
Golf Courses, Riding Stables, Water Recreation, Cemeteries						
Office Buildings, Business Commercial and Professional						

Table PS-1: Land Use Compatibility for Community Noise Environment (continued)

Land Use Category	Community Noise Exposure L_{dn} or CNEL, dB					
	55	60	65	70	75	80
Industrial, Manufacturing, Utilities, Agriculture						
Interpretation:						
Normally Acceptable						
Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.						
Conditionally Acceptable						
New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.						
Normally Unacceptable						
New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.						
Clearly Unacceptable						
New construction or development should generally not be undertaken.						

Table PS-2: Performance Standards for Stationary Noise Sources, Including Affected Projects

Noise Level Descriptor	Daytime	Nighttime
	7 am to 10 pm	10 pm to 7 am
Hourly L_{eq}, dBA	55	50

Notes:
1. Each of the noise levels specified above should be lowered by 5 dB for simple noise tones, noises consisting primarily of speech or music, or recurring impulsive noises. Such noises are generally considered to be particularly annoying and are a primary source of noise complaints.
2. No standards have been included for interior noise levels. Standard construction practices should, with the exterior noise levels identified, result in acceptable interior noise levels.
3. Stationary noise sources which are typically of concern include, but are not limited to HVAC Systems, Cooling Towers/Evaporative Condensers, Pump Stations, Lift Stations, Emergency Generators, Boilers, Steam Valves, Steam Turbines, Generators, Fans, Air Compressors, Heavy Equipment, Conveyor Systems, Transformers, Pile Drivers, Grinders, Drill Rigs, Gas or Diesel Motors, Welders, Cutting Equipment, Outdoor Speakers, and Blowers.
4. The types of uses which may typically produce the noise sources described above include but are not limited to: industrial facilities, pump stations, trucking operations, tire shops, auto maintenance shops, metal fabricating shops, shopping centers, drive-up windows, car washes, loading docks, public works projects, batch plants, bottling and canning plants, recycling centers, electric generating stations, race tracks, landfills, sand and gravel operations, and athletic fields.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

NOI-2: Would the project result in the generation of excessive groundborne vibration or groundborne noise levels?

Impact Analysis: The main sources of vibration in the Planning Area are related to vehicles and construction. Typical roadway traffic, including heavy trucks, rarely generates vibration amplitudes high enough to cause structural or cosmetic damage. Although not specifically within La Verne, there have been cases in which heavy trucks traveling over potholes or other discontinuities in the pavement have caused vibration high enough to result in complaints from nearby residents. These types of issues typically can be resolved by smoothing the roadway surface.

TRANSPORTATION VIBRATION

Table 5.11-4 indicates that the 60 dBA L_{dn} railroad noise contours for the San Gabriel Subdivision and Pasadena Subdivision line may extend up to 93 feet and 168 feet from the railroad centerline,

respectively. Future development located along these railroad lines could therefore be exposed to unacceptable exterior noise levels. With regards to vibration impacts on new development near railroads, human disturbance is the primary concern. It is extremely rare for vibration levels from trains passing to result in structural damage to buildings. In addition, buses and other transit vehicles are not anticipated to generate excessive vibration levels that would disturb sensitive receptors because these vehicles are traveling at lower speeds and do not generate substantial vibrations. The General Plan Update would not increase railway operations within the Planning Area. Additionally, the Project does not include any specific development proposals.

The General Plan Update includes policies and actions to reduce potential exposure to excessive railroad noise and vibrations. Specifically, Policy PS-7.11 would require the City to continue to coordinate with railroad companies, Foothill Gold Line Construction Authority (regarding Metro A (Gold) Line construction), and Los Angeles County Metropolitan Transportation Authority (regarding Metro A (Gold) Line operation), to support and maintain reasonable limits on rail traffic, the use of bells and whistles, and the speed and hours of rail operation in affected areas of the City, and maintain adequate setbacks and buffer zones along rail lines to reduce adverse noise impacts on sensitive receptors. Action PS-7.6 would require new residential projects located adjacent to major freeways, hard rail lines or light rail lines to follow the Federal Transit Administration (FTA) vibration screening distance criteria to prevent residential uses from being exposed to vibrations exceeding 72 VdB for frequent events (more than 70 events per day), 75 VdB for occasional events (30-70 events per day), or 80 VdB for infrequent events (less than 30 events per day). With implementation of proposed General Plan Update policies and actions, this impact would be reduced to less than significant.

CONSTRUCTION VIBRATION

Construction activities that produce vibration that can be felt by adjacent land uses include the use of vibratory equipment, large bulldozers, and pile drivers. The primary sources of vibration during construction are usually vibratory rollers and large bulldozers. Construction activities facilitated by implementation of the General Plan Update may include demolition of existing structures, site preparation work, excavation of below grade levels, foundation work, pile driving, and new building erection. Demolition for an individual site may last several weeks and at times may produce substantial vibration. Excavation for underground levels may also occur on some project sites and vibratory pile driving could be used to stabilize the walls of the excavated area. Piles or drilled caissons may also be used to support building foundations.

As shown in Table 5.11-10, a vibratory roller has a peak particle velocity (inches/second) of 0.21 and a large bulldozer has a peak particle velocity of 0.089 (inches per second) at 25 feet. The use of pile driving equipment can generate a peak particle velocity of 1.5 (inches per second) depending on the size and model.

While typical construction vibrations are not predicted to cause damage to existing buildings or cause annoyance to sensitive receptors located further than 25-feet, should pile driving be required within 50 feet of an existing structure, these impacts may be considered significant. With implementation of Action PS-7, which requires new development to minimize vibration impacts to adjacent uses during demolition and construction, it would ensure that construction vibrations do not cause damage to any adjacent structures, and thus, the General Plan Update would result in a less than significant impact relative to this environmental topic.

Proposed General Plan Update Goals, Policies, and Actions:

PUBLIC SAFETY ELEMENT

Policy PS-7.7 **Roadway Noise.** Encourage nonmotorized transportation alternatives for local trips and the implementation of noise sensitivity measures in the public realm, including traffic-calming road design, lateral separation, natural buffers, and setbacks to decrease excessive motor vehicle noise along major arterials.

Policy PS-7.8 **Highway Noise.** Continue to coordinate with the California Department of Transportation (Caltrans) to achieve maximum noise abatement in the design of new highway projects or improvements along SR-210; abatement techniques could include alignment, barriers, lateral separation, or other innovative techniques.

Policy PS-7.11 **Railroad Noise.** Continue to coordinate with railroad companies, Foothill Gold Line Construction Authority (regarding Metro A (Gold) Line construction), and Los Angeles County Metropolitan Transportation Authority (regarding Metro A (Gold) Line operation), to support and maintain reasonable limits on rail traffic, the use of bells and whistles, and the speed and hours of rail operation in affected areas of the City, and maintain adequate setbacks and buffer zones along rail lines to reduce adverse noise impacts on sensitive receptors.

PS-7 Actions

1. Require acoustical studies for all new discretionary projects, including those related to development and transportation, which have the potential to generate noise impacts which exceed the standards identified in this General Plan. The studies shall include representative noise measurements, estimates of existing and projected noise levels, and mitigation measures necessary to ensure compliance with this element.
2. Update the City's Noise Ordinance (Chapter 8.20) to reflect the noise standards established in this General Plan and proactively enforce the City's Noise Ordinance, including requiring the following measures for construction:

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

- Delivery of materials shall observe the hours of operation described above. Truck traffic should avoid residential areas to the extent possible.

3. Require new development to minimize vibration impacts to adjacent uses during demolition and construction. For sensitive historic structures, a vibration limit of 0.08 in/sec PPV (peak particle velocity) will be used to minimize the potential for cosmetic damage to the building. A vibration limit of 0.30 in/sec PPV will be used to minimize the potential for cosmetic damage at buildings of normal conventional construction.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

NOI-3: For a project located within the vicinity of a private airstrip land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise?

Impact Analysis: Implementation of the General Plan could result in the creation of new noise-sensitive land uses within the 60 dB CNEL noise contours contained within the Brackett Field ALUCP, as shown by Figure 5.11-2. While no specific development projects are proposed under the General Plan Update, new development and redevelopment may allow for new noise sensitive land uses within the 60 dB CNEL noise contours.

Single-event noise associated with aircraft overflights is also of concern when evaluating aircraft noise effects in terms of land use compatibility. Single-event noise is the maximum sound level produced by an individual approach overflight at a specific location, often described in terms of L_{max}, which is the maximum sound level recorded for each event. A different measurement is single-event noise, also commonly used when evaluating aircraft noise, is the SEL. The SEL describes the event's mean energy level over the duration of the noise event. As would be expected, single-event noise levels for aircraft overflights within the Planning Area would be greatest and most frequent near the airport's primary flight paths.

The General Plan Update Public Safety Element includes policies and actions that are intended to reduce noise associated with the airport. General Plan Policy PS-7.2, Policy PS-7.11, and Action PS-7.5, identified below, are intended to minimize exposure to excessive noise, including noise associated with aircraft noise sources. Specifically, Policy PS-7.2 requires that sensitive facilities and uses be located in areas away from excessive noise unless proper mitigation is in place. Policy PS-7.11 supports working with Los Angeles County and Brackett Field to maintain noise from the airport at its current level. Action 7.2 requires new development and transportation projects be reviewed for compliance with the noise requirements established in the proposed General Plan Update, including the standards established in Table PS-1, and, where necessary, mitigate

excessive noise through best practices. With the implementation of the General Plan Update policies and actions, the noise impact relative to airports would be less than significant.

Proposed General Plan Update Goals, Policies, and Actions:

PUBLIC SAFETY ELEMENT

PS-7.2 **Sensitive Facilities**. Locate sensitive facilities such as residential uses, schools, medical facilities, libraries, churches, and convalescent homes away from areas of excessive noise unless proper mitigation measures are in place.

PS-7.11 **Airport Noise**. Work with Los Angeles County and Brackett Field to monitor aircraft noise, implement noise-reducing operation measures, promote pilot awareness of noise impacts, and maintain noise from the airport at its current level.

PS-7 Actions

1. Update the La Verne Municipal Code to ensure that the noise standards are consistent with this General Plan, and to require new residential, mixed-use with a residential component, and other noise-sensitive development to be designed to minimize noise exposure to noise sensitive uses through incorporation of site planning and architectural techniques. The update shall also include noise standards for residential uses within a mixed-use development, which may differ from other adopted residential noise standards.

2. Review new development projects for compliance with the noise requirements established in this General Plan, including the standards established in Tables PS-1 and PS-2. Where necessary, require new development to mitigate excessive noise through best practices, including building location and orientation, building design features, placement of noise-generating equipment away from sensitive receptors, shielding of noise-generating equipment, placement of noise-tolerant features between noise sources and sensitive receptors, and use of noise-minimizing materials such as rubberized asphalt.

3. Require acoustical studies for all new discretionary projects, including those related to development and transportation, which have the potential to generate noise impacts or sensitive uses that would be exposed to noise impacts which exceed the standards identified in this General Plan. The studies shall include representative noise measurements, estimates of existing and projected noise levels, and mitigation measures necessary to ensure compliance with this element.

Mitigation Measures: No mitigation is required.

Level of Significance: Less Than Significant.

5.11.6 CUMULATIVE IMPACTS

Section 4.0, *Basis of Cumulative Analysis*, establishes growth and development within Los Angeles County as anticipated by SCAG as having the potential to interact with the proposed Project to the extent that a significant cumulative effect may occur. The geographic setting for noise is typically localized and considers development within the City.

Would the project, combined with other related cumulative projects, generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Impact Analysis:

Transportation Noise Impacts

Table 5.11-11 shows the cumulative noise levels associated with traffic on the local roadway network, including projects within the Planning Area, as well as the significant impact criteria. Cumulative conditions include traffic due to 2045 buildout of the General Plan Update in addition to pass-through traffic from other jurisdictions. As shown in Table 5.11-11, by the year 2045, existing land uses adjacent to the studied roadways would be exposed to noise levels that exceed the City's exterior standards of 65 dBA CNEL for sensitive uses. As indicated by Table 5.11-11, the related traffic noise level increases with a circulation system buildout of the proposed 2045 General Plan Update are predicted to increase between 0.1 to 3.6 dB versus the existing (2017) conditions. As shown in Table 5.11-11, the traffic noise increases associated with the General Plan Update would not exceed the significant threshold. Implementation of the Project would therefore not result in a cumulatively considerable impact relative to traffic noise.

As discussed above, future development along the San Gabriel Subdivision and Pasadena Subdivision line could be exposed to unacceptable exterior noise levels. However, implementation of General Plan Update policies and actions would ensure that development allowed under the proposed General Plan Update is not exposed to noise levels associated with railroad operations in excess of the City’s established standards. Specifically, Policy PS-7.11 supports noise-compatible land uses in the vicinity of railroad noise sources and requires that new development and infrastructure projects be reviewed for consistency with the noise standards established in Tables PS-1 and PS-2. Additionally, implementation of the General Plan Update would not increase the amount of rail traffic already occurring or planned for the area. Implementation of the Project would therefore not result in a cumulatively considerable impact relative to transportation noise.

Stationary Noise

While the Project does not explicitly propose any new noise-generating uses, implementation of the Project could result in the future development of land uses that generate noise levels in excess of applicable City noise standards for non-transportation noise sources. Implementation of land use planning and policies and actions can minimize cumulative noise impacts related to stationary sources by avoiding the placement of noise generating equipment near noise-sensitive land uses and where unavoidable, including design measures to the degree practicable to avoid violating the noise criteria presented in Table PS-1 of the General Plan Update. The General Plan Update includes policies and actions that are intended to reduce noise associated with stationary sources. Applicants of future development projects would be required to demonstrate compliance with the City's Noise Ordinance and the policies and actions in the proposed General Plan Update Public Safety Element, including proposed Policy PS-7.6 and proposed Action PS-7. Conformance with the existing regulatory framework would reduce cumulative noise impacts from stationary noise sources to a less than significant level. Therefore, the proposed Project's incremental contribution to cumulative impacts associated with stationary noise would not be cumulatively considerable.

Construction Noise

Short-term construction noise and vibration is a localized activity and would affect only land uses that are immediately adjacent to a specific project site. Each construction project would have to comply with the local noise ordinance and General Plan Update policies and actions, including Action PS-7, which requires all construction activity to comply with the limits established in the La Verne Municipal Code in order to reduce impacts associated with temporary construction noise to the extent feasible. Additionally, projects would comply with mitigation measures that may be prescribed pursuant to CEQA provisions that require significant impacts to be reduced to the extent feasible. Further, it is unlikely that all construction projects would occur simultaneously within the City. Therefore, the proposed Project's incremental contribution to cumulative impacts associated with construction noise would not be cumulatively considerable.

Proposed General Plan Update Goals, Policies, and Actions: Refer to the General Plan goals, policies, and actions cited above.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

Would the project, combined with other related cumulative projects, generate excessive groundborne vibration or groundborne noise levels?

Impact Analysis: Short-term construction noise and vibration is a localized activity and would affect only land uses that are immediately adjacent to a specific project site. The General Plan Update includes policies and actions that are intended to reduce groundborne vibration and

groundborne noise levels. In order to reduce potentially significant impacts related to groundborne vibration associated with construction activities of future site-specific development, project applicants would be required to comply with proposed General Plan Update Public Safety Element Action PS-7, which require new development to minimize vibration impacts to adjacent uses during demolition and construction, as well as require new residential projects located adjacent to major freeways, hard rail lines, or light rail lines to follow the FTA vibration screening criteria. With implementation of the General Plan Update, potential significant impacts associated with the proposed Project related to construction vibration would be reduced to less than significant. Cumulative development projects within the City would also be reviewed to ensure project-specific construction activities would not generate excessive groundborne vibration or noise levels. If it is determined that site-specific development associated with the cumulative projects would result in groundborne vibration or noise impacts, mitigation measures would be required to reduce the impact. As the Project's potential for vibration impacts would be reduced to a less than significant level, the proposed Project's incremental contribution to cumulative impacts associated with construction vibration would not be cumulatively considerable.

Proposed General Plan Update Goals, Policies, and Actions: Refer to the General Plan goals, policies, and actions cited above.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

For a project located within the vicinity of a private airstrip land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project, combined with other related cumulative projects, expose people residing or working in the project area to excessive noise?

Impact Analysis: As discussed above, implementation of the General Plan could result in the creation of new noise-sensitive land uses within the 60 dB CNEL noise contours contained within the Brackett Field Airport Land Use Compatibility Plan. Excessive noise from an airport is a localized activity and would affect only land uses that are immediately within vicinity of the airport.

The General Plan Update Public Safety Element includes policies and actions that are intended to reduce noise associated with the airport. General Plan Policy PS-7.2, Policy PS-7.11, and Action PS-7.5, identified above, are intended to minimize exposure to excessive noise, including noise associated with aircraft noise sources. Specifically, Policy PS-7.2 requires that sensitive facilities and uses be located in areas away from excessive noise unless proper mitigation is in place. Policy PS-7.11 supports working with Los Angeles County and Brackett Field to maintain noise from the airport at its current level. Action 7.2 requires new development and transportation projects be

reviewed for compliance with the noise requirements established in the proposed General Plan, including the standards established in Table PS-1, and, where necessary, mitigate excessive noise through best practices. With the implementation of the General Plan Update policies and actions, the proposed Project's incremental contribution to cumulative impacts associated with airport noise would not be cumulatively considerable.

Proposed General Plan Update Goals, Policies, and Actions: Refer to the General Plan goals, policies, and actions cited above.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

5.11.7 SIGNIFICANT UNAVOIDABLE IMPACTS

Noise impacts associated with implementation of the General Plan Update would be less than significant. No significant unavoidable noise impacts would occur as a result of the General Plan Update.

5.11.8 REFERENCES

California Department of Transportation (Caltrans), *Technical Noise Supplement to the Traffic Noise Analysis Protocol*, September 2013.

California Department of Transportation (Caltrans), *Transportation and Construction Vibration Guidance Manual*, April 2020.

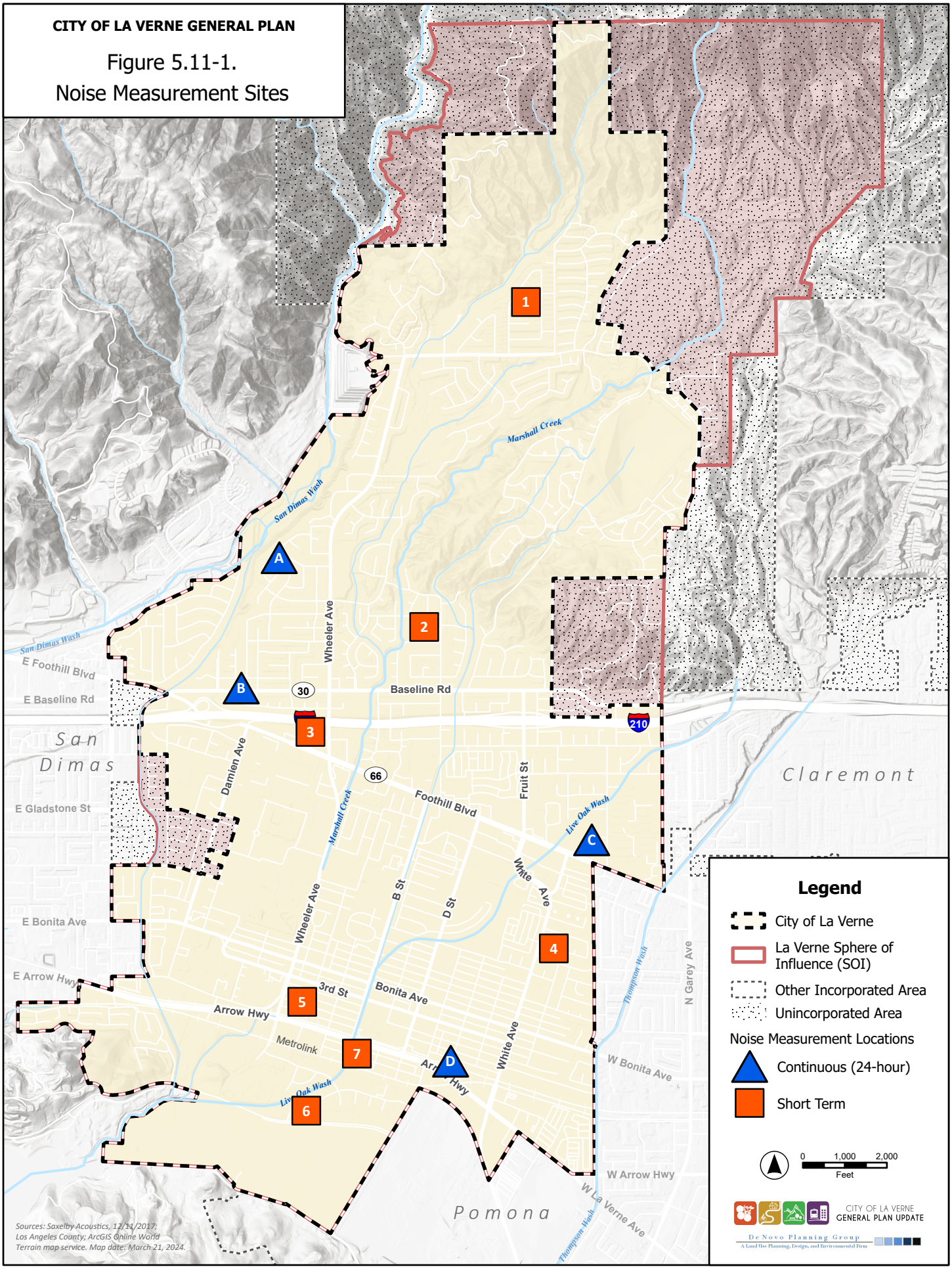
Federal Transit Administration, *Transit Noise and Vibration Impact Assessment,* May 2006.

Federal Transit Administration, *Transit Noise and Vibration Impact Assessment Manual,* September 2018.

Saxelby, LLC, *The City of La Verne General Plan – Environmental Noise Assessment*, March 21, 2024.

CITY OF LA VERNE GENERAL PLAN

Figure 5.11-1.
Noise Measurement Sites



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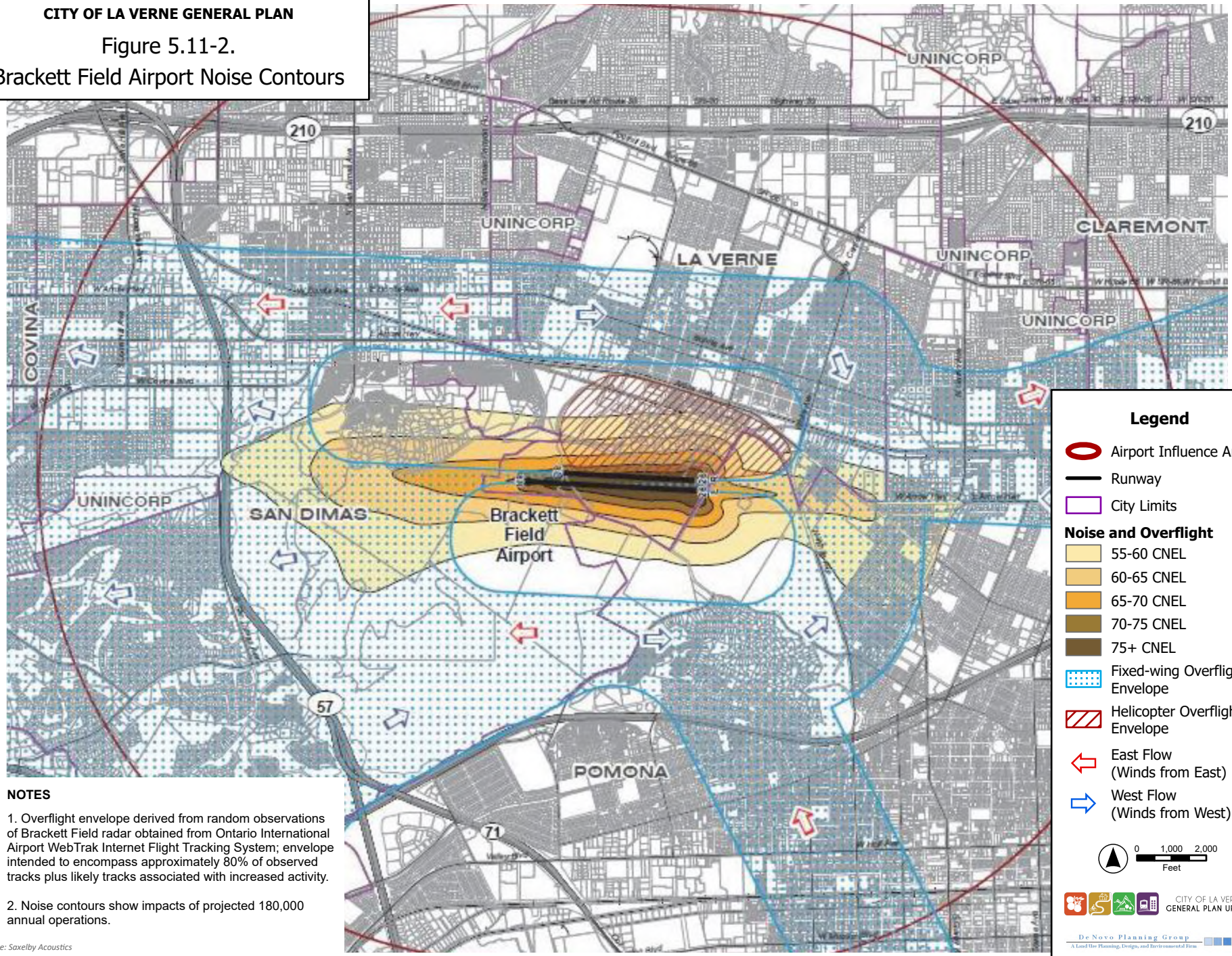
CITY OF LA VERNE GENERAL PLAN

Figure 5.11-2.
Brackett Field Airport Noise Contours



NOTES

1. Overflight envelope derived from random observations of Brackett Field radar obtained from Ontario International Airport WebTrak Internet Flight Tracking System; envelope intended to encompass approximately 80% of observed tracks plus likely tracks associated with increased activity.

2. Noise contours show impacts of projected 180,000 annual operations.

Source: Saxelby Acoustics

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5.12 POPULATION AND HOUSING

5.12.1 PURPOSE

This section identifies the existing population, housing, and employment for the Planning Area and Los Angeles County, as applicable, and provides an analysis of potential impacts associated with implementation of the General Plan Update.

One comment was received during the NOP comment period regarding population and housing. The comment was received from the Southern California Association of Governments (SCAG). The SCAG comment letter provides information regarding the demographics and growth forecasts provided in Connect SoCal. This section addresses the issues raised during the NOP comment period.

5.12.2 ENVIRONMENTAL SETTING

POPULATION

The Department of Finance (DOF) identifies the current (2023) County population as approximately 9.8 million persons and the City population as 32,056 persons. The DOF population estimates are derived by multiplying the number of occupied housing units by persons per household. The 2023 persons per household estimates are based on 2020 Census benchmark data.

Table 5.12-1, *Population Projections (2023-2045)*, shows the current County and City populations as reported by the DOF. The 2045 population projections are forecasted by Southern California Association of Governments (SCAG) in the Connect SoCal 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and the companion technical repot, the Demographics and Growth Forecast Report. SCAG's 2020-2045 RTP/SCS, referred to as Connect SoCal, provides population, household, and employment data and projections for the counties in the SCAG region. SCAG's forecasts are based on jurisdictions' existing land uses and General Plan land use designations. Population projections are calculated based on household growth and household size. Connect SoCal forecasts that the County and City population would increase by approximately 20 and seven percent, respectively, between 2023 and 2045.

Table 5.12-1
Population Projections (2023-2045)

Region	Existing Conditions (2023)[1]	Future Conditions (2045)[2]	Percent Change
Los Angeles County	9,761,210	11,674,000	19.60%
City of La Verne	32,056	34,400	7.31%

Source:
1. DOF, *Report E-5 Population and Housing Estimates for Cities, Counties, and the State,* May, 2023.
2. SCAG, 2020-2045 RTP/SCS, Demographics and Growth Forecast. September 3, 2020b.

It is important to note that the SCAG projections, which are compiled using a number of sources including adopted plans, historical trends, and interviews with local jurisdictions, tend to be more accurate on a regional level than on a local or city level. It is likely that through a combination of market changes, catalytic projects, updated land use direction in the General Plan, and other factors, the City of La Verne could capture either more or less of expected regional growth than forecasted by SCAG.

HOUSING UNITS

The DOF also identifies the current (2023) County housing stock to be approximately 3.6 million units and the City housing stock to be 12,249 units. Table 5.12-2, *Housing Projections (2023-2045)* shows the current County and City housing unit stock as reported by the DOF, as well as the projected housing unit stock estimates for 2045 by Connect SoCal (the 2020-2045 RTP/SCS).

Table 5.12-2
Housing Projections (2023-2045)

Region	Existing Conditions (2023)[1]	Future Conditions (2045)[2]	Percent Change
Los Angeles County	3,664,182	4,119,000	12.41%
City of La Verne	12,249	12,400	1.23%

Source:
1. DOF, *Report E-5 Population and Housing Estimates for Cities, Counties, and the State*, May, 2023.
2. SCAG, *2020-2045 RTP/SCS, Demographics and Growth Forecast*, September 3, 2020.

The DOF estimates housing units by adding new construction and land annexations; subtracting housing that is removed (e.g., demolition); and, adjusting for units lost or gained by conversions. Annual housing unit change data is supplied to the DOF by local jurisdictions and the U.S. Census Bureau. As identified in Table 5.12-3, *Existing Housing Supply Mix (2023)*, the DOF estimates that the County's housing stock totals 3,664,182 housing units with an average of 2.75 persons per household and, the City's housing stock totals 12,249 housing units with an average of 2.55 persons per household.

As reported by the DOF, the vacancy rate is a measure of the availability of housing in a community. The vacancy rate also correlates the types of units available to the market demand. A low vacancy rate suggests that households may have difficulty finding housing within their price range; a high supply of vacant units may indicate either the existence of a high number of desired units or an oversupply of units. As of 2023, the County's and City's vacancy rates are estimated at approximately 5.2 percent and 3.2 percent, respectively.

Table 5.12-3
Existing Housing Supply Mix (2023)

Region	Los Angeles County	City of La Verne
Single Detached	1,758,014	7,870
Single Attached	246,719	968
Two to Four	298,575	650
Five Plus	1,304,576	970
Mobile Home	56,298	1,791
Total	3,664,182	12,249
Vacancy Rate	5.2%	3.2%
Persons per Household	2.75	2.55
Source: DOF, *Report E-5 Population and Housing Estimates for Cities, Counties, and the State*, May, 2023.		

SCAG forecasts total housing need for each community in southern California based on three general factors:

(1) the number of housing units needed to accommodate future population and employment growth;

(2) the number of additional units needed to allow for housing vacancies; and

(3) the number of very low, low, moderate, and above moderate-income units needed in the community.

Additional factors used to determine the Regional Housing Needs Assessment (RHNA) include tenure, the average rate of units needed to replace housing units demolished, proximity to high quality transit areas, and other factors.

The City's RHNA allocation for the October 2021 through October 2029 period, also known as the 6th Cycle, is shown in Table 5.12-4, *City of La Verne RHNA Allocation*. The City is required to ensure that sufficient sites that are planned and zoned for housing are available to accommodate its need and to implement proactive programs that facilitate and encourage the production of housing commensurate with its housing needs. In the 6th Cycle RHNA, SCAG identified housing needs for the City of La Verne, the County of Los Angeles, and the SCAG region as follows: 1,346 new housing units (La Verne), 812,060 new housing units (County of Los Angeles), and 1,341,827 new housing units (SCAG region) (SCAG 2021). The 2021-2029 Housing Element, adopted November 2022, determined that the RHNA can be satisfied under the City's current zoning; no rezoning is required to accommodate the housing assigned to the City. The proposed Project would fall into the 6th Cycle of the RHNA and would therefore contribute to the City's efforts toward meeting its allocation.

Table 5.12-4
City of La Verne RHNA Allocation

Income Level	Target Units	Percent
Very Low	414	30.76%
Low	239	17.76%
Moderate	223	16.57%
Above Moderate	470	34.92%
Total	1,346	100.00%
Source: SCAG, *6th Cycle Final RHNA Allocation Plan (approved by HCD on 3/22/21 and modified on 7/1/21)*, 2021.		

EMPLOYMENT

As shown in Table 5.12-5, *Employment Growth Projections*, the County's current (2019) employment totals 4,767,204 jobs and is forecast to increase by approximately 12.9 percent to 5,382,000 jobs between 2019 and 2045. Employment numbers are forecasted to increase from approximately 17,060 jobs to 18,300 jobs in 2045 within the City.

Table 5.12-5
Employment Growth Projections

Category	Existing Jobs (Employment) 2019	Future Jobs (Employment) 2045[3]	2045 SCAG: Existing Conditions % Difference
Los Angeles County	4,767,204[1]	5,382,000	12.89%
City of La Verne	17,060[2]	18,300	7.27%

Source:
1. SCAG, *SCAG Local Profiles Report County of Los Angeles*, May 2019a.
2. SCAG, *SCAG Local Profiles Report City of La Verne*, May 2019b.
3. SCAG, *2020-2045 RTP/SCS, Demographics and Growth Forecast*, September 3, 2020b.

JOBS TO HOUSING RATIO

SCAG states that "a balance between jobs and housing in a metropolitan region can be defined as a provision of an adequate supply of housing to house workers employed in a defined area (i.e., community or subregion). Alternatively, a jobs/housing balance can be defined as an adequate provision of employment in a defined area that generates enough local workers to fill the housing supply." Jobs and housing are considered in balance when a subregion has enough employment opportunities for most people who live there and enough housing opportunities for most of the people who work there. The jobs/housing balance is one indicator of a project's effect on growth and quality of life in a project area. SCAG uses the jobs/housing ratio to assess the relationship between housing and employment growth.

More specifically, Connect SoCal states that "an imbalance between employment and housing in a community is a key contributor to local traffic congestion. These types of origin/destination disparities may also be considered an impediment to environmental justice." According to SCAG, improvements in the jobs to housing balance may result in a reduction of transportation congestion and related air quality problems. Communities with more than 1.5 jobs per dwelling unit (DU) are considered "jobs rich" and those with fewer than 1.5 jobs per dwelling unit are considered "housing rich." As identified in Table 5.12-6, *Jobs to Housing Ratio*, in the existing situation, both the County and City have similar jobs-to-housing ratios; they are considered housing rich. However, future predictions forecast the City gaining a higher number of jobs, but still remaining housing-rich. Both the County and the City would need more job growth to provide greater balance.

Table 5.12-6
Jobs to Housing Ratio

Municipality	Existing Conditions[1]	Projected Conditions (2045)[2]
Los Angeles County		
Jobs	4,767,204[3]	5,382,000
Housing Units	3,664,182	4,119,000
Jobs/Housing Ratio	1.30	1.31
City of La Verne		
Jobs	17,060[4]	18,300
Housing Units	12,249	12,400
Jobs/Housing Ratio	1.39	1.48

Source:
1. DOF, *Report E-5 Population and Housing Estimates for Cities, Counties, and the State*, May, 2023.
2. SCAG, 2020-2045 RTP/SCS, Demographics and Growth Forecast. September 3, 2020b.
3. SCAG, *SCAG Local Profiles Report County of Los Angeles,* May 2019a.
4. SCAG, *SCAG Local Profiles Report City of La Verne,* May 2019b.

5.12.3 REGULATORY SETTING

STATE

California Housing Element Law

The Housing Element is one of the General Plan Elements that are mandated by the State of California (California Government Code §§ 65580 to 65589.8). California State law requires that the Housing Element consists of, "an identification and analysis of existing and projected housing needs and a statement of goals, policies, quantified objectives, financial resources, and scheduled programs for the preservation, improvement, and development of housing" (Government Code § 65580).

State law requires that each city and county identify and analyze existing and projected housing needs within its jurisdiction and prepare goals, policies, and programs to further the development, improvement, and preservation of housing for all economic segments of the community, commensurate with local housing needs.

Regional Housing Needs Assessment (RHNA)

State law requires that jurisdictions provide their fair share of regional housing needs. The State of California Department of Housing and Community Development (HCD) is mandated to determine the State-wide housing need. In cooperation with HCD, local governments and Councils of Governments (COGs) are charged with making a determination of the existing and projected housing needs as a share of the State-wide housing need of their city or region.

The RHNA quantifies the housing need by income group within each jurisdiction during specific planning periods. The RHNA is incorporated into local General Plans. The RHNA allows communities to anticipate growth, so that collectively the region can grow in ways that enhance quality of life, improve access to jobs, promote transportation mobility, and address social equity and fair share housing needs. The 6th Cycle Final RHNA Allocation Plan was adopted by the SCAG Regional Council on March 4, 2021, and covers the planning period from October 15, 2021, to October 15, 2029.

Housing Crisis Act

The Housing Crisis Act (SB 330) was signed into law in 2019 to respond to the California housing crisis. The law made a number of modifications to existing legislation, such as the Permit Streamlining Act and the Housing Accountability Act. Under this legislation, municipal and county agencies are restricted in what regulations can be applied to eligible housing development projects. The Housing Crisis Act applies only to “affected” jurisdictions, which is any city or county that is located in an urbanized area or urban cluster, as designated by the United State Census Bureau. The City of La Verne is an “affected” jurisdiction.

The Housing Crisis Act prohibits a reduction to residential density through a “no net loss” provision for the removal of residential housing units with redevelopment projects regardless of underlying zoning and density designations. The purpose of No Net Loss Law (Government Code Section 65863), is to ensure development opportunities remain available throughout the Housing Element planning period to accommodate a jurisdiction’s RHNA. The law requires that a jurisdiction maintain adequate housing site to always accommodate its remaining unmet RHNA by each income category throughout the Housing Element planning period. No Net Loss requires that at no time may a jurisdiction take an action to permit or cause the sites inventory to be insufficient to meet its remaining RHNA without triggering the statute.

LOCAL

SCAG’s Connect SoCal: Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)

SCAG is the metropolitan planning organization (MPO) for six counties (Los Angeles, Orange, San Bernardino, Riverside, Ventura and Imperial) and 191 cities. The passage of California Senate Bill (SB) 375 in 2008 requires that an MPO, such as SCAG, prepare and adopt a Sustainable Communities Strategy (SCS) that sets forth a forecasted regional development pattern which,

when integrated with the transportation network, measures, and policies, will reduce greenhouse gas emissions from automobiles and light duty trucks (Government Code Section 65080(b)(2)(B)). The SCS outlines certain land use growth strategies that provide for more integrated land use and transportation planning and maximize transportation investments.

As the designated MPO, the federal government mandates SCAG research and develop plans for transportation, growth management, hazardous waste management, and air quality. As a result, SCAG prepares comprehensive regional plans to address these concerns. In 2020, SCAG adopted Connect SoCal, the 2020-2045 RTP/SCS, which is an update to the previous 2016 RTP/SCS.

The 2020 RTP/SCS considers the role of transportation in the broader context of economic, environmental, and quality-of-life goals for the future, identifying regional transportation strategies to address mobility needs. The 2020 RTP/SCS describes how the region can attain the GHG emission-reduction targets set by CARB by achieving a 19 percent reduction by 2035 compared to the 2005 level. Although the focus of the 2020 RTP/SCS is on GHG emission-reduction, compliance with and implementation of 2020 RTP/SCS policies and strategies would also have co-benefits of reducing per capita criteria air pollutant and TAC emissions associated with reduced per capita vehicle miles traveled (VMT). Improved air quality with implementation of the 2020 RTP/SCS policies would decrease reactive organic gases (ROG) (i.e., VOCs), CO, NOx, and $PM_{2.5}$.

The SCAG's 2020 RTP/SCS builds on the land use policies that were incorporated into the 2016 RTP/SCS, and provides specific strategies for successful implementation. These strategies include implementing the Sustainable Communities Program (SCP) – Housing and Sustainable Development (HSD) which will both accelerate housing production as well as enable implementation of the Connect SoCal SCS; encouraging use of active transportation, or human powered transportation such as bicycles, tricycles, wheelchairs, electric wheelchairs/scooters, skates, and skateboards; and supporting alternative fueled vehicles. The 2020 RTP/SCS overall land use pattern reinforces the trend of focusing new housing and employment in infill areas well served by transit.

In addition, the 2020 RTP/SCS includes goals and strategies to promote active transportation and improve transportation demand management (TDM). The 2020 RTP/SCS strategies support local planning and projects that serve short trips, increase access to transit, expand understanding and consideration of public health in the development of local plans and projects, and support improvements in sidewalk quality, local bike networks, and neighborhood mobility areas. The 2020 RTP/SCS proposes to better align active transportation investments with land use and transportation strategies, increase competitiveness of local agencies for federal and State funding, and to expand the potential for all people to use active transportation.

SCAG's Connect SoCal: Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS): Demographics and Growth Forecast

SCAG developed a Demographics and Growth Forecast Technical Report to support Connect SoCal2020 RTP/SCS. This Technical Report produces socio-economic estimates and projections at multiple geographic levels and in multiple years. The Technical Report develops, refines, and maintains SCAG's regional and small area socio-economic forecasting/allocation models. Adopted 2020 RTP/SCS Growth Forecasts provide population, household and employment data for 2045. The socio-economic estimates and projections are used by federal and State mandated long-range planning efforts such as the RTP, Air Quality Management Plan, Regional Transportation Improvement Program, and the Regional Housing Needs Assessment. SCAG's adopted 2020 RTP/SCS Growth Forecasts are used to assess a project's consistency with adopted plans that have addressed growth management from a local and regional standpoint.

City of La Verne 2021-2029 Housing Element

The Housing Element is one of the General Plan Elements that are mandated by the State of California (California Government Code Sections 65580 to 65589.8). California State law requires that the Housing Element consists of, "an identification and analysis of existing and projected housing needs and a statement of goals, policies, quantified objectives, financial resources, and scheduled programs for the preservation, improvement, and development of housing" (Government Code Section 65580).

The City's 6th Cycle Housing Element specifically addresses housing needs for La Verne from October 15, 2021, through October 15, 2029, in line with the RHNA planning period adopted by SCAG. La Verne's share of the regional housing need for the 2021-2029 RHNA period was allocated by SCAG based on factors such as existing need, recent growth trends, income distribution, and capacity for future growth. The Housing Element identifies adequate land with appropriate zoning and development standards to accommodate its allocation of the regional housing need. Table 5.12-4, shows the City's 6th Cycle RHNA for the 2021-2029 planning period.

La Verne Municipal Code

Chapter 15.04, *Building Codes Adopted*, officially adopts the 2022 California Building Code (Title 26 Building Code of the Los Angeles County Code, 2023 Edition), as well as the State Electrical Code, Plumbing Code, Mechanical Code, Residential Code, and Green Building Code.

Title 16, *Subdivisions*, regulates rules, standards, construction activity, approval, fees, and operation of all subdivision projects.

Title 18 has been adopted as the City Zoning Ordinance. The Zoning Ordinance regulates the various types of land uses and activities including, but not limited to: Planned Residential Zones (Chapter 18.36), Mobile Home Park Home (Chapter 18.40), General Regulations (Chapter 18.72),

Condominium Conversions (Chapter 18.92), Short Term Rentals (Chapter 18.94), Home Occupation Permit (Chapter 18.96), Density Bonus Provisions (Chapter 18.114), Requests for Reasonable Accommodation Under the Fair Housing Act (Chapter 18.116), and Accessory Dwelling Units and Junior Accessory Dwelling Units (Chapter 18.120). The purpose of Chapter 18.92, *Condominium Conversions*, is to regulate the conversion of existing multiple-family residential buildings into condominiums, community apartments or stock cooperatives, and mobile home parks into mobile home subdivisions, cooperatives or condominiums, in order to provide for the housing needs of all economic segments of the community by reducing and avoiding the displacement of residents, particularly senior citizens and families with school-age children, who may be required to move from the community due a shortage of replacement rental housing units and mobile home sites.

Zoning provides a legal mechanism for local government regulation of the land uses described in the General Plan Land Use Map. In addition to providing specific regulations related to minimum lot size, building heights, setbacks, lot coverage, etc., for each zoning district, the Zoning Code also lists the uses that would be acceptable or could be considered in each district, as well as those that would be considered unacceptable. For some uses, further regulations are established. Zoning regulations designate the permitting process that applies for approval of land uses in the zoning district.

5.12.4 SIGNIFICANCE CRITERIA AND THRESHOLDS

Appendix G of the CEQA Guidelines contains the Initial Study Environmental Checklist, which includes questions related to population and housing. The issues presented in the Initial Study Environmental Checklist have been utilized as thresholds of significance in this section. Accordingly, a project may create a significant environmental impact if it would:

- Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure) (refer to Impact Statement POP-1); or
- Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere (refer to Impact Statement POP-2).

5.12.5 IMPACTS AND MITIGATION MEASURES

POP-1: Would the project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure?

Impact Analysis: The proposed General Plan Update would continue to accommodate future growth in La Verne, including new businesses, expansion of existing businesses, and new residential uses. The revisions to the Land Use Map would include simplifying how Specific Plans

are shown on the map through utilization of the new Specific Plan – Residential and Specific Plan – Mixed-Use land use designations, described below, and various other updates to reflect amendments to the land use map reviewed and approved since the last comprehensive update. Changes to existing land use designations not previously approved are not proposed. New growth is anticipated to occur along the City's major corridors (Arrow Highway and Foothill Boulevard) and around the new Metro A (Gold) Line Station. No new development is anticipated within the Sphere of Influence.

Given the historical and current population, housing, and employment trends, growth in the City, as well as the entire State, is inevitable. The primary factors that account for population growth are natural increase and net migration. Other factors that affect growth include the cost of housing, the location of jobs, the economy, the climate, and transportation. As discussed above, Los Angeles County, including the Planning Area, are only anticipated to continue growing. Residential growth within the City would continue to occur based primarily on the demand of the housing market. Existing development within the City is served by existing roads, transit, infrastructure, and public services. While these factors would likely result in growth in La Verne during the planning period of the proposed General Plan Update, growth would continue to occur based primarily on the demand of the housing market and demand for new commercial, industrial, and other non-residential uses, which may result in less development than accommodated by the General Plan land use designations. As future development accommodated by implementation of the General Plan Update occurs, new roads, infrastructure, and services would be necessary to serve such development, and this infrastructure would accommodate planned growth.

Assuming development occurs consistent with the densities and intensities allowed by the General Plan land use designations and existing Specific Plans, the proposed General Plan Update could accommodate approximately 2,700 new housing units for a total of 14,354 housing units and 2.5 million square feet of new non-residential building square footage, for a total of 8 million square feet of non-residential building square footage within the Planning Area at 2045 buildout conditions compared to existing conditions, as shown in Table 3-4, in Section 3.0, *Project Description*. This new growth may increase the City's population by approximately 4,800 residents and 5,250 jobs, as compared to the existing condition.

Potential growth inducing impacts are also assessed based on a project's consistency with adopted plans that have addressed growth management from a local and regional standpoint. As discussed above, SCAG, as the MPO, is the responsible agency for developing and adopting regional housing, population, and employment growth forecasts for local Los Angeles County governments, among other counties. SCAG provides household, population, and employment projection estimates in five-year increments through 2045.

Table 5.12-7, *General Plan Update Compared to SCAG*, compares the General Plan Update growth projections with SCAG's 2045 households, dwelling units, population, and employment growth forecasts for the City.

Table 5.12-7
General Plan Update Compared to SCAG

Forecast Category	2045 General Plan Update	SCAG 2045 Growth Forecast	GPU Difference	Percent Change
Population	37,142	34,400	+2,742	8.0%
Housing Units	14,354	12,400	+1,954	15.7%
Employment	16,572	18,300	-1,728	-9.4%
Jobs per Housing Unit	1.15	1.48	-0.33	-22.3%

As shown in Table 5.12-7, the General Plan Update population and housing stock projections would exceed SCAG's 2045 projections for the City of La Verne. SCAG Connect SoCal projects that the City's population will reach 34,400 persons by 2045. Future development resulting from implementation of the General Plan Update is projected to result in a population of approximately 37,142 persons in the City (2,742 more than the SCAG's population projections). With implementation of the General Plan Update, the City's projected population would be approximately eight percent greater than SCAG's forecast. Similarly, the City's projected housing stock would be approximately 15 percent greater with implementation of the General Plan Update than forecasted by SCAG. Employment projections are anticipated to reach 18,300 jobs under the SCAG forecast; implementation of the General Plan Update is anticipated to result in 16,572 jobs, approximately nine percent less than SCAG forecasts.

While Project growth projections are anticipated to exceed SCAG's 2045 population and housing projections, which are compiled using a number of sources including adopted plans, historical trends, and interviews with local jurisdictions, growth projections tend to be more accurate on a regional level than on a local or city level. It is likely that through a combination of market changes, catalytic projects, updated land use direction in the General Plan, and other factors, La Verne could capture either more or less of the expected regional growth than forecasted by SCAG. Discrepancies between Project and regional forecasts are also caused by the RHNA process. SCAG's Connect SoCal growth forecasts through 2045 do not consider the regional housing need for the 2021-2029 period, as jurisdictional allocations were not known at the time of SCAG's Connect SoCal adoption. Additionally, SCAG's Connect SoCal 2024-2050 RTP/SCS Local Data Exchange (LDX) Process Data/Map Book for La Verne (November 2023), forecasts 12,702 households (i.e., occupied housing units) in 2050. Based on an existing vacancy rate of 3.2 percent, this would result in 13,108 housing units within the City. Although less than the buildout

growth potential of 14,354 housing units accommodated by the General Plan Update, SCAG specifically acknowledges that "while Government Code 65080(b)(1)(B) et seq. comments on the relationship of the RTP/SCS to the RHNA, a specific requirement does not exist such that forecasted household growth at the jurisdictional level is numerically equivalent to a jurisdiction's RHNA"[1]. Through the local data exchange process, it is anticipated that the regional housing needs would be considered as part of SCAG's future growth forecasts. General Plan Update growth projections form the basis of SCAG's planning and policy documents, including regional growth forecasts. Thus, the growth anticipated with the General Plan Update would be considered in SCAG's future growth forecasts for the City. Additionally, the Project's growth projections are consistent with the RHNA allocated to the City of La Verne by SCAG.

The proposed General Plan Update includes policies and actions that mitigate environmental impacts associated with growth, such as air quality, noise, traffic, water supply, and water quality effects. Sections 5.1 through 5.17 and 6.0 provide a discussion of environmental effects associated with development which would be accommodated by implementation of the proposed General Plan Update. Each of these EIR sections include relevant policies and action items that would mitigate potential environmental impacts associated with growth, to the greatest extent feasible. Further, the General Plan Update accounts for the proposed Project's anticipated population growth and establishes goals, policies, and actions to accommodate such growth. The proposed Land Use Element Goal LU-1 envisions a land use plan that supports a diverse, self-sufficient community that offers a variety of housing types, job opportunities, institutional uses, community facilities, commercial services, and recreational opportunities. Goal LU-2 seeks to thoughtfully plan for and manage desirable future growth within the City's jurisdiction and its SOI. Policy LU-2.1 balances quality development with adequate and equitable distribution of services, resources, and amenities throughout the City. Policy LU-2.11 accommodates the appropriate level of residential and nonresidential growth for the San Gabriel Valley as determined by input made by the San Gabriel Valley Cities through SCAG projections. The proposed Community Services and Facilities Element includes Policy CSF-1.1 to ensure that new growth and development participates in the provision and expansion of community services and facilities, and does not exceed the City's ability to provide them. Policy CSF-1.3 requires new development to offset or mitigate impacts to community services and facilities to ensure that service levels for existing users are not degraded or impaired by new development.

With implementation of General Plan Update policies and actions intended to guide growth to appropriate areas and provide services necessary to accommodate growth, the land uses allowed under the proposed General Plan Update, the infrastructure anticipated to accommodate

[1] Southern California Association of Governments (SCAG), Connect SoCal, *The 2024-2050 Regional Transportation Plan/Sustainable Communities Strategy Local Data Exchange (LDX) Process Data/Map Book for the City of La Verne*, November 2023.

proposed land uses, and the goal and policy framework would not induce growth that would exceed adopted thresholds, beyond those disclosed and analyzed throughout this EIR. Therefore, impacts related to population and housing growth associated with the proposed General Plan would be less than significant, as there are no additional potential environmental impacts, beyond those analyzed and disclosed in this EIR, that would result from growth accommodated by the proposed project. No mitigation is required.

Proposed General Plan Update Goals, Policies, and Actions:

LAND USE ELEMENT

Goal LU-1: **Land Use Mix.** A City with a land use plan that supports a diverse, self-sufficient community that offers a variety of housing types, job opportunities, institutional uses, community facilities, commercial services, and recreational opportunities.

Policy LU-1.1: **Land Use Pattern.** Provide for an overall mix of housing, employment, service, and recreational opportunities that promotes efficient development and multimodal choices; reduces pollution, greenhouse gas emissions, and the expenditure of energy and other resources; ensures compatibility between uses; enhances community livability and public health; and sustains economic vitality.

Policy LU-1.9: **Growth Pattern.** Strongly encourage new development to occur in infill locations in a balanced and efficient pattern that reduces sprawl, preserves open space, and creates convenient connections to other land uses and transportation facilities.

Goal LU-2: **Growth Management.** A community that thoughtfully plans for and manages desirable future growth within its jurisdiction and its Sphere of Influence.

Policy LU-2.1: **Development and Services.** Balance quality development with adequate and equitable distribution of services, resources, and amenities throughout the City.

Policy LU-2.2: **Upgrade of Services.** Place a high priority on upgrading local services to meet current and anticipated demand.

Policy LU-2.3: **Areas with Limited Local Services.** Provide stricter development controls in areas with limited local services.

Policy LU-2.4: **Sphere of Influence Areas.** Encourage development in the City's Sphere of Influence to be compatible with adjacent development and consistent with the City's design and service expectations.

Policy LU-2.11: **Growth Accommodation.** Accommodate the appropriate level of residential and nonresidential growth for the San Gabriel Valley as determined by input made by the San Gabriel Valley Cities through Southern California Association of Government projections

Goal LU-3: **Residential Development.** A community that preserves and protects its residential neighborhoods.

Policy LU-3.1: **Single Family Homes.** Maintain La Verne's predominant land use of single family residential, while providing for a mix of housing types throughout the community for people of various ages and incomes.

Policy LU-5.4: **Impact Evaluation.** Evaluate each development proposal for impact upon the neighborhood, City and San Gabriel Valley region.

COMMUNITY SERVICES AND FACILITIES ELEMENT

Policy CSF-1.1: **New Development.** Ensure that new growth and development participates in the provision and expansion of community services and facilities, and does not exceed the City's ability to provide them.

Policy CSF-1.3: **Mitigation.** Require new development to offset or mitigate impacts to community services and facilities to ensure that service levels for existing users are not degraded or impaired by new development.

Policy CSF-2.4: **Fair Share.** Ensure that all new development provides for and funds its fair share of the costs for adequate water distribution, including line extensions, easements, and dedications.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

POP-2: Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

Impact Analysis: While no specific development projects are proposed as part of the La Verne General Plan Update, the Project proposes to accommodate future growth in La Verne, including new businesses, expansion of existing businesses, and new residential uses. Buildout of the General Plan Update could yield a total of up to 14,400 housing units, a population of 37,500 people, approximately eight million square feet of non-residential building square footage, and 16,500 jobs within the Planning Area. The majority of developed land in the Planning Area is comprised of residential uses, which is not anticipated to undergo significant land use changes under the General Plan Update. While no specific development projects are proposed as part of the La

Verne General Plan Update, the General Plan Update would accommodate future growth in La Verne, including new businesses, expansion of existing businesses, and new residential uses. New growth is anticipated to occur along the City's major corridors (Arrow Highway and Foothill Boulevard) and around the new Metro A Line Station. No new development is anticipated within the SOI.

Through the General Plan Update Land Use Element, the City aims to retain La Verne's high quality of life by providing a range of housing types that promote a safe and family-oriented living environment. The Very High Density Residential land use category, which would allow for up to 32 dwelling units per acre, is a new land use category to be provided for potential future development and is not assigned to any specific parcels within the City under the proposed General Plan Update (refer to Section 3.0, *Project Description*). The General Plan Land Use Map was developed to preserve existing neighborhoods throughout the City.

As the Project does not propose any site-specific development at this time, no existing residents would be displaced. The proposed Project is projected to increase the overall number of dwelling units and provide housing to serve the diverse needs of the community at various socioeconomic levels. Regardless, gradual development of the Project could involve potential displacement of existing residents. In eventual cases, condominium development associated with multiple-family residential buildings would adhere to Municipal Code Chapter 18.92, *Condominium Conversions*. The purpose of Chapter 18.92 is to regulate the conversion of existing multiple-family residential buildings into condominiums, community apartments or stock cooperatives, and mobile home parks into mobile home subdivisions, cooperatives or condominiums, in order to provide for the housing needs of all economic segments of the community by reducing and avoiding the displacement of residents, particularly senior citizens and families with school-age children, who may be required to move from the community due a shortage of replacement rental housing units and mobile home sites. Future projects accommodated by implementation of the Project would be subject to these policies, further deterring possible displacement. Additionally, there are a number of State laws, including the Housing Crisis Act (Government Code section 66300) and Density Bonus Law (Government Code section 65915), in place regarding replacement housing units.

The General Plan Update establishes goals, policies, and actions to ensure the compatibility of new and existing development, including housing. The proposed Land Use Element Goal LU-1 envisions a land use plan that supports a diverse, self-sufficient community that offers a variety of housing types, job opportunities, institutional uses, community facilities, commercial services, and recreational opportunities. Goal LU-2 seeks to thoughtfully plan for and manage desirable future growth within the City's jurisdiction and its SOI. Policy LU-2.11 accommodates the appropriate level of residential and nonresidential growth for the San Gabriel Valley as determined by input made by the San Gabriel Valley Cities through SCAG projections. Goal LU-3

preserves and protects the City's residential neighborhoods. Policy LU-3.1 maintains La Verne's predominant land use of single family residential, while providing for a mix of housing types throughout the community for people of various ages and incomes. Therefore, impacts of the proposed General Plan Update on the displacement of people or housing are considered less than significant, and no mitigation is required. The policies listed below would further ensure that a range of housing types are provided in the City and that housing conditions are evaluated as the housing supply ages.

Proposed General Plan Update Goals, Policies, and Actions:

Goal LU-1: **Land Use Mix.** A City with a land use plan that supports a diverse, self-sufficient community that offers a variety of housing types, job opportunities, institutional uses, community facilities, commercial services, and recreational opportunities.

Policy LU-1.1: **Land Use Pattern.** Provide for an overall mix of housing, employment, service, and recreational opportunities that promotes efficient development and multimodal choices; reduces pollution, greenhouse gas emissions, and the expenditure of energy and other resources; ensures compatibility between uses; enhances community livability and public health; and sustains economic vitality.

Goal LU-2: **Growth Management.** A community that thoughtfully plans for and manages desirable future growth within its jurisdiction and its Sphere of Influence.

Policy LU-2.1: **Development and Services.** Balance quality development with adequate and equitable distribution of services, resources, and amenities throughout the City.

Policy LU-2.11: **Growth Accommodation.** Accommodate the appropriate level of residential and nonresidential growth for the San Gabriel Valley as determined by input made by the San Gabriel Valley Cities through Southern California Association of Government projections

Goal LU-3: **Residential Development.** A community that preserves and protects its residential neighborhoods.

Policy LU-3.1: **Single Family Homes.** Maintain La Verne's predominant land use of single family residential, while providing for a mix of housing types throughout the community for people of various ages and incomes.

Policy LU-5.4: **Impact Evaluation.** Evaluate each development proposal for impact upon the neighborhood, City and San Gabriel Valley region.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

5.12.6 CUMULATIVE IMPACTS

CEQA Guidelines Section 15355 requires an analysis of cumulative impacts, which are defined as, "two or more individual effects which, when considered together, are considerable, or which compound or increase other environmental impacts." The following discussions are included in order of the topical areas discussed above to determine whether a significant cumulative effect would occur.

Would the project, combined with other related cumulative projects, induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes, and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

Impact Analysis: Potential growth inducing impacts are assessed based on a project's consistency with adopted regional plans that have addressed growth management. As discussed above, SCAG is the responsible agency for developing and adopting regional housing, population, and employment growth forecasts for local Los Angeles County governments. While no specific development projects are proposed as part of the La Verne General Plan Update, the Project proposes to accommodate future growth in La Verne, including new businesses, expansion of existing businesses, and new residential uses. Buildout of the General Plan Update could yield a total of up to 14,400 housing units, a population of 37,500 people, approximately 8 million square feet of non-residential building square footage, and 16,500 jobs within the Planning Area.

While Project population and housing projections are anticipated to exceed SCAG's 2045 population and housing, the SCAG projections tend to be more accurate on a regional level than on a local or city level. It is likely that through a combination of market changes, catalytic projects, updated land use direction in the General Plan, and other factors, La Verne could capture either more or less of expected regional growth than forecasted by SCAG. Discrepancies between Project and regional forecasts are also caused by the RHNA process. SCAG's Connect SoCal growth forecasts through 2045 do not consider the regional housing need for the 2021-2029 period, as jurisdictional allocations were not known at the time of SCAG's Connect SoCal adoption. Additionally, SCAG's Connect SoCal 2024-2050 RTP/SCS Local Data Exchange (LDX) Process Data/Map Book for La Verne (November 2023), forecasts 12,702 households (i.e., occupied housing units) in 2050. Based on an existing vacancy rate of 3.2 percent, this would result in 13,108 housing units within the City. Although less than the buildout growth potential of 14,354 housing units accommodated by the General Plan Update, SCAG specifically acknowledges that "while Government Code 65080(b)(1)(B) et seq. comments on the relationship of the RTP/SCS to the RHNA, a specific requirement does not exist such that

forecasted household growth at the jurisdictional level is numerically equivalent to a jurisdiction's RHNA"[2]. Through the local data exchange process, it is anticipated that the regional housing needs would be considered as part of SCAG's future growth forecasts. General Plan Update growth projections form the basis of SCAG's planning and policy documents, including regional growth forecasts. Thus, the growth anticipated with the General Plan Update would be considered in SCAG's future growth forecasts for the City.

Further, development assumed by the Project combined with other related cumulative projects is expected to occur gradually over time through 2045; thus, any associated population and housing growth would occur gradually as external factors, such as economic market demands, allow. Direct and indirect growth impacts would be evaluated on a case-by-case basis as individual projects are proposed within the Project Area. The La Verne General Plan includes goals, policies, and actions that require multiple planning review checks before Project approval; ensure adequate levels of public services and facilities; and require payment of fees to offset expansion of such services and facilities, in order

to prevent substantial direct and indirect unplanned growth from arising. The proposed Land Use Element Goal LU-1 envisions a land use plan that supports a diverse, self-sufficient community that offers a variety of housing types, job opportunities, institutional uses, community facilities, commercial services, and recreational opportunities. Goal LU-2 seeks to thoughtfully plan for and manage desirable future growth within the City's jurisdiction and its SOI. Policy LU-2.1 balances quality development with adequate and equitable distribution of services, resources, and amenities throughout the City. Policy LU-2.11 accommodates the appropriate level of residential and nonresidential growth for the San Gabriel Valley as determined by input made by the San Gabriel Valley Cities through SCAG projections. The proposed Community Services and Facilities Element includes Policy CSF-1.1 to ensure that new growth and development participates in the provision and expansion of community services and facilities, and does not exceed the City's ability to provide them. Policy CSF-1.3 requires new development to offset or mitigate impacts to community services and facilities to ensure that service levels for existing users are not degraded or impaired by new development.

With implementation of General Plan goals, policies, and actions intended to guide growth to appropriate areas and provide services necessary to accommodate growth, the land uses and densities allowed under the proposed Project combined with other related cumulative projects would not contribute to cumulative impacts involving substantial unplanned population growth to the area and impacts are not cumulatively considerable.

[2] Southern California Association of Governments (SCAG), Connect SoCal, *The 2024-2050 Regional Transportation Plan/Sustainable Communities Strategy Local Data Exchange (LDX) Process Data/Map Book for the City of La Verne*, November 2023.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

Would the Project combined with other related cumulative projects displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

Impact Analysis: While no specific development projects are proposed as part of the La Verne General Plan Update, the Project proposes to accommodate future growth in La Verne, including new businesses, expansion of existing businesses, and new residential uses. Buildout of the General Plan Update could yield a total of up to 14,400 housing units, a population of 37,500 people, approximately 8 million square feet of non-residential building square footage, and 16,500 jobs within the Planning Area.

As the Project does not propose any site-specific development at this time, no existing residents would be displaced. The proposed Project combined with other related cumulative projects are projected to increase the overall number of dwelling units and provide housing to serve the diverse needs of the community at various socioeconomic levels. Regardless, gradual development associated with the timeline of the Project, combined with other related cumulative projects, could involve potential displacement of existing residents. In eventual cases, development would adhere to Municipal Code Chapter 18.92 and other local, State, and federal regulations pertaining to tenants' rights and forced displacement.

The General Plan Update establishes goals, policies, and actions to ensure the compatibility of new and existing development, including housing. The proposed Land Use Element Goal LU-1 envisions a land use plan that supports a diverse, self-sufficient community that offers a variety of housing types, job opportunities, institutional uses, community facilities, commercial services, and recreational opportunities. Goal LU-2 seeks to thoughtfully plan for and manage desirable future growth within the City's jurisdiction and its SOI. Policy LU-2.11 accommodates the appropriate level of residential and nonresidential growth for the San Gabriel Valley as determined by input made by the San Gabriel Valley Cities through SCAG projections. Goal LU-3 preserves and protects the City's residential neighborhoods. Policy LU-3.1 maintains La Verne's predominant land use of single family residential, while providing for a mix of housing types throughout the community for people of various ages and incomes.

As future development would be required to comply with all applicable local regulations established in the Municipal Code and General Plan, the Project's incremental effects involving potential displacement of existing people and housing would not be cumulatively considerable.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

5.12.7 SIGNIFICANT UNAVOIDABLE IMPACTS

Population, housing, and employment impacts associated with the implementation of the General Plan Update would be less than significant with implementation of the identified mitigation measure. No significant unavoidable population, housing, and employment impacts would occur as a result of the General Plan Update.

5.12.8 REFERENCES

California Department of Finance (DOF), *E-5 Population and Housing Estimates for Cities, Counties, and the State, January 2021-2023, with 2020 Benchmark*, May, 2023, https://dof.ca.gov/forecasting/demographics/estimates/e-5-population-and-housing-estimates-for-cities-counties-and-the-state-2020-2023/, accessed August 22, 2023.

Department of Commerce (DOC), *1990 Census of Population General Population Characteristics California*, Section 1 of 3, 1990.

Southern California Council of Governments (SCAG), *SCAG 6th Cycle Final RHNA Allocation Plan*, March 4, 2021.

Southern California Council of Governments (SCAG), *Demographics and Growth Forecast Technical Report*, adopted September 3, 2020.

Southern California Council of Governments (SCAG), *SCAG Local Profiles Report County of Los Angeles*, May 2019a.

Southern California Council of Governments (SCAG), *SCAG Local Profiles Report City of La Verne,* May 2019b.

Southern California Association of Governments (SCAG), Connect SoCal, *The 2024-2050 Regional Transportation Plan/Sustainable Communities Strategy Local Data Exchange (LDX) Process Data/Map Book for the City of La Verne*, November 2023.

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5.13 PUBLIC SERVICES AND RECREATION

This section identifies the existing public services within the Planning Area and provides an analysis of potential impacts associated with implementation of the General Plan Update.

Public Services include fire protection, emergency medical services, law enforcement, schools, libraries, and public parks.

One comment was received during the NOP comment period regarding public services and recreation. The comment was received from Cynthia Gabaldon. This section addresses the environmental issues raised during the NOP comment period.

5.13.1 ENVIRONMENTAL SETTING

FIRE PROTECTION AND EMERGENCY SERVICES

Fire Protection Services

The La Verne Fire Department (LVFD) employs 36 full time and 11 part-time personnel operating out of three fire stations. They are supported by 24 apprentice firefighters and 30 fire explorers. As shown in Table 5.13-1, *Fire Department Incidents*, LVFD responded to approximately 3,153 calls for service in 2022 (the vast majority of these calls were associated with provision of emergency medical service; calls were also associated with fire services, and freeway incidents). LVFD has mutual aid agreements with the Los Angeles County Fire Department and the United States Forest Service.

Table 5.13-1
Fire Department Incidents

Incident Type	2020	2021	2022 (Estimated)
Emergency Services			
Fire Calls	375	800	620
Emergency Medical Service Calls	2,864	2,900	2,500
Freeway Calls	28	30	33
Fire Prevention			
Building Inspections	242	933	1,100
Construction Plan Checks	45	60	80
Fire Investigations	189	200	200
Weed/Nuisance Complaints	69	70	80
Permits	126	140	300
Paramedic Services			
EMS Calls	2,406	2,684	2,008
Patients Transported	1,696	1,500	2,000
Source: City of La Verne, *Annual Budget 2022-2023*, 2023a.			

Fire Stations

LVFD operates three fire stations within the City of La Verne:

- Fire Station 1 (FS1) is located at 2061 Third Street. FS1 staffs a Fire Command Vehicle, one Type I Pumper (fire engine) and one Paramedic Rescue Ambulance. An aerial platform truck is cross-staffed as needed by members of the engine company. FS 1 also houses one reserve Type I Pumper and several support vehicles.
- Fire Station 2 (FS2) is located at 4785 Wheeler Avenue, just north of the 210 Freeway. It staffs one Type I Pumper and houses one reserve Type III Pumper and one utility vehicle.
- Fire Station 3 (FS3) is located at 5100 Esperanza Drive, in the northeast portion of the City. FS3 staffs one Paramedic Rescue Ambulance and houses one reserve ambulance.

La Verne Fire Department Programs

LVFD provides more than fire and emergency medical services. LVFD also manages CPR classes, a History, Allergies, and Medications (HAM) program, provides sandbags to protect against

flooding, implements the "Ready, Set, Go!" Wildfire Emergency Preparedness Action Plan, and manages the City's Community Emergency Response Team (CERT) Program, Firefighter Apprentice Program, and Fire Explorer Program.

CPR Classes

LVFD is an American Heart Association Community Training Center. LVFD offers the following Basic Life Support CPR classes:

- BLS for Healthcare Provider;
- BLS for Healthcare Provider- online renewal (Skills);
- Heartsaver CPR;
- Heartsaver AED (Automatic External Defibrillating); and
- Heartsaver First Aid with CPR and AED.

History, Allergies, Medications (HAM) Program

The City's History, Allergies, and Medications (HAM) Program is a spin-off of the Vial for Life program and is designed to assist first responders by providing vital information that may be needed in case of a medical emergency. LVFD provides La Verne residents with information that is helpful to know in the event the person is unable to speak or is unconscious. Participants can fill out the HAM form and turn it into the Fire Department; there is no cost to La Verne residents, and the form can be updated at no cost, as necessary.

Sandbags Program

In an effort to assist with flooding concerns, La Verne residents and businesses can obtain sand and sand bags free-of-charge at FS1. Shovels are also available for community use.

Ready, Set, Go! Wildfire Emergency Preparedness

The "Ready, Set, Go!" Action Plan, available to all City of La Verne residents on LVFD's website, is an easy-to-understand guide for how to make your home resistant to wildfires as well as preparing your family to leave early and safely. This process is called "Ready, Set, Go!". The publication was prepared by the International Association of Fire Chief's RSG! Program, the U.S.D.A Forest Service, U.S. Department of the Interior, and the U.S. Fire Administration, in collaboration with LVFD.

The "Ready, Set, Go!" Action Plan describes the risks and responsibilities associated with living in a wildland urban interface and ember zone, which is generally the area where residential development meets natural open space. Residents in these areas and on the wildland boundary should assist firefighters by providing "defensible space" around their home, effectively creating a buffer zone by removing weeds, brush, and other vegetation. The "Ready, Set, Go!" Action Plan also provides direction on how to make your home more fire resistant by selecting certain

materials and design features that protect the home against fire and assist firefighters with defending the structure. Information is included to help one prepare their own Action Guide, including a checklist for getting ready, a checklist to ensure one's prepared to leave, and a checklist of how one should respond when it is time to evacuate.

La Verne Community Emergency Response Team (CERT) Program

The CERT program was first developed by the Los Angeles Fire Department in 1985, and the first team completed its training in early 1986. The Federal Emergency Management Agency (FEMA) now uses the program as a national model for other communities. In August 2016, LVFD initiated the La Verne CERT Program.

Following a major disaster, police, fire, and fire rescue resources may not be able to immediately respond to those in need. In such crises, it will be neighbors assisting neighbors until emergency response personnel can arrive. Being trained on how to be prepared to respond in an emergency situation is one of the most important things one can to do to assist during an emergency. The first training classes in La Verne began in early 2017, and by the end of the year, 83 La Verne residents had completed the CERT Basic Training Certification. These trained volunteers will play a significant role in the community's emergency response to disasters. In addition to being ready to assist the City during times of crisis, team members also provide support at City events. Residents do not have to be a member of the CERT team in order to participate in the free CERT trainings.

Apprentice Firefighter Program

The La Verne Apprentice Firefighter Program began in 1999. The goal is to maintain a dedicated group of 24 Apprentice Firefighters at all times. Apprentice Firefighters provide the fourth-man position of the Engine Company at two fire stations. The program is designed to offer an opportunity to gain training and experience for individuals with an Emergency Medical Technician (EMT) certificate who have completed training at an accredited Fire Academy. They are a part of the Engine Company under the direct supervision of a Fire Captain, and assist with suppression activities, fire prevention inspections, public education, and emergency medical services (EMS) calls. During calls for service, the Apprentice Firefighter is a trusted member of the team, providing crucial assistance as needed and directed.

LAW ENFORCEMENT SERVICES

The La Verne Police Department (LVPD) provides law enforcement and police protection services throughout the City. The LVPD is responsible for all public safety in the City of La Verne and provides dispatch services for both police and fire. LVPD is primarily comprised of six major divisions: Patrol, Traffic, Detectives, Records, Communications, and Jail.

The City's Public Safety Facility at 2061 Third Street, in La Verne, houses all LVPD divisions, along with a state-of-the-art shooting range which is shared with other agencies. LVPD occupies about 12,000 square feet (approximately half) of a shared building with the LVFD FS1. The Public Safety Building was constructed in the late 1970s, and since that time, LVPD has more than doubled to the number of personnel. Over the years, LVPD has remodeled the interior several times to accommodate its growing needs, but is currently in need of additional space to accommodate all LVPD functions.

LVPD is comprised of the Patrol Division, Reserve Forces Bureau, Retired Senior Volunteer Patrol, School Resource Officers, Detective Bureau, Crime Prevention Unit, Traffic Bureau, Records Division, Communications Center, Recruitment, and Jail Services Department. Additionally, the LVPD contains an Administration Staff comprised of the Police Chief, Police Captain, an Administrative Lieutenant, and three Lieutenants (LVPD 2023a).

The LVPD consists of 40 sworn officers, 18 professional staff members, a reserve force of up to 25 officers, and a retired senior volunteer patrol program, consisting of 35 members (LVPD 2023a). The Public Safety Facility houses all LVPD divisions, including Patrol, Traffic, Detectives, Records, Communications, and Jail (LVPD 2023b).

With 40 sworn officers, and a 2022 population of 32,304, LVPD has a current staffing ratio of approximately 1.24 approved, sworn police officers to every 1,000 residents.

La Verne Police Department Statistics

LVPD service data is provided between the years of 2020 through 2022. As shown in Table 5.13-2, *La Verne Police Department Incidents*, LVPD responded to an estimated 74 calls for accidents involving injuries and 87 calls for incidents not involving injuries in 2022.

Table 5.13-2
La Verne Police Department Incidents

Incident Type	2020	2021	2022 (Estimated)
Traffic Services			
Injury Accidents	60	76	74
Non-Injury Calls	75	87	87
Hazardous Citations	285	927	916
Non-Hazardous Citations	187	272	375
Parking Citations	5,721	5,743	6,161

Table 5.13-2 (continued)
La Verne Police Department Incidents

Incident Type	2020	2021	2022 (Estimated)
# of Crossing Guard Locations	7	7	7
Temporary Overnight Parking Permits	61,813	85,603	80,562
Annual Overnight Parking Permits	684	742	777
Communications			
Reports Processed	2453	2844	3232
Police and Fire Calls for service	15,987	16,486	18,390
911 average answer speed (seconds)	3.04	2.91	2.67
Daily Average # of bookings	0.6	0.9	1.4
Total # of bookings	210	340	509
# of inmate workers	0	0	0
Records and Clerical			
Reports Processed	2,453	2,844	3,232
Citations Processed	5,721	7,429	7,688
Arrests Processed	487	523	647
Patrol Services			
Calls for Service	15,987	16,486	18,390
Average emergency responses (minutes)	3.21	3.16	3.19
Arrests	487	523	647
Crime Reports	2,456	2,844	3,232
Part I Major Crimes Reported	776	795	830
Investigations			
Cases Assigned	2,383	1,490	2,195
Cases Cleared	1,598	1,038	1,515
Active Cases	131	96	169
Inactive Cases	658	400	485
Part I Clearance Rate	59%	40%	44%
Source: City of La Verne, *Annual Budget 2022-2023*, 2023a.			

Police Response Times

Response times are an important benchmark of police service. Response times can vary greatly depending on the size of the city and department, geographical location, and levels of crime. Smaller cities usually have faster response times, due simply to the geography. As shown in Table 5.13-2, the estimated average answer speed for 911 calls in the City was 2.67 seconds, and the average emergency response time was 3.19 minutes in 2022 (City of La Verne 2023a).

Crimes by Category in La Verne

Statistics on the number of crimes committed within the City during each year from 2015 to 2019, as reported to the Federal Bureau of Investigations (FBI) Criminal Justice Information Services Division, are provided in Table 5.13-3, *Crimes by Category*. Until 2019, the FBI provided an annual publication that compiled the volume and rate of violent and property crime offenses reported in each jurisdiction. As shown, 2019 crimes entailed 51 violent crimes and 627 property crimes, out of a total population of 32,344.

As of 2020, the FBI began using a program called Crime Data Explorer to track reported incidents. Crime Data Explorer is an online interactive data tool used by law enforcement officials and the public to easily access, view, and understand the massive amounts of data collected and published by the FBI. Crime Data Explorer provides 2022 information reported by LVPD. In 2022, there were 53 violent crimes and 664 property crimes reported to LVPD (FBI 2024a).

Table 5.13-3
Crimes by Category

Incident Type	2018	2019	2021[1]	2022[1]
Population	32,656	32,344	32,265	31,897
All Violent Crime	87	51	46	53
Murder and nonnegligent manslaughter	0	1	0	0
Rape	18	6	11	11
Robbery	11	13	9	17
Aggravated Assault	58	31	26	25
Violent Crime Rate Per 1,000 Population	2.66	1.58	1.43	1.66
All Property Crime	742	627	661	664
Burglary	129	133	95	114
Larceny-Theft	538	447	525	498
Vehicle Theft	75	47	41	51
Arson	1	2	0	1
Property Crime Rate Per 1,000 Population	22.72	19.39	20.49	20.82

Source: FBI, 2023a and 2024a.

Notes: 2020 crime data for La Verne Police Department is not available.

(1) For 2021 and 2022, the population number is from the California Department of Finance E-5 Population Estimates Table.

As shown in the table, the majority of crimes committed in the City consist of non-violent property crimes, primarily larceny-theft.

Law Enforcement Programs

In addition to standard law enforcement activities and job operations, LVPD has several programs for all age-groups that help prevent crime and allow the community to feel better protected.

Children's Safety Programs

LVPD's Retired Senior Volunteer Patrol program offers several free safety-related classes for groups of 10 children or more. These classes are primarily suited for kindergarten through third grade aged children and last approximately one-half hour each (City of La Verne 2023b).

Vacation House Check Service

This program makes available a free residential security check for vacationing residents of single-family homes. Registered homes are periodically checked during the homeowner's absence by uniformed volunteer members of the LVPD Retired Seniors Volunteer Program. During a vacation security check of a residence, the Retired Senior Volunteer Program volunteer patrols the property to ensure the home is secured and the windows and doors are locked and undamaged. If by chance a burglary occurs at the residence while the homeowner is away, the designated "emergency contact" person will be notified (City of La Verne 2023d).

You are Not Alone Program

The "You Are Not Alone" (Y.A.N.A.) Program is designed for La Verne residents to provide a measure of security and well-being for those who are living alone. This free program consists of checking on a regular basis the welfare of those residents who have requested it (City of La Verne 2023e).

SCHOOLS

The City of La Verne is served by the Bonita Unified School District (BUSD), consisting of six public schools, and an additional three parochial schools, located within the City. La Verne is also home to the prestigious University of La Verne (ULV). Table 5.13-4, *Schools Serving La Verne* provides a summary of the schools serving the City's population.

The "Official Zone" land use designation of the City's current General Plan is intended for official and public uses of property, including public schools, public buildings, public parks and recreational areas, water works and drainage facilities, and areas which, for the welfare of the City, should be kept clear of particular structures or improvements. In addition, the "Institutional" land use designation of the City's current General Plan is intended for private institutional uses, including, but not limited to, private schools and colleges and associated uses and facilities.

Table 5.13-4
Schools Serving La Verne

School	Grades	Enrollment (2021-2022)	Address
Public Elementary			
Grace Miller Elementary	Pre-K	418	257 S Grand Army Avenue
J. Marion Roynon Elementary	K-5	693	1600 Malaga Drive
Oak Mesa Elementary	K-5	555	1089 De Anza Drive
La Verne Heights Elementary	K-5	439	2550 Via La Sierra Lane
Public Middle			
Ramona Middle School	K-5	1,320	900 Las Rosas
Public High			
Bonita High School	K-5	1,830	400 East Shaver Street
Parochial Schools[1]			
Calvary Baptist School	PK-12	116	1202 East Seventh Street
Damien Boys' High School	9-12	836	1599 Malaga Drive
Lutheran High School	9-12	77	1000 Ramona Boulevard

Sources:
Department of Education, *School Accountability Report Card*, https://sarconline.org/public/findASarc, April 20, 2023.
1. Private School Review, *Private Schools within 5 miles of La Verne*, https://www.privateschoolreview.com/find-schools-by-location, April 20, 2023.

Table 5.13-4 shows total enrollment for the 2019-2020 school year. As described in the BUSD School Justification Fee Study of 2020, the BUSD capacity for elementary, middle, and high schools have been calculated, and BUSD anticipates the need for building new facilities over the next ten years to meet the growing population; the development fees the school district collects anticipate the expected growth within the City. Per Education Code Section 17071.10, BUSD facilities currently have the capacity to accommodate 10,128 students: 4,278 seats at the elementary school level, 2,310 seats at the middle school level, and 3,540 seats at the high school level. Based on enrollment information as of 2019, the total student enrollment of BUSD was 10,053 students (Cooperative Strategies 2020).

Available facilities capacity was calculated by subtracting the October 2019 student enrollment from existing school facilities capacity for each school level. This results in an available capacity

of 75 seats in total. A more specific breakdown is presented in Table 5.13-5, *Bonita Unified School District Capacity*.

Table 5.13-5
Bonita Unified School District School Capacity

School Level	Existing Capacity (2019/2020)	Student Enrollment (2019/2020)	Available/ (Deficit) Capacity
Elementary School (K-5)	4,278	4,386	(108)
Middle School (6-8)	2,310	2,341	(31)
High School (9-12)	3,540	3,326	214
Total	10,128	10,053	75
Source: Cooperative Strategies, *Residential and Commercial/Industrial Development School Fee Justification Study, Bonita Unified School District,* 2020.			

As indicated in Table 5.13-5, capacities at BUSD elementary and middle school facilities are not adequate to accommodate the existing student population. The high school however, is adequate in accommodating existing student populations as there is an excess capacity of 214 seats.

Higher Education

La Verne is home to ULV, a private, not-for-profit university. ULV has grown to consist of four colleges: the College of Arts and Sciences; the College of Business and Public Management; the LaFetra College of Education; and the College of Law. Additionally, the Regional Campus Administration oversees seven regional campuses. ULV awards both undergraduate and graduate degrees and has more than 74,000 alumni worldwide. In fall 2019, ULV enrolled 7,396 regular students. Over half of ULV students are undergraduates (2,509 La Verne campus undergraduates and 1,832 undergraduates from Regional/Online Programs and Other Programs). There are 3,055 graduate students from all campuses enrolled at ULV (University of La Verne 2023).

The location of the ULV campus, between B and D streets, makes ULV and its students an integral part of the success and vitality of Old Town.

ULV's campus is being updated in accordance with the 2030 Facilities and Technology Master Plan for ULV. This plan was guided by ULV's 2020 Strategic Vision, which was adopted by its Board of Trustees, in May 2013. The 2020 Strategic Vision presented the vision for the direction of ULV. Since then, ULV has adopted its 2025 Strategic Vision Plan. The 2025 Strategic Vision Plan sets focus for the next several years and categorizes university initiatives as transformative, bridge, or incremental. The implementation efforts of the initiatives outlined in the 2025 Strategic Vision

Plan pull from various college and unit plans, including the 2030 Facilities and Technology Master Plan, allowing for flexibility and nimbleness in the execution of the 2025 Strategic Vision (University La Verne 2020).

The result of the Master Plan process is a physical development plan that extends, in three six-year phases, to the year 2035, as well as a policy plan that will guide ULV in its facility and technology strategic investments. The Master Plan gives priority attention to academic and co-curricular learning spaces, as well as technology improvements that enhance and support the educational process. A major conclusion of the Master Plan is that the central ULV campus can accommodate future academic and student service needs by building more density into future facilities. The La Verne campus will be closing some internal streets in order to create a more pedestrian-focused campus, with expanded parking capacity built on the periphery.

The Master Plan also concludes that Campus West is the appropriate location to consolidate all athletic functions currently on the downtown ULV campus, although such relocation may occur decades into the future. In addition, for the Regional Campuses and the College of Law in Ontario, it is essential that in any location where ULV provides academic programs, the facilities should be designed and branded, and served with high capacity technology, so that the ULV experience is fulfilled wherever its students are engaged.

LIBRARY FACILITIES

La Verne is served by the La Verne Public Library (LVPL), located at 3640 D Street, 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. The "Get About" door-to-door transportation service is available to help seniors and disabled persons in the Pomona Valley accesses the facility. LVPL is open from 10:00 a.m. to 6:00 p.m. on Mondays and Tuesdays, 11:00 a.m. to 8:00 p.m. on Wednesdays and Thursdays, and 9:00 a.m. to 5:00 p.m. Fridays and Saturdays. LVPL is over 10,000 square feet in area with materials in English and Spanish. LVPL offers recent bestsellers, movies, music, ebooks, magazines, and audio books and also offers discussion groups, lectures, author appearances, classes, live homework help for children and teens, children's programs, and story-times for infants to school-age children to help them develop their language, motor, and creative skills.

COMMUNITY FACILITIES

La Verne Community Center

The La Verne Community Center is located at 3680 D Street near City Hall. The La Verne Community Center is operated by the City's Community Services Department. The Community Services Department provides a wide variety of leisure opportunities and services for children, senior citizens and adults which contribute to the overall well-being of individuals and the

community. The Community Center hosts a wide selection of special events, rentals, and programs.

The facilities include areas such as the main hall, dance studio, and Senior Activity room. The dance studio, for example, is home to the children's dance class, ballet and tap for tots, as well as ballet, hip hop, and swing dancing for teens and adults.

PARKS

The City of La Verne Park Maintenance Division's primary responsibility is to provide maintenance for City-owned landscape areas, which includes 19 parks, medians, building sites, and approximately 11,500 City trees. The City's Park Maintenance Division is also responsible for the administration and maintenance of nine landscape maintenance assessment districts.

Types of Parks

The National Recreation and Parks Association (NRPA) has created a set of standards for classification of park and recreation facilities to help serve as a guide to planning. This classification system is to be used as a boilerplate set of standards to be modified to fit the individual municipality's needs. According to the NRPA classification system, parks are usually categorized according to their service area, size, function, and acres per 1,000 persons population. The 1989 City of La Verne Parks and Recreation Facilities Master Development Program and the 1998 Parks and Recreation Facilities Master Plan update utilized a modified version of this classification system to plan for the future growth and recreation needs of the City. Below are descriptions of the three categories of parks as defined by the NRPA, as well as the standards created by the City of La Verne:

Mini Parks

These parks serve the recreational needs of a specific user group such as small children or senior citizens. These parks should be located within high density neighborhoods (condominium and/or apartment complexes, townhouse developments, or senior developments) in close proximity to the intended users.

City standards:

- Desirable Size: 0.5 to 1.0 acre
- Service Area: less than 0.25-mile radius
- Acres/Population: 0.25 to 0.5 acre per 1,000 persons

Neighborhood Parks

Neighborhood parks are designed for intense recreational activities, such as field games, court games, crafts, playground areas, picnicking, and other passive recreation. These parks should be

easily accessible to the neighboring population and geographically centered with safe bicycling or walking access.

City Standards:

- Desirable Size: 1.0 to 10.0 acres
- Service Area: 0.25- to 0.5-mile radius
- Acres/Population: 1.0 to 2.0 acres per 1,000 persons

Community Parks

This category of park generally offers 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 and the needs of the surrounding community.

- Desirable Size: 10.0 to 25.0 acre
- Service Area: 1.0 to 2.0-mile radius
- Acres/Population: 5.0 to 8.0 acres per 1,000 persons

Within the City of La Verne, strict adherence to the NRPA classification system for park facilities is difficult, because there are instances where parks may function as both neighborhood and community parks.

City Parks

The City of La Verne contains 23 parks: six mini parks (one of which is private), 12 neighborhood parks (three of which are private), and five community parks. Table 5.13.6, *Existing Park Facilities* lists all parks within City limits.

The City currently maintains 19 developed public parks and recreation facilities totaling 128 acres. Potential future park and recreation sites includes a 30-acre parcel of land owned by the ULV that is currently being considered under a separate concept plan for a potential sports complex, a 208-acre parcel of open space and a 150-acre parcel of land in the local foothills that are under consideration for being incorporated into the wilderness plan, and a 1.5-acre freeway right-of-way site owned by Caltrans that the City could acquire for park development. In addition to La Verne's public parks and facilities, the City's community members have access to several neighboring regional parks, national forests, and recreation facilities. To further supplement recreational opportunities for residents, the City has formed joint use agreements with the BUSD, private institutions, and ULV that have proven beneficial to the City, the schools, and the residents utilizing them.

Additionally, La Verne has many private enterprises and associations that provide opportunities for physical activities and social engagement outside of the City owned facilities, including parks

and recreational facilities within gated communities and the facilities offered to residents of senior homes and/or mobile home parks. There are also private enterprises that offer residents opportunities for educational and recreational activities, such as Mud Shack (pottery), La Verne Music and Piano Factory, Club West Volleyball, LA Fitness Sports Club, My Gym Children's Fitness, and Japan Karate System, along with many others. All of these public and private facilities are part of the mosaic of solutions that support the City of La Verne in providing recreational amenities to the City's residents.

Table 5.13-6
Existing Park Facilities

Park	Location	Facilities	Acres
Mini Parks			
Lincoln Park	2525 White Avenue	Playground (5-12 years old), picnic table	0.6
Lordsburg Park	1922 Walnut Street	Picnic tables, Playground (children 5-12 years old), half court (basketball)	0.9
Price/Hayes Park	Price Drive / Hayes Drive	Tot lot	0.5
Mini Parks	Park La Verne gated community	ADA accessible tot lot	0.5
Rustic Canyon Park	7311 N. Calle Arragon	Playground (5-12 years old), picnic tables	0.5
Valley Rancho Park	2909 Arrow Highway	Tot lot with sand and rubber play area surfacing, four wooden picnic tables, two metal trash receptacles	0.2
Subtotal			*3.2*
Neighborhood Parks			
Puddingstone Village*	Puddingstone Village community	Tot lot, walking paths, picnic tables, barbecues, and restroom facilities	1.8
Challenger Park	1909 Wright Avenue	Picnic tables, basketball courts	2.5
Emerald Park	1900 Genesse Drive	Playground (5-12 years old), sheltered picnic area, soccer field, several shaded areas	3.0
Heritage Park	5001 Via de Mansion	Playground (5-12 years old), picnic tables, nature trail, gazebo, rose garden	4.0

Table 5.13-6 (continued)
Existing Park Facilities

Park	Location	Facilities	Acres
Kuns Park	1600 Bonita Avenue	Playground (5-12 years old), picnic tables, sheltered picnic area, oldest tree in La Verne	2.5
La Verne Heights Park*	La Verne Heights community	Picnic tables, two lighted tennis courts, restroom facility, swing set (with two swings), and lawn area with fountain	1.2
Los Encinos Park	1101 W. Aldersgate Drive	2 Playgrounds (5-12 years old), picnic tables, basketball courts, nature trails	7.0
Lowell Brandt Park	7201 Stephens Ranch Road	Playground (5-12 years old), basketball courts, volleyball courts	5.0
Mills Park	5601 Wheeler Avenue	Playground (5-12 years old), picnic tables	7.0
Pelota Park	1505 Holly Oak Avenue	Baseball fields, parking lot	4.6
Park La Verne (private)	Park La Verne gated community	Picnic tables, barbecues, swing set and playground equipment, tether ball courts, four-square and hopscotch area, large turf area, volleyball court	1.0
Wheeler Avenue Park	1499 Palomares Avenue	Playground (5-12 years old), softball fields, Basketball courts, soccer fields, picnic tables, parking lot, snack bar	5.7
Subtotal			*45.3*
Community Parks/ Passive Open Space			
Golden Hills Wilderness Park	2300 Golden Hills Road	Picnic tables, nature trails	20.0
Las Flores Park	3175 Bolling Avenue	2 Playgrounds (5-12 years old), softball and soccer field, tennis courts, olympic sized swimming pools, horseshoe pit, picnic tables, sheltered picnic areas	16.0
La Verne Sports Park	3104 "D" Street	Skateboard park, basketball courts, baseball field, soccer field, tennis courts, football field, track and stadium, picnic tables	21.0

Table 5.13-6 (continued)
Existing Park Facilities

Park	Location	Facilities	Acres
Live Oak Park	5701 Shemiran Street	Playground (5-12 years old), softball field, soccer field, tennis courts, picnic tables, parking lot	13.0
Oak Mesa Park	5400 Wheeler Avenue	Playground (5-12 years old), baseball field, soccer field, parking lot	9.5
Subtotal			*79.5*
Grand Total			**128**

Source:
De Novo Planning Group, *La Verne General Plan Existing Conditions Report*, 2018; City of La Verne, *City Parks,* 2023c.

The City adopted standard for park space acreage is four acres for every 1,000 people. The City's 2022 population is approximately 32,304 people. With 128 acres of parkland, the City currently provides 3.9 acres of parkland for every 1,000 people, which is just below the City's desired standard.

TRAILS

The existing trail system in La Verne consists of a primary trail (L.A. 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 Marshall Canyon 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 under development, 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 Los Angeles County line, in Claremont. The route will begin at Cataract Road and continue to Fulton Street, where it will then head south to the Pomona Metrolink Station. From there, it will continue along the railroad right-of-way until it reaches the Claremont Village Expansion area and then along 1st Street to Claremont Boulevard and the Los Angeles County line. A proposed "loop" at E Street, in La Verne, will provide a detour option for cyclists travelling along the path. This detour will take them through a portion of the Old Town and the City's historic residential district in Lordsburg. The current design has the Citrus Regional Bicycle Path connecting to the Thompson Creek Trail,

in Claremont, and the Marshall Canyon Trail that traverses La Verne. Transportation planners hope that it will eventually connect to an extensive 'Rails to Trails' network in San Bernardino County, from Montclair to Rialto.

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.

5.13.2 REGULATORY SETTING

FIRE PROTECTION & EMERGENCY SERVICES

State

California Fire Code

The 2022 California Fire Code (California Code of Regulations [CCR] Title 24 Part 9) sets forth requirements including those for building materials and methods pertaining to fire safety and life safety, fire protection systems in buildings, emergency access to building, and handling and storage of hazardous materials.

California Department of Forestry and Fire Protection

Under Title 14 of the Natural Resources of the CCR, the California Department of Forestry and Fire Protection (CAL FIRE) has the primary responsibility for implementing wildfire planning and protection for State Responsibility Area (SRA) lands. CAL FIRE develops fire safe regulations and issues fire safe clearances for land within the SRA. The CAL FIRE Resource Management Program manages more than 31 million acres of California's privately-owned wildlands, and provides emergency services in 36 of the State's 58 counties via contracts with local governments.

In addition to fighting and planning for wildland fires, CAL FIRE's responsibilities involve responding to other types of emergencies that may occur on a daily basis, including residential or commercial structure fires, automobile accidents, heart attacks, drowning victims, lost hikers, hazardous material spills on highways, train wrecks, floods, and earthquakes.

Under CCR Title 24, Regulations Development, the Office of the State Fire Marshal is responsible for promulgating regulations that promote fire and life safety for inclusion into the State Building Codes, including the California Building Code, California Fire Code, California Electrical Code, California Mechanical Code, California Plumbing Code, and California Historical Building Code. The process incorporates a great deal of public participation and is guided by the State Building Standards Law.

California Occupational Safety and Health Administration

In compliance with CCR, Title 8, Sections 1270, Fire Prevention, and 6773, Fire Protection and Fire Equipment, the California Occupational Safety and Health Administration (Cal/OSHA) has established minimum standards for fire suppression and emergency medical services. The standards include guidelines on the handling of highly combustible materials, fire hose sizing requirements, restrictions on the use of compressed air, access roads, and the testing, maintenance, and use of firefighting and emergency medical equipment, among others.

Office of Emergency Services

The State of California passed legislation authorizing the Office of Emergency Services (OES) to prepare a Standard Emergency Management System (SEMS) program, which sets forth measures by which a jurisdiction should handle emergency disasters. Non-compliance with SEMS could result in the State withholding disaster relief from the non-complying jurisdiction in the event of an emergency disaster.

Local

Los Angeles County Code of Ordinance: Title 32- Fire Code

Title 32 of the County of Los Angeles Code of Ordinance addresses issues pertaining to fire safety and construction, including directions for fuel modification plan review, and activities permitted in hazardous wildland fire areas. The Los Angeles County Fire Code consists of the 2022 California Fire Code with local amendments.

City of La Verne Natural Hazard Mitigation Plan

The City of La Verne Natural Hazard Mitigation Plan develops pre-disaster mitigation strategies in order to prevent human and economic loss in the event of a natural disaster, such as an earthquake, landslide, or wildfire.

City of La Verne Community Wildfire Protection Plan

The purpose of the City of La Verne Community Wildfire Protection Plan (CWPP) is to protect human life and reduce the loss of assets such as property, critical infrastructure, and natural and cultural resources due to wildfire. This CWPP serves to guide future actions of property-owners, business-owners, LVFD, City staff, and other interested parties in their efforts to reduce the wildfire threat to the City.

City of La Verne Community Facilities District

A Community Facilities District was created for the University of La Verne, to authorize the levy of special taxes to finance fire suppression and prevention services in 2011.

City of La Verne Municipal Code

Chapter 2.56, *Emergency Planning*, of the Municipal Code, provides for the preparation and carrying out of plans for the protection of persons and property within the City in the event of an emergency, the direction of the emergency organization, and the coordination of the emergency functions of the city with all other public agencies, corporations, organizations and effected private persons.

Chapter 3.27, *Fire Development Fees- Hillside Development Overlay Zone*, establishes a development fee for fire suppression and emergency response services to be imposed on future residential development projects to provide their equitable share of the cost of mitigating emergency and fire responses in the hillside development overlay zone, and to mitigate the increased demand for fire suppression and emergency response services created by the construction of such developments in areas that are not adequately served by existing fire facilities and equipment.

The La Verne Municipal Code Chapter 8.08, *Fire Department*, establishes the duties of the fire chief, as well as defines unlawful use of fire equipment and the liability on noncompliance with this Chapter. Chapter 8.12 discusses fire prevention regulations. Section 8.12.010 prohibits the accumulation of flammable waste; 8.12.030 determines when a burning permit is required; and Section 8.12.030 regulates the storage of combustible materials.

Chapter 15.32, *Fire Code*, adopts and incorporates Part 9 of Title 24 of the CCR, comprising the California Fire Code 2022 Edition, which incorporates and amends the International Fire Code 2021 Edition, as amended. The City Fire Code sets fire safety related building standards and practices to safeguard life and property. Section 15.32.110, *Fuel Modification Plan in Fire Hazard Severity Zones*, requires submission of a fuel modification plan for development located within areas designated as a fire hazard severity zone within SRA or LRA. The fuel modification plan is to be reviewed by the fire marshal for defensible space, fire safety, and compliance with Sections 325.2.1, 325.2.2, 325.10, and 503.2.1 of the Los Angeles County Fire Code, the fire department's fuel modification guidelines, and California Code of Regulations, Title 14, Division 1.5, Chapter 7, subchapter 2 for development located within areas designated as a fire hazard severity zone within SRA or LRA. Section 15.32.030*, Storage of Explosives and Blasting Agent*s, prohibits the storage of explosive material and blasting agents in all areas of the City. Chapter 15.37, *Very High Fire Hazard Severity Zone Regulations*, designates very high fire hazard severity zones according to CAL FIRE's very high fire hazard severity zone map, and provides amendments to the Los Angeles County Building Code and California Building Code related to fire protection.

Municipal Code Chapter 18.68, *H-D-O-Z Hillside Development Overlay Zone*, provides supplemental standards for the development of hillside areas of the city and regulates development of hillside areas to minimize danger to life and property due to the hazards of fire,

erosion, soil instability, liquefaction, landslide and seismic potential. Section 18.68.080, *Grading Guidelines*, provides guidelines designed to identify unusually hazardous areas and prevent the construction of unsafe homes in areas which are unusually hazardous, and includes a requirement for development within a geologic hazard special study zone. Section 18.68.020, *Fire Hazard Standards*, requires all development in hillside areas to undergo review and approval by the fire chief to reduce fire hazards.

LAW ENFORCEMENT

State

California Penal Code

The California Penal Code establishes the basis for the application of criminal law in California.

Local

La Verne Municipal Code

Chapter 2.32, *Police Department*, under Title 2, *Administration and Personnel*, establishes the duties, administrative personnel, department members, compensation, purchases, state aid for training, and code enforcement officers' citation authority.

Title 9, *Public Peace, Morals, and welfare*, contains several chapters regulating law enforcement's power and jurisdiction over certain crime categories and violations.

SCHOOLS

State

California Education Code Part 10.5, Chapter 1 School Sites

Sections 17210 to 17224 of the California Education Code govern the evaluation and selection of new sites and additions to existing sites for public schools, and for charter schools seeking state funding for school property acquisition or construction. Section 17211 requires the governing board of a school district to evaluate property proposed for a new school site or addition to an existing site at a public hearing prior to acquisition. Section 17212 requires the governing board of a school district to evaluate expert investigations into all factors affecting the public interest regarding a proposed school site prior to acquisition, including geological and soil engineering studies of such a nature as to preclude siting of a school in any location where the geological and site characteristics are such that the construction effort required to make the building safe for occupancy is economically infeasible. Under section 17212, the evaluation should also include the site's location in respect to population, transportation, water supply, waste disposal, utilities, traffic, hazards, and surface drainage conditions, and other factors affecting the costs of the project. The chapter precludes the selection of a site where hazardous geological or soil

conditions, hazardous substances, or proximity to an airport would pose a danger to public health or safety.

Kindergarten-University Public Education Facilities Bond Act of 2002 (Prop 47)

This act was approved by California voters in November 2002 and provides for a bond issue of $13.05 billion to fund necessary education facilities to relieve overcrowding and to repair older schools. Funds will be targeted at areas of greatest need and must be spent according to strict accountability measures. Funds will also be used to upgrade and build new classrooms in the California Community Colleges, the California State University, and the University of California in order to provide adequate higher education facilities to accommodate growing student enrollment.

Assembly Bill 2926

The State of California has traditionally been responsible for the funding of local public schools. To assist in providing facilities to serve students generated by new development projects, the State passed Assembly Bill (AB) 2926 in 1986. AB 2926 allowed school districts to collect impact fees from developers of new residential and commercial/industrial building space. Development impact fees were also referenced in the 1987 Leroy Greene Lease-Purchase Act, which required school districts to contribute a matching share of project costs for construction, modernization, or reconstruction.

Senate Bill 50 & Proposition 1A

Senate Bill (SB) 50 and Proposition 1A provide comprehensive school facilities financing and reform program, in part by authorizing a $9.2 billion school facilities bond issue, school construction cost containment provisions, and an eight-year suspension of the Mira, Hart, and Murrieta court cases, which allowed local governments to deny new development on the basis of inadequate schools. Specifically, the bond funds were to provide $2.9 billion for new construction and $2.1 billion for reconstruction/modernization needs. Further, the Mira, Hart, and Murrieta cases ruled that cities and counties under their legislative authority could impose additional fees for school construction to mitigate the effect of new construction.

The provisions of SB 50 prohibit local agencies from denying either legislative or adjudicative land use approvals on the basis that school facilities are inadequate and reinstates the school facility fee cap for legislative actions (e.g., General Plan amendments, specific plan adoption, zoning plan amendments) as was allowed under the Mira, Hart, and Murrieta court cases. SB 50 states that these fees are the exclusive means of considering, as well as mitigating, school impacts caused by new development. Accordingly, these fees limit the scope of impact review in an EIR, the mitigation that can be imposed, and the findings a lead agency must make in justifying its approval of a Project (Government Code Sections 65995-65996). According to Government Code Section 65996, the development fees authorized by SB 50 are deemed to be “full and complete

school facilities mitigation." These provisions remain in place as long as subsequent State bonds are approved and available.

SB 50 also establishes three levels of Developer Fees that may be imposed upon new development by the governing board of a school district depending upon certain conditions within a district. Level One Fees are the statutory fees, which can be adjusted for inflation every two years. Level Two Fees allow school districts to impose fees beyond the base statutory cap, under specific circumstances. Level Three Fees come into effect if the State runs out of bond funds after 2006, which would allow school districts to impose 100 percent of the cost of the school facility or mitigation minus any local dedicated school monies. The school fee amounts provided for in Government Code Sections 65995, 65995.5, and 65995.7 would constitute full and complete mitigation for school facilities.

In order to accommodate students from new development projects, school districts may alternatively finance new schools through special school construction funding resolutions and/or agreements between developers, the affected school districts, and occasionally, other local governmental agencies. These special resolutions and agreements often allow school districts to realize school mitigation funds in excess of the developer fees allowed under SB 50.

The passage of Proposition 1A in 1998 created the School Facility Program (SFP), in order to streamline the process that school districts go through to obtain State funding. Pursuant to the SFP, funding for new construction and modernization is provided by the State in the form of per-pupil grants. Generally, projects also require local matching funds. The SFP also implemented numerous reforms intended to streamline the application process, simplify the State facilities program, and create a more transparent and equitable funding mechanism.

Local

La Verne Municipal Code

Section 10.36.070, *Stop required at school crossings*, establishes the proper vehicle stop and yield regulations pertaining to school crosswalks. Chapter 10.40, *Stopping, Standing, and Parking*, contains a discussion (10.40.060, *Parking adjacent to schools*) that authorizes the City engineer to establish traffic reducing design features such as "No Parking" signs and loading zones adjacent to any school property. These provisions work to create a safer environment in and around schools and their local neighborhoods.

PARKS

State

Quimby Act

The Quimby Act (California Government Code Section 66477) states that "the legislative body of a city or county may, by ordinance, require the dedication of land or impose a requirement of

the payment of fees in lieu thereof, or a combination of both, for park or recreational purposes as a condition to the approval of a tentative or parcel map." Requirements of the Quimby Act apply only to the acquisition of new parkland and do not apply to the physical development of new park facilities or associated operations and maintenance costs. The Quimby Act seeks to preserve open space needed to develop parkland and recreational facilities; however, the actual development of parks and other recreational facilities is subject to discretionary approval and is evaluated on a case-by-case basis with new residential development. The City has adopted park fees as allowed by the Quimby Act.

Mitigation Fee Act

The California Mitigation Fee Act, Government Code Sections 66000, et seq., allows cities to establish fees which would be imposed upon development projects for the purpose of mitigating the impact that the development projects have upon the City's ability to provide specified public facilities. In order to comply with the Mitigation Fee Act, the City must follow four primary requirements: 1) Make certain determinations regarding the purpose and use of a fee and establish a nexus or connection between a development project or class of project and the public improvement being financed with the fee; 2) segregate fee revenue from the General Fund in order to avoid commingling of capital facilities fees and general funds; 3) for fees that have been in the possession of the City for five years or more and for which the dollars have not been spent or committed to a project, the City must make findings each fiscal year describing the continuing need for the money; and 4) refund any fees with interest for developer deposits for which the findings noted above cannot be made.

Local

La Verne Municipal Code

Chapter 3.20, *Parks and Recreation Charges*, establishes a park, recreation, and open space fee that is to be imposed on all new development in the city in an amount to be determined by resolution of the city council. These fees shall be used only to finance the acquisition, expansion, and development of park, recreation and open space facilities that are needed as a result of new development as set forth in the resolution setting fees. The fees imposed by this section shall be deposited in the park development fund.

Title 12, *Streets, Sidewalks, and Public Places* dedicates Chapter 12.32, *Park Rules and Regulations* to regulating the use of parks and recreation areas of the city for the optimum benefit and enjoyment of the residents of La Verne. Chapter 12.32 specifies permits to acquire for special park uses; prohibited acts, curfews, and regulations regarding park officers. Chapter 12.36, *Parkways and Trees*, establishes regulations regarding maintenance of such.

PUBLIC LIBRARIES AND COMMUNITY FACILITIES

State

Assembly Bill 1600 Mitigation Fee Act

A development impact mitigation fee is a monetary exaction other than a tax or special assessment that is charged by a local governmental agency to an applicant in connection with an approval of a development project for the purpose of defraying all or a portion of the cost of public facilities related to the development project (Gov. Code § 66000(b)). The legal requirements for enactment of development impact fee program are set forth in Government Code §§ 66000-66025 (the "Mitigation Fee Act"), the bulk of which were adopted as 1987's AB 1600 and thus are commonly referred to as "AB 1600 requirements." A development impact fee is not a tax or special assessment; by its definition, a fee is voluntary and must be reasonably related to the cost of the service provided by the local agency.

AB 1600 mitigation fees imposed by county ordinance are required to be adjusted on an annual basis, with the exception of the Quimby and Fire fees. The mitigation fees are adjusted automatically on July 1st of each fiscal year, by a percentage equal to the appropriate engineering Construction Cost Index as published by Engineering News Record (ENR) for the preceding twelve months.

Local

La Verne Municipal Code

Chapter 12.50 forms rules and regulations around parades and community events in public safety to better ensure overall public safety and event ease. This Chapter goes on to identify prohibited items at such events; repercussions of interference with such events; and violations and penalties.

Chapter 18.86, *Health care and social service facilities*, intends to accommodate and encourage the development of facilities for child care, health care, and social services by establishing standards and conditions which enable such facilities to be created and which also protect the character and integrity of surrounding property and neighborhoods.

5.13.3 SIGNIFICANCE CRITERIA AND THRESHOLDS

Appendix G of the California Environmental Quality Act (CEQA) Guidelines contains the Initial Study Environmental Checklist, which includes questions related to public services. A significant impact will occur if implementation of the proposed Project will:

- 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 to times or other performance objectives for any of the public services:

- Fire Protection (refer to Impact Statement PS-1);
- Police Protection (refer to Impact Statement PS-1);
- Schools (refer to Impact Statement PS-1);
- Parks (refer to Impact Statement PS-2); and
- Other Public Facilities (refer to Impact Statement PS-1).

- Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated (refer to Impact Statement PS-2); or
- Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment (refer to Impact Statement PS-3).

5.13.4 IMPACTS AND MITIGATION MEASURES

PS-1: Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

Fire Protection and Emergency Services

Impact Analysis: While no specific development projects are proposed as part of the General Plan Update, the General Plan Update would accommodate future growth in La Verne, including new businesses, expansion of existing businesses, and new residential uses. New growth is anticipated to occur along the City's major corridors (Arrow Highway and Foothill Boulevard) and around the new Metro L (Gold) Line Station. No new development is anticipated within the SOI. The buildout analysis assumes a more than 20-year planning horizon, and 2045 is the full buildout year of the General Plan. Based on the anticipated growth, as described in Section 3.0, *Project Description*, and summarized in Table 3-4, *General Plan 2045 Buildout by Land Use Designation*, 2045 buildout under the General Plan Update could yield a net change over existing conditions of an additional 2,680 housing units, an additional population of 4,803 people, an additional 2,536,986 square feet of non-residential building square footage, and an additional 5,254 jobs within the Planning Area.

Future development projected in the General Plan Update may result in the need for additional LVFD resources (i.e., additional staffing, equipment, expanded/new facilities). At this time, it is unknown whether LVFD would need to expand or construct new facilities to meet the demand

of future development in the Planning Area. Future development is assumed to occur over time through 2045; thus, any increase in demand for fire protection services would occur gradually as additional development and associated population growth is added to the City. LVFD would continue to regularly monitor fire department resources to ensure that adequate facilities, staffing, and equipment are available to serve existing and future development and population increases. Further, as development occurs, a proportional increase in property tax, charges for LVFD services, and other funding sources would increase and offset impacts of new development on LVFD's existing resources in the City.

Additionally, new development projected in the General Plan Update would be required to comply with all applicable California Fire Code requirements for construction, access, water mains, fire flows, and hydrants. Individual project development plans would be reviewed by LVFD to determine specific fire requirements (e.g., fire flow capacities, emergency access, fuel modification plans) applicable to the specific development and to ensure compliance with these requirements. Further, La Verne Municipal Chapter 3.27, *Fire Development Fees – Hillside Development Overlay Zone*, establishes a development fee for fire suppression and emergency response services to be imposed on future residential development projects to provide their equitable share of the cost of mitigating emergency and fire responses in the hillside development overlay zone, and to mitigate the increased demand for fire suppression and emergency response services created by the construction of such developments in areas that are not adequately served by existing fire facilities and equipment.

As previously stated, new facilities would potentially be needed to serve growth contemplated in the General Plan Update. The environmental effect of providing the fire protection and emergency services is associated with the physical impacts of providing new and expanded facilities. The specific impacts of providing new and expanded facilities cannot be determined at this time, as the General Plan Update does not propose or authorize development nor does it designate specific sites for new or expanded public facilities. However, the facilities would be primarily provided on sites with land use designations that allow such uses and the environmental impacts of constructing and operating the facilities would likely be similar to those associated with new development, redevelopment, and infrastructure projects under the General Plan Update. These impacts are described in the relevant sections (Sections 5.1 through 5.20, and 6.0) of this EIR. Any future development resulting from implementation of the General Plan would be required to comply with regulations, policies, and standards included in the General Plan Update and would be subject to project-specific CEQA review, as appropriate.

The General Plan Update includes a range of policies and actions to ensure that fire protection and emergency services are provided in a timely fashion, are adequately funded, are coordinated between the City and the LVFD, and that new development funds its fair share of services. Public Safety Element Goal PS-1 and subsequent policies aim to protect the community from potential

fire hazards through implementation of proactive fire hazard abatement strategies. Policy PS-1.1 ensures adequate fire prevention services and facilities meet service standards identified by the Fire Department. Prior to project approval, Policy PS-1.12 requires development to prove that it can be served with adequate water capacity to support fire protection services. Policy PS-1.13 prohibits new development if located outside of an accepted fire service response time, as determined by the City of La Verne. The Community Services and Facilities Element contains Goal CSF-1 and associated policies aimed to preserve adequate and efficient public services. Community Services and Facilities Element Policy CSF-1.1 ensures that new growth and development participates in the provision and expansion of community services and facilities and does not exceed the City's ability to provide them. Further, Policy CSF-5.1 ensures that LVFD has adequate funding, staff, and equipment to accommodate existing and future growth in La Verne.

With implementation of the General Plan Update policies and actions, adherence to the Municipal Code, and compliance with applicable regulations, impacts related to the provisions and needs of fire protection and emergency services are less than significant, and no mitigation is required.

Proposed General Plan Update Goals, Policies, and Actions:

PUBLIC SAFETY ELEMENT

Goal PS-1: **Fire Safety.** A community that is minimally impacted by wildland and urban fires through implementation of proactive fire hazard abatement strategies.

Policy PS-1.1: **Services and Facilities.** Provide adequate fire prevention services and facilities to meet the service standards identified by the Fire Department.

Policy PS-1.12: **Adequate Water Supply.** Require development to prove conclusively that it can be served with adequate water capacity to support fire protection services.

Policy PS-1.13: **Response Time.** Prohibit new development if located outside of an accepted fire service response time, as determined by the City of La Verne.

Policy PS-1.17: **Fire and Building Codes.** Require that all buildings and structures within La Verne comply with local, state, and federal regulatory standards such as the California Fire and Building Codes as well as other applicable fire safety standards.

Action PS-1.2: Work with the Fire Department to maintain an ongoing fire inspection program to reduce fire hazards associated with multifamily development, critical facilities, public assembly facilities, industrial buildings, and nonresidential buildings.

Action PS-1.6: Design development on hillsides and canyons to reduce the increased risk of fires from topography features (i.e., steep slopes, ridge saddles).

Action PS-1.7: Conduct an evaluation on fire flow pressures in the City. Collaborate with the appropriate water providers on necessary upgrades to ensure adequate fire protection.

Action PS-1.10: The Fire Department and City Engineer will review proposed development projects and street networks to evaluate the accessibility for fire engines and other emergency response functions.

Goal PS-8: **Emergency Operations and Facilities.** A community that is prepared for and responds effectively to natural and human-induced disasters and emergencies, minimizing loss of life, injury, property damage, and disruption of vital services.

Policy PS-8.1: **Critical Facilities.** Coordinate with service providers to ensure the resilience of critical facilities, lifeline services, and infrastructure, and plan for the use of critical facilities during post-disaster response and recovery.

Policy PS-8.3: **Communication.** Maintain proper communication protocols and procedures among emergency service providers; local, state, and federal government agencies; businesses; schools; utilities; and other relevant parties to ensure quick and efficient response in the event of an emergency.

COMMUNITY SERVICES AND FACILITIES ELEMENT

Goal CSF-1: **Provisions of Services and Facilities.** A community that values and maintains high quality community services and facilities for all residents, businesses, institutions, and visitors in La Verne.

Policy CSF-1.1: **New Development.** Ensure that new growth and development participates in the provision and expansion of community services and facilities, and does not exceed the City's ability to provide them.

Policy CSF-1.3: **Mitigation.** Require new development to offset or mitigate impacts to community services and facilities to ensure that service levels for existing users are not degraded or impaired by new development.

Policy CSF-1.5: **Revenue Sources.** Identify local, stable and predictable sources of revenue and creative financing strategies (such as an Enhanced Infrastructure Financing District) to meet public facility, service, and infrastructure needs.

Policy CSF-1.9: **Infrastructure Rehabilitation.** Prioritize the regular maintenance and rehabilitation of public facilities and critical infrastructure to extend its useful

life; prioritize replacement of structures that have reached the end of their useful life or have capacity constraints.

Action CSF-1.2: Maintain records regarding the quality and status of public facilities and critical infrastructure and use this information to inform the capital improvement planning process.

Action CSF-1.3: Require that the capital improvements program place a high priority on upgrading local services to meet our current and anticipated demand.

Goal CSF-5: **Community Safety.** A safe community due to the provision of high-quality police and fire services and crime prevention measures.

Policy CSF-5.1: **Provision of Services.** Ensure that the Police and Fire Departments have adequate funding, staff, and equipment to accommodate existing and future growth in La Verne.

Policy CSF-5.4: **Department Consultation.** Promote coordination between land use planning and urban design through consultation and coordination with the Police and Fire Departments during the review of new development applications.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

Law Enforcement Services

Impact Analysis: Development accommodated under the General Plan Update would result in additional new businesses, expansion of existing businesses, and new residential uses in the City, which would increase demand for police protection services provided by the LVPD.

Further expansion of facilities, personnel, and equipment may be required to maintain adequate levels of police protection within the City. Development assumed by the General Plan Update is expected to occur gradually over time through 2045; thus, any increase in demand for police protection services would similarly occur gradually as additional development and associated population growth is added to the City, which also depends on the economic market demands. As individual projects are proposed within the City, LVPD service levels and staffing requirements would be evaluated on an annual basis to determine if additional staffing and/or facilities would be required. Upon adoption of the General Plan Update, LVPD would be able to utilize the projected growth in population, dwelling units, and nonresidential development to effectively plan for increases in population and police protection service demand.

The purpose of goals and policies of the General Plan Update are to maintain high quality community services and facilities for all residents, businesses, institutions, and visitors in La

Verne. Community Services and Facilities Element contains Goal CSF-1, and its associated policies, are aimed to preserve adequate and efficient public services. Policy CSF-1.1 ensures that new growth and development participates in the provision and expansion of community services and facilities and does not exceed the City's ability to provide them. Further, Policy CSF-5.1 ensures that LVPD has adequate funding, staff, and equipment to accommodate existing and future growth in La Verne. Policy CSF-5.6 supports efforts to improve police, fire, and emergency medical services through improved use of modern technology and industry best practices. Action CSF-5.3 has the City pursue grant funding on an on-going basis to increase LVPD and LVFD staffing levels; improve police and fire facilities and equipment; and, improve community safety services and programs. Additionally, Municipal Code Title 9, *Public Peace, Morals, and welfare*, contains several chapters regulating law enforcement's power and jurisdiction over certain crime categories and violations.

Implementation of these General Plan Update policies would help minimize risks related to significant impacts to police protection services. As such, implementation of the General Plan Update would result in less than significant impacts, and no mitigation is required.

Proposed General Plan Update Goals, Policies, and Actions:

COMMUNITY SERVICES AND FACILITIES ELEMENT

Goal CSF-1: **Provisions of Services and Facilities.** A community that values and maintains high quality community services and facilities for all residents, businesses, institutions, and visitors in La Verne.

Policy CSF-1.1: **New Development.** Ensure that new growth and development participates in the provision and expansion of community services and facilities, and does not exceed the City's ability to provide them.

Policy CSF-1.3: **Mitigation.** Require new development to offset or mitigate impacts to community services and facilities to ensure that service levels for existing users are not degraded or impaired by new development.

Policy CSF-1.5: **Revenue Sources.** Identify local, stable and predictable sources of revenue and creative financing strategies (such as an Enhanced Infrastructure Financing District) to meet public facility, service, and infrastructure needs.

Policy CSF-1.9: **Infrastructure Rehabilitation.** Prioritize the regular maintenance and rehabilitation of public facilities and critical infrastructure to extend its useful life; prioritize replacement of structures that have reached the end of their useful life or have capacity constraints.

Policy CSF-1.10: **Facility Sharing.** Promote the clustering of public and quasi-public facilities (e.g., schools, parks, activity centers, etc.), the joint use of facilities, and agreements for sharing costs and operational responsibilities among users.

Action CSF-1.2: Maintain records regarding the quality and status of public facilities and critical infrastructure and use this information to inform the capital improvement planning process.

Action CSF-1.3: Require that the capital improvements program place a high priority on upgrading local services to meet our current and anticipated demand.

Goal CSF-5: **Community Safety.** A safe community due to the provision of high-quality police and fire services and crime prevention measures.

Policy CSF-5.1: **Provision of Services.** Ensure that the Police and Fire Departments have adequate funding, staff, and equipment to accommodate existing and future growth in La Verne.

Policy CSF-5.2: **Culture of Safety.** Establish a culture of safety in La Verne by encouraging and supporting public safety programs that enhance safety and reduce crime through community policing, public education, youth crime prevention, and outreach programs.

Policy CSF-5.3: **Site Planning.** Emphasize the use of physical site planning as an effective means of preventing crime. Open spaces, landscaping, parking lots, parks, play areas, and other public spaces should be designed with maximum feasible visual and aural exposure to community residents.

Policy CSF-5.4: **Department Consultation.** Promote coordination between land use planning and urban design through consultation and coordination with the Police and Fire Departments during the review of new development applications.

Policy CSF-5.6: **Technology.** Support efforts to improve police, fire, and emergency medical services through improved use of modern technology and industry best practices.

Policy CSF-5.7: **Training.** Support the Police and Fire Departments in their efforts to continue to provide staff training that enhances cultural sensitivity, increases community outreach efforts, emphasizes their community service role, and maintains and enhances positive rapport with the community.

Policy CSF-5.10: **Mutual Aid Agreements.** Maintain and enhance active mutual aid agreements for police, fire, and medical disasters.

Action CSF-5.2: Continue to coordinate and promote crime and fire prevention and suppression programs with the community.

Action CSF-5.3: Pursue grant funding on an on-going basis to increase Police and Fire Department staffing levels, improve police and fire facilities and equipment, and improve community safety services and programs.

Action CSF-5.4: Develop a Crime Prevention Through Environmental Design (CPTED) Checklist to encourage project applicants to incorporate CPTED principles into the design of their projects and to assist in the Police Department's review of development applications.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

Schools

Impact Analysis: Implementation of the General Plan Update could result in the development of up to 2,680 dwelling units over existing conditions. School districts typically use student generation factors to determine the potential number of students that would be generated by the amount of residential development in order to accurately anticipate the needs for new/expanded facilities. Table 5.13-7, *Bonita School Unified School District*, identifies the number of potential students that would be generated from development anticipated by the General Plan Update in 2045.

Table 5.13-7
Bonita Unified School District Student Generation Rates

Grade Level	Student Generation Factor*	Proposed Net Increase Dwelling Units	Total Students Generated	Existing Excess/ (Shortage) Capacity	Able to Accommodate Project?
Elementary School	0.1596	2,680	428	(108)	No
Middle School	0.0710	2,680	191	(31)	No
High School	0.0957	2,680	257	214	No
Total	**--**	**2,680**	**876**	**75**	**No**

Source: Cooperative Strategies, *Residential and Commercial/Industrial Development School Fee Justification Study, Bonita Unified School District,* 2020.

Notes: *The "Blended Student Generation Factor" from the *BUSD Fee Justification Study* (Cooperative Strategies, 2020) was used in this analysis as the "Student Generation Factor."

Assuming all new development under the General Plan Update occurs within BUSD's school boundary, the Project would generate approximately 876 students (428 elementary school students, 191 middle school students, and 257 high school students). As shown in Table 5.13-7, BUSD does not currently have excess capacity at the elementary or middle school levels or have excess capacity overall. The high schools have an excess capacity of 214 seats, but as shown, that capacity may not be sufficient to accommodate future growth assumed under the General Plan Update. As such, based on the conservative assumption that all 2,680 residential units would provide new students to BUSD's school population, BUSD would not be able to adequately accommodate the increase in student population. Therefore, new facilities may need to be created, or existing facilities may need to be expanded, to accommodate for future population growth.

The exact location of future development is currently unknown. However, future development projected within the Planning Area is anticipated to occur gradually through 2045 and would be largely based on market demand. Thus, any increase in demand for school services would occur gradually as additional development occurs in the Planning Area.

School districts assess development impact fees against residential and non-residential development to mitigate impacts resulting from the increase in demand for school related services. Pursuant to SB 50, payment of fees to the applicable school district constitutes full mitigation for project impacts, including impacts related to the provision of new or physically

altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, or other performance objectives for schools. Therefore, individual development projects developed as a result of General Plan Update implementation would be required to pay the statutory fees, so that school facilities can be constructed/expanded, if necessary, at the nearest sites to accommodate the impact of project-generated students, thereby reducing potential impacts to a less than significant level.

In addition, the proposed General Plan Update includes several policies related to school services. Community Services and Facilities Element Goal CSF-6 ensures that the community has quality primary, secondary, and college educational opportunities, including occupational and lifelong learning options. Policy CSF-6.1 allows the City to work cooperatively with BUSD in order to ensure that adequate facilities and educational opportunities for all students are provided in a timely manner in accordance with the pace of residential development. Action CSF-6.1 evaluates the financial feasibility of implementing programs to promote and provide access to local and web-based educational resources, programs, and services for parents, students, and adults. Further, Community Services and Facilities Element Goal CSF-1, and subsequent policies, maintains high quality community services and facilities for all residents, businesses, institutions, and visitors in La Verne. Specifically, Policy CSF-1.1 ensures that new growth and development participates in the provision and expansion of community services and facilities, and does not exceed the City's ability to provide them; and Policy CSF-1.2 requires new development to offset or mitigate impacts to community services and facilities to ensure that service levels for existing users are not degraded or impaired by new development.

Overall, increased cooperation and coordination between the City and school districts would ensure high-quality school and community facilities throughout La Verne and would not result in significant impacts to school facilities. As such, the General Plan Update would result in a less than significant impact on school services and facilities, and no mitigation is required.

Proposed General Plan Update Goals, Policies, and Actions:

COMMUNITY SERVICES AND FACILITIES ELEMENT

Goal CSF-1: **Provisions of Services and Facilities.** A community that values and maintains high quality community services and facilities for all residents, businesses, institutions, and visitors in La Verne.

Policy CSF-1.1: **New Development.** Ensure that new growth and development participates in the provision and expansion of community services and facilities, and does not exceed the City's ability to provide them.

Policy CSF-1.3: **Mitigation.** Require new development to offset or mitigate impacts to community services and facilities to ensure that service levels for existing users are not degraded or impaired by new development.

Policy CSF-1.5: **Revenue Sources.** Identify local, stable, and predictable sources of revenue and creative financing strategies (such as an Enhanced Infrastructure Financing District) to meet public facility, service, and infrastructure needs.

Policy CSF-1.9: **Infrastructure Rehabilitation.** Prioritize the regular maintenance and rehabilitation of public facilities and critical infrastructure to extend its useful life; prioritize replacement of structures that have reached the end of their useful life or have capacity constraints.

Action CSF-1.2: Maintain records regarding the quality and status of public facilities and critical infrastructure and use this information to inform the capital improvement planning process.

Action CSF-1.3: Require that the capital improvements program place a high priority on upgrading local services to meet our current and anticipated demand.

Goal CSF-6: **Educational Resources.** A community with quality primary, secondary, and college educational opportunities, including occupational and lifelong learning options.

Policy CSF-6.1: **Adequate Facilities.** Continue to work cooperatively with Bonita Unified School District in order to ensure that adequate facilities and educational opportunities for all students are provided in a timely manner in accordance with the pace of residential development.

Policy CSF-6.2: **High-Quality Schools.** Continue to strongly support and encourage the maintenance of high-quality schools and diverse educational opportunities in La Verne, and work cooperatively with the local schools to explore all funding sources to secure available funding for new school facilities and resources.

Policy CSF-6.3: **Early Childhood Development.** Encourage community organizations and schools to provide and expand opportunities for early childhood care (0–5 years) and development.

Policy CSF-6.4: **After-School Programs.** Encourage schools and community organizations to provide safe, affordable, and quality after-school programs that offer recreational, educational, and health programs.

Policy CSF-6.5: **College Education.** Support the University of La Verne and other institutions of higher education in providing comprehensive educational opportunities that include certificate and associate, four-year, and advanced degree programs.

Policy CSF-6.6: **Adult Education.** Support the provision and expansion of continuing adult education programs.

Policy CSF-6.7: **Library System.** Support the development of the local library and expand access to materials where possible through partnerships with other organizations, such as Bonita Unified School District and the University of La Verne.

Policy CSF-6.8: **Partnerships.** Increase partnership opportunities between the City, businesses, and other organizations and institutions (e.g., University of La Verne, Bonita Unified School District, Fairplex Association, nonprofit groups, and private schools) to increase community education and lifelong learning.

Policy CSF-6.9: **Communication.** Maintain and strengthen open communications between the City and its many educational institutions to achieve the highest quality education for La Verne's children, youth, and adults.

Policy CSF-6.11: **Community Learning.** Provide an environment in which community literacy and cultural opportunities are enhanced.

Action CSF-6.1: Consider and evaluate the financial feasibility of implementing programs to promote and provide access to local and web-based educational resources, programs, and services for parents, students, and adults.

Action CSF-6.2: Continue to partner with local schools, the La Verne Chamber of Commerce, and the University of La Verne College, to coordinate the educational support programs and services offered to La Verne's youth.

Action CSF-6.3: Establish an annual awards program to recognize and honor the achievements of students, local schools, and businesses and community organizations that support local schools.

Action CSF-6.4: Coordinate with local school districts, alumni networks, real estate professionals, and the business community to develop and implement a comprehensive marketing campaign that promotes the positive achievements of local schools.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

Libraries and Community Services

Impact Analysis: Development accommodated under the General Plan Update would result in additional residents and businesses in the City. An increase in population residents and businesses would increase the demand for public services, including library services. LVPL is part of the County of Los Angeles Public Library system. The La Verne Community Center provides a wide variety of leisure opportunities and services for children, senior citizens and adults which contribute to the overall well-being of individuals and the community.

Future development projected in the General Plan Update may result in the need for additional LVPL or Community Center resources (i.e., additional staffing, equipment, expanded/new facilities). At this time, it is unknown whether the LVPL and Community Center would need to expand or construct new facilities to meet the demand of future development in the Planning Area. Future development is assumed to occur over time through 2045; thus, any increase in demand for library and community services would occur gradually as additional development and associated population growth is added to the City.

The County's library system and La Verne community facilities would continue receiving support through the General Plan Update goals and policies established in the Community Services and Facilities Element. Policy CSF-1.1 ensures that new growth and development participates in the provision and expansion of community services and facilities, and does not exceed the City's ability to provide them; and Policy CSF-1.2 requires new development to offset or mitigate impacts to community services and facilities to ensure that service levels for existing users are not degraded or impaired by new development. Policy CSF-6.7 aims to expand access to the local library. As LVPL is part of the County of Los Angeles Public Library system, regional coordination and cooperation is vital to ensure that all Planning Area residents have sufficient public facilities. Goal CSF-7 provides policies that bolster regional and subregional relations. Policy CSF-7.3 times development to coordinate it with public facilities availability and service improvements.

As previously stated, new or expanded facilities would potentially be needed to serve growth contemplated in the General Plan Update. The environmental effect of providing library and community services is associated with the physical impacts of providing new and expanded facilities. The specific impacts of providing new and expanded facilities cannot be determined at this time, as the General Plan Update does not propose or authorize development, nor does it designate specific sites for new or expanded public facilities. However, the facilities would be primarily provided on sites with land use designations that allow such uses, and the environmental impacts of constructing and operating the facilities would likely be similar to those associated with new development, redevelopment, and infrastructure projects under the General Plan Update. These impacts are described in the relevant sections (Sections 5.1 through 5.20, and 6.0) of this EIR. Any future development resulting from implementation of the General

Plan Update would be required to comply with regulations, policies, and standards included in the General Plan Update and would be subject to CEQA review, as appropriate.

The General Plan Update includes a range of policies and actions to ensure that library and community services are adequately funded, are coordinated between the City Community Center and the LVPL, and that new development funds its fair share of services. Therefore, impacts related to the provisions and needs of library and other community services would be less than significant, and no mitigation is required.

Proposed General Plan Update Goals, Policies, and Actions:

COMMUNITY SERVICES AND FACILITIES ELEMENT

Goal CSF-1: **Provision of Services and Facilities.** A community that values and maintains high quality community services and facilities for all residents, businesses, institutions, and visitors in La Verne.

Policy CSF-1.1: **New Development.** Ensure that new growth and development participates in the provision and expansion of community services and facilities, and does not exceed the City's ability to provide them.

Policy CSF-1.3: **Mitigation.** Require new development to offset or mitigate impacts to community services and facilities to ensure that service levels for existing users are not degraded or impaired by new development.

Policy CSF-1.5: **Revenue Sources.** Identify local, stable and predictable sources of revenue and creative financing strategies (such as an Enhanced Infrastructure Financing District) to meet public facility, service, and infrastructure needs.

Policy CSF-1.8: **Public Facility Plans.** Maintain and implement public facility master plans to ensure compliance with appropriate regional, state, and federal laws and to provide appropriate public facilities and services to maintain quality of life in La Verne.

Policy CSF-1.9: **Infrastructure Rehabilitation.** Prioritize the regular maintenance and rehabilitation of public facilities and critical infrastructure to extend its useful life; prioritize replacement of structures that have reached the end of their useful life or have capacity constraints.

Action CSF-1.2: Maintain records regarding the quality and status of public facilities and critical infrastructure and use this information to inform the capital improvement planning process.

Action CSF-1.3: Require that the capital improvements program place a high priority on upgrading local services to meet our current and anticipated demand.

Action CSF-1.5: Require any development that would put local and regional facilities at or near capacity to upgrade those facilities.

Goal CSF-6: **Educational Resources.** A community with quality primary, secondary, and college educational opportunities, including occupational and lifelong learning options

Policy CSF-6.4: **After-School Programs.** Encourage schools and community organizations to provide safe, affordable, and quality after-school programs that offer recreational, educational, and health programs.

Policy CSF-6.7: **Library System.** Support the development of the local library and expand access to materials where possible through partnerships with other organizations, such as Bonita Unified School District and the University of La Verne.

Policy CSF-6.8: **Partnerships.** Increase partnership opportunities between the City, businesses, and other organizations and institutions (e.g., University of La Verne, Bonita Unified School District, Fairplex Association, nonprofit groups, and private schools) to increase community education and lifelong learning.

Policy CSF-6.11: **Community Learning.** Provide an environment in which community literacy and cultural opportunities are enhanced.

Action CSF-6.1: Consider and evaluate the financial feasibility of implementing programs to promote and provide access to local and web-based educational resources, programs, and services for parents, students, and adults.

Action CSF-6.2: Continue to partner with local schools, the La Verne Chamber of Commerce, and the University of La Verne College, to coordinate the educational support programs and services offered to La Verne's youth.

Goal CSF-7: **Regional Services and Facility Coordination.** A community that has positive relationships with regional service providers, agencies, and jurisdictions resulting in enhanced community services and facilities for La Verne.

Policy CSF-7.3: **Availability of Facilities and Services.** Time development to coordinate it with public facilities availability and service improvements.

Policy CSF-7.6: **Fair Share Funding.** Require subregionally significant projects to provide fair share funding of all public facility needs created by the development.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

PS-2: Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

Impact Analysis: The City of La Verne contains 23 parks: six mini parks (one of which is private), 12 neighborhood parks (three of which are private), and five community parks. Based on the anticipated growth, as described in Section 3.0, *Project Description*, and summarized in Table 3-4, *General Plan 2045 Buildout by Land Use Designation*, 2045 buildout under the General Plan Update could yield a net change over existing conditions of an additional 2,680 housing units, an additional population of 4,803 people, an additional 2,536,986 square feet of non-residential building square footage, and an additional 5,254 jobs within the Planning Area. These new residents are expected to use park and recreational facilities, and this additional use may result in greater demands on parks and recreational facilities in the Planning Area such that deterioration of these facilities could occur or be accelerated. The additional demand on existing parks and recreational facilities would increase the need for maintenance and improvements. These improvements could have environmental impacts, although the exact impacts cannot be determined since the potential improvements are currently unknown.

The provision of new parks and recreation facilities would reduce the potential for adverse impacts and physical deterioration of existing parks and recreation facilities, by providing additional facilities to accommodate the demand for parks and recreation facilities. These new facilities would be provided at a pace and in locations appropriate to serve new development, as required to maintain the City adopted standard for park space acreage at four acres for every 1,000 residents. Table 5.13-8, *Required Parkland Dedication*, shows the required parkland dedication to meet the City's standard of four acres per 1,000 people.

Table 5.13.8
Required Parkland Dedication

Existing Conditions (2022)				General Plan 2045	
Population	**Parkland Acreage**	**Required Parkland**	**Parkland Deficit**	**Net Population Growth**	**Required Parkland**
32,304	128	129.22	1.22	4,803	148.43
Source: De Novo Planning Group, *La Verne General Plan Existing Conditions Report*, June 2018; City of La Verne, *City Parks,* 2023c.					

Development resulting from implementation of the General Plan Update would indirectly lead to the construction of new parks and recreation facilities to serve new growth and to meet existing parks and recreation needs. The General Plan Update supports the creation of new parks and

recreation facilities, including new parks and trails, to accommodate a wide range of activities for all age groups. Resource Management Element Policy RM-1.2 aims to maintain at least four acres of open space, park land and recreational facilities for every 1,000 residents, indicating the City supports the provision of new parks to meet service ratios. Policy RM-1.3 has the City provide open space, parks or recreation facilities within one-half mile of all City residents and, prioritize acquisition and development of new facilities in underserved areas. Further, Community Services and Facilities Policy CSF-1.1 ensures that new growth and development participates in the provision and expansion of community services and facilities, and does not exceed the City's ability to provide them. Land Use Element Policy LU-1.2 prioritizes creation, maintenance, and expansion of recreational and open space lands to the extent feasible. These new parks and recreation facilities would be distributed throughout areas proximate to new development in and around existing neighborhoods. Neighborhood and community parks and trails would generally be accommodated in the Open Space land use designation. The Open Space category includes parks and recreation areas, utilities, easements, flood control channels, and some hillside areas that will remain undeveloped due to environmental/safety constraints.

The City currently provides approximately 3.9 acres of parkland for every 1,000 people; as such, the City is not currently meeting the adopted parkland standard of four acres of parkland per 1,000 people. Based on the City's adopted parkland standard, the increase in population due to implementation of the General Plan Update could require approximately 18 acres of additional parkland, for a total of approximately 148.43 acres of new parkland, assuming a build-out population of 37,142. It should be noted that new development would be required to fund its fair share for required parkland but would not make up for existing system deficiencies.

There are currently 1,886 acres of Open Space in the Planning Area, as identified in Table 3-1 of Section 3.0, *Project Description.* Park space totals 128 acres in the Planning Area. According to Table 3-2, *General Plan Update Land Use Designations*, the Project proposes a total of 1,516 acres be dedicated to Open Space. This is a 370-acre reduction or park space, as compared to existing conditions. However, implementation of the General Plan Update proposes to increase the amount of land dedicated Specific Plan-Mixed Use. The Specific Plan-Mixed Use land use designation refers to areas implemented with Specific Plans which allow for a mix of land uses within that area, including residential, commercial/business park, industrial, community facilities, and/or open space. Under the General Plan Update, approximately 2.5 million additional feet of non-residential square footage is anticipated in the Specific Plan-Mixed Use designation, indicating there will be additional space resulting from Project implementation for new parks and recreational facilities.

The General Plan Update does not specifically propose any development projects, including parks. As a result, site-specific physical impacts of future park development and construction cannot be determined until future projects are brought forward for review. As future parks and

recreation projects are considered by the City, each project will be evaluated for conformance with the General Plan, Municipal Code, and other applicable regulations. Parks and recreation projects would also be analyzed for potential environmental impacts, consistent with the requirements of CEQA. In addition to ensuring that new and expanded parks and recreation facilities are provided to accommodate new growth, the General Plan Update includes policies and actions to ensure that parks and recreation facilities are adequately maintained and improved to serve both existing and planned growth. Resource Management Element Policy RM-1.8 instructs the City to perform regular maintenance and facility inspections on park playground equipment, facilities, and recreational fields to uphold the quality of City parks. Resource Management Element Action RM-1.1 encourages the City to pursue available resources to fund facilities and parkland maintenance, acquisition, and/or development. Further, Community Services and Facilities Element Policy CSF-1.9 prioritizes the regular maintenance and rehabilitation of public facilities to extend its useful life; prioritize replacement of structures that have reached the end of their useful life or have capacity constraints.

Although implementation of the General Plan Update would cause an incremental increase in demand for parks in the future, this increase could be further reduced to a less than significant level by the provision of public parkland and private on-site recreational amenities and through the payment of park fees, as established in Municipal Code Chapter 3.20, *Park and Recreation Charges*. Compliance with and implementation of applicable General Plan Update policies and actions and compliance with the City Municipal Code would ensure parks and recreational facilities would not be overused to the point of substantial deterioration.

As stated, the General Plan Update does not propose or approve the construction or expansion of parks or recreational facilities. Any new parks or recreational facilities that may be constructed in the future would be primarily provided on sites with land use designations that allow such uses and the environmental impacts of constructing and operating the parks and recreational facilities would likely be similar to those associated with new development, redevelopment, and infrastructure projects under the General Plan. These impacts are described in the relevant chapters (Sections 5.1 through 5.17, and 6.0) of this EIR. Any future development resulting from implementation of the General Plan Update would be required to comply with regulations, policies, and standards included in the General Plan Update, all applicable regulations, and would be subject to CEQA review as appropriate. Therefore, impacts to parks and recreational facilities associated with implementation of the General Plan Update would be less than significant, and no mitigation is required.

Proposed General Plan Update Goals, Policies, and Actions:

LAND USE ELEMENT

Policy LU-1.2: **Open Space Areas.** Create, maintain, and expand recreational and open space lands to the extent feasible.

RESOURCE MANAGEMENT ELEMENT

Goal RM-1: **Parks and Recreation.** A community featuring an attractive, safe, and accessible parks and recreation system that is sufficiently funded and properly maintained.

Policy RM-1.1: **Park Types.** Provide a range of open spaces, parks, trails and recreation facilities to meet the active and passive recreational needs of all La Verne residents, regardless of age, ability, or income.

Policy RM-1.2: **Park Standard.** Maintain at least four acres of open space, park land and recreational facilities for every 1,000 residents.

Policy RM-1.3: **Access Standard.** Provide open space, parks or recreation facilities within one-half mile radii of all City residents and prioritize acquisition and development of new facilities in underserved areas. Physical barriers (i.e., roadways, railroad lines, topography) should also be considered when evaluating service area and access.

Policy RM-1.4: **Park Design.** Uphold design, construction, implementation, and maintenance standards to ensure safe high-quality facilities, programs, and services that cater to a variety of ages and abilities, and reflect local and historic cultural elements.

Policy RM-1.5: **Funding.** Explore conventional and non-traditional funding options for the construction, maintenance, rehabilitation, and periodic modernization of La Verne's parks and recreation facilities, and allocate sufficient funding to park development in order to ensure that the public has adequate amenities and resources.

Policy RM-1.6: **Park Sustainability.** Encourage the incorporation of sustainable landscaping plans for new and existing parks which work to reduce water waste and conserve energy.

Policy RM-1.7: **Open Space for Private Developments.** Require future private development to incorporate open space areas or greenspace for resident or employee use consistent with the Municipal Code and/or Specific Plan.

Policy RM-1.8: **Park Maintenance.** Perform regular maintenance and facility inspections on park playground equipment, facilities, and recreational fields to uphold the quality of City parks.

Policy RM-1.9: **Accessible Facilities.** Require that new park facility construction and existing facility retrofits meet accessibility standards defined by the Americans with Disabilities Act (ADA) and playground safety requirements (Senate Bill 2733).

Policy RM-1.10: **Joint-Use Agreements.** Collaborate with school districts; public and private institutions (i.e. the University of La Verne); and private developers to create joint-use agreements that broaden the range of park and recreation facility options available to the public.

Policy RM-1.11: **Partnerships.** Establish creative partnerships with local and regional agencies, private developers, and institutions to develop new, nontraditional types of open space and recreational facilities.

Action RM-1.1: Pursue available resources to fund facilities and parkland maintenance, acquisition, and/or development such as General Fund, private donations, gifts and endowments, special districts, and federal and state grants.

Action RM-1.2: Continue the City's systematic completion of Americans with Disabilities Act (ADA) compliance upgrades for City parks and recreation facilities.

Action RM-1.3: Periodically review and update the Parks and Recreation Charges ordinance as-necessary to better reflect current costs and needs to address park demand generated by infill development.

Action RM-1.4: Periodically review and update the fees charged for facility rentals, recreation.

Goal RM-2: **Open Space.** A community with distinctive natural open spaces that provide significant scenic value to La Verne.

Policy RM-2.1: **Balanced Open Space System.** Support a balanced and integrated open space system that reflects a variety of considerations, including resource conservation, recreation, aesthetics, and community identity.

Policy RM-2.2: **Minimal Alterations to Existing Space.** Encourage minimal alteration of the natural terrain in environmentally sensitive open space areas.

Policy RM-2.3: **Wilderness Management Plan.** Implement and support recommendations and policies established in the City of La Verne Wilderness Management Plan.

Policy RM-2.4: **Scenic Vistas and Routes.** Discourage development on or immediately adjacent to existing scenic vistas in order to preserve community character.

Policy RM-2.5: **Regional Cooperation.** Recognize areas of overlapping jurisdiction with respect to open space and biological resources, such as Los Angeles County's Significant Ecological Area, and coordinate the City's actions with efforts of surrounding

cities, agencies, and Los Angeles County to protect and maximize regional open space.

Policy RM-2.6: **Cooperative Agreements.** Where feasible, enter into inter-jurisdictional cooperative agreement with allied agencies such the Angeles National Forest, the San Gabriel Mountains National Monument, Los Angeles County Department of Parks and Recreation, the cities of Claremont, San Dimas, and Pomona, and non-governmental organizations, to implement resource management programs.

Action RM-2.1: Prepare and distribute in electronic and hard-copy format resource guides regarding public access to regional and local open space.

Action RM-2.2: Periodically coordinate with neighboring jurisdictions to share plans regarding open space protection and access.

COMMUNITY SERVICES AND FACILTIES ELEMENT

Policy CSF-1.1: **New Development.** Ensure that new growth and development participates in the provision and expansion of community services and facilities, and does not exceed the City's ability to provide them.

Policy CSF-1.9: **Infrastructure Rehabilitation.** Prioritize the regular maintenance and rehabilitation of public facilities and critical infrastructure to extend its useful life; prioritize replacement of structures that have reached the end of their useful life or have capacity constraints.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

PS-3: Would the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

Impact Analysis: The General Plan Update does not propose to change the amount of land dedicated to Open Space. There are currently 1,886 acres of Open Space as identified in Table 3-1 of Section 3.0, *Project Description*. No site-specific projects are proposed under the General Plan Update. The City currently provides 3.9 acres of parkland for every 1,000 people, which is just below the City's desired parkland standard. Based on the anticipated 2045 buildout population of 37,142 which results in an increase of approximately 4,803 people, a total need of 148.43 acres of parkland will be needed to comply with the City's park standard of four acres per 1,000 people.

Construction of these future parks could result in environmental impacts, including disturbances or conversion of habitat, water pollution during construction, increased noise levels, and an increase in impermeable surfaces. At the time future parks are proposed, they would require a separate environmental review and compliance with regulations in existence at that time would address potential environmental impacts related to the construction and operation of new parks. Furthermore, these future parks would be subject to General Plan Update policies and actions intended to protect the environment and the programmatic mitigation framework established in this EIR. Resource Management Element Policy RM-5.3 requires non-infill development proposals to provide biological assessments in areas which may contain important plant communities and wildlife habitat; overall reducing potential adverse effects to natural communities and the environment. Resource Management Element Policy RM-5.5. ensures that open space areas that contain sensitive biological resources are maintained as passive recreation uses. Land Use Element Policy LU-1.9 strongly encourages new development to occur in infill locations in a balanced and efficient pattern that reduces sprawl, preserves open space, and creates convenient connections to other land uses and transportation facilities.

As such, with compliance to environmental regulations established at the time of future park and recreational projects are proposed, and adherence to General Plan Update policies and actions, the environmental impacts associated with the construction or expansion of recreational facilities would less than significant, and no mitigation is required.

Proposed General Plan Update Goals, Policies, and Actions:

LAND USE ELEMENT

Policy LU-1.9: **Growth Pattern.** Strongly encourage new development to occur in infill locations in a balanced and efficient pattern that reduces sprawl, preserves open space, and creates convenient connections to other land uses and transportation facilities.

Action LU-2.6: Utilize a site development permit process and the California Environmental Quality Act in the review of proposed development projects to promote high quality in urban design and minimize environmental impacts.

RESOURCE MANAGEMENT ELEMENT

Goal RM-1: **Parks and Recreation.** A community featuring an attractive, safe, and accessible parks and recreation system that is sufficiently funded and properly maintained.

Policy RM-1.2: **Park Standard.** Maintain at least four acres of open space, park land and recreational facilities for every 1,000 residents.

Policy RM-1.3: **Access Standard.** Provide open space, parks or recreation facilities within one-half mile radii of all City residents and prioritize acquisition and development of new facilities in underserved areas. Physical barriers (i.e., roadways, railroad lines, topography) should also be considered when evaluating service area and access.

Policy RM-1.5: **Funding.** Explore conventional and non-traditional funding options for the construction, maintenance, rehabilitation, and periodic modernization of La Verne's parks and recreation facilities, and allocate sufficient funding to park development in order to ensure that the public has adequate amenities and resources.

Policy RM-1.6: **Park Sustainability.** Encourage the incorporation of sustainable landscaping plans for new and existing parks which work to reduce water waste and conserve energy.

Policy RM-1.8: **Park Maintenance.** Perform regular maintenance and facility inspections on park playground equipment, facilities, and recreational fields to uphold the quality of City parks.

Policy RM-1.11: **Partnerships.** Establish creative partnerships with local and regional agencies, private developers, and institutions to develop new, nontraditional types of open space and recreational facilities.

Action RM-1.1: Pursue available resources to fund facilities and parkland maintenance, acquisition, and/or development such as General Fund, private donations, gifts and endowments, special districts, and federal and state grants.

Action RM-1.3: Periodically review and update the Parks and Recreation Charges ordinance as-necessary to better reflect current costs and needs to address park demand generated by infill development.

Goal RM-2: **Open Space.** A community with distinctive natural open spaces that provide significant scenic value to La Verne.

Policy RM-2.1: **Balanced Open Space System.** Support a balanced and integrated open space system that reflects a variety of considerations, including resource conservation, recreation, aesthetics, and community identity.

Policy RM-2.2: **Minimal Alterations to Existing Space.** Encourage minimal alteration of the natural terrain in environmentally sensitive open space areas.

Policy RM-2.3: **Wilderness Management Plan.** Implement and support recommendations and policies established in the City of La Verne Wilderness Management Plan.

Policy RM-2.4: **Scenic Vistas and Routes.** Discourage development on or immediately adjacent to existing scenic vistas in order to preserve community character.

Policy RM-2.5: **Regional Cooperation.** Recognize areas of overlapping jurisdiction with respect to open space and biological resources, such as Los Angeles County's Significant Ecological Area, and coordinate the City's actions with efforts of surrounding cities, agencies, and Los Angeles County to protect and maximize regional open space.

Policy RM-2.6: **Cooperative Agreements.** Where feasible, enter into inter-jurisdictional cooperative agreement with allied agencies such the Angeles National Forest, the San Gabriel Mountains National Monument, Los Angeles County Department of Parks and Recreation, the cities of Claremont, San Dimas, and Pomona, and non-governmental organizations, to implement resource management programs.

Action RM-2.2: Periodically coordinate with neighboring jurisdictions to share plans regarding open space protection and access.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

5.13.5 CUMULATIVE IMPACTS

CEQA Guidelines Section 15355 requires an analysis of cumulative impacts, which are defined as, "two or more individual effects which, when considered together, are considerable, or which compound or increase other environmental impacts." The following discussions are included in order of the topical areas discussed above to determine whether a significant cumulative effect would occur.

Would the Project, combined with other relevant cumulative projects, result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

Fire Protection

Impact Analysis: The Project proposes to accommodate future growth in La Verne, including new businesses, expansion of existing businesses, and new residential uses. New growth is anticipated to occur along the City's major corridors (Arrow Highway and Foothill Boulevard) and around the new Metro L (Gold) Line Station. The Project allows for new residential development or increased

residential development when compared to existing conditions potentially necessitating the need for increased fire protection services and facilities. Future residential development and cumulative development would generally require the same levels of fire protection and emergency services.

However, General Plan Update policies require that future residential development within the Planning Area, including cumulative projects, comply with local, State, and federal regulatory standards, such as the State Building and Fire Codes, as well as other applicable fire safety standards. The General Plan Update policies assure that all future fire facilities associated with the implementation of the Project, combined with other relevant cumulative projects, would not result in substantial adverse physical or environmental impacts. Municipal Code Chapter 3.27, *Fire development fees – Hillside development overlay zone*, requires new hillside residential development to pay a construction and development fee in accordance with City. The fee is imposed on new hillside residential development for the purposes of assuring that the current level of service goals of the City are met with respect to additional demands placed on fire facilities from such development.

As part of the development review process, site development would be required to comply with standard LVFD conditions of approval. As per Municipal Code Chapter 15.32, *Fire Code*, LVFD reviews site plans and fuel modification plans to ensure that defensible space and fire safety are adequately met before development is approved. This includes plan review of the design details of the architectural, structural, mechanical, plumbing, and electrical systems.

Therefore, future development associated with the Project, combined with other relevant cumulative projects, would not have adverse impacts to fire protection and emergency services; the Project's incremental impacts to fire protection and emergency services would not be cumulatively considerable.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

Police Protection

Impact Analysis: Future Project development and cumulative development would generally require the same levels of law enforcement services, indicating that additional LVPD resources may be needed.

All future development associated with the proposed Project and cumulative projects within the City would be required to adhere to local regulations pertaining to public service operations. General Plan Community Services and Facilities Element policies ensure that adequate public facilities and services are provided for the convenience and safety of each neighborhood in the City, as the City develops and reaches its build out potential.

As part of the development review process, LVPD would review site-specific development plans and applicants would be required to comply with any specific conditions related to safety and security specified by the LVPD. Project adoption would further allow LVPD to utilize the projected growth in population, dwelling units, and nonresidential development to effectively plan for increases in population and police protection service demand.

Therefore, future development associated with the Project, combined with other relevant cumulative projects, would not have adverse impacts to police protection services; the Project's incremental impacts to police protection services would not be cumulatively considerable.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

Schools

Impact Analysis: Students generated by the implementation of the Project, combined with other relevant cumulative projects, would attend BUSD schools. Future Project development, in addition to cumulative development, would generally require the same levels of school services, indicating that additional BUSD resources and facilities may be needed.

All future residential development associated with the proposed Project and cumulative projects within the City would be required to adhere to local regulations pertaining to public service operations. The General Plan Update includes policies that ensure adequate public facilities and infrastructure, that support the needs of City, are provided. The General Plan Update also includes policies that require adequate fire protection and emergency services for new development, indicating that all new or expanded school facilities would need adequate services before approval.

Additionally, per California Government Code Section 65995, developer fees paid to BUSD would address any potential effects to schools. Pursuant to SB 50, payment of fees to the applicable school district is considered full mitigation for project impacts, including impacts related to the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, or other performance objectives for schools.

As individual development projects resulting from implementation of the General Plan Update, combined with other relevant cumulative projects, would be required to pay the statutory fees, so that school facilities can be constructed/expanded, if necessary, to accommodate future students, impacts would be less than significant. Thus, the Project's incremental effects involving expansion of school facilities would not be cumulatively considerable.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

Other Public Facilities

Impact Analysis: Future development projects resulting from implementation of the General Plan Update, including cumulative projects, would generally require the same levels of public facilities and services, indicating that additional public resources may be needed.

All future development resulting from implementation of the General Plan Update, including cumulative projects within the City, would be required to adhere to local regulations pertaining to public service operations. The General Plan Update includes policies that ensure adequate public facilities and infrastructure, that support the needs of City, are provided. The General Plan Update also includes policies that require adequate fire protection and emergency services for new development, indicating that all new or expanded public facilities would need adequate services before approval. General Plan Community Services and Facilities Element policies insure that adequate public facilities and services are provided for the convenience and safety of each neighborhood in the City.

Therefore, future development resulting from implementation of the General Plan Update, combined with other relevant cumulative projects, would not have adverse impacts to public facilities and services; the Project's incremental impacts to public services would not be cumulatively considerable

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

Would the project, combined with other relevant cumulative projects, increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

Impact Analysis: The Project, combined with other relevant cumulative projects, would bring new residents to the City of La Verne. These new residents are expected to use existing park and recreational facilities, and this additional use may result in greater demands on parks and recreational facilities in the Planning Area such that deterioration of these facilities could occur or be accelerated. Additionally, the additional demand on existing parks and recreational facilities would increase the need for maintenance and improvements. These improvements could have potential environmental impacts, although the exact impacts cannot be determined since the potential improvements are currently unknown. Future development resulting from implementation of the General Plan Update, including cumulative development, would generally increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated, indicating that additional park and recreation resources may be needed.

All future development associated with implementation of the General Plan Update, including cumulative projects within the City, would be required to adhere to local regulations pertaining to parks and recreational facilities. The General Plan Update includes proactive policies that support adding more recreation classes to meet the needs of the community as it grows and, require annual review of recreational programs in order to respond to the changing needs of the community. Future development associated with the implementation of the Project would also adhere to Municipal Code Chapter 3.20, *Parks and recreation charges*.

Compliance with established local regulations would assure parks and recreational facilities would not be overused to the point of substantial deterioration. Therefore, the Project's incremental effects involving increased use of existing parks or other recreational facilities such that substantial physical deterioration would occur or be accelerated, would not be cumulatively considerable.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

Would the project, combined with other relevant cumulative projects, include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

Impact Analysis: The Project, combined with other relevant cumulative projects, would bring new residents to the City of La Verne. These new residents are expected to use existing recreational facilities; this additional population may result in the need to construct or expand recreational facilities, which might have an adverse physical effect on the environment.

Construction of future parks and recreational facilities could result in environmental impacts, including disturbances or conversion of habitat, water pollution during construction, increased noise levels, and an increase in impermeable surfaces. At the time future recreational facilities are proposed, they would require project-specific environmental review and compliance with existing regulations that address potential environmental impacts related to the construction and operation of new parks. Additionally, new or expansion projects would be required to adhere to standards established in the General Plan Update and CEQA, further impeding construction activities from having an adverse physical effect on the environment. Future development resulting from implementation of the General Plan Update would adhere to Municipal Code Chapter 3.20, *Parks and recreation charges*.

Compliance with established local regulations would assure newly constructed or expanded recreational facilities resulting from implementation of the General Plan Update, including cumulative projects, would not have an adverse physical effect on the environment. Therefore, the Project's incremental effects involving increased use of existing parks or other recreational

facilities such that substantial physical deterioration would occur or be accelerated, would not be cumulatively considerable.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

5.13.6 SIGNIFICANT UNAVOIDABLE IMPACTS

Public Services impacts associated with the implementation of the General Plan Update would be less than significant; no significant unavoidable public service impacts would occur as a result of the General Plan Update.

5.13.7 REFERENCES

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University of La Verne, *2025 Strategic Vision*, November 2020.

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5.14 TRANSPORTATION

5.14.1 PURPOSE

This section describes the potential impacts to the transportation system associated with adoption and implementation of the General Plan Update.

This section is based on the *La Verne General Plan Update Transportation Impact Analysis* (TIA), prepared by Kittelson & Associates, Inc., dated January 22, 2024 and include as Appendix F, *Transportation Impact Analysis*, of this Draft EIR.

In addition to the transportation analysis conducted under the requirements of the California Environmental Quality Act (CEQA), the TIA also analyzed roadway segment and intersection operations associated with General Plan Update implementation to address the City's goal of providing satisfactory roadway operations and traffic flow within La Verne. Recommended improvements on these facilities were provided to accommodate long-term buildout of vehicular traffic. The results and recommendations of this level of service (LOS) analysis are contained in the TIA, which is included as Appendix F of this EIR. Under Senate Bill 743 as of July 1, 2020, local agencies may no longer rely on roadway/intersection delay and capacity-based analyses for CEQA purposes, but rather, agencies must analyze transportation impacts utilizing vehicle miles travelled (VMT), which measures the number of vehicle trips generated by a project and their average distance of travel to and from a project. These are calculated and assessed on a per rate basis (e.g. per capita for residential projects or per employee for commercial projects). This is a change from the prior method of analyzing transportation impacts, which measured levels of service (LOS) at intersections and roadway segments, graded from LOS A to LOS F. Per SB 743, after July 1, 2020, LOS will no longer be the threshold to measure transportation impacts, however, LOS may be relevant goals and policies in a local agency's General Plan. Given that LOS is no longer a CEQA-related topic, LOS analysis is not discussed in this EIR.

Two comments were received during the NOP comment period regarding transportation. The comments were received from the California Department of Transportation (Caltrans), District 7 Office, and from Cynthia Gabaldon. The Caltrans comment recommends that the Project incorporate complete streets elements, and that the Draft EIR ensures that all modes of transportation are served well by planning and development activities. Caltrans encourages the Lead Agency to evaluate the potential of Transportation Demand Management (TDM) strategies and Intelligent Transportation System (ITS). Caltrans recommends that the Draft EIR include in the Transportation section a vehicle miles traveled (VMT) analysis and to include queuing analysis with actual signal timing for existing traffic conditions at the westbound/eastbound off-ramps on Interstate 210 (I-210) within the General Plan at the State facilities. The *Transportation Impact*

Analysis includes the I-210 westbound and eastbound ramps as study intersections (see Appendix F). This section addresses the environmental issues raised during the NOP comment period.

5.14.2 ENVIRONMENTAL SETTING

EXISTING ROADWAY NETWORK

The roadway system in La Verne consists of arterial, collector, and local access roadways which serve local and regional traffic demand, including traffic to/from freeways. The existing vehicular facilities in La Verne are discussed below.

Interstate 210

Interstate 210 (I-210) is an east-west freeway connecting San Bernardino to the San Fernando Valley. I-210 bisects La Verne into northern and southern halves and provides connections to the adjacent cities of San Dimas and Claremont. Within the City, the freeway has three 12-foot general purpose lanes in each direction and one 12-foot high-occupancy vehicle (HOV) (2+ persons) lane in each direction. There are on- and off-ramps within City limits located at Foothill Boulevard and Fruit Street. The posted speed is 65 miles per hour (mph).

Local Roadways

Roadways within La Verne are classified in the current General Plan Transportation Element (1998) as major arterials, secondary arterials, collectors, and local access, defined based on the number of vehicle lanes and vehicle throughput capacity**.**

- **Arterial roadways** are the backbone of a city's circulation network. They connect freeways and major destinations in the city and are used primarily for cross-town travel, commercial vehicle travel and access to collector streets and local streets. Arterials typically provide access to adjacent land uses, but access may be restricted by medians at some locations. Driveways are limited or consolidated to a few locations, and on-street parking may be limited or absent in order to provide the greatest travel capacity within the available right-of-way. In La Verne, major arterials have capacity for up to 33,000 average daily traffic, and secondary arterials have capacity for up to 22,000 average daily traffic.
- **Collectors** are designed to connect neighborhoods with arterials and local destinations such as Old Town La Verne. They carry a moderate amount of traffic, typically less than 12,500 vehicles per day. These streets typically have four lanes, may have curbed parking, and have traffic signals at major intersections. Intersections with relatively lower volume streets may be four-way or two-way stop controlled.
- **Local access roadways** include local streets and cul-de-sac streets with a small amount of traffic, with a maximum of 1,500 vehicles per day. These streets typically have two lanes and a design speed of 25 miles per hour. Intersections with relatively lower volume streets may be four-way or two-way stop controlled.

Individual arterials in La Verne are described below. In general, the east-west roadways provide connections to neighboring cities such as San Dimas and Claremont, and the north-south roadways connect La Verne to Pomona and the San Gabriel Mountains.

Arrow Highway is an east-west major arterial in the southern portion of La Verne, that provides a regional connection to Irwindale to the west and Montclair to the east. Within La Verne, the street primarily serves industrial land uses and the LA County Fairgrounds. There are three 11-foot travel lanes in each direction between White Avenue and Walnut Avenue, two westbound and three eastbound travel lanes between White Avenue and Miramonte Drive, and two travel lanes in each direction between Miramonte Drive and Fulton Road. In La Verne, opposite direction travel lanes along Arrow Highway are separated by a raised median. Six-foot sidewalks are present along the south side of the roadway throughout the City and located on the north side of the roadway between Fairplex Drive and Fulton Road. On-street parking is only permitted in some sections between White Avenue and Fulton Road. Arrow Highway does not have any bike facilities within La Verne, but it is a Class III Bike Route west of La Verne, in San Dimas. The posted speed is 45 mph.

Baseline Road is an east-west major arterial generally serving the northern residential area of La Verne. Prior to the final extension of I-210, the freeway had previously terminated at Baseline Road in La Verne. This condition and the planned (now complete) I-210 extension were a primary focus of the City's previous General Plan that was adopted in 1998. There are two 11- to 12-foot travel lanes in each direction, separated by a two-way left-turn median. There are six-foot sidewalks on both sides of the street and on-street parking is permitted along most of the roadway. The posted speed is 40 mph.

Foothill Boulevard is an east-west major arterial serving commercial land uses. Most of the City's retail development is located along Foothill Boulevard and there are a significant number of shopping center ingress and egress points along the corridor. There are two travel lanes in the westbound direction and three travel lanes in the eastbound direction, separated by a raised median. The travel lanes are generally 10 to 11 feet wide, with one segment with a 19-foot lane. There is short a segment between Towne Center Drive and Williams Avenue where there are only two travel lanes in the eastbound direction. Six- to eight-foot sidewalks are provided on both side of the street and on-street parking is permitted between Bradford Street and Williams Avenue. The posted speed is 45 mph.

Puddingstone Drive is an east-west major arterial near the Brackett Field Airport. Puddingstone Drive also provides access to the recently developed Gilead facility, which has its entrance on Wheeler Avenue just north of its intersection with Puddingstone Drive. There is one travel lane in each direction between Walnut Avenue and Wright Avenue. Between Wright Avenue and Fairplex Drive, Puddingstone Drive has two travel lanes in each direction, separated by a raise

median. On-street parking is permitted and five- to eight-foot sidewalks are provided on both sides of the roadway along some segments.

San Dimas Canyon Road is a north-south major arterial. There are two sections of San Dimas Canyon Road in La Verne including the segment located between Juanita Avenue and Bonita Avenue, and the segment between Palomares Avenue and Sun Rose Street. There are two 12- to 13-foot travel lanes in each direction. Six- to eight-foot sidewalks are provided on both sides of the roadway and on-street parking is permitted on most sections. The posted speed is 40 mph. A northbound bike lane is present on San Dimas Canyon Road in between the segments in La Verne.

White Street and Fruit Street form a corridor consisting of a north-south major arterial (south of Foothill Boulevard) and secondary arterial (north of Foothill Boulevard), providing a connection to the I-210 freeway and the L.A. County Fairgrounds. Between Foothill Boulevard and Eighth Street and between First Street and Munster Street, White Street has two 11- to 18-foot travel lanes in each direction, separated by a raised median. Between First Street and Sixth Street, White Street has one 11-to 12-foot travel lane in each direction with a two-lane left-turn median. White Street has two northbound travel lanes and one southbound travel lane between Sixth Street and Eighth Street. North of Foothill Boulevard, Fruit Street has two 10- to 24-foot travel lanes in each direction, with a two-way left-turn median along certain sections. Six-foot sidewalks are provided on both sides of White Street and Fruit Street. The posted speed is 35 mph along White Street, which increases to 40 mph on Fruit Street. Class II bike lanes are present on White Avenue between Foothill Boulevard and College Lane, while on-street parking is permitted along some segments of Fruit Street.

Bonita Avenue is an east-west secondary arterial serving the University of La Verne and Old Town La Verne. There are two 11-foot travel lanes in each direction west of Wheeler Avenue, and one 11-foot travel lane in each direction between Wheeler Avenue and Fulton Road. Two-way left-turn medians are provided along sections of Bonita Avenue and on-street parking is permitted along most of the road.

Wheeler Road is a north-south secondary arterial, connecting the southern and northern sections of La Verne and includes an overcrossing at I-210. There are two 10- to 14-foot travel lanes in each direction, separated by a two-way left-turn median. The posted speed is 40 mph. Six- to ten-foot sidewalks are provided along both sides of the roadway, except for the segment between Ancona Drive and Bonita Avenue. The Metropolitan Water District (MWD) plant is also accessed via Wheeler Road.

Golden Hills Drive is an east-west secondary arterial in the northern residential section of La Verne. There is one 14-foot travel lane in each direction and six-foot sidewalks are provided on

both sides of the roadway. On-street parking is allowed along most of the street. The posted speed is 40 mph.

Country Club Drive/Birdie Drive is a north-south secondary arterial in the northern residential section of La Verne. There is one 11- to 12-foot travel lane in each direction. Six- to eight-foot sidewalks are provided on both sides of the roadway and on-street parking is permitted. The posted speed is 25 mph.

Emerald Avenue is a north-south secondary arterial, connecting Baseline Road with Foothill Boulevard with an overcrossing at I-210. There is one 16-foot travel lane in each direction, with a two-way left-turn median. The curb-to-curb width is reduced and the center turn lane is eliminated temporarily approximately 800 feet north of Foothill Boulevard, at a storm channel crossing. On-street parking is permitted along most segments and the posted speed is 35 mph.

Towne Center is a secondary arterial, providing a connection between Foothill Boulevard and White Avenue. There is one 13- to 14-foot travel lane in each direction and six-foot sidewalks are provided on both sides of the roadway. On-street parking is not permitted and the posted speed is 30 mph.

D Street in particular is an important north-south collector street that connects Foothill Boulevard to Old Town La Verne and the University of La Verne. North of Old Town La Verne, the street has one travel lane in each direction, separated by a two-way left-turn median, and allows on-street parking on both sides of the road. Within Old Town La Verne, the street function changes to serve store front retail by providing time-limited marked diagonal parking spaces and sidewalks with landscaping.

TRANSIT SERVICE

Foothill Transit provides bus service within the City of La Verne and to/from adjacent cities. 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 with the extension of the A Line (currently under construction). Currently the A 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 provides shuttle services for local destinations for eligible residents. The various public transit services in and around La Verne as of May 2023 are documented below and shown in Figure 5.14-1, *Existing Public Transit*.

Foothill Transit

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.

Bus routes with service throughout the City are shown in Table 5.14-1, *Foothill Transit Routes* and Figure 5.14-1. Note, Routes 690 and 291-L also served La Verne but were discontinued during the COVID-19 pandemic.

Table 5.14-1
Foothill Transit Routes

Route	Hours of Operation	Destinations Served	Peak/Off-Peak Frequency (in Minutes)
188	4:00 a.m. - 12:56 a.m.	Azusa Intermodal Transit Center, Citrus College, Azusa Pacific University, Claremont College, Claremont Transit Center, Montclair Transit Center	15-20 /15-30
197	5:25 a.m. - 8:55 p.m.	Montclair Transit Center, Claremont Transit Center, Pomona Fairplex, Pomona Transit Center	30 /60
291	4:00 a.m. - 10:39 p.m.	Bonita High School, Pomona Valley Hospital, Pomona Transit Center	15-20/30
492	4:25 a.m. - 11:11 p.m.	Montclair Transit Center, Claremont Transit Center, University of La Verne, El Monte Station	20-30/60
Source: *La Verne General Plan Update Transportation Impact Analysis* (TIA), prepared by Kittelson & Associates, Inc., dated January 22, 2024.			

Along Foothill Boulevard, bus stops generally include trash receptacles, benches, and covered shelters. Along Bonita Avenue, bus stops generally include trash receptacles and benches; covered shelters are not provided along Bonita Avenue, but street trees do provide some shade.

Metrolink

Metrolink provides heavy-rail, regional transit service to the counties of Los Angeles, San Bernardino, Orange, Ventura, San Diego, and Riverside. There are two Metrolink stations that serve La Verne residents. The Fairplex station, part of the San Bernardino line, is only operational during the L.A. County Fair and is located in the southern part of the City, adjacent to the Fairplex. The other Metrolink station, Pomona (North) Station, is located outside of the City boundaries, just west of Gary Street, between Bonita Avenue and Arrow Highway. This station is part of the San Bernardino line that connects to downtown Los Angeles to the west and San Bernardino to the east.

LA Metro

LA Metro provides bus, light rail, and heavy rail service for travel within L.A. County. LA Metro does not currently have bus service within La Verne. In addition, LA Metro does not currently have rail service within La Verne, with the closest LA Metro rail station located at the current terminus of the A Line, the APU/Citrus College Station in the City of Azusa, about 9 miles west of

the City. However, LA Metro is planning to extend light rail service to La Verne. In particular, Phase 2 of the Foothill Extension of the A (Gold) Line (currently under construction) will extend service from Azusa to Montclair and includes a planned station in La Verne near Arrow Highway and E Street.

Amtrak

Amtrak operates intercity and interstate rail service nationwide. Currently, there are no Amtrak stops located within the City, but residents can access Amtrak Sunset Limited Line and Texas Eagle Line at the Pomona Station, located a few miles south of La Verne. Regionally, these lines originate in Los Angeles, connecting to San Bernardino, as well as destinations as far away as New Orleans, Louisiana and Chicago, Illinois.

Get-About Services

The Pomona Valley Transportation Authority provides Get-About service for senior and disabled residents in La Verne. Senior riders must be 60 years of age or older and disabled riders can be any age. Get-About service requires riders to register for the service. Riders must make a reservation ahead of time, and each one-way trip is $1 within the regular service area and $2 within the extended service area. The shuttle operates Monday through Friday between 6:00 a.m. and 7:30 p.m., Saturday between 8:30 a.m. and 5:00 p.m., and Sunday between 7:30 a.m. and 5:00 p.m.

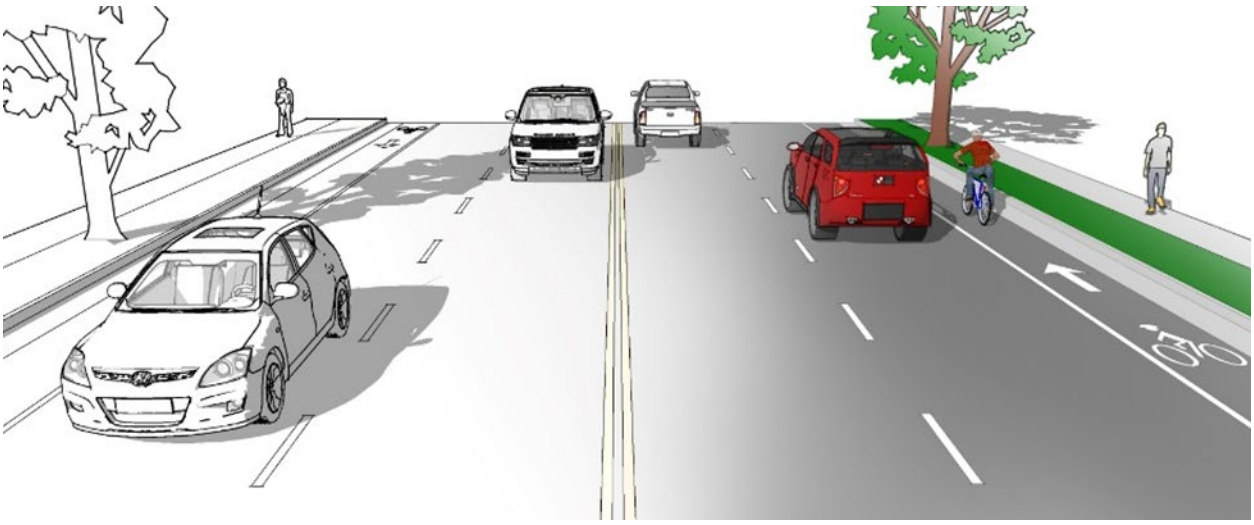
BICYCLE FACILITIES

The City has a bicycle facilities network that consists of off-street trails, on-street dedicated bike lanes, and on-street shared facilities. Figure 5.14-2, *Existing and Recommended Bikeway Network*, displays the existing designated bikeways in and around the City.

Bikeways are categorized into four types, as described and depicted in illustrations below.

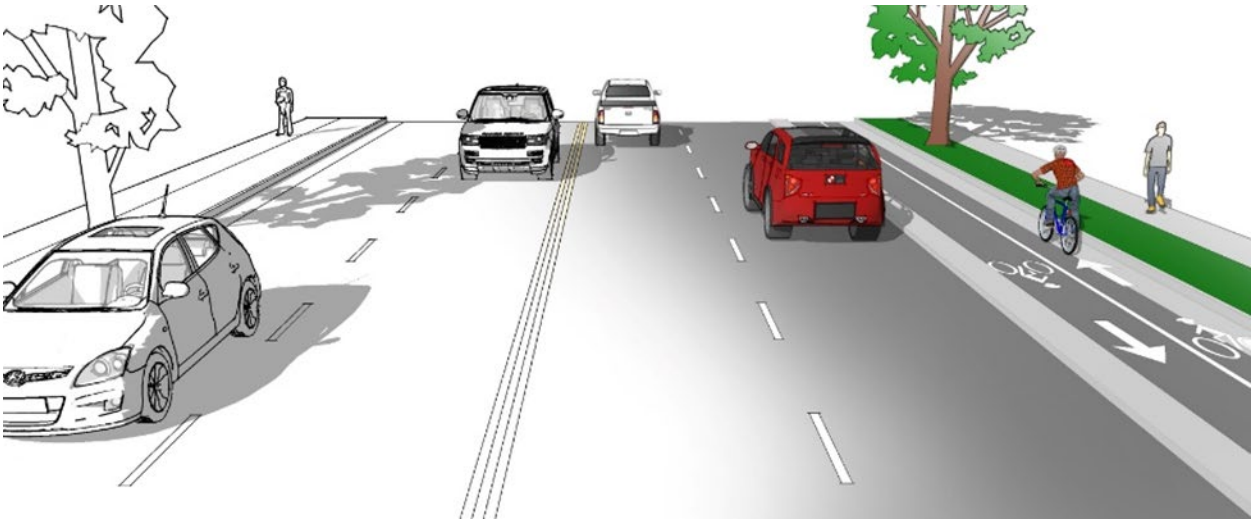
Class I Bikeway (Bike Path). Also known as a shared path or multi-use path, a bike path is a paved right-of-way for bicycle travel that is completely separate from any street or highway.

Class II Bikeway (Bike Lane). A striped and stenciled lane for one-way bicycle travel on a street or highway. This facility could include a buffered space between the bike lane and vehicle lane and the bike lane could be adjacent to on-street parking.



Class III Bikeway (Bike Route). A signed route along a street where the bicyclist shares the right-of-way with motor vehicles. This facility can also be designated using a shared lane marking (sharrow). An enhanced bike route, known as a bicycle boulevard, can include traffic calming treatments to slow down vehicles.

Class IV Bikeway (Separated Bike Lane). Also known as a cycle track or a protected bike lane, this is a bikeway for the exclusive use of bicycles including a separation between the bikeway and the through vehicular traffic. The separation may include, but is not limited to, grade separation, flexible posts, inflexible physical barriers, or on-street parking. A cycle track can be one-way or two-way.



As shown in Figure 5.14-2, the bikeway network in the City currently consists of the following facilities:

- Class II parking-adjacent bike lanes along Baseline Road.
- Class II bike lanes and parking-adjacent bike lanes along Bonita Avenue.
- Class II buffered bike lanes and parking-adjacent bike lanes along Fruit Street, and Class II buffered bike lanes and parking-adjacent bike lanes along White Avenue north of 8th Street.
- Class II bike lanes and buffered bike lanes along Wheeler Avenue between Baseline Road and Paseo Avenue.
- Class II buffered bike lanes and parking-adjacent bike lanes along Puddingstone Drive east of the Live Oak Wash, and Class III bike route west of the Live Oak Wash.
- A Class I facility running parallel along Fairplex Drive from Wright Avenue to the southern City limits.
- The Marshall Canyon Trail, a multi-use trail open to bicyclists, pedestrians, and equestrians. This unpaved trail extends diagonally through the city and varies between a flood control channel and a natural dirt trail.
- The Bixby Drive and Chelsea Drive bicycle/pedestrian bridges over the I-210 Freeway.

PEDESTRIAN FACILITIES

The City of La Verne provides several types of facilities and amenities that support walking in the City. The availability and quality of pedestrian vary throughout the City and can be analyzed using the following key factors:

Sidewalk Availability/Continuity: Sidewalk availability is core to supporting walkability and safety separating pedestrians from vehicles and other modes. In addition, it is important that sidewalks are present on both sides of the roadway and are available along the entire segment rather than end midblock.

Sidewalk Conditions: Cracked, broken, or otherwise damaged sidewalks can pose a safety hazard and discourage walking.

Crosswalk Availability: Marked crosswalks can safely accommodate pedestrians that need to cross streets. A lack of marked crosswalks could hinder walkability since pedestrians need to travel greater distances to reach a safe marked crossing point. Drivers may also be less likely to yield to intersections at unmarked crossings.

Shading: Shading, whether natural or artificial, can encourage walking in areas such as southern California which are relatively warm with limited rainfall, especially in the summer.

Grade: Steep hills and ravines can discourage walking, especially for pedestrians with limited mobility.

Buffers: Buffers which provide separation between pedestrians and moving vehicles can help improve the walking experience, and can include landscaping, parked vehicles, and bulbouts, which serve to both reduce pedestrian crossing distances at intersections and as a traffic calming measure.

Amenities: In addition to physical facilities that accommodate walking, useful or interesting amenities along sidewalks create a more interesting walking environment and increase pedestrian comfort. Amenities can include sidewalk-adjacent retail and restaurants, landscaping, and street furniture.

Existing pedestrian conditions in La Verne were analyzed for five sections of the City, each with distinctive pedestrian conditions, as shown on Figure 5.14-3, *Existing Conditions Pedestrian Analysis Areas*, and Table 5.14-2, *Summary of Pedestrian Facility Conditions*.

Table 5.14-2
Summary of Pedestrian Facility Conditions

	Sidewalk Availability	Sidewalk Conditions	Crosswalk Availability	Shading	Flat Grade	Buffer	Amenities
Northern La Verne	+	+	–	+	–	+	–
I-210/ Foothill Boulevard	+	+	–	+	+	+	+
Central La Verne	–	+	+	+	+	+	–
Old Town/ University of La Verne	+	+	+	+	+	+	+
Southern La Verne	–	+	+	+	+	+	–

Source: *La Verne General Plan Update Transportation Impact Analysis* (TIA), prepared by Kittelson & Associates, Inc., dated January 22, 2024.

Northern La Verne

The portion of La Verne north of Baseline Road is primarily residential and includes parks and nature areas. Primary roadways in this area consist of Wheeler Avenue, Golden Hills Road, and Esperanza Drive. Pedestrian facilities in this area are discussed below:

Sidewalk Availability/Continuity: Residential neighborhood streets consistently provide sidewalks. There is a sidewalk gap on South Esperanza Drive, east of Stephens Ranch Road.

Sidewalk Conditions: Sidewalks (when provided) are generally in good condition, free of cracks or uplifts.

Crosswalk Availability: Crosswalk availability is limited across Wheeler Avenue, Golden Hills Road, and Esperanza Drive.

Shading: Shading is provided by ample residential landscaping.

Grade: The neighborhoods north of Baseline Road contain several steep hills. In addition, there is an overall grade increase approaching the northern City limit.

Buffers: Buffers consist of parallel parking on local neighborhood streets.

Amenities: Given the residential nature, the primary pedestrian amenity in this area is landscaping. Several neighborhood parks and Marshall Canyon are accessible to pedestrians.

I-210/Foothill Boulevard

The portion of La Verne that surrounds I-210 (roughly bound by Foothill Boulevard and Baseline Road) primarily consists of residential (including two mobile home parks) and retail uses. In addition to I-210, primary roadways in this area include Foothill Boulevard, Baseline Road, Wheeler Avenue, and Fruit Street. Note, this area includes Caltrans facilities (for example, I-210 ramp intersections and Foothill Boulevard). Pedestrian facilities in this area are discussed below:

Sidewalk Availability/Continuity: Sidewalks are provided on major roads except for a short gap on Baseline Road. Sidewalks are also provided in residential areas outside of the mobile home parks.

Sidewalk Conditions: Sidewalks (when provided) are generally in good condition, free of cracks or uplifts.

Crosswalk Availability: While marked and high-visibility crosswalks are provided at major intersections, some intersections have faded markings. The I-210 interchanges also lack facilities at a number of locations: Crosswalks are not provided for crossing Fruit Street and the I-210 Eastbound off-ramp onto Foothill Drive.

Shading: Some shading is provided by tree landscaping.

Grade: Grade in this area is generally flat.

Buffers: Buffers consist of parallel parking on Baseline Road and local neighborhood streets and landscaping on portions of Foothill Boulevard.

Amenities: Amenities consist of landscaping and attractive sidewalk paving along Foothill Boulevard. However, retail uses along Foothill Boulevard are not sidewalk-facing.

Central La Verne

The portion of central La Verne south of Foothill Boulevard and north of Arrow Highway (excluding Old Town La Verne and University of La Verne) is primarily residential (including mobile home communities), schools (including Bonita High School), parks, and recreational facilities. The La Verne Civic Center is also located in this area. A MWD water treatment plant is located on Wheeler Avenue. Primary roadways in this area consist of Wheeler Avenue, White Avenue, and Bonita. Pedestrian facilities in this area are discussed below:

Sidewalk Availability/Continuity: Improvements have recently been constructed as part of the future A Line station. Sidewalks are generally provided on both sides on neighborhood streets, but there are some gaps, including around the MWD plant.

Sidewalk Conditions: Sidewalks (when provided) are generally in good condition, free of cracks or uplifts.

Crosswalk Availability: Marked crosswalks are available at major intersections, but there are few opportunities to cross major roads for long stretches at minor road intersections.

Shading: Shading in this area is provided by abundant landscaping.

Grade: Grade in this area is generally flat.

Buffers: Buffers consist of parallel parking on neighborhood streets, White Avenue, and Bonita Avenue. Bonita Avenue and several neighborhood streets also include landscaped buffers.

Amenities: Given its residential nature, the only pedestrian amenity in this area is landscaping.

Old Town/University of La Verne

Old Town La Verne and the University of La Verne campus encompass an area roughly bound by B Street to the west, Bonita Avenue to the north, Arrow Highway to the south, and E Street to the east, as well as residential and industrial uses on First Street and the location of the future LA Metro A (Gold) Line station on Arrow Highway. Destinations in this area include University of La Verne, restaurants, and shops. Pedestrian facilities in this area are discussed below:

Sidewalk Availability/Continuity: There is sidewalk coverage in this area, except for a small industrial portion to the east along First Street and along Arrow Highway. The University of La Verne also provides a comprehensive internal walkway network.

Sidewalk Conditions: Sidewalks are in good condition, free of cracks or uplifts.

Crosswalk Availability: Marked crosswalks are provided at most but not all intersections. Painted and planted bulbouts (paired with diagonal street parking) are provided in the west portion of the area.

Shading: Ample shading is provided by tree landscaping.

Grade: Old Town La Verne is generally flat with no grade.

Buffers: Buffers include street parking (diagonal and parallel) and landscaping.

Amenities: Pedestrian-facing amenities include landscaping, restaurants, retail, and street furniture.

Southern La Verne

The southernmost portion of La Verne, including areas along Arrow Highway and extending to the southern City limits, consists primarily of industrial and residential uses to the west and office and industrial uses to the east. Brackett Field Airport is located to the south of Puddingstone Drive. Primary roadways in this area include Arrow Highway, Puddingstone Drive, and Wheeler Avenue. Pedestrian facilities in this area are discussed below:

Sidewalk Availability/Continuity: Sidewalks are not provided on the north side of Arrow Highway. In addition, there are gaps in the sidewalk network on Wheeler Avenue and Puddingstone Drive and on roadways internal to office complexes east of Wheeler Avenue.

Sidewalk Conditions: Sidewalks (when provided) are generally in good condition, free of cracks or uplifts.

Crosswalk Availability: Marked crosswalks are provided at most major intersections, including those along Arrow Highway.

Shading: Shading in this area is provided by abundant landscaping.

Grade: Grade in this area is generally flat.

Buffers: Buffers consist of landscaping and street parking (where allowed).

Amenities: Given the industrial and office nature, the only pedestrian amenity in this area is landscaping.

Other Pedestrian Facilities

In addition to sidewalks and crosswalks throughout the City, pedestrians are supported by two bicycle/pedestrian bridges over I-210, located at Bixby Drive and Chelsea Drive. Pedestrians can also utilize the Marshall Canyon Trail, which extends diagonally through the City and provides pedestrian, bicyclist, and equestrian access. The concrete trail runs parallel to a flood control channel south of Orangewood Street before changing to a natural trail in the north.

FREIGHT AND GOODS MOVEMENT

The Surface Transportation Assistance Act (STAA) of 1982 defines a network of State facilities as truck routes which accommodate large trucks. STAA-designated truck routes in La Verne consist of I-210 and Foothill Boulevard south of Baseline Road. In addition, the STAA encourages local governments to designate truck routes on local roadways beyond those described in the STAA in order to facilitate safe and efficient truck travel at the local level. According to the City of La Verne Municipal Code, the following local roadways are designated truck routes for vehicles exceeding three tons:

- D Street between Arrow Highway and Foothill Boulevard
- E Street between Bonita Avenue and the south City limits
- Arrow Highway
- Baseline Road
- Wheeler Avenue
- Foothill Boulevard
- San Dimas Canyon Road
- White Avenue

It should be noted that while Foothill Boulevard is described as a truck route in the City Municipal Code, it is already a State-designated truck route. In addition, San Dimas Canyon Road is not fully within La Verne. However, the City of San Dimas Municipal Code also designates San Dimas Canyon Road as a truck route.

Goods movement in La Verne and the surrounding area is supported by the Atchison Topeka & Santa Fe Railroad and Southern Pacific Railroad freight railways in the southern portion of the City near Arrow Highway. One track parallel to Wheeler Avenue provides direct rail access for the MWD facility in the City. However, these rail facilities are not major regional freight facilities and are not included in the Southern California Association of Governments (SCAG) main line rail network. The City's freight movement network is shown in Figure 5.14-4, *Existing Freight Routes*.

EXISTING VEHICLE MILES TRAVELED

Table 5.14-3, *Existing (2023) VMT* shows the existing VMT levels in the City and its Sphere of Influence (Planning Area) as well as for the San Gabriel Valley Council of Governments (SGVCOG) Northeast Subarea. The existing VMT was estimated by interpolating between outputs generated by the base and future year SCAG models. Two types of VMT were determined:

- **Total VMT**: This calculation represents the total daily VMT that starts and/or ends within a boundary (such as the City of La Verne) but does not include VMT that travels through an area without starting or stopping there.
- **VMT per Service Population**: This calculation represents the VMT for all trips that originate or end within an area, divided by that area's service population (residents + employees).

As shown in Table 5.14-3, the Planning Area's existing VMT per service population is approximately 4.6 percent higher than the regional average.

Table 5.14-3
Existing (2023) VMT

Area	Total VMT	VMT per Service Population
Planning Area	1,445,600	29.76
SGVCOG Northeast Subarea	8,966,701	28.46
Source: *La Verne General Plan Update Transportation Impact Analysis* (TIA), prepared by Kittelson & Associates, Inc., dated January 22, 2024.		

5.14.3 REGULATORY SETTING

FEDERAL

Americans With Disabilities Act

The Americans with Disabilities Act of 1990 (ADA) provides comprehensive rights and protections to individuals with disabilities. The goal of the ADA is to assure equality of opportunity, full participation, independent living and economic self-sufficiency. To implement this goal, the United States Access Board has created accessibility guidelines for public rights-of-way. The guidelines address various issues, including roadway design practices, slope and terrain issues, pedestrian access to streets, sidewalks, curb ramps, street furnishings, pedestrian signals, parking, and other components of public rights-of-way. The Public Right-of-Way Accessibility Guidelines (PROWAG) was published in the Federal Register in 2023 and took effect on September 7, 2023; the guidelines will be mandatory after they are adopted for enforcement by the Department of Justice and the Department of Transportation under Title II of the ADA. They are anticipated to be adopted in 2024.

Federal Highway Administration

The Federal Highway Administration (FHWA) is a federal agency that focuses on national highway programs. FHWA administers and manages federal highway programs and establishes national standards. The FHWA publishes the Manual on Uniform Traffic Control Devices (MUTCD) which

specifies the standards for street markings, traffic signals, and street signs in the United States. The California Department of Transportation (Caltrans) developed the California MUTCD based on the FHWA MUTCD. Caltrans published the 2014 edition, Revision 8 on January 11, 2024.

STATE

California Department of Transportation

The California Department of Transportation (Caltrans) is the primary State agency responsible for transportation issues. One of its duties is the construction and maintenance of the State highway system. Caltrans has established standards for roadway traffic flow and developed procedures to determine if State-controlled facilities require improvements. For projects that may physically affect facilities or require access to a state highway, Caltrans requires encroachment permits before such activity may be undertaken. For projects that would not physically affect facilities but may influence traffic flow and levels of services at such facilities, Caltrans may recommend measures to mitigate the traffic impacts of such projects.

Additionally, the following Caltrans procedures and directives are relevant to transportation improvements in La Verne:

- Caltrans recently updated its transportation analysis guidelines to reflect a statewide shift from level of service (LOS) to vehicle miles traveled (VMT). Caltrans has provided guidance in three recent publications: Vehicle Miles Traveled-Focused Transportation Impact Study Guide (May 2020), Transportation Analysis Under CEQA: Evaluating Transportation Impacts of State Highway System Projects (September 2020), and Transportation Analysis Framework: Evaluating Transportation Impacts of State Highway System Projects (September 2020).
- Traffic Safety Bulletin 20-02-R1 (Interim Local Development Intergovernmental Review Safety Review Practitioners Guide) provide instructions to Caltrans staff, lead agencies, developers, and consultants conducting safety reviews for proposed land use projects and plans affecting the state highway system. This guidance establishes the safety impact review expectations for Caltrans and lead agencies to comply with CEQA. This guidance is part of the shift away from using LOS or other similar metrics to assess transportation impacts.
- The Caltrans Project Development Procedures Manual, which provides the framework of policies and procedures for developing State highway improvement projects, outlines pertinent statutory requirements, planning policies, and implementing procedures regarding transportation facilities. It is continually and incrementally updated to reflect changes in policy and procedures. For example, the most recent revision incorporates the Complete Streets policy from Deputy Directive 64-R1, which is detailed below.

  - Caltrans Deputy Directive 64 (2001) requires Caltrans to consider the needs of non-motorized travelers, including pedestrians, bicyclists, and persons with disabilities, in all programming, planning, maintenance, construction, operations, and project development activities and products. This includes incorporation of the best available standards in all of the Department's practices.
  - Caltrans Deputy Directive 64-R1 (2014) requires Caltrans to provide for the needs of travelers of all ages and abilities in all planning, programming, design, construction, operations, and maintenance activities and products on the state highway system. Caltrans supports bicycle, pedestrian, and transit travel with a focus on "complete streets" that begins early in system planning and continues through project construction and maintenance and operations.

- Caltrans Director's Policy 22 (2001) establishes support for balancing transportation needs with community goals. Caltrans seeks to involve and integrate community goals in the planning, design, construction, and maintenance and operations processes, including accommodating the needs of bicyclists and pedestrians.
- Caltrans, as a responsible agency under CEQA, is available for early consultation on a project to provide guidance on applicable transportation analysis methodologies or other transportation related issues and is responsible for reviewing the traffic impact study for errors and omissions pertaining to the state highway facilities.

Assembly Bill 32, Senate Bill 32, and Senate Bill 375

Assembly Bill (AB) 32, also known as the Global Warming Solutions Act of 2006, committed California to reducing greenhouse gas (GHG) emissions to 1990 levels by 2020. The California Air Resources Board (CARB), which is coordinating the response to comply with AB 32, is currently on schedule to meet this deadline. In 2016, Senate Bill (SB) 32 added a new target: reducing statewide emissions to 40 percent below 1990 levels by 2030.

SB 375 provides guidance for curbing emissions from cars and light trucks to help California comply with AB 32. There are five major components to SB 375:

- CARB will guide the adoption of GHG emission targets to be met by each Metropolitan Planning Organization (MPO) in the State.
- MPOs are required to create a Sustainable Communities Strategy (SCS) that provides a plan for meeting these regional targets. The SCS must be consistent with the Regional Transportation Plan (RTP).

- Regional housing elements and transportation plans must be synchronized on eight-year schedules. Also, the SCS and Regional Housing Needs Assessment (RHNA) must be consistent with each other.
- CEQA is streamlined for preferred development types such as mixed-use projects and transit-oriented developments (TODs) if they meet specific requirements.
- MPOs must use transportation and air emission modeling methodologies consistent with California Transportation Commission (CTC) guidelines.

California Complete Streets Act of 2008 (AB 1358)

Originally passed in 2008, California's Complete Streets Act took effect in 2011 and requires local jurisdictions to plan for land use transportation policies that reflect a "complete streets" approach to mobility. "Complete streets" comprises a suite of policies and street design guidelines which provide for the needs of all road users, including pedestrians, bicyclists, transit operators and riders, children, the elderly, and the disabled. From 2011 onward, any local jurisdiction—county or city—that undertakes a substantive update of the circulation element of its general plan must consider "complete streets" and incorporate corresponding policies and programs. In 2010, OPR released guidelines for compliance with this legislation which provide direction on how circulation elements can best plan for a variety of travel modes such as transit, walking, bicycling, and freight.

Senate Bill 743

As previously discussed, SB 743 eliminated auto delay, LOS, and other similar measures of vehicular capacity or traffic congestion as a basis for determining significant. OPR published the Technical Advisory on Evaluating Transportation Impacts in CEQA (December 2018) to provide recommendations for jurisdictions to apply VMT metrics and thresholds compliant with SB 743. OPR's advisory includes recommendations pertaining to screening criteria, metrics, and significant impact thresholds. OPR's recommendations are not binding and lead agencies ultimately have the discretion to set or apply their own significance thresholds, provided they are based on significant evidence.

For land use and transportation projects, SB 743-compliant CEQA analysis became mandatory on July 1, 2020. The City of La Verne developed guidelines for transportation impact analyses consistent with SB 743 in August 2020.

Assembly Bill 417

In October 2013, AB 417 created a statutory CEQA exemption for bicycle plans in urbanized areas. Before the passage of this bill, cities and counties that prepared bicycle plans were required to carry out CEQA review. AB 417 exempts the following types of bicycle projects in an urbanized area:

- Restriping of streets and highways;
- Bicycle parking and storage;
- Signal timing to improve intersection operations; and
- Signage for bicycles, pedestrians, and vehicles.
- However, not all bicycle plans are exempt if certain conditions are met (e.g., a new Class I bicycle trail through a sensitive natural area).

LOCAL

Southern California Association of Governments

SCAG is a federally designated metropolitan planning organization (MPO) and is made up of six counties and 191 cities. SCAG develops long-range regional transportation plans including sustainable communities' strategies and growth forecast components, regional transportation improvement programs, regional housing needs allocations, and a portion of the South Coast Air Quality Management Plans.

On May 7, 2020, SCAG's Regional Council adopted Connect SoCal (2020-2045 Regional Transportation Plan/Sustainable Communities Strategy). The plan is a long-range visioning plan that builds upon and expands land use and transportation strategies established over several planning cycles to increase mobility options and achieve a more sustainable growth pattern. Connect SoCal outlines more than $638 billion in transportation system investments in the region through 2045, and charts a path toward a more mobile, sustainable, and prosperous region. As shown in Figure 5.14-5, *SCAG 2045 High-Quality Transit Areas*, SCAG anticipates the half-mile area along Bonita Avenue, around the Pomona (North) Metrolink Station, and around the planned, and under construction, La Verne A Line Station to be a high-quality transit area (HQTA) by the year 2045, based on planned transit improvements. HQTAs are defined as areas within a half-mile of at least one of the following:

- **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.
- **High-quality transit corridor (HQTC)**: A corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours.

SCAG also develops and maintains the regional travel demand model. Several local and county agencies have developed subregional travel demand models based on the SCAG model.

Los Angeles County Metropolitan Transportation Authority

The Los Angeles County Metropolitan Transportation Agency (LA Metro) coordinates transportation planning efforts throughout Los Angeles County and programs local, regional, state, and federal funding for project implementation. As the County's transportation planning agency, LA Metro administers two funding programs funded by sales tax measures. Measure R, a half-cent sales tax to finance new transportation projects and programs, took effect July 2009 and is expected to generate $40 billion in new local sales tax revenues over 30 years. In November 2016, voters approved Measure M, which made Measure R permanent and added an additional half-cent sales tax.

In 2020, LA Metro updated its Long-Range Transportation Plan (LRTP), last adopted in 2009. The LRTP is a long-range policy document that guides transportation funding decisions for L.A. County's transportation system over a 25-year horizon. The plan lays out a strategy for meeting transportation needs for all users in LA County and includes projects and other improvements for new and existing freeways, local streets, and public transit (paratransit, buses, rails, ferries), as well as facilities and programs to support bicycling and walking.

LA Metro has several countywide planning efforts that outline regional networks and provide guidance on best practices. These plans include the Countywide Multimodal Arterial Plan, Countywide Goods Movement Plan, Short Range Transportation Plan, Active Transportation Strategic Plan, and the First Last Mile Strategic Plan.

LA Metro does not currently provide service to La Verne, but Phase 2 of the planned, and under construction, extension of the Metro A (Gold) Line will extend service from Glendora to Montclair and will include a station within La Verne near Arrow Highway and E Street. As part of the station planning, LA Metro prepared a First/Last Mile Plan to improve access to this and other stations for pedestrians, cyclists, bus riders and others. The plan includes a recommended first/last mile project list for the station area to improve access, with improvements such as shared-use paths and other bikeways, enhanced/new bus stops, bike parking and bikeshare, visual enhancements and public art, new/improved sidewalks, new/improved crossings, street trees, sidewalk lighting, and pick-up/drop-off areas.

Foothill Transit

Foothill Transit is a local transportation agency providing bus transit and paratransit service between downtown Los Angeles and San Bernardino County. Foothill Transit works with LA Metro and other transportation agencies to improve transit service in the region. In April 2021, Foothill Transit kicked off a Comprehensive Operational Analysis (COA) of the agency's transit network, operations, and policies. Branded as Foothill Transit Forward, the COA examines Foothill Transit service to identify improvements that would enhance customer travel, improve efficiency, and strengthen connections to other transit providers. The COA includes a

recommended network with improvements to improve ridership and enhance mobility; Foothill Transit will begin implementing the recommended network in 2023. The recommended network includes a new bus connection to the A Line station in La Verne.

San Gabriel Valley Council of Governments

The City of La Verne is a member of the SGVCOG. The SGVCOG is a regional government planning agency that aims to maximize the quality of life in the San Gabriel Valley. It is a joint powers authority consisting of 31 incorporated cities, unincorporated communities in Los Angeles County Supervisorial Districts 1 and 5, and three San Gabriel Valley municipal water districts. The SGVCOG encompasses more than 374 square miles and has more than 2 million residents. The SGVCOG collaborates with member agencies on several mobility-related efforts, including:

- SR-57/SR-60 Confluence Project
- Alameda Corridor-East Project
- East SGV Sustainable Multimodal Improvement Project
- Measure M Subregional Program (MSP) Funding Program Administration
- SGV Transit Feasibility Study
- GoSGV Regional Bikeshare Program

The SGVCOG is also assisting member cities with implementing SB 743. In addition to helping cities such as La Verne prepare their updated SB 743-consistent transportation analysis guidelines, SGVCOG maintains an online regional VMT analysis tool that can be used to conduct VMT analysis for certain land use development projects. The SGVCOG has also embarked on a regional VMT mitigation program, explore methodologies for jurisdictions to mitigate VMT impacts through implementing actions that reduce VMT across the San Gabriel Valley region.

La Verne Active Transportation Plan

The City of La Verne recently prepared an Active Transportation Plan (ATP). The ATP is guided by the following vision:

> *The City of La Verne will be a place where any resident, visitor, or employee is able to walk, bike, and roll to destinations throughout the city. The City will provide a convenient and safe place to walk and bike, creating a welcoming environment, and establish a culture that encourages active transportation.*

The ATP establishes the City's comprehensive approach to improving walking, biking, and rolling in La Verne. It provides an action plan for goals, actions, improvement projects, and programs intended to encourage walking, biking, and rolling throughout the City. The ATP identifies facility needs that will enhance the safety and comfort of biking and walking for every resident, employee, and visitor of La Verne regardless of age, income, background, or ability.

La Verne Specific Plans

Specific plans in La Verne adopted prior to 2010 include the Rancho Esperanza Specific Plan (approved 1987), Foothill Boulevard Specific Plan (amended 1999), Specific Plan for Lordsburg (2004), Arrow Corridor Specific Plan (2006), and the Puddingstone La Venture Specific Plan (2009).

The Old Town La Verne Specific Plan (OTLVSP) was developed in 2013 in anticipation of expansion of the University of La Verne and transit-oriented development related to the future La Verne A Line Station. The OTLVSP established a vision for the area and the development standards, design standards and guidelines and land use regulations for implementing the vision.

The OTLVSP identifies the primary street functions for the area, including pedestrian, bikeway, transit, and auto corridors. Several streets have multiple functions. In anticipation of the Metro A (Gold) Line extension, the OTLVSP proposes bikeways and pedestrian improvements to facilitate connectivity between Old Town, the A Line Station, the University of La Verne, and the Fairplex. These include:

Class III bikeways on low traffic streets connect the A Line Station, Old Town, and the University of La Verne along Third Street (C Street to E Street), C Street (Second Street to Third Street), Second Street (C Street to E Street), E Street (Third Street to Arrow Highway), and First Street (E Street to White Avenue).

- An off-street Class I bikeway connecting with the A Line Station, Old Town, and Fairplex.
- A pedestrian bridge from First Street to the future A Line platform.
- Pedestrian enhancements along D Street, First Street, and Arrow Highway.

University of La Verne Master Plan

The University of La Verne Master Plan was developed in 2016 as the next step to the University's 2020 Strategic Vision. The plan consists of a phased physical development plan and policy plan for technology and facility investments. Transportation improvements include pedestrian promenades, directional signage, and traffic calming. The plan also identifies the circulation plan by mode, adding connections off-site to the Metro A (Gold) Line Station.

City of La Verne Transportation Study Guidelines for Vehicle Miles Traveled and Level of Service

In August 2020, the City of La Verne prepared its *Transportation Study Guidelines for Vehicle Miles Traveled and Level of Service*, which followed City Council's approval of VMT baselines and thresholds of significance. These serve as the City's SB 743-consistent transportation analysis guidelines and provide guidance for both CEQA and non-CEQA transportation assessments. The guidelines include the following information:

- VMT screening criteria for land use projects
- VMT metrics, thresholds, and significant impact criteria for land use projects
- VMT metrics, thresholds, and significant impact criteria for land use plans (such as Specific Plans or the City's General Plan)
- VMT metrics, thresholds, and significant impact criteria for transportation projects
- Requirements and methodologies for analyzing roadway operation effects of land use projects

5.14.4 SIGNIFICANCE CRITERIA AND THRESHOLDS

Appendix G of the California Environmental Quality Act (CEQA) Guidelines contains the Initial Study Environmental Checklist, which includes questions related to transportation. A significant transportation impact would occur if the Project would:

- Conflict with an applicable plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities (refer to Impact Statement TR-1);
- Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b) (refer to Impact Statement TR-2);
- Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment) (refer to Impact Statement TR-3); and/or
- Result in inadequate emergency access (refer to Impact Statement TR-4).

VEHICLE MILES TRAVELED THRESHOLDS

The City's *Transportation Study Guidelines for Vehicle Miles Traveled and Level of Service* serve as the City's transportation analysis guidelines and include methodologies and criteria for evaluating VMT impacts. For land use plans (such as a General Plan), the City requires the analysis of citywide VMT per service population (residents + employees) to determine VMT impacts, and the analysis of total SGVCOG Northeast Subarea VMT to determine cumulative VMT impacts.

The specific thresholds for analyzing land use plans such as specific plans or a General Plan are detailed below:

- **Project Impact**: A significant impact would occur if the VMT rate for the General Plan Update would exceed the applicable baseline VMT rate.
- **Cumulative Project Impact**: A significant impact would occur if the Project increases total regional VMT compared to cumulative no project conditions.

Baseline VMT rate is defined as the SGVCOG Northeast Subarea VMT per applicable service population (residents + employees).

Given these adopted impact thresholds, the following analyses were conducted to determine project and cumulative project impacts:

- **Project Impact**: The citywide and sphere of influence VMT per service population under long-term General Plan Update buildout conditions was estimated using the "with project" cumulative-year travel demand model (incorporating proposed La Verne General Plan Update land uses and circulation system). The existing SGVCOG Northeast Subarea VMT per service population was estimated for year 2023, interpolated between the base-year and future-year travel demand models. A citywide and sphere of influence buildout VMT per service population which exceeds the existing regional VMT per service population would result in a Project significant impact finding.
- **Cumulative Project Impact**: The total SGVCOG Northeast Subarea VMT under long-term General Plan Update buildout conditions was estimated using the "with project" version of the cumulative-year travel demand model. The total SGVCOG Northeast Subarea VMT under no project/existing General Plan conditions was estimated using a "no project" (existing General Plan) version of the cumulative-year travel demand model. A "with project" regional VMT that exceeds the "no project/existing General Plan" regional VMT would result in a cumulative Project significant impact finding.

Travel Demand Model

The SCAG regional travel demand model was utilized to estimate regional and citywide VMT for the VMT analysis. The 2016 RTP/SCS version of the SCAG model was used for the following reasons:

- The 2016 RTP model is consistent with what was used to prepare the City's VMT analysis guidelines and impact thresholds, and is in line with standard practices in the region.
- The 2016 RTP model forms the basis for SGVCOG's online VMT estimating tool. Using the 2016 RTP model for the General Plan Update transportation analysis ensures results for the General Plan Update and for individual development projects are consistent.
- The 2016 RTP model includes the A Line extension with a station in the City in the 2040 forecast scenario.

Two versions of the SCAG travel demand model were used: a base year (2012) scenario and a future year (2040) scenario. Land uses within the Planning Area in the future year scenarios were updated; two 2040 scenarios were developed for this analysis. Land uses in the City were modified to reflect the existing General Plan for the Cumulative (2045) conditions. Land uses in the Planning Area were also separately modified to reflect the General Plan Update for the Cumulative (2045) Plus Project conditions. Both of these 2040 scenarios were utilized for estimating cumulative VMT with and without General Plan Update implementation, while the Cumulative (2045) Plus Project scenario was utilized to develop traffic forecasts for the LOS analysis with General Plan Update implementation. Existing (2023) traffic volumes and VMT were estimated by interpolating between the base and future year model results.

Analysis Scenarios

As part of this analysis, the following scenarios were developed and analyzed:

- **Existing (2023) Conditions** – This scenario represents existing conditions at the time of the Notice of Preparation. For the VMT analysis, the estimated 2023 base year SGVCOG Northeast Subarea average VMT was used as the baseline for assessing the General Plan Update's potential VMT impacts.
- **Cumulative (2045) Conditions** – This scenario represents the buildout land uses, densities, and circulation network changes in the City as defined by the existing General Plan, and 2040 forecasts in the region as defined by the SCAG Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) regional travel demand model. For the VMT analysis, total SGVCOG Northeast Subarea VMT was estimated as the baseline for assessing the General Plan Update's potential cumulative VMT impacts. Note, while this scenario corresponds to 2045 horizon year conditions within the Planning Area under the existing General Plan, it reflects the 2040 SCAG RTP land use forecasts outside of the Planning Area.
- **Cumulative (2045) Plus Project Conditions** – This scenario is consistent with the Cumulative 2045 Conditions described above but with buildout of land uses and densities under La Verne General Plan Update implementation instead of the existing General Plan. For the VMT analysis, the citywide average VMT was estimated to determine the General

Plan Update's potential VMT impacts; total SGVCOG Northeast Subarea VMT was estimated to determine the General Plan Update's potential cumulative VMT impacts. Note, while this scenario corresponds to 2045 horizon year conditions within the Planning Area under the proposed General Plan Update, it reflects the 2040 SCAG RTP land use forecasts outside of the Planning Area.

5.14.5 IMPACTS AND MITIGATION MEASURES

TR-1: Would the project conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadways, bicycle and pedestrian facilities?

Impact Analysis:

CIRCULATION SYSTEM

No specific development projects are proposed as part of the La Verne General Plan Update. The proposed General Plan Update's Mobility Element proposes an updated set of vehicular classifications based on the number of vehicle lanes.

The Mobility Element developed as part of the General Plan Update contains goals, policies, and actions that support access to and the performance of the circulation system. Specifically, proposed Mobility Element Goal M-1 promotes a roadway network with sufficient flow on arterial roadways and minimized adverse traffic effects on residential neighborhoods. Policy M-1.4 ensures that new development in the City does not adversely affect adjacent traffic flow and operations. Action M-1.3 directs the City to periodically review and assess the vehicular level of service along City facilities to determine, what, if any, improvements are warranted to maintain a safe and efficient flow of traffic throughout La Verne. As a result, implementation of the General Plan Update would not conflict with applicable plans, polices, or ordinances related to vehicle circulation, and its impact on the City's circulation system is considered less than significant.

Proposed General Plan Update Goals, Policies and Actions:

MOBILITY ELEMENT

Goal M-1: **Traffic Flow.** A community served by a roadway network with sufficient flow on arterial roadways and minimized adverse traffic effects on residential neighborhoods.

Policy M-1.1: **Level of Service (LOS).** Strive to maintain acceptable vehicular level of service along City facilities using methodologies consistent with the City's Transportation Study Guidelines. Given the unique residential context around Old Town La Verne, and to maintain the area's character, lower levels of service may be deemed acceptable along portions of Bonita Avenue and White Avenue adjacent to Old Town La Verne.

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

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

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

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

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

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

Policy M-7.3: **Roadway Design.** Maintain roadway design standards to facilitate access to light industrial and manufacturing areas along designated truck routes.

Policy M-10.1: **Caltrans Coordination.** Continue to coordinate with Caltrans to reduce the effects of I-210 ramp traffic on City roads.

Action M-1.3: Periodically, review and assess the vehicular level of service along City facilities to determine, what, if any, improvements are warranted to maintain a safe and efficient flow of traffic throughout La Verne. Based on a thorough review of facility operations and funding availability, improvements may be included in the City's Capital Improvement Plan and/or required as part of project approval through the development review process.

Action M- 1.5 Evaluate the physical and economic feasibility of utilizing roundabouts or other innovative design solutions when a through traffic impact assessment has been conducted demonstrating that such an intersection design alternative would manage traffic flow and improve compatibility.

Action M-1.7 Continue to identify locations for new traffic signals.

Action M-1.8 Develop right-of-way acquisitions/dedication requirements to address key intersection congestion problems by providing separate right turn lanes, dual left turn lanes, driveway controls, medians, and other measures.

BICYCLE AND PEDESTRIAN CIRCULATION

The proposed Mobility Element references and incorporates the Active Transportation Plan (ATP) network of recommended bicycling and walking improvements, with facilities that will improve non-motorized accessibility and connectivity throughout the City. The General Plan Update also proposes development within existing and future HQTAs, which can encourage less driving and more transit, bike-to-transit, and walk-to-transit trips.

The Mobility Element developed as part of the General Plan Update contains goals, policies, and actions that support access to and the performance of bicycle and pedestrian facilities. Specifically, Mobility Element Policy M-2.1 requires the City to apply Complete Street principals, which are streets that are designed to provide safe travels for all modes of travel, to all transportation improvement projects. Policy M-2.5 directs the City to identify and eliminate gaps in sidewalks and bikeways to create a more complete active transportation network. Action M-2.1 directs the City to incorporate the concept of complete streets when planning roadway facilities. Complete streets include design elements for all modes that use streets, including autos, transit, pedestrians, and bicycles. The implementation of policies and actions contained in the General Plan Update would ensure that the Project would not conflict with a program plan, ordinance, or policy addressing bicycle facilities. Therefore, the Project's impact is considered less than significant.

Proposed General Plan Update Goals and Policies:

MOBILITY ELEMENT

Goal M-2: **Complete Streets.** A community with a well designed and built transportation network that is safe, accessible comfortable, and convenient for all transportation modes and users.

Policy M-2.1: **Complete Streets for Roadway Projects.** Apply Complete Streets principles to all new transportation improvements impacting the public right-of-way.

Policy M-2.5: **Eliminate Gaps.** Continue to identify and eliminate gaps in networks serving automobiles, bicyclists, pedestrians, transit users, equestrians, and other users. Remove natural and man-made barriers to accessibility and connectivity.

Policy M-2.6: **Streetscape Improvements.** Create an attractive transportation network by providing streetscape improvements such as landscaping, benches, lighting, street furniture and public art in the Old Town area, University of La Verne area, Metro A (Gold) Line Station Area, and other pedestrian-oriented areas in the City.

Policy M-2.8: **Safe Routes to School.** Work with the Bonita Unified School District and other schools in the City to establish a Safe Routes to School Program, allowing parents and children the opportunity to walk, bike, or roll to schools within the City.

Action M-2.1: When planning roadway facilities, incorporate the concept of complete streets. Complete streets include design elements for all modes that use streets, including autos, transit, pedestrians, and bicycles. Complete streets shall be developed in a context-sensitive manner. For example, it may be more appropriate to provide a Class I bike path instead of bike lanes along a major arterial.

Goal M-6: **Pedestrian, Bicycle, and Equestrian.** A community with a comprehensive network of pedestrian, bicycle, and equestrian facilities.

Policy M-6.1: **Active Transportation Plan.** Maintain and implement the Active Transportation Plan (ATP) to provide active transportation facilities that can serve as an alternative to automobiles, including ATP's walking and bicycling facility recommendations shown in Figure M-2 and Figure M-3.

Policy M-6.2: **Active Transportation Facilities on Foothill Boulevard.** Coordinate with Caltrans to explore the appropriate bicycle and pedestrian facility improvements on Foothill Boulevard through the City.

Policy M-6.3: **Connectivity to Metro A (Gold) Line.** Coordinate with LA Metro and the Foothill Gold Line Construction Authority to ensure suitable first-last mile facilities are provided to facilitate non-vehicular access to the planned Metro A (Gold) Line station.

Policy M-6.5: **Marshall Canyon Trail.** Work with the County of Los Angeles to ensure the Marshall Canyon Trail is open and maintained and that access to and from the trail, including equestrian access, is facilitated within the City.

Policy M-6.6: **Sidewalk and Bikeway Gaps.** Identify and eliminate gaps in sidewalks and bikeways in the City in order to create a connected and complete active transportation network.

Policy M-6.7: **Coordination with Adjacent Cities.** Coordinate its bikeways system and pedestrian facilities (including trails and sidewalks) to be consistent with and connected to regional facilities and facilities in adjacent jurisdictions.

Policy M-6.8: **Bicycle/Pedestrian Facilities at New Developments.** Encourage new residential and non-residential developments in the city to provide safe and attractive bicycle and pedestrian facilities, such as secure bicycle parking, pedestrian-scale lighting, street furniture, landscaping, and other improvements.

Policy M-6.9: **Effective Roadway Projects.** Consider the implementation of projects within the ATP when roadways are being rehabilitated or resurfaced.

Policy M-6.10: **Bicycling and Walking to the University of La Verne.** Work collaboratively with the University of La Verne to ensure walking and bicycling options to different destinations in the City are facilitated for students and staff.

PUBLIC TRANSIT SYSTEM

The City does not have defined measures of effectiveness for public transit service and circulation. The proposed General Plan Update would be expected to increase demand for travel given the proposed development and expected increase in residents and employees. This population and job growth within the City could increase the demand for public transit but also resulting in increased levels of vehicular traffic which could slow transit operations and impact transit reliability. The Mobility Element developed as part of the General Plan Update includes policies to support and enhance transit service. Specifically, Mobility Element Policy M-5.2 encourages the City to coordinate with local public transit provides to plan and improve local transit service and transit facilities. Action M-5.1 directs the City to continue to participate in regional transit planning with LA Metro. The implementation of policies and actions contained in the General Plan Update would ensure that the Project would not conflict with a program plan, ordinance, or policy addressing the public transit system. Therefore, the Project's impact is considered less than significant.

Proposed General Plan Update Goals and Policies:

MOBILITY ELEMENT

Goal M-5: **Public Transit.** A community with a comprehensive public transportation system.

Policy M-5.1: **Transit Use.** Support programs encouraging public transit use by people living in, working in, or visiting La Verne.

Policy M-5.2: **Improve Local Public Transit Service.** Work with Foothill Transit and other local public transit providers to improve local transit service in the City.

Policy M-5.3: **Improve Bus Stops.** Work with Foothill Transit to improve bus stop amenities along roads in La Verne that have local transit service.

Policy M-5.4: **Paratransit Service.** Work with local transit and other providers to support paratransit service for seniors and persons with disabilities.

Policy M-5.5: **Metrolink Service.** Monitor and participate in any future regional discussions pertaining to changes in Metrolink service in the area and station facilities.

Policy M-5.6: **Metro A (Gold) Line Station.** Work with LA Metro and the Foothill Gold Line Construction Authority to ensure the planned station in La Verne is consistent with the City's Complete Streets, active transportation, and parking policies.

Policy M-5.8: **Transit to and from University of La Verne.** Work collaboratively with the University of La Verne to determine the most effective ways to encourage transit use by students and staff, such as shuttles between campus and the planned Metro A (Gold) Line station in La Verne.

Action M-5.1: Continue to participate in regional transit planning with Metro through regular communication and coordination.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

TR-2: Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?

Impact Analysis: Total VMT and total VMT per service population for the SGVCOG Northeast Subarea and for the Planning Area are shown in Table 5.14-4, *VMT Comparison*. VMT estimates were developed for existing (2023) conditions, long-term buildout conditions under the existing General Plan, and buildout conditions under the proposed General Plan Update (2045).

Table 5.14-4
VMT Comparison

Metric	Existing	Existing General Plan Buildout	Proposed General Plan Update Buildout
SGVCOG Northeast Subarea			
Total VMT	8,966,701	8,999,588	9,037,571
VMT per Service Population	28.46	26.75	26.62
City of La Verne and Sphere of Influence			
Total VMT	1,445,600	1,457,475	1,509,493
VMT per Service Population	29.76	28.08	27.47
Source: *La Verne General Plan Update Transportation Impact Analysis* (TIA), prepared by Kittelson & Associates, Inc., dated January 22, 2024.			

A significant project VMT impact would occur if the Planning Area VMT per service population under General Plan Update buildout conditions exceeds the existing SGVCOG Northeast Subarea VMT per service population.

As shown in Table 5.14-4, the Planning Area VMT per service population under General Plan Update buildout conditions is estimated to be 27.47; the SGVCOG Northeast subarea baseline VMT per service population is estimated to be 28.46. The VMT rate for the General Plan Update would not exceed the applicable baseline VMT rate. The Land Use and Mobility elements developed as part of the General Plan Update includes policies to support the reduction of VMT, including increasing the balanced mix of residential and employment opportunities within the City with the proposed land uses. In addition to increased development in areas of projected high-quality transit service such as the future LA Metro A (Gold) Line station, the General Plan's inclusion of the ATP provides for the implementation of facilities that would encourage walking and biking throughout La Verne. Individual development projects would also be required to conduct VMT analyses based on guidelines and thresholds established by the City, including mitigating significant VMT impacts through transportation demand management (TDM) strategies and other mitigation measures (Policy M-9.2). Therefore, with respect to consistency with CEQA Guidelines Section 15064.3, subdivision (b), the impact of the Project would be less than significant and no mitigation would be required.

Proposed General Plan Update Goals and Policies:

LAND USE ELEMENT

Policy LU-1.1 **Land Use Pattern.** Provide for an overall mix of housing, employment, service, and recreational opportunities that promotes efficient development and

multimodal choices; reduces pollution, greenhouse gas emissions, and the expenditure of energy and other resources; ensures compatibility between uses; enhances community livability and public health; and sustains economic vitality.

Policy LU-1.3 **Activity Areas.** Promote the development of distinct, well-designed destinations featuring a mix of residential, commercial, and recreational uses that are well-integrated with surrounding development, accessible from transit and walking and biking paths, and serve as focal points in the community.

Policy LU-1.9 **Growth Pattern.** Strongly encourage new development to occur in infill locations in a balanced and efficient pattern that reduces sprawl, preserves open space, and creates convenient connections to other land uses and transportation facilities.

MOBILITY ELEMENT

Goal M-2: **Complete Streets.** A community with a well designed and built transportation network that is safe, accessible comfortable, and convenient for all transportation modes and users.

Policy M-2.1: **Complete Streets for Roadway Projects.** Apply Complete Streets principles to all new transportation improvements impacting the public right-of-way.

Policy M-2.5: **Eliminate Gaps.** Continue to identify and eliminate gaps in networks serving automobiles, bicyclists, pedestrians, transit users, equestrians, and other users. Remove natural and man-made barriers to accessibility and connectivity.

Policy M-2.6: **Streetscape Improvements.** Create an attractive transportation network by providing streetscape improvements such as landscaping, benches, lighting, street furniture and public art in the Old Town area, University of La Verne area, Metro A (Gold) Line Station Area, and other pedestrian-oriented areas in the City.

Policy M-2.8: **Safe Routes to School.** Work with the Bonita Unified School District and other schools in the City to establish a Safe Routes to School Program, allowing parents and children the opportunity to walk, bike, or roll to schools within the City.

Action M-2.1: When planning roadway facilities, incorporate the concept of complete streets. Complete streets include design elements for all modes that use

streets, including autos, transit, pedestrians, and bicycles. Complete streets shall be developed in a context-sensitive manner. For example, it may be more appropriate to provide a Class I bike path instead of bike lanes along a major arterial.

Goal M-5: **Public Transit.** A community with a comprehensive public transportation system.

Policy M-5.1: **Transit Use.** Support programs encouraging public transit use by people living in, working in, or visiting La Verne.

Policy M-5.2: **Improve Local Public Transit Service.** Work with Foothill Transit and other local public transit providers to improve local transit service in the City.

Policy M-5.3: **Improve Bus Stops.** Work with Foothill Transit to improve bus stop amenities along roads in La Verne that have local transit service.

Policy M-5.4: **Paratransit Service.** Work with local transit and other providers to support paratransit service for seniors and persons with disabilities.

Policy M-5.5: **Metrolink Service.** Monitor and participate in any future regional discussions pertaining to changes in Metrolink service in the area and station facilities.

Policy M-5.6: **Metro A (Gold) Line Station.** Work with LA Metro and the Foothill Gold Line Construction Authority to ensure the planned station in La Verne is consistent with the City's Complete Streets, active transportation, and parking policies.

Policy M-5.8: **Transit to and from University of La Verne.** Work collaboratively with the University of La Verne to determine the most effective ways to encourage transit use by students and staff, such as shuttles between campus and the planned Metro A (Gold) Line station in La Verne.

Action M-5.1: Continue to participate in regional transit planning with Metro through regular communication and coordination.

Goal M-6: **Pedestrian, Bicycle, and Equestrian.** A community with a comprehensive network of pedestrian, bicycle, and equestrian facilities.

Policy M-6.1: **Active Transportation Plan.** Maintain and implement the Active Transportation Plan (ATP) to provide active transportation facilities that can serve as an alternative to automobiles, including ATP's walking and bicycling facility recommendations shown in Figure M-2 and Figure M-3.

Policy M-6.2: **Active Transportation Facilities on Foothill Boulevard.** Coordinate with Caltrans to explore the appropriate bicycle and pedestrian facility improvements on Foothill Boulevard through the City.

Policy M-6.3: **Connectivity to Metro A (Gold) Line.** Coordinate with LA Metro and the Foothill Gold Line Construction Authority to ensure suitable first-last mile facilities are provided to facilitate non-vehicular access to the planned Metro A (Gold) Line station.

Policy M-6.5: **Marshall Canyon Trail.** Work with the County of Los Angeles to ensure the Marshall Canyon Trail is open and maintained and that access to and from the trail, including equestrian access, is facilitated within the City.

Policy M-6.6: **Sidewalk and Bikeway Gaps.** Identify and eliminate gaps in sidewalks and bikeways in the City in order to create a connected and complete active transportation network.

Policy M-6.7: **Coordination with Adjacent Cities.** Coordinate its bikeways system and pedestrian facilities (including trails and sidewalks) to be consistent with and connected to regional facilities and facilities in adjacent jurisdictions.

Policy M-6.8: **Bicycle/Pedestrian Facilities at New Developments.** Encourage new residential and non-residential developments in the city to provide safe and attractive bicycle and pedestrian facilities, such as secure bicycle parking, pedestrian-scale lighting, street furniture, landscaping, and other improvements.

Policy M-6.9: **Effective Roadway Projects.** Consider the implementation of projects within the ATP when roadways are being rehabilitated or resurfaced.

Policy M-6.10: **Bicycling and Walking to the University of La Verne.** Work collaboratively with the University of La Verne to ensure walking and bicycling options to different destinations in the City are facilitated for students and staff.

Goal M-9: **Vehicle Miles Traveled.** A community with reduced citywide vehicle miles traveled per capita that contributes to regional and statewide greenhouse gas emission targets.

Policy M-9.1: **Vehicle Miles Traveled Analysis.** Require vehicle miles traveled (VMT) analysis for the purposes of environmental review under the California Environmental Quality Act (CEQA), using methodologies and standards consistent with the City's Transportation Study Guidelines. The City shall continue to maintain

level of service (LOS) standards for the purposes of planning and designing street improvements.

Policy M-9.2: **Transportation Demand Management.** Require transportation demand management (TDM) strategies as mitigation measures for new projects that exceed the City's VMT impact thresholds.

Action M-9.1: Review and update the City's Municipal Code, as necessary, to reflect Transportation Demand Management best practices.

Action M-9.2: Consider allowing for a reduction in parking standards if comprehensive TDM programs and/or other parking strategies are provided.

Action M-9.3: Require developments that are approved based on TDM plans to incorporate monitoring and enforcement if TDM targets as part of those plans.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

TR-3: Would the project substantially increase hazards due to geometric design features (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?

Impact Analysis: A significant Project impact would occur if the Project substantially increases hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).

Geometric design features would generally be limited to individual projects' internal roadway networks, as well as driveways along City roads. Hazards are typically assessed at the individual project level when an actual design and construction of a circulation facility is proposed. Site-specific developments would be reviewed by the City to ensure adequate ingress and egress would be provided and site distance standards would be implemented. The City's design and construction standards and specifications provide for coordinated and standardized development of City facilities, including roadways. The standards apply to, regulate, and guide the design and preparation of plans, and the construction of streets, highways, alleys, drainage, traffic signals, site access, and related public improvements. As individual projects would undergo review by the City for approval and construction and would have to meet design guidelines, potential safety design hazards associated with land development projects would be addressed and result in less than significant impacts.

Prior to implementation, any improvements would be subject to a detailed review and future consideration by the City's Public Works engineering staff and other relevant City departments. An evaluation of the roadway alignments, intersection geometrics, and traffic control features would be needed at the project design level. Roadway improvements would have to be made in

accordance with the City's roadway design guidelines and meet design guidelines in the California Manual of Uniform Traffic Control Devices and the Caltrans Roadway Design Manual.

The types of uses anticipated as part of the General Plan Update are generally similar to existing and surrounding uses and thereby are compatible with the existing uses in the Planning Area and in the surrounding area. In addition, the Mobility Element developed as part of the General Plan Update contains policies in support of roadway network safety and reducing design hazards. This includes proposed Mobility Element Policy M-2.7 which promotes managing and improving the City's transportation network to be safe, accessible and consistent with ADA and to include ADA accessible features as part of roadway infrastructure projects. Action M-2.1 requires the City to design, construct, operate, and maintain the street network depicted in the Mobility Element network map that provides safe and efficient access to all areas of the City. Action M-4.1 promotes the evaluation of the applicability of traffic calming tools in appropriate areas. The implementation of goals, policies and actions contained in the General Plan Update and compliance with the La Verne Municipal Code would ensure that new development in the Planning Area would not substantially increase hazards due to geometric design features or incompatible uses. Therefore, the impact of the Project with respect to design and incompatible use hazards would be considered less than significant.

Proposed General Plan Update Goals and Policies:

MOBILITY ELEMENT

Goal M-2: **Complete Streets.** A community with a well designed and built transportation network that is safe, accessible comfortable, and convenient for all transportation modes and users.

Policy M-2.1: **Complete Streets for Roadway Projects.** Apply Complete Streets principles to all new transportation improvements impacting the public right-of-way.

Policy M-2.4: **Context Sensitivity.** Consider the land use and design context of the surrounding areas when designing Complete Streets.

Policy M-2.5 **Eliminate Gaps.** Continue to identify and eliminate gaps in networks serving automobiles, bicyclists, pedestrians, transit users, equestrians, and other users. Remove natural and man-made barriers to accessibility and connectivity.

Policy M-2.7 **ADA Accessibility**. Ensure the City's transportation network is safe, accessible, and consistent with the Americans with Disabilities Act (ADA), to allow mobility-impaired users, such as disabled persons and seniors, to safely travel within and beyond the City.

Policy M-2.8 **Safe Routes to School**. Work with the Bonita Unified School District and other schools in the City to establish a Safe Routes to School Program, allowing parents and children the opportunity to walk, bike, or roll to schools within the City.

Action M-2.1 Design, construct, operate, and maintain the street network depicted in the Mobility Element network map that provides safe and efficient access to all areas of the City.

Action M-2.4 Consider the standards set forth in the latest editions of the California MUTCD and American Association of State Highway and Transportation Officials (AASHTO) Green Book for improvement and re-striping of appropriate major collector and arterial streets to accommodate Class II bike lanes or Class IV protected bikeways in both directions, as applicable to the City of La Verne.

Policy M-4.1 **Safe Rail Crossings**. Work with rail agencies and operators to ensure the rail crossings in the City are safe for vehicles, pedestrians, and bicyclists and explore opportunities to implement grade separation where desirable.

Policy M-4.2 **Traffic Calming**. Support traffic calming strategies in residential areas to slow traffic through residential neighborhoods and divert traffic to arterial roads.

Policy M-4.3 **New Project Access and Safety**. Ensure that new projects follow best design practices and guidelines to reduce conflicts between circulation system users.

Policy M-4.4 **I-210 Crossings.** Work with Caltrans to ensure safe conditions continue to be provided at the I-210 crossings and ramps in the City.

Policy M-4.5 **Bicyclist and Pedestrian Safety**. Develop safe and convenient bicycle and pedestrian facilities and crossings that reduce conflicts with other modes.

Policy M-4.6 **Safe Transportation to and from University of La Verne**. Work collaboratively with the University of La Verne to ensure that the transportation needs of students and staff (such as rideshare hailing at City curbsides) are accommodated safely.

Policy M-4.7 **Public Education**. Work with the Police Department and other groups to implement safety-related community classes and awareness campaigns.

Action M-4.1 Evaluate the applicability of traffic calming tools in appropriate areas.

Policy M-7.1 **Truck Traffic on Local Streets**. Continue to discourage truck traffic within residential neighborhoods.

Policy M-7.2 **Local Truck Routes**. Maintain a network of local truck routes to facilitate goods movement to regional roads and to discourage the use of residential roads.

Policy M-7.3 **Roadway Design**. Maintain roadway design standards to facilitate access to light industrial and manufacturing areas along designated truck routes.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

TR4: Would the project result in inadequate emergency access?

Impact Analysis: Implementation of the proposed General Plan Update would result in increased development which could result in new roadways and increase the number of users on the City's transportation system. There would be a need to ensure that adequate emergency access provisions are made to accommodate increased population and growth.

Future development within the Planning Area is not anticipated to result in the substantial modification of roadways surrounding specific development sites or the placement of any permanent physical barriers on adjacent roadways. Additionally, the applicant of any proposed development would be required to submit appropriate plans for plan review to ensure compliance with zoning, building, and fire codes prior to the issuance of a building permit. La Verne Fire Department (LVFD) would review the proposed development for access requirements, minimum driveway widths, fire apparatus access roads, fire lanes, signage, access devices and gates, access walkways, among other requirements to ensure adequate emergency access would be provided to and within the site. The proposed development would be required to comply with all applicable Building and Fire Code requirements and would submit construction plans to the City for review and approval prior to issuance of any building permit. Approval by the Fire Department would ensure that construction and operation of future projects associated with implementation of the General Plan Update would not result in inadequate emergency access. In addition, the Public Safety and Mobility Elements developed as part of the General Plan Update contains policies in support of emergency access along local roads.

The General Plan Update is a programmatic level document; emergency accessibility is typically assessed at the project level. Adequacy of emergency access associated with future development projects would be analyzed and evaluated in detail through the environmental review process. In addition, the Mobility Element developed as part of the General Plan Update contains policies in support of emergency access along local roads. These applicable policies are listed below. Specifically, proposed Mobility Element Policy M-7.3 directs the City to maintain roadway design standards to facilitate access to light industrial and manufacturing areas along designated truck routes. Policy M-1.4 ensures that new development in the City does not adversely affect traffic

flow and operations. Therefore, the impact of the General Plan Update with respect to emergency access would be considered less than significant.

Proposed General Plan Update Goals and Policies:

MOBILITY ELEMENT

Goal M-1: **Traffic Flow.** A community served by a roadway network with sufficient flow on arterial roadways and minimized adverse traffic effects on residential neighborhoods.

Policy M-1.1: **Level of Service (LOS).** Strive to maintain acceptable vehicular level of service along City facilities using methodologies consistent with the City's Transportation Study Guidelines. Given the unique residential context around Old Town La Verne, and to maintain the area's character, lower levels of service may be deemed acceptable along portions of Bonita Avenue and White Avenue adjacent to Old Town La Verne.

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

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

Action M-1.2 Periodically review and update the City's standard street plans to ensure that the plans reflect the City's goals and policies for the circulation system.

Action M-1.3 Periodically review and assess the vehicular level of service along City facilities to determine, what, if any, improvements are warranted to maintain a safe and efficient flow of traffic throughout La Verne. Based on a thorough review of facility operations and funding availability, improvements may be included in the City's Capital Improvement Plan and/or required as part of project approval through the development review process.

Policy M-7.1: **Truck Traffic on Local Streets.** Continue to discourage truck traffic within residential neighborhoods.

Policy M-7.2: **Local Truck Routes.** Maintain a network of local truck routes to facilitate goods movement to regional roads and to discourage the use of residential roads.

Policy M-7.3: **Roadway Design.** Maintain roadway design standards to facilitate access to light industrial and manufacturing areas along designated truck routes.

Action M-7.1: Update and implement the City's Freight Routes Map to ensure it serves the City's goods movement needs while considering the potential mobility conflicts and the location of sensitive land uses in the City.

Action M-7.2: Require traffic index calculations (consistent with the State Department of Transportation) for construction on streets that are designated as truck routes, in order to provide structural sections that will accommodate the projected truck volumes.

PUBLIC SAFETY ELEMENT

Policy PS-1.17: **Fire and Building Codes.** Require that all buildings and structures within La Verne comply with local, state, and federal regulatory standards such as the California Fire and Building Codes as well as other applicable fire safety standards.

Action PS-1.2: Work with the Fire Department to maintain an ongoing fire inspection program to reduce fire hazards associated with multifamily development, critical facilities, public assembly facilities, industrial buildings, and nonresidential buildings.

Action PS-1.10: The Fire Department and City Engineer will review proposed development projects and street networks to evaluate the accessibility for fire engines and other emergency response functions.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

5.14.6 CUMULATIVE IMPACTS

Section 4.0, *Basis of Cumulative Analysis*, establishes growth and development within Los Angeles County as anticipated by SCAG as having the potential to interact with the proposed Project to the extent that a significant cumulative effect may occur. The cumulative projects' setting for transportation considers the region and projects within the City.

Would the project, combined with other related cumulative projects, conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?

Impact Analysis: A significant cumulative impact would occur if the Project and cumulative projects conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. Overall, the Project is a programmatic land use plan and is not proposing any changes to the circulation system. Any

future development within the City would be assessed for consistency with local policies and ordinances, including the City's ATP, Municipal Code and General Plan goals and policies, as appropriate. Therefore, the Project's incremental contribution to cumulative impacts related to transit, roadway, bicycle, and pedestrian facilities would not be cumulatively considerable.

Proposed General Plan Update Goals, Policies, and Actions: Refer to the General Plan goals, policies, and actions cited above.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

Would the project, combined with other related cumulative projects, conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?

Impact Analysis: A significant cumulative VMT impact would occur if the total SGVCOG Northeast Subarea VMT under the General Plan Update buildout conditions exceeds the total SGVCOG Northeast Subarea VMT under no project/existing General Plan conditions. As shown in Table 5.14-4, the total SGVCOG Northeast Subarea VMT under General Plan Update buildout conditions is estimated to be 9,037,571; the total SGVCOG Northeast Subarea VMT under no project/existing General Plan conditions is estimated to be 8,999,588. The total SGVCOG Northeast Subarea VMT under the General Plan Update buildout conditions would exceed the total SGVCOG Northeast Subarea VMT under no project/existing General Plan conditions. Therefore, the proposed Project would result in a significant cumulative VMT impact.

The proposed General Plan land use patterns and intensities, as well as its proposed policies, include a multitude of components that would reduce VMT. In addition to increased development in areas of projected high-quality transit service such as the future LA Metro A (Gold) Line station, the General Plan's inclusion of the ATP provides for the implementation of facilities that would encourage walking and biking within and through La Verne. Individual development projects would also be required to conduct VMT analyses based on guidelines and thresholds established by the City, including mitigating significant VMT impacts through transportation demand management (TDM) strategies and other mitigation measures (Policy M-9.2). While such measures are likely to result in less than significant VMT impacts when considered at an individual project level, they cannot be guaranteed and it is not possible to fully quantify or mitigate VMT impacts for all potential development at a citywide level as part of a programmatic General Plan Update. In addition, the cumulative VMT impacts extend beyond the City's boundaries, meaning that mitigation measures that would reduce regional VMT outside the La Verne planning boundaries cannot be guaranteed. Therefore, the Project's cumulative VMT impacts would be considered significant and unavoidable.

Proposed General Plan Update Goals, Policies, and Actions: Refer to the General Plan goals, policies, and actions cited above.

Mitigation Measures: There is no feasible mitigation available for this impact.

Level of Significance: Significant and Unavoidable Impacts.

Would the project, combined with other related cumulative projects, substantially increase hazards due to geometric design features (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Impact Analysis: As described above, the types of uses that would be allowed as part of Project implementation are generally similar to existing and surrounding uses and thereby are compatible with the existing uses in the Planning Area and in the surrounding area. Additionally, site-specific developments would be reviewed by the City to ensure adequate ingress and egress would be provided and site distance standards would be implemented. Implementation of the Project would therefore not contribute to a cumulatively considerable impact relative to an increase in hazards due to a geometric design feature.

Proposed General Plan Update Goals, Policies, and Actions: Refer to the General Plan goals, policies, and actions cited above.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

Would the project, combined with other related cumulative projects, result in inadequate emergency access?

Impact Analysis: A cumulatively significant project impact would occur if implementation of the Project with cumulative projects would result in inadequate emergency access. As noted, the Project does not propose site-specific development; emergency accessibility is typically assessed at the project level.

The applicant of any proposed development would be required to submit appropriate plans for plan review to ensure compliance with zoning, building, and fire codes prior to the issuance of a building permit. The LVFD would review all development projects for access requirements, minimum driveway widths, fire apparatus access roads, fire lanes, signage, access devices and gates, access walkways, among other requirements to ensure adequate emergency access would be provided to and within the site. Therefore, the proposed Project's incremental contribution to cumulative impacts relative to emergency access would not be cumulatively considerable.

Proposed General Plan Update Goals, Policies, and Actions: Refer to the General Plan goals, policies, and actions cited above.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

5.14.7 SIGNIFICANT UNAVOIDABLE IMPACTS

General Plan implementation would result in a significant cumulative VMT impact. All other transportation impacts associated with implementation of the General Plan Update would be less than significant.

If the City of La Verne approves the General Plan Update, the City will be required to make findings in accordance with CEQA Guidelines Section 15091 and prepare a Statement of Overriding Considerations for consideration by the City's decision makers in accordance with CEQA Guidelines Section 15093.

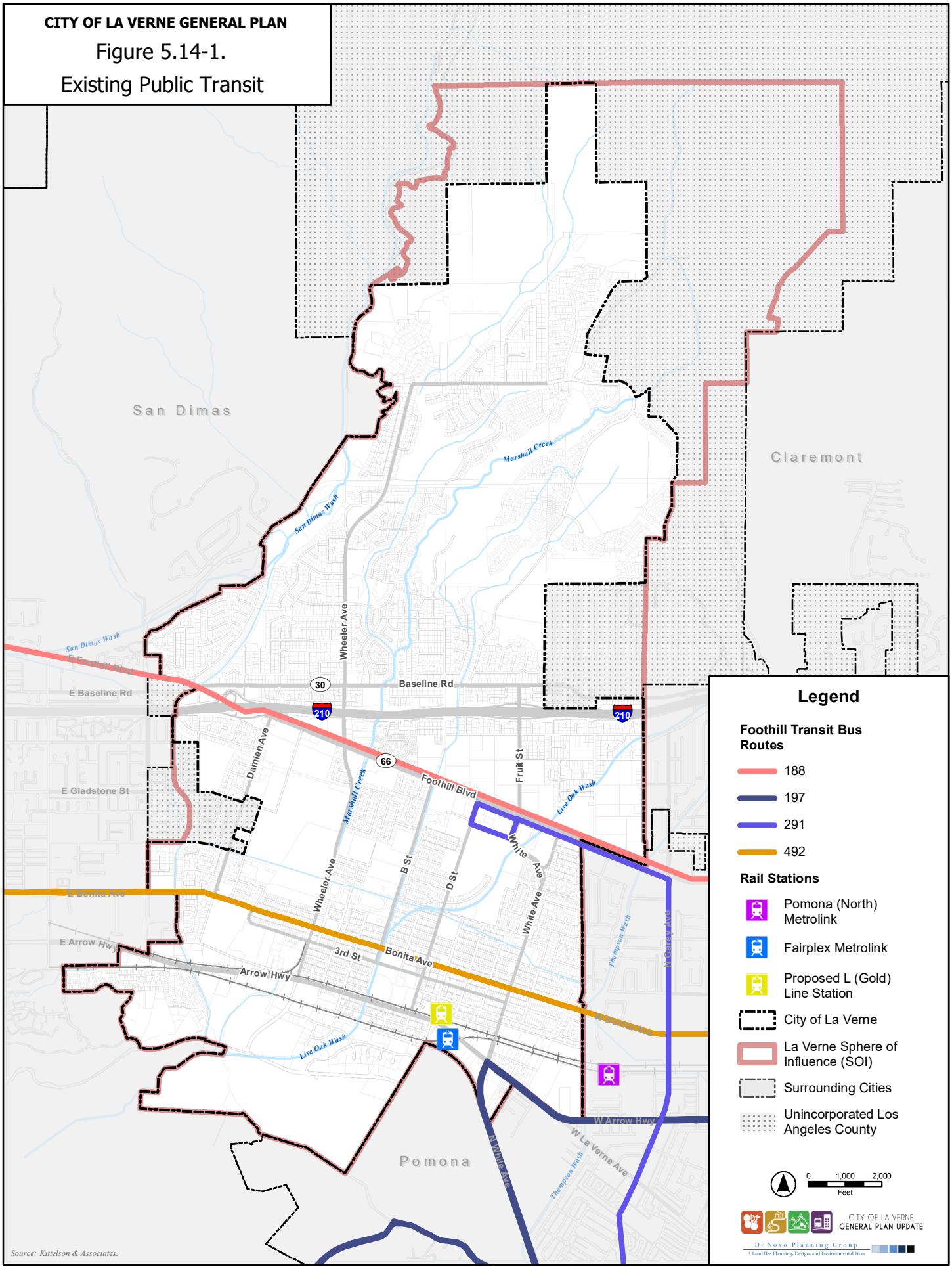
5.14.8 REFERENCES

Kittelson & Associates, Inc., *La Verne General Plan Update Transportation Impact Analysis* (TIA), January 22, 2024.

CITY OF LA VERNE GENERAL PLAN

Figure 5.14-1.

Existing Public Transit



Source: Kittelson & Associates.

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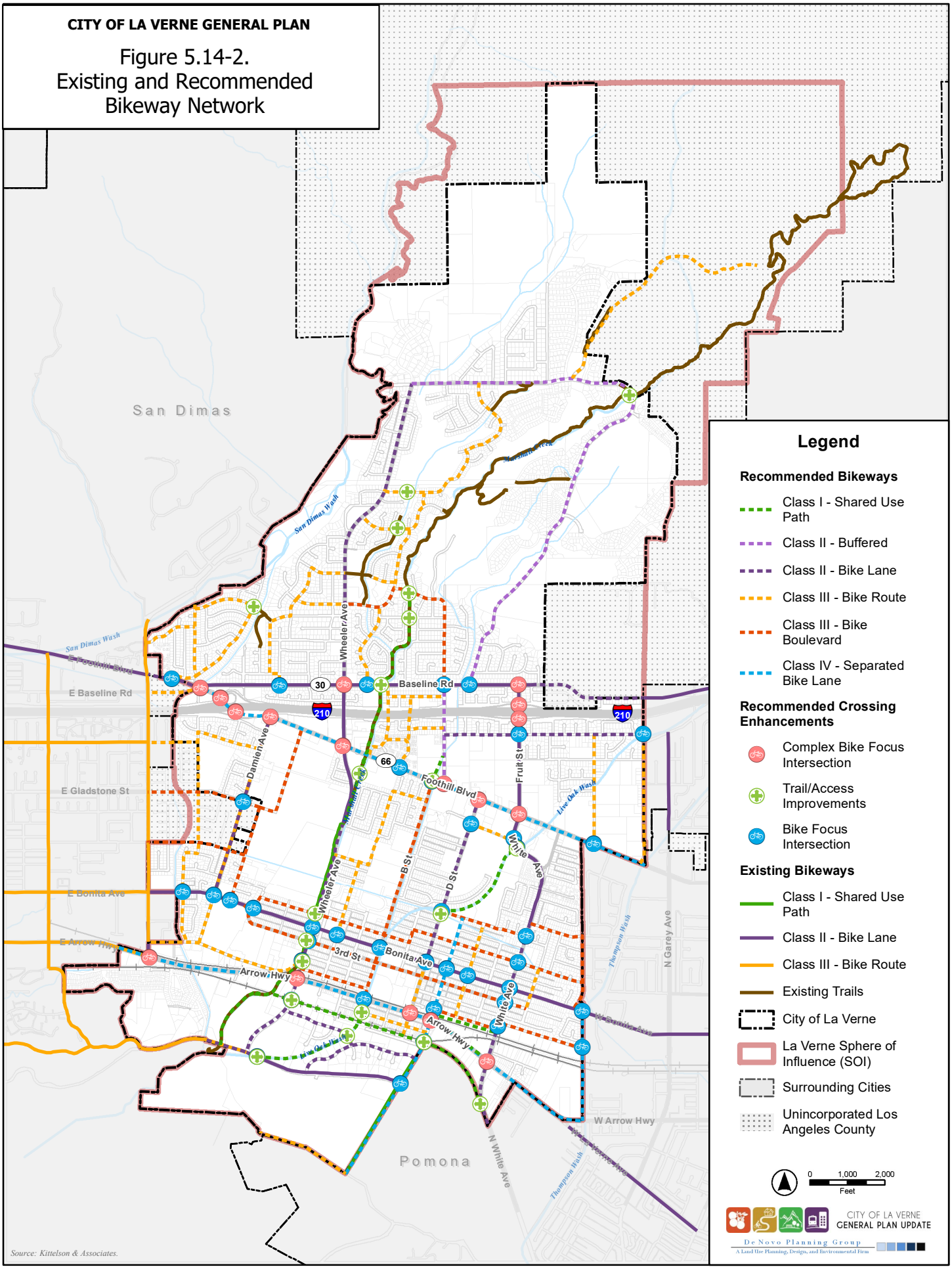
CITY OF LA VERNE GENERAL PLAN

Figure 5.14-2. Existing and Recommended Bikeway Network



Source: Kittelson & Associates.

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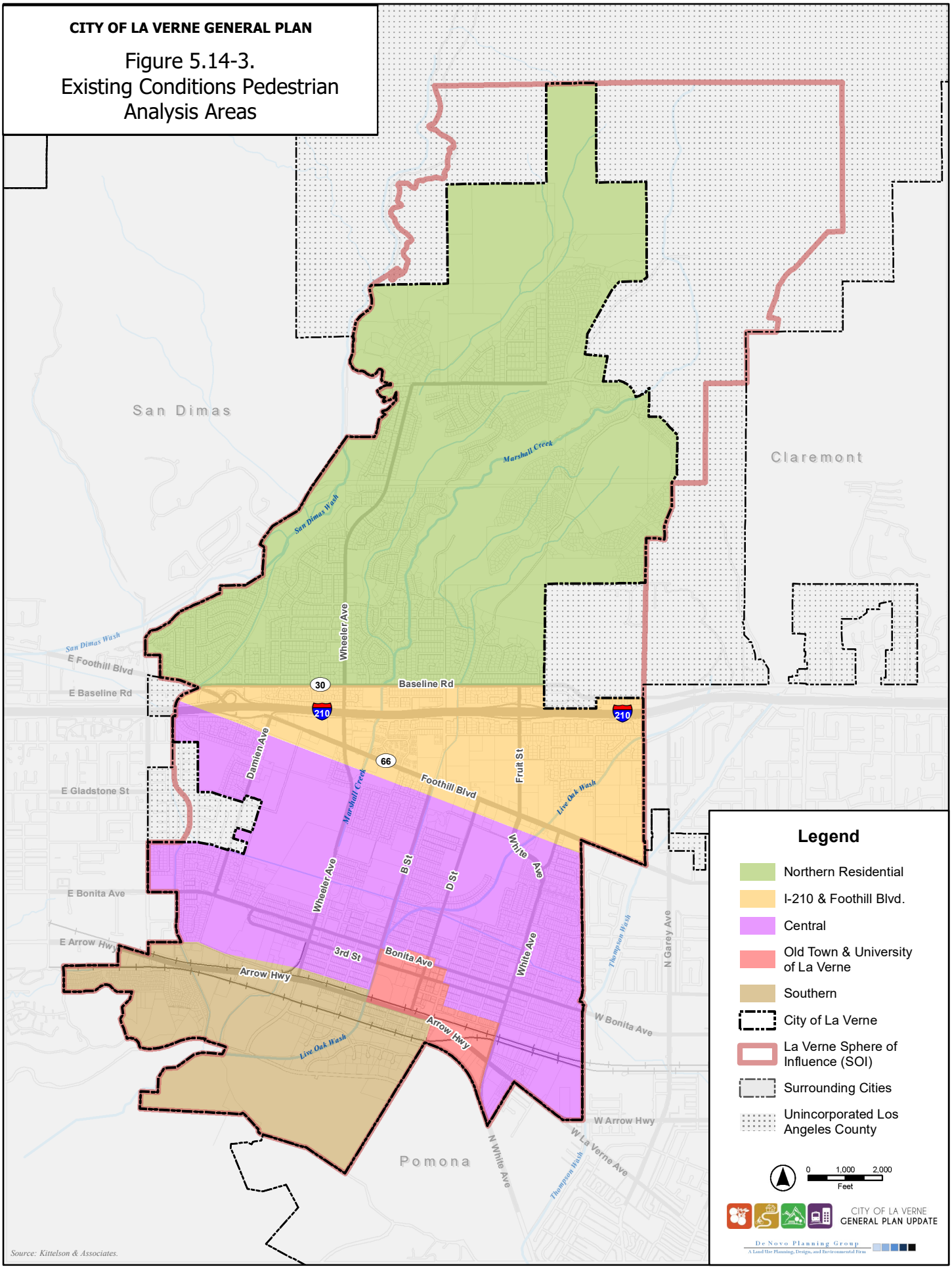
CITY OF LA VERNE GENERAL PLAN

Figure 5.14-3.
Existing Conditions Pedestrian Analysis Areas



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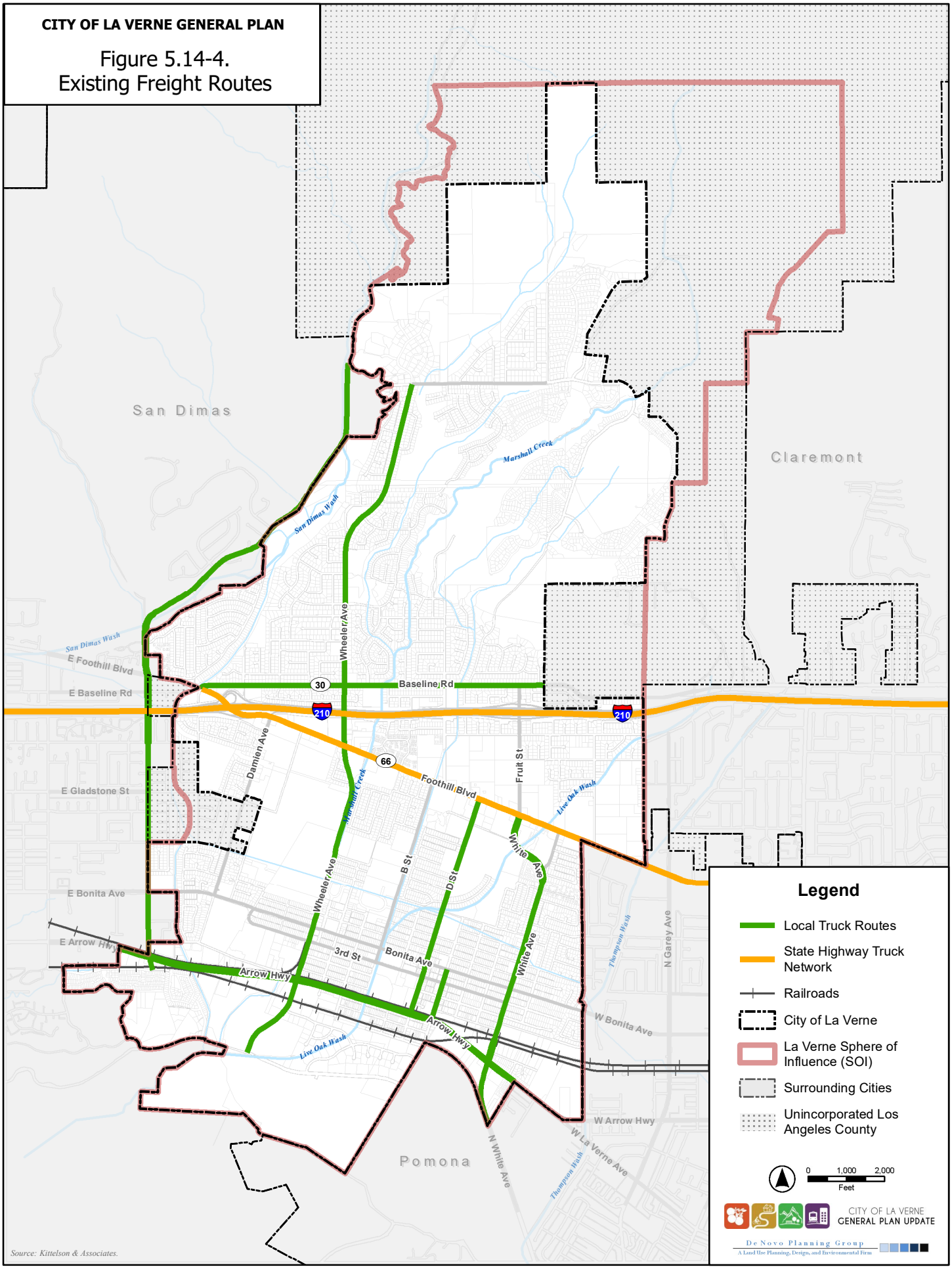
CITY OF LA VERNE GENERAL PLAN

Figure 5.14-4.
Existing Freight Routes



Source: Kittelson & Associates.

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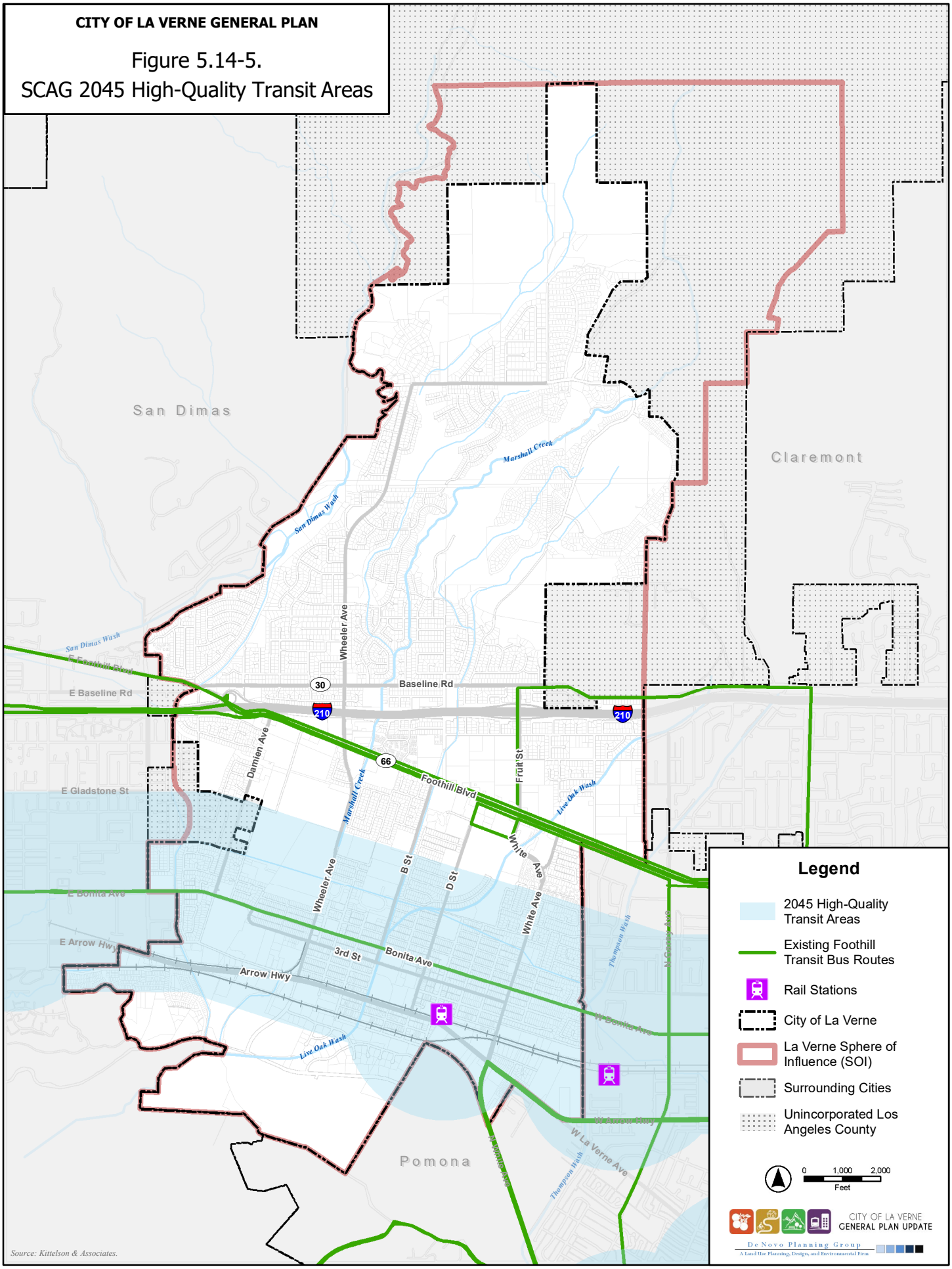
CITY OF LA VERNE GENERAL PLAN

Figure 5.14-5.
SCAG 2045 High-Quality Transit Areas



Source: Kittelson & Associates.

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5.15 TRIBAL CULTURAL RESOURCES

5.15.1 PURPOSE

This section identifies existing tribal cultural resources within the Planning Area, and provides an analysis of potential impacts associated with implementation of the General Plan Update.

This section is primarily based upon the Cultural and Paleontological Resources Assessment for the City of La Verne General Plan Update, City of La Verne, Los Angeles County, California (Cultural Study), prepared by Cogstone Resource Management, Inc. and dated May 2018; refer to Appendix D, *Cultural/ Paleontological Resources Assessment*.

One comment was received during the NOP comment period regarding tribal cultural resources. The comment was received from the Native American Heritage Commission (NAHC). The NAHC comment letter provided direction regarding tribal consultation in accordance with Assembly Bill 52 and Senate Bill 18. The NAHC provided recommendations for the Cultural Resources Assessments. This section addresses the issues raised during the NOP comment period.

Cultural resources, specifically historic, archeological, and paleontological resources, are discussed in Section 5.4, *Cultural Resources*.

5.15.2 ENVIRONMENTAL SETTING

ETHNOGRAPHIC OVERVIEW

The City is located within the traditional territory of the Gabrielino (Tongva). The Gabrielino moved into southern California from the Great Basin around 4,000 Before Present (B.P.), “wedging” themselves between the Hokan-speaking Chumash, located to the north, and the Yuman-speaking Kumeyaay, located to the south. This Shoshonean Wedge, or Shoshonean “intrusion” theory, is counter to the Gabrielino community’s knowledge about their history and origins. Oral tradition states that the Gabrielino have always lived in their traditional territory, with their emergence into this world occurring at Puvungna, located in Long Beach.

The name “Gabrielino” is Spanish in origin and was used in reference to the Native Americans associated with the Mission San Gabriel. It is unknown what these people called themselves before the Spanish arrived, but today they call themselves “Tongva,” meaning “people of the earth.” At the time of European contact, there were an estimated 5,000 Tongva living at 31 known villages.

The Tongva speak a language that is part of the Takic language family. At the time of Spanish contact, their 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.

The Tongva are considered to have been one of the wealthiest tribes and to have greatly influenced tribes they traded with. Houses were domed and circular structures thatched with tule or similar materials. The best-known artifacts were made of steatite and were highly prized. Many common everyday items were decorated with inlaid shell or carvings reflecting an elaborately developed.

The main food zones utilized were marine, woodland, and grassland. Plant foods were, by far, the greatest part of the traditional diet at contact. Acorns were the most important single food source. Villages were located near water sources necessary for the leaching of acorns, which was a daily occurrence. Grass seeds were the next most abundant plant food used, along with chia. Seeds were parched, ground, and cooked as mush in various combinations according to taste and availability. Greens and fruits were eaten raw or cooked or sometimes dried for storage. Bulbs, roots, and tubers were dug in the spring and summer and usually eaten fresh. Mushrooms and tree fungus were prized as delicacies. Various teas were made from flowers, fruits, stems and roots for medicinal cures as well as beverages.

The principal game animals were deer, rabbit, jackrabbit, woodrat, mice, ground squirrels, antelope, quail, dove, ducks and other birds. Most predators were avoided as food, as were tree squirrels and most reptiles. Trout and other fish were caught in the streams, while salmon were available when they ran in the larger creeks. Marine foods were extensively utilized. Sea mammals, fish and crustaceans were hunted and gathered from both the shoreline and the open ocean, using reed and dugout canoes. Shellfish were the most common resource, including abalone, turbans, mussels, clams, scallops, bubble shells, and others.

One ethnographically recorded Tongva community, Tooypinga, is documented on the southern edge of the City boundary on what is now Brackett Field, historically part of the San Jose Rancho located in northeastern foothills of the San Jose Hills. The name Tooypinga is reported to have been derived “from tojtš, the devil woman who is there at El Rincon, near San Jose.” The community of Tooypinga was known for its tunas, the fruit of the prickly pear cactus (Opuntina sp.). It is reported that during the Mission Period a group of Spanish soldiers and servants, under the orders of the Mission priest “tied up and whipped every man, woman, and child in the Lodge and drove part of them back with them.” At the Mission infants and children under the age of eight were baptized against their will, and their parents eventually were forced to consent to baptism in order to be reunited with their families.

NATIVE AMERICAN CONSULTATION

A Sacred Lands File (SLF) search was requested from the Native American Heritage Commission (NAHC), on July 31, 2017. On August 1, 2017, the NAHC replied that a search of the SFL was completed with negative results; however, the NAHC indicated that the area is sensitive for potential tribal cultural resources. The NAHC recommend that seven Native American tribal organizations be contacted that may have additional knowledge of the religious and cultural significance of historic properties within or immediately adjacent to the City of La Verne for further information.

The City of La Verne conducted Native American consultations under Senate Bill (SB) 18 (Chapter 905, Statutes of 2004), which requires local governments to consult with tribes prior to making certain planning decisions and requires consultation and notice for a General and Specific Plan adoption or amendments in order to preserve, or mitigate impacts to, cultural places that may be affected. In addition to SB 18 consultation, the City conducted tribal consultations under the provisions of CEQA (Public Resources Code section 21080.3.1 subdivisions (b), (d) and (e)), also known as Assembly Bill (AB) 52, which requires notification and consultation for projects within the City of La Verne's jurisdiction and within the traditional territory of the tribal organizations who have previously requested AB 52 consultations with the City.

The City of La Verne sent joint SB 18 and AB 52 letters to all seven tribal organizations on September 14, 2017, via certified mail. Follow up emails were sent to all tribal organizations on October 6, 2017, and follow up phone calls were made November 15, 2017. To date, three responses have been received and are summarized below:

- On March 22, 2018 during a conference call with the City, Andrew Salas and Matthew Teutimez of the Gabrieleno Band of Mission Indians-Kizh Nation indicated that they consider the entire City of La Verne to be sensitive for tribal cultural resources and requested to be consulted for all proposed projects within the City.
- On November 15, 2017 Anthony Morales of the Gabrieleno/Tongva San Gabriel Band of Mission Indians requested that a paragraph in the overall plan addressing cultural resources and contacting archaeological firms and Native American groups with any updates.
- On October 17, 2018 Chris Devers, cultural Liaison for the Pauma Band of Luiseno Indians-Pauma & Yuima Reservation indicated that the City of La Verne is outside the ancestral territory of the tribe and deferred to Gabrieleno and Serrano Tribes.

A log of all tribal consultations and related documents are located in Appendix G, *Tribal Consultation*.

5.15.3 REGULATORY SETTING

FEDERAL

National Historic Preservation Act

Enacted in 1966 and amended in 2000, the National Historic Preservation Act (NHPA) declared a national policy of historic preservation and instituted a multifaceted program, administered by the Secretary of the Interior, to encourage the achievement of preservation goals at federal, State, and local levels. The NHPA authorized the expansion and maintenance of the National Register of Historic Places (NRHP), established the position of State Historic Preservation Officer (SHPO) and provided for the designation of State Review Boards, set up a mechanism to certify local governments to carry out the purposes of the NHPA, assisted Native American tribes to preserve their cultural heritage, and created the Advisory Council on Historic Preservation (ACHP).

Section 106 Process

Through regulations associated with the NHPA, an impact to a cultural resource would be considered significant if government action would affect a resource listed in or eligible for listing in the NRHP. The NHPA codifies a list of cultural resources found to be significant within the context of national history, as determined by a technical process of evaluation. Resources that have not yet been placed on the NRHP, and are yet to be evaluated, are afforded protection under the Act until shown not to be significant.

Section 106 of the NHPA and its implementing regulations (36 Code of Federal Regulations Part 800) state that for a cultural resource to be determined eligible for listing in the NRHP, the resource must meet specific criteria associated with historic significance and possess certain levels of integrity of form, location, and setting. The criteria for listing on the NRHP are applied within an analysis when there is some question as to the significance of a cultural resource. The criteria for evaluation are defined as the quality of significance in American history, architecture, archeology, engineering, and culture. This quality must be present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association. A property is eligible for the NRHP if it is significant under one or more of the following criteria:

- Criterion A: It is associated with events that have made a significant contribution to the broad patterns of our history; or
- Criterion B: It is associated with the lives of persons significant in our past; or
- Criterion C: It embodies the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values,

or that represent a significant and distinguishable entity whose components may lack individual distinction; or

- Criterion D: It has yielded, or may be likely to yield, information important in prehistory or history.

Criterion (D) is usually reserved for archaeological resources. Eligible cultural resources must meet at least one of the above criteria and exhibit integrity, measured by the degree to which the resource retains its historical properties and conveys its historical character.

The Section 106 evaluation process does not apply to projects undertaken under City environmental compliance jurisdiction. However, should the undertaking require funding, permits, or other administrative actions issued or overseen by a Federal agency, analysis of potential impacts to cultural resources following the Section 106 process would likely be necessary. The Section 106 process typically excludes cultural resources created less than 50 years ago unless the resource is considered highly significant from the local perspective. Finally, the Section 106 process allows local concerns to be voiced and the Section 106 process must consider aspects of local significance before a judgment is rendered.

Secretary of the Interior's Standards for the Treatment of Historic Properties

Evolving from the Secretary of the Interior's Standards for Historic Preservation Projects with Guidelines for Applying the Standards that were developed in 1976, the Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring and Reconstructing Historic Buildings were published in 1995 and codified as 36 Code of Federal Regulations Part 67. Neither technical nor prescriptive, these standards are "intended to promote responsible preservation practices that help protect our Nation's irreplaceable cultural resources." "Preservation" acknowledges a resource as a document of its history over time, and emphasizes stabilization, maintenance, and repair of existing historic fabric. "Rehabilitation" not only incorporates the retention of features that convey historic character, but also accommodates alterations and additions to facilitate continuing or new uses. "Restoration" involves the retention and replacement of features from a specific period of significance. "Reconstruction," the least used treatment, provides a basis for recreating a missing resource. These standards have been adopted, or are used informally, by many agencies at all levels of government to review projects that affect historic resources.

STATE

California Register of Historical Resources (CRHR)

Created in 1992 and implemented in 1998, the CRHR is "an authoritative guide in California to be used by State and local agencies, private groups, and citizens to identify the State's historical resources and to indicate what properties are to be protected, to the extent prudent and feasible, from substantial adverse change." Certain properties, including those listed in or formally

determined eligible for listing in the NRHP and California Historical Landmarks numbered 770 and higher, are automatically included in the CRHR. Other properties recognized under the California Points of Historical Interest program, identified as significant in historical resources surveys or designated by local landmarks programs, may be nominated for inclusion in the CRHR. A resource, either an individual property or a contributor to a historic district, may be listed in the CRHR if the State Historical Resources Commission determines that it meets one or more of the criteria modeled on the NRHP criteria.

Senate Bill 18

Signed into law in 2004, Senate Bill (SB) 18 requires that cities and counties notify and consult with California Native American tribes about proposed local land use planning decisions for the purpose of protecting traditional tribal cultural sites. Cities and counties must provide General and Specific Plan amendment proposals to California Native American tribes that have been identified by the Native American Heritage Commission as having traditional lands located within the city's boundaries. If requested by the Native American tribes, the city must also conduct consultations with the tribes prior to adopting or amending their General and Specific Plans.

Assembly Bill 52 (Gatto, 2014)

On September 25, 2014, Governor Brown signed AB 52. In recognition of California Native American tribal sovereignty and the unique relationship of California local governments and public agencies with California Native American tribal governments, and respecting the interests and roles of project proponents, of the stated goals of AB 52 are the following:

> 1) Recognize that California Native American prehistoric, historic, archaeological, cultural, and sacred places are essential elements in tribal cultural traditions, heritages, and identities.
>
> 2) Establish a new category of resources in CEQA called "tribal cultural resources" that considers the tribal cultural values in addition to the scientific and archaeological values when determining impacts and mitigation.
>
> 3) Establish examples of mitigation measures for tribal cultural resources that uphold the existing mitigation preference for historical and archaeological resources of preservation in place, if feasible.
>
> 4) Recognize that California Native American tribes may have expertise with regard to their tribal history and practices, which concern the tribal cultural resources with which they are traditionally and culturally affiliated. Because CEQA calls for a sufficient degree of analysis, tribal knowledge about the land and tribal cultural resources at issue should be included in environmental assessments for projects that may have a significant impact on those resources.

5) In recognition of their governmental status, establish a meaningful consultation process between California Native American tribal governments and lead agencies, respecting the interests and roles of all California Native American tribes and project proponents, and the level of required confidentiality concerning tribal cultural resources, at the earliest possible point in CEQA environmental review process, so that tribal cultural resources can be identified, and culturally appropriate mitigation and mitigation monitoring programs can be considered by the decision making body of the lead agency.

6) Recognize the unique history of California Native American tribes and uphold existing rights of all California Native American tribes to participate in, and contribute their knowledge to, the environmental review process pursuant to CEQA.

7) Ensure that local and tribal governments, public agencies, and project proponents have information available, early in CEQA environmental review process, for purposes of identifying and addressing potential adverse impacts to tribal cultural resources and to reduce the potential for delay and conflicts in the environmental review process.

8) Enable California Native American tribes to manage and accept conveyances of, and act as caretakers of, tribal cultural resources.

9) Establish that a substantial adverse change to a tribal cultural resource has a significant effect on the environment.

Native American Heritage Commission (NAHC)

The NAHC, created by statute in 1976, is a nine-member body, appointed by the Governor, to identify and catalog cultural resources (i.e., places of special religious or social significance to Native Americans, and known graves and cemeteries of Native Americans on private lands) in California. The Commission is charged with the duty of preserving and ensuring accessibility of sacred sites and burials, the disposition of Native American human remains and burial items, maintain an inventory of Native American sacred sites located on public lands (i.e. Sacred Lands File), and review current administrative and statutory protections related to these sacred sites.

California Government Code Sections 6254(r) and 6254.10

Section 6254(r) explicitly authorizes public agencies to withhold information from the public relating to “Native American graves, cemeteries, and sacred places maintained by the Native American Heritage Commission.” Section 6254.10 specifically exempts from disclosure requests for “records that relate to archaeological site information and reports, maintained by, or in the possession of the Department of Parks and Recreation, the SHRC, the State Lands Commission, the NAHC, another state agency, or a local agency, including the records that the agency obtains through a consultation process between a Native American tribe and a state or local agency.”

California Health and Safety Code (Sections 7050.5, 7051, and 7054)

Sections 7050.5, 7051, and 7054 of the California Health and Safety Code collectively address the illegality of interference with human burial remains (except as allowed under applicable sections of the PRC), as well as the disposition of Native American burials in archaeological sites and protects such remains from disturbance, vandalism, or inadvertent destruction; establishes procedures to be implemented if Native American skeletal remains are discovered during construction of a project, treatment of the remains prior to, during and after evaluation, and reburial procedures.

California Public Resources Code Section 5097.98

Public Resources Code Section 5097.98 stipulates that whenever the NAHC receives notification concerning discovery of Native American human remains from a county coroner pursuant to CHS §7050.5, it shall immediately notify those persons it believes to be most likely descended from the deceased Native American. The descendants may, with the landowner's permission, or his or her authorized representative, inspect the Native American remains and may recommend to the owner or the person responsible for the excavation work means for treating or disposing, with the appropriate dignity, the human remains and any associated grave goods. The descendants shall complete their inspection and make their recommendation within 48 hours of being granted access to the site. The recommendation may include the scientific removal and non-destructive analysis of human remains and items associated with Native American burials. The NAHC would designate the Most Likely Descendant (MLD) for any future human remains found in the project area.

LOCAL

City of La Verne Municipal Code

The La Verne Municipal Code Section 16.34.050, *Properties Involving Scenic or Cultural Resources*, provides standards that apply to the subdivision of any parcel containing a potential historic resource identified in city, county or State records, by local survey, by nomination to a city register, by the General Plan or any implementing zoning or specific plan. It requires applicants to prepare a comprehensive analysis and inventory prior to submission of any map application. If it is determined that the area contains archaeological, paleontological, historical, architectural or landscape resources that warrant protection, a mitigation program is required to ensure adequate protection of the resource.

In accordance with Chapter 18.16, *Development Review*, of the Zoning Code, approval of a precise plan is required whenever there is a new use or an "intensification of use" to a building or property. Section 18.16.100, *Precise Plans—Findings*, stipulates in part that during precise plan review, the approving body consider the protection and enhancement of historic, archaeological and cultural resources.

5.15.4 SIGNIFICANCE CRITERIA AND THRESHOLDS

Appendix G of the CEQA Guidelines contains the Initial Study Environmental Checklist, which includes questions related to tribal cultural resources. The issues presented in the Initial Study Environmental Checklist have been utilized as thresholds of significance in this section. Accordingly, a project may create a significant environmental impact if it would:

- Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:
    - Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k) (refer to Impact Statement TCR-1); or
    - A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe (refer to Impact Statement TCR-2).

Based on these standards and significance thresholds and criteria, the General Plan Update's effects have been categorized as either "no impact," a "less than significant impact," or a "potentially significant impact." Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant impact through the application of mitigation, it is categorized as a "significant unavoidable impact."

5.15.5 IMPACTS AND MITIGATION MEASURES

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

TCR-1: Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?

TCR-2: A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of

Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?

Impact Analysis: As described in Section 5.4, *Cultural Resources*, there have been 83 previously recorded cultural resources identified in the City, including seven prehistoric archaeological sites, one prehistoric archaeological isolate and two multicomponent archaeological sites. The City is located within the traditional territory of the Gabrielino (Tongva). Information provided in the Cultural Resources Study, including the records search and documented history of the area, indicates the Planning Area may contain tribal cultural resources.

Prehistoric archaeological sites and isolates are tribal cultural resources; additionally, plants and other natural resources, as well as geographic locations can also be considered as tribal cultural resources. Grading of original in situ soils could expose buried tribal cultural resources and features including sacred sites. While the General Plan Update does not directly propose site-specific development with the potential to directly impact a tribal cultural resource, future development resulting from implementation of the General Plan Update could cause a substantial adverse change in the significance of a tribal cultural resource. This is considered a potentially significant impact.

The General Plan Update Resource Management Element includes goals, policies, and actions addressing tribal cultural resources. Policy RM-3-9 requires projects with a potential to affect archeological or paleontological resources to be conditioned to immediately stop grading and/or excavation activities if archeological or paleontological resources are encountered. At this point, a qualified archaeologist/paleontologist approved by the City should be enlisted to investigate the resources and conduct a preliminary assessment to determine whether a resource mitigation plan and monitoring program will be required. Policy RM-3.11 states that, consistent with State, local, and tribal intergovernmental consultation requirements such as SB 18 and AB 52, the City shall consult as necessary with Native American tribes that may be interested in proposed new development and land use policy changes. Action RM-3.3 requires applicants for future proposed projects in areas of known or inferred archaeological resources, prehistoric or historic, to provide a technical cultural resources assessment consisting of a record search, survey, background context and project specific recommendations performed by a qualified archaeologist. If resources are known or reasonably anticipated the recommendations shall provide a detailed mitigation plan which shall require monitoring during grading and other earthmoving activities in undisturbed sediments, provide a treatment plan for potential resources that includes data to be collected, requires professional identification, other special studies as appropriate, requires curation at an accredited museum such as the Cultural and Natural History Collections of the University of La Verne for artifacts meeting significance criteria, requires a comprehensive final mitigation compliance report including a catalog of specimens with museum numbers and an

appendix containing a letter from the museum stating that they are in possession of the materials.

AB 52 outreach conducted by the City related to the General Plan Update was successfully completed, and no further requests for consultation related to the proposed Project were made by the Native American tribal organizations who were contacted and responded to the invitation to consult. Potential impacts to tribal cultural resources associated with future development resulting from implementation of the proposed Project would be reduced through compliance with General Plan Update policies and actions. Subsequent development and infrastructure projects would be analyzed for potential environmental impacts, consistent with the requirements of CEQA, pursuant to the City's entitlement review process. Subsequent projects resulting from implementation of the General Plan Update would also be subject to the provisions of AB 52 and may require tribal consultation with California Native American tribes that are traditionally and culturally affiliated with the Planning Area or specific project sites. Future AB 52 consultation may identify tribal cultural resources not yet found and formally recorded that could be impacted by subsequent projects. Compliance with the requirements of AB 52, General Plan Update policies and actions, and other applicable existing regulations would ensure that no substantial adverse change in the significance of a tribal cultural resource would result, and impacts would be less than significant. No mitigation is required.

Proposed General Plan Update Goals, Policies, and Actions:

RESOURCE MANAGEMENT ELEMENT

Goal RM-3: **Cultural Resources.** A City that celebrates and preserves its rich culture and historic assets.

Policy RM-3.9: **Archaeological/Paleontological Resources.** Require projects with a potential to affect archeological or paleontological resources to be conditioned to immediately stop grading and/or excavation activities if archeological or paleontological resources are encountered. At this point, a qualified archaeologist/paleontologist approved by the City should be enlisted to investigate the resources and conduct a preliminary assessment to determine whether a resource mitigation plan and monitoring program will be required.

Policy RM-3.11: **Tribal Consultation.** Consistent with State, local, and tribal intergovernmental consultation requirements such as SB 18 and AB 52, the City shall consult as necessary with Native American tribes that may be interested in proposed new development and land use policy changes.

Action RM-3.3: City staff shall require applicants for future proposed projects in areas of known or inferred archaeological resources, prehistoric or historic, to provide a

technical cultural resources assessment consisting of a record search, survey, background context and project specific recommendations performed by a qualified archaeologist. If resources are known or reasonably anticipated the recommendations shall provide a detailed mitigation plan which shall require monitoring during grading and other earthmoving activities in undisturbed sediments, provide a treatment plan for potential resources that includes data to be collected, requires professional identification, other special studies as appropriate, requires curation at an accredited museum such as the Cultural and Natural History Collections of the University of La Verne for artifacts meeting significance criteria, requires a comprehensive final mitigation compliance report including a catalog of specimens with museum numbers and an appendix containing a letter from the museum stating that they are in possession of the materials.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

5.15.6 CUMULATIVE IMPACTS

For tribal cultural resources, cumulative impacts are considered for cumulative projects within the City and Los Angeles County region. The cumulative projects' regional historical context and geologic setting would be similar; however, the site-specific geologic setting and presence or absence of tribal cultural resources would vary according to the site location and specific conditions.

Would the project, combined with other related cumulative projects, result in significant cumulative impacts with respect to tribal cultural resources?

Impact Analysis: Tribal cultural resource impacts are site specific and generally do not combine to result in cumulative impacts. Construction of the individual development projects allowed under the land use designations of General Plan Update may result in the discovery and removal of tribal cultural resources. The General Plan Update policies and actions, as well as federal, State, and local regulations, would reduce the risk to tribal cultural resources in the region. As discussed above, each future development project with the potential to impact tribal cultural resources would require a resource assessment and coordination with Native American tribes, per AB 52, to determine the potential for tribal cultural resources and identification of mitigation measures to reduce potential impacts associated with each proposed project. Other policies and actions designed to reduce impacts to tribal cultural resources within the Planning Area and the region as a whole are also described above. Adherence to these policies, actions, and regulations will avoid and/or minimize a cumulative loss of these important resources, if they are found during project-specific surveys or construction. Therefore, the General Plan Update's incremental

contribution to cumulative tribal cultural resource impacts would be less than cumulatively considerable.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

5.15.7 SIGNIFICANT UNAVOIDABLE IMPACTS

Tribal cultural resources impacts associated with the implementation of the General Plan Update would be less than significant. No significant unavoidable impacts to tribal cultural resources would occur as a result of implementation of the General Plan Update.

5.15.8 REFERENCES

Cogstone Resources Management, Inc., *Cultural and Paleontological Resources Assessment for the City of La Verne, Los Angeles County, California*, May 2018.

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5.16 UTILITIES AND SERVICE SYSTEMS

5.16.1 PURPOSE

This section identifies existing water supply, water consumption, and distribution infrastructure; the nature and location of wastewater conveyance and treatment facilities and existing related infrastructure; stormwater discharge and drainage; solid waste services; and electric power, natural gas, and telecommunications services within the Planning Area and provides an analysis of potential impacts associated with implementation of the General Plan Update. Potential impacts are identified and mitigation measures to address potentially significant impacts are recommended, as necessary.

One comment was received during the NOP comment period regarding utilities and service systems. The comment was received from Cynthia Gabaldon. This section addresses the environmental issues raised during the NOP comment period.

5.16.2 ENVIRONMENTAL SETTING

WATER SUPPLIES

Key Terms

Acre-feet (AF): The volume of one acre of water to a depth of one foot. Each acre-foot of water is equal to approximately 325,851.4 gallons.

AFY: Acre-feet per year

BGS: Below ground surface.

GPCD: Gallons per capita day

GPD: Gallons per day.

GPM: Gallons per minute.

Groundwater: Water that is underground and below the water table, as opposed to surface water, which flows across the ground surface. Water beneath the earth's surface fills the spaces in soil, gravel, or rock formations. Pockets of groundwater are often called "aquifers" and are the source of drinking water for a large percentage of the population in the United States. Groundwater is often extracted using wells which pump the water out of the ground and up to the surface. Groundwater is naturally replenished by surface water from precipitation, streams, and rivers when this recharge reaches the water table.

MG: Million gallons

MGD: Million gallons per day

Surface water: Water collected on the ground or from a stream, river, lake, wetland, or ocean. Surface water is replenished naturally through precipitation but is lost naturally through evaporation and seepage into soil.

Water Distribution System by Utility District

Water supplies and water distribution infrastructure to the City of La Verne are provided by the City of La Verne and Golden State Water Company – San Dimas System (GSWC). La Verne's water sources include imported water from the Three Valleys Municipal Water District's (TVMWD) Miramar Treatment Plant and groundwater extracted from Six Basins. The City of La Verne is the water purveyor for the vast majority of the area within the City; the remaining parts of the City along its western border are served by GSWC. Figure 5.16-1, *Water Purveyor Service Area*, shows the utility districts' boundaries overlaid with the City's boundary.

City of La Verne Water Service Area

The City of La Verne water service area comprises approximately 5,330 acres within the incorporated boundary and approximately 861 acres considered to be within the SOI of the City. The water service area boundary is identical to the City of La Verne incorporated boundary with the following exceptions:

- 819 customers in the southwest corner of the City are serviced by the GSWC.
- Four private water groups located in unincorporated Los Angeles County and within the City's sphere of influence are serviced by the City. These include (1) the Webb Oak Group, (2) the Oakglen Heights Water Group, (3) the Flaten-Heuer Group, and (4) the Briney Water Group.
- Water is supplied to Marshall Canyon via a dedicated Los Angeles County master meter. Los Angeles County maintains and manages all water distribution downstream of the master meter including service connections at the Marshall Canyon Golf Course, the Fred M. Palmer Marshall Canyon Equestrian Center, the Marshall Canyon Tree Farm and the Los Angeles County Probation Department Camp Joseph M. Paige Juvenile Detention Facility. Service connections to these facilities are located in unincorporated Los Angeles County and within the City's sphere of influence.

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.

Water Supply- Purchased or Imported Water, and Groundwater

The following discussion is primarily based on the La Verne 2020 Urban Water Management Plan, prepared by Civiltech Engineering in June 2021.

Local groundwater had been the City's primary source of water since the late 1800's. In 1972, the City began importing water to meet the demands associated with population growth. Amendments to the federal and State drinking water standards also influenced the City's decision to import water since some of the City's groundwater sources did not meet the new standards without a substantial investment in treatment infrastructure. La Verne's water sources include imported water from the TVMWD Miramar Treatment Plant and groundwater extracted from Six Basins. The La Verne 2020 Urban Water Management Plan (UWMP) concluded that TVMWD imported water connections are adequate to supply the City with imported water projected to ultimate development capacity per the City's existing General Plan, and no TVMWD system capacities required upgrading.

The City of La Verne has the capacity to import water from TVMWD's Miramar Water Treatment Plant. TVMWD, a municipal water district organized pursuant to Division 20 of the California Water Code, is a water wholesaler and one of 26 public agencies that comprise the Metropolitan Water District of Southern California (MWD). TVMWD imports water from two sources: the Colorado River (originating at Lake Havasu) and the State Water Project (originating at the Delta of the Sacramento and San Joaquin Rivers). TVMWD treats the imported water at the Miramar Water Treatment Plant (Miramar), located on the northeastern corner of the intersection of Miramar Avenue and Padua Avenue, in the City of Claremont. The treatment process at Miramar includes chemical mixing, tapered energy flocculation, sedimentation, dual media filtration, and disinfection.

Typically, Miramar receives 100 percent State Project water from MWD's Foothill Feeder and treats that water for potable use. Water imported from the Colorado River is only utilized by TVMWD in the event of an emergency or other outstanding circumstance. More recently, a groundwater production well was drilled at the Miramar site and now augments the imported water production of the plant. The well provides about four percent of the total output of the plant. The treatment capacity at Miramar is 25 million gallons per day (MGD). The normal design capacity is 19.4 MGD with a capability of being expanded; however, there are no current plans to expand this facility within the planning horizon of the UWMP. GSWC and La Verne are each entitled to a 50-percent share of the available flow from Miramar.

The City of La Verne has been one of the three participants of Miramar's construction, operation, and maintenance since 1984. Miramar has supplied water to the City since 1987. The City is executing the First Lease-Purchase Miramar Project Sublease Agreement. It shares capital costs pursuant to a 30-year fixed rate in fully amortizing municipal securities.

La Verne extracts groundwater from Six Basins in accordance with the Six Basins Judgment. Six Basins, as its name implies, actually consists of six small interrelated basins: (1) Canyon Basin, (2) Upper Claremont Heights Basin, (3) Lower Claremont Heights Basin, (4) Pomona Basin, (5) Live Oak Basin and (6) Ganesha Basin. The Six Basins Judgment specifically defines adjudication for the Four Basins (i.e., the first four basins listed above) and generally defines adjudication for the Two Basins (i.e., the last two basins listed above). The Six Basins Judgment is overseen by the Six Basins Watermaster. The main purpose of the Watermaster Program is to ensure that water is allocated according to established water rights. Table 5.16-1, *Historical Groundwater Pumped*, shows the quantity of groundwater extracted between 2016 and 2020 in basins where La Verne maintains groundwater production facilities.

Table 5.16-1
Historical Groundwater Pumped

Water Supply	2016	2017	2018	2019	2020
Pomona Basin	999	1,089	1,076	1,004	1,132
Ganesha Basin	49	134	290 2	295	177
Live Oak Basin	670	586	898	868	221
Total	**1,718**	**1,809**	**2,264**	**2,167**	**1,530**

Source: Civiltec, *2020 UWMP*, July 2021.
Note: All units in AFY.

La Verne has an adjudicated right in Four Basins to 7.6 percent of the Operating Safe Yield. Per the Six Basins Judgment, La Verne also has "the right to produce as much groundwater as it may reasonably withdraw from the Two Basins Area on an annual basis so long as it does not substantially injure the rights of any other" parties identified in the Six Basins Judgment. The purpose behind such delineation of rights in the Two Basins involves the proximity of La Verne to the Two Basins and the acknowledgement of water quality issues in the Two Basins whose remediation would require substantial investment and management. La Verne has recently completed construction of the Amherst Groundwater Treatment Plant, which is capable of treating local groundwater for perchlorate and nitrate contamination and is now in a position to further define and develop its rights in the Two Basins.

On March 18, 2022, the California Department of Water Resources (DWR) announced it will reduce the State Water Project (SWP) allocation from 15 percent to 5 percent of requested supplies for 2022. The City of La Verne is SWP-dependent and receives approximately 75 percent of its water from the SWP through Three Valleys Municipal Water District. On March 28, 2022, Governor Newsom signed Executive Order N-7-22 proclaiming states of emergency across all the counties of California, due to extreme and expanding drought conditions. The City of La Verne implemented Phase V mandatory restrictions of the City's Ordinance (Municipal Code 13.15,

Water Conservation, Use, and Restrictions) in 2022 (City of La Verne 2023a); this order was rescinded in 2023.

Projected Water Demands and Supply

Table 5.16-2, *City of La Verne's Current and Projected Water Demands, 2020 UWMP*, presents the City's current and projected water supply sources from 2020 through 2040, as set forth in the 2020 UWMP for the City's service area in acre-feet per year (AFY). The order of use of the City's projected reliable water supplies from 2020 through 2040 in five-year increments is based on historical practices, water supply availability, and the cost of water. The City's projected quantities of groundwater supplies from the Six Basins are based on historical long-term averages and available supplies during previous dry year conditions. The City's projected quantities of treated imported water supplies are based on meeting the remainder of the City's total water demands. It is anticipated the City will have sufficient water supplies available to meet projected demands.

Table 5.16-2
City of La Verne's Current and Projected Water Demands, 2020 UWMP

Water Use Sectors	2020	2025	2030	2035	2040
Single-Family Residential	3,533	3,334	3,443	3,556	3,653
Multi-Family Residential	1,082	1,008	1,041	1,075	1,104
Commercial	588	594	614	634	651
Industrial	175	177	182	188	193
Institutional and Governmental	1,152	1,139	1,177	1,215	1,248
Agricultural	22	28	29	30	31
Other-Temp Construction	5	11	11	12	12
Total	**6,557**	**6,830**	**7,055**	**7,286**	**7,485**
Source: Civiltec, *2020 UWMP*, July 2021. Note: All units in AFY.					

To meet such demands, the City of La Verne plans to pump approximately 2,895 acre-feet of groundwater annually. Table 5.16-3, *Projected Groundwater to be Pumped, 2020 UWMP*, provides the breakdown of the overall amount of water to be pumped.

Table 5.16-3
Projected Groundwater to be Pumped, 2020 UWMP

Water Supply	2025	2030	2035	2040
Pomona Basin	1,460	1,460	1,460	1,460
Ganesha Basin	433	433	433	433
Live Oak Basin	1,002	1,002	1,002	1,002
Total	**2,895**	**2,895**	**2,895**	**2,895**
Source: Civiltec, *2020 UWMP*, July 2021. Note: All units in AFY.				

However, to meet full demands, the City of La Verne pulls water from the TVMWD Basin. This Basin is projected to provide approximately 10,900-acre feet of water over five-year increments. Table 5.16-4, *Current and Projected Water Supplies, 2020 UWMP* provides the breakdown of the overall amount of water to be supplied to the residents of La Verne.

Table 5.16-4
Current and Projected Water Supplies, 2020 UWMP

Water Supply	2020	2025	2030	2035	2040
Pomona Basin	1,132	1,460	1,460	1,460	1,460
Ganesha Basin	177	433	433	433	433
Live Oak Basin	221	1,002	1,002	1,002	1,002
TVMWD Basin	5,721	10,890	10,890	10,890	10,890
Total	**7,252**	**13,785**	**13,785**	**13,785**	**13,785**
Source: Civiltec, *2020 UWMP*, July 2021. Note: All units in AFY.					

The City's ability to reliably supply water to meet demands was assessed for normal, single dry, and multiple dry water year conditions in the City's 2020 UWMP. The City uses both groundwater and imported water for its water supply but as time goes on, imported water has gradually replaced groundwater as the major water source of supply. The City of La Verne is entitled to a 50 percent share of the available flow from Miramar (10,865 AFY) plus 25 AFY to meet demands utilizing TVMWD. The City's water supply and demand during normal year, single dry year, and multiple dry year scenarios are described below.

Table 5.16-5, *City of La Verne Water Supply and Demand Comparison– Normal Year,* details average water supply and demand during normal years. As shown, the City would be able to accommodate water demands during normal years through 2040.

Table 5.16-5
City of La Verne Water Supply and Demand Comparison – Normal Year

	2025	2030	2035	2040
Supply Totals	13,784	13,784	13,784	13,784
Demand Totals	6,825	7,049	7,281	7,476
Difference	6,959	6,735	6,503	6,308
Source: Civiltec, *2020 UWMP*, July 2021. Note: All units in AFY.				

Table 5.16-6, *City of La Verne Water Supply and Demand Comparison – Single Dry Year*, presents a comparison of projected single dry year water supply availability to the single dry year water demands projected for the next 20 years. As shown, the City can provide reliable water supplies under the single driest year hydrology through 2040.

Table 5.16-6
City of La Verne Water Supply and Demand Comparison – Single Dry Year

	2025	2030	2035	2040
Supply Totals	7,401	7,401	7,401	7,401
Demand Totals	6,143	6,345	6,553	6,728
Difference	1,258	1,056	848	673
Source: Civiltec, *2020 UWMP*, July 2021. Note: All units in AFY.				

Table 5.16-7, *City of La Verne Water Service Area Water Supply and Demand Comparison – Multiple Dry Years*, presents a comparison of projected multiple dry year water supply availability over the next 20 years to the multiple dry year water demands. Demands are expected to be consistent throughout the next 20 years in this scenario. As shown, the City's UWMP indicates that the City can meet water demands during three consecutive year drought periods through 2040.

Table 5.16-7
City of La Verne Water Service Area Water Supply and Demand Comparison – Multiple Dry Years

		2025	2030	2035	2040
First Year	Supply Totals	7,401	7,401	7,401	7,401
	Demand Totals	6,143	6,345	6,553	6,728
	Difference	1,258	1,056	848	673
Second Year	Supply Totals	6,220	6,220	6,220	6,220
	Demand Totals	5,460	5,640	5,825	5,981
	Difference	760	580	395	239
Third Year	Supply Totals	7,031	7,031	7,031	7,031
	Demand Totals	5,460	5,640	5,825	5,981
	Difference	1,571	1,391	1,206	1,050
Fourth Year	Supply Totals	7,532	7,532	7,532	7,532
	Demand Totals	5,460	5,640	5,825	5,981
	Difference	2,072	1,892	1,707	1,551
Fifth Year	Supply Totals	6,981	6,981	6,981	6,981
	Demand Totals	5,460	5,640	5,825	5,981
	Difference	1,521	1,341	1,156	1,000

Source: Civiltec, *2020 UWMP*, July 2021.
Note: All units in AF.

Water Infrastructure Expansion Projects

In 2021-2022 the City of La Verne allocated $6.9 million, pending grant approvals, toward 16 fully funded capital improvement projects. Investments, upgrades and repairs to water and sewer lines throughout La Verne were planned for 2021-2022, totaling approximately $1.7 million. Additionally, the City intends to invest in a generator system at Live Oak Water Pumping Station to enhance the facility's resilience to power outages (City of La Verne 2021).

In addition to the identified capital improvement project, the City established an Enhanced Infrastructure Financing District near the City's Metro A (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. Construction plans for the Financing District are presented in the Enhanced Infrastructure Financing District #1 Plan, prepared in 2018. Through the Enhanced Infrastructure Financing District #1 Plan, the City has identified future water infrastructure projects including pipeline improvement projects, replacement of existing pipes, and establishment of new pipelines (City of La Verne 2023b).

Golden State Water Company- San Dimas System Water Service Area

GSWC is an investor-owned public utility and is an "urban water supplier" pursuant to Section 10617 of the California Water Code. The San Dimas System of the GSWC is a retail water supplier that serves customers in the City of San Dimas and portions of the Cities of La Verne, Walnut, and Covina, as well as unincorporated areas of Los Angeles County. GSWC San Dimas' water service area encompasses an area of approximately 13.7 square miles. GSWC San Dimas provides water service to an area with a current population of 53,120 and is projected to have a population of 54,189 by 2045.

Water Supply- Purchased or Imported Water, and Groundwater

GSWC is a sub-agency of TVMWD, a wholesale water agency. Further, GSWC is a shareholder in, and purchases water from Covina Irrigating Company (CIC). GSWC receives water from CIC based upon GSWC's proportional number of shares and the water supply available to CIC.

SWC's water supply sources include groundwater pumped from the Main San Gabriel Basin (Main Basin); treated imported surface water purchased from MWD through TVMWD; treated groundwater and surface water purchased from CIC; treated water purchased from Walnut Valley Water District; and local treated surface water from San Dimas Canyon Creek. GSWC's main source of water supply is groundwater pumped from the Main Basin. GSWC San Dimas' total water demands over the past 10 years have ranged from 9,546 AFY to 12,377 AFY, with an average of 10,968 AFY. Between 2019 and 2020, GSWC San Dimas System's actual water use rate was 182 gallons per capita day (GPCD) which is a decrease of approximately 73 GPCD from the recent historical water use.

GSWC purchases treated, imported water from MWD through TVMWD. MWD imports water from the Colorado River through the Colorado River Aqueduct, owned and operated by MWD, and the SWP, which utilizes the California Aqueduct for transmission to Southern California. Water delivered to TVMWD's sub-agencies can be treated at MWD's Weymouth Treatment Plant located in the City of La Verne. Over the past five years, GSWC purchased 6,973 AFY to 8,693 AFY, with an average of 7,856 AFY from TVMWD.

Historically, GSWC has also purchased a small portion of its water supply from CIC for the San Dimas System seasonally or as needed. CIC's sources of supply include surface water diversions from the San Gabriel River, groundwater pumped from the Main San Gabriel Basin and untreated imported water. Water purchased from CIC is delivered to the San Dimas System through a connection with a capacity of 960 AFY. CIC water supplies augment GSWC's sources of supply from the Main Basin and treated imported water. GSWC has purchased 386 AFY to 567 AFY, with an average of 500 AFY from CIC.

Another source of purchased water for GSWC has been treated water from Walnut Valley Water District. GSWC has an emergency interconnection with Walnut Valley Water District with a design capacity of 1,500 gallons per minute (GPM). GSWC has purchased 0 AFY to 212 AFY, with an average of 137 AFY from Walnut Valley Water District, indicating Walnut Valley Water District is not a main source of water for the GSWC San Dimas.

Table 5.16-8, *Historical Groundwater Pumped*, presents the historical amount of groundwater pumped by the GWSC San Dimas System over the past five years.

Table 5.16-8
Historical Groundwater Pumped

Water Supply	2016	2017	2018	2019	2020
Groundwater (not desalinated): Main Basin	2,263	2,747	1,939	933	1,369
Source: Stenson, *2020 GSWC-Sab Dimas UWMP*, July 2021. Note: All units in AFY.					

Table 5.16-9, *GSWC Existing Water Supplies (2020)*, presents the GSWC San Dimas System's water supply sources as set forth in the GSWC 2020 UWMP. The characterization of GSWC's water supply sources will account for the anticipated availability during a normal year, a single dry year, a five consecutive year drought, along with projections through 2045.

Table 5.16-9
GSWC Existing Water Supplies (2020)

Water Supply	Source	Volume (AY)
Groundwater (not desalinated)	Main Basin	1,369
Purchased or Imported Water	Three Valleys Municipal Water District	8,693
Purchased or Imported Water	Covina Irrigating Company	556
Purchased or Imported Water	Walnut Valley Water District	212
	Total	**10,830**
Source: Stenson, *2020 GSWC-San Dimas UWMP*, 2021.		

Projected Water Demands and Supply

Table 5.16-10, *GSWC Current and Projected Water Demands*, presents the current and projected water supply sources from 2020 through 2040 as set forth in the GSWC San Dimas System 2020 UWMP. Projected water supplies through 2040, presented in five-year increments, are based on historical practices, water supply availability, and the cost of water. GSWC's projected quantities of groundwater supplies from the Main Basin is based on historical long-term averages and available supplies during previous dry year conditions. GSWC's projected quantities of treated imported water supplies are based on meeting the remainder of the City's total water demands. Over the past five years, GSWC's average distribution system water losses represent approximately 5.4 percent of its total water demands. The 2020 UWMP anticipates that the GSWC will have sufficient water supplies available to meet projected demands.

Table 5.16-10
GSWC Current and Projected Water Demands

Water Use Sectors	2020	2025	2030	2035	2040	2045
Single-Family Residential	5,956	5,913	5,937	5,960	5,985	6,008
Multi-Family Residential	858	852	855	859	862	866
Commercial	1,957	1,943	1,951	1,959	1,967	1,975
Institutional and Governmental	677	672	675	678	680	683
Landscape	624	620	622	625	627	630
Losses	757	752	755	758	761	764
Other: Fire Protection	1	1	1	1	1	1
Total	**10,830**	**10,753**	**10,796**	**10,840**	**10,883**	**10,927**
Source: Stenson, *2020 GSWC-San Dimas UWMP*, July 2021. Note: All units in AFY.						

To meet such demands, the GSWC plans to pump approximately 3,000 AF of groundwater annually. Table 5.16-11, *GSWC Current and Projected Water Supplies*, provides the breakdown of the overall amount of water to be supplied to the customers of the GSWC.

Table 5.16-11
GSWC Current and Projected Water Supplies

Water Supply	2020	2025	2030	2035	2040	2045
Groundwater (not desalinated): Main Basin	1,369	3,000	3,000	3,000	3,000	3,000
Purchased or Imported Water: TVMWD	8,693	7,053	7,096	7,140	7,183	7,227
Purchased or Imported Water: CIC	556	500	500	500	500	500
Purchased or Imported Water: Walnut Valley WD	212	200	200	200	200	200
Total	10,830	10,753	10,796	10,840	10,883	10,927
Source: Stenson, *2020 GSWC-San Dimas UWMP*, July 2021. Note: All units in AFY.						

The ability of GSWC to reliably supply water to meet demands was assessed for normal, single dry, and multiple dry water year conditions in the GSWC San Dimas System 2020 UWMP. GSWC's water supply and demand during normal year, single dry year, and multiple dry year scenarios are described below.

Table 5.16-12, *GSWC Water Supply and Demand Comparison – Normal Year*, details average water supply and demand during normal years. As shown, GSWC San Dimas System would be able to accommodate water demands during normal years through 2045.

Table 5.16-12
GSWC Water Supply and Demand Comparison – Normal Year

Category	2025	2030	2035	2040	2045
Supply Totals	10,753	10,796	10,840	10,883	10,927
Demand Totals	10,753	10,796	10,840	10,883	10,927
Difference	0	0	0	0	0
Source: Stenson, *2020 GSWC-San Dimas UWMP*, July 2021. Note: All units in AFY.					

Table 5.16-13, *GSWC Water Supply and Demand Comparison – Single Dry Year*, presents a comparison of projected single dry year water supply availability to the single dry year water demands projected for the next 25 years. As shown, GSWC San Dimas can provide reliable water supplies under the single driest year hydrology through 2045.

Table 5.16-13
GSWC Water Supply and Demand Comparison – Single Dry Year

	2025	2030	2035	2040	2045
Supply Totals	10,402	10,444	10,485	10,527	10,569
Demand Totals	10,402	10,444	10,485	10,527	10,569
Difference	0	0	0	0	0
Source: Stenson, *2020 GSWC-San Dimas UWMP*, July 2021. Note: All units in AF.					

Table 5.16-14, *GSWC Supply and Demand Comparison – Multiple Dry Years*, presents a comparison of projected multiple dry year water supply availability over the next 20 years to the multiple dry year water demands. As shown, the GSWC San Dimas System 2020 UWMP indicates that GSWC can meet water demands during five consecutive year drought periods through 2045.

Table 5.16-14
GSWC Supply and Demand Comparison – Multiple Dry Years

		2025	2030	2035	2040	2045
First Year	Supply Totals	11,280	11,325	11,371	11,416	11,462
	Demand Totals	11,280	11,325	11,371	11,416	11,462
	Difference	0	0	0	0	0
Second Year	Supply Totals	12,072	12,120	12,168	12,217	12,266
	Demand Totals	12,072	12,120	12,168	12,217	12,266
	Difference	0	0	0	0	0
Third Year	Supply Totals	12,135	12,184	12,232	12,281	12,330
	Demand Totals	12,135	12,184	12,232	12,281	12,330
	Difference	0	0	0	0	0
Fourth Year	Supply Totals	11,983	12,031	12,079	12,127	12,175
	Demand Totals	11,983	12,031	12,079	12,127	12,175
	Difference	0	0	0	0	0
Fifth Year	Supply Totals	9,359	9,397	9,434	9,472	9,510
	Demand Totals	9,359	9,397	9,434	9,472	9,510
	Difference	0	0	0	0	0
Source: Stenson, *2020 GSWC-San Dimas UWMP*, July 2021. Note: All units in AF.						

WASTEWATER

Key Terms

Effluent: Effluent is an outflowing of water from a natural body of water, or from a man-made structure. Effluent in the man-made sense is generally considered to be water pollution, such as the outflow from a sewage treatment facility or the wastewater discharge from industrial facilities. In the context of wastewater treatment plants, effluent that has been treated is sometimes called secondary effluent or treated effluent.

NPDES: Water pollution degrades surface waters making them unsafe for drinking, fishing, swimming, and other activities. As authorized by the Clean Water Act (CWA), the National Pollutant Discharge Elimination System (NPDES) permit program controls water pollution by regulating point sources that discharge pollutants into waters of the United States. Point sources are discrete conveyances such as pipes or man-made ditches. Individual homes that are connected to a municipal system, use a septic system, or do not have a surface discharge do not need an NPDES permit; however, industrial, municipal, and other facilities must obtain permits if their discharges go directly to surface waters.

WWTP: Wastewater treatment plant. Treatment of wastewater may include the following processes: screening to remove large waste items; grit removal to allow sand, gravel, and sediment to settle out; primary sedimentation where sludge can settle out of the wastewater; secondary treatment to substantially degrade the biological content of the sewage; tertiary treatment to raise the quality of the effluent before it is discharged; and discharge.

Wastewater Treatment and Sewer Collection

Wastewater services in La Verne are managed 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. The overall LACSD service area encompasses approximately 824 square miles, 78 cities (including the City of La Verne) and unincorporated territory within the County and includes 11 WWTPs. The wastewater collection system for the City of La Verne is owned and operated by the City of La Verne and the LACSD.

In Los Angeles County, the sewer system consists of a total of 17,000 miles of underground pipes. Typically, the sewage moves from small pipes (four to six inches in diameter) connected to each business or home to bigger pipes (up to 100 inches in diameter or greater) that serve large areas, including cities. The responsibility for maintaining the system changes as the sewage moves from the smaller pipes to the bigger pipes.

The City of La Verne Public Works Department (Sewer Division) maintains sewers within the City. Wastewater generated in La Verne is discharged to a regional trunk sewer pipeline owned by LACSD. The City of La Verne is split between Sanitation Districts 21 and 22. Wastewater from La

Verne then flows by gravity to either the Pomona Water Reclamation Plant (Pomona WRP) or the San Jose Creek Water Reclamation Plant (San Jose Creek WRP).

In general, local sewers and laterals that connect to the LACSD's trunk sewers are the responsibility of the local jurisdictions within the LACSD service area. The 24 individual districts work cooperatively with one another under a Joint Administration Agreement with one administrative staff headquartered near the City of Whittier. Each District has its own Board of Directors, usually consisting of the presiding officers of the governing bodies of each local jurisdiction located within that District (typically the mayor of each City and the Chair of the County Board of Supervisors for county unincorporated territory).

Collectively, the LACSD own, operate, and maintain 1,400 miles of main trunk sewers and 11 WWTPs, which convey approximately 500 MGD of wastewater. This wastewater system is divided into three major categories: the Joint Outfall System (which includes the City of La Verne), outlying Districts (consisting of the Antelope and Santa Clarita Valleys), and Districts that contract with the City of Los Angeles. The level of treatment, capacity, and current flows being treated at each of the wastewater treatment facilities is shown in Table 5.16.15, *LACSD Wastewater Treatment Facilities- Level of Treatment and Capacity*.

Table 5.16-15
LACSD Wastewater Treatment Facilities- Level of Treatment & Capacity

Facility	Level of Treatment	Capacity (MGD)	Average Daily Effluent Flow (MGD)
JWPCP	Primary and Secondary	400	237.03
San Jose Creek WRP	Primary, Secondary, Tertiary	100	62.90
Los Coyotes WRP	Primary, Secondary, Tertiary	37.5	17.85
Long Beach WRP	Primary, Secondary, Tertiary	25	11.39
Whittier Narrows WRP	Primary, Secondary, Tertiary	15	9.27
Pomona WRP	Primary, Secondary, Tertiary	15	5.87
La Cañada WRP	Secondary	0.2	0.062
Lancaster WRP	Primary, Secondary, Tertiary	18	13.94
Palmdale WRP	Primary, Secondary, Tertiary	12	8.21
Saugus WRP	Primary, Secondary, Tertiary	6.5	5.21
Valencia	Primary, Secondary, Tertiary	21.6	13.01
Total	--	**650.8**	**384.74**
Source: LACSD, *2022 Pretreatment Program Annual Report*, April 2023b.			

Wastewater generated 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 GPD of wastewater and serves a population of approximately 130,000 people; it currently manages a total of approximately 5.87 million GPD. The San Jose Creek WRP provides primary, secondary, and tertiary treatment for up to 100 million GPD of wastewater. The San Jose WRP currently manages approximately 62.9 million GPD of wastewater.

Joint Outfall System

In conformance with LACSD's regional approach to administration, 17 of the districts are signatory to the Joint Outfall Agreement (JOA), an agreement that provides for collective ownership and operation of shared wastewater conveyance, treatment and disposal facilities. These 17 districts (Nos. 1, 2, 3, 5, 8, 15, 16, 17, 18, 19, 21, 22, 23, 28, 29, and 34 and South Bay cities) are known collectively as the Joint Outfall Districts (JOD). The City of La Verne is split between Districts No. 21 and 22; it is therefore included within the JOA.

The JOD have constructed a regional, interconnected system of wastewater conveyance and treatment facilities known as the Joint Outfall System (JOS). The JOS provides wastewater treatment and disposal service for residential, commercial, and industrial users. It currently consists of seven WWTPs, more than 509 miles of trunk sewers, and 12 pumping plants. In addition to the collectively-owned facilities, the individual districts own a combined total of 745 miles of sewers and 36 pumping plants. The seven wastewater treatment plants included in the JOS are the:

- Joint Water Pollution Control Plant (JWPCP), located in the City of Carson;
- Pomona WRP, located in the City of Pomona;
- San Jose Creek WRP, located adjacent to the City of Industry;
- Whittier Narrows Water Reclamation Plant (WNWRP), located near the City of South El Monte;
- Los Coyotes Water Reclamation Plant (LCWRP), located in the City of Cerritos;
- Long Beach Water Reclamation Plant (LBWRP), located in the City of Long Beach; and
- La Cañada Water Reclamation Plant located in the City of La Cañada Flintridge.

The WRPs, located upstream of the JWPCP, provide hydraulic relief of the downstream conveyance, treatment, and disposal system. The water reclaimed at these plants is either utilized for beneficial reuse or discharged to the San Gabriel River, the Rio Hondo River, or their tributaries, all of which eventually flow to the Pacific Ocean.

The LACSD enforces a set of local limits (Phase 1) and Ordinance requirements for all companies discharging to the districts' sewerage system. These limits are applicable to all wastewater dischargers and may not be exceeded at any time. Stricter limits may be applied for any of the Phase I parameters or additional limits may be set on a case-by-case basis to protect the public or the LACSD's sewerage facilities. Local limits are reviewed on an ongoing basis to determine if revisions are necessary to meet Local, State and Federal regulations. In addition, the Wastewater Ordinance (Section 406) contains a comprehensive list of prohibited wastes which must not be discharged to the LACSD's sewerage facilities in any amount.

Any business that desires to discharge industrial wastewater to the LACSD's sewage system must first obtain an Industrial Wastewater Discharge Permit. The permit program provides a means for the LACSD to protect sewerage facilities and personnel, the public and the environment through the regulation of industrial wastewater dischargers. Industrial wastewater is defined as all wastewater from any manufacturing, processing, institutional, commercial, or agricultural operation or any operation where the wastewater discharged includes significant quantities of waste of non-human origin.

Sanitary Sewer Overflow Response Plan

The LACSD is required to design and implement an overflow response plan that identifies measures to protect public health and the environment, in the event of a sanitary sewer overflow (SSO). The LACSD has established a standard procedure for reports of sewage spills that has been distributed to all LACSD staff. Among other things, the procedure dictates that staff must immediately contact the LACSD's Long Beach Main Central Alarm Center (CAC) upon becoming aware of a potential sewage spill. Accordingly, the CAC is continuously staffed 24 hours per day and staff at the CAC are trained to: a) receive relevant information from complainant on possible overflows (e.g., location, time of onset, estimate of flow, contact information for complainant); b) assess whether it is possible that LACSD's facilities are involved in the possible overflow; c) dispatch LACSD's personnel to investigate or contact outside agencies if LACSD facilities are not involved; and d) begin required notifications to regulatory agencies. Once the Sanitation Districts receive a complaint or information regarding an SSO event, the Wastewater Collection Systems Section (or Water Reclamation Plants Section) is immediately notified. In response to an SSO event, the Wastewater Collection Systems Section (or Water Reclamation Plants Section) immediately implements its Sanitary Sewer Overflow Response Plan (Response Plan). The Response Plan provides goals and guidance for the response measures necessary to minimize impacts to public health and the environment in the event of a sanitary sewer overflow.

Wastewater Treatment Capacity

Through coordination with LACSD and using the City's 2020 population of 31,321, it is estimated that the volume of wastewater collected from the City in 2020 was 2.1 MGD (2,352 AFY) (Civiltec

2021). Based on a total wastewater flow of approximately 2.1 MGD, and the 2020 City population of 31,321, the amount of wastewater generated by the City is estimated at approximately 67 GPCD.

Planned Future Infrastructure

In August 2017, the LACSD's Board of Directors entered into a construction management services agreement with Mott MacDonald LLC, to augment Districts' staff in managing the construction of the JWPCP Effluent Outfall Tunnel. This seven-mile tunnel is part of the Clearwater Project/Program and will be constructed to protect local waterways by addressing aging infrastructure. It will also connect the JWPCP to the existing manifold structure at Royal Palms Beach. The tunnel will be constructed with a tunnel design life of 100 years and will be designed to withstand the seismic challenges that may occur. As of January 2024, over four miles of the tunnel have been built (LACSD 2024).

STORMWATER AND DRAINAGE

The information in this section focuses on the potential for the General Plan to result in the demand for new or expanded stormwater drainage facilities. Section 5.09, *Hydrology and Water Quality*, includes an expanded analysis of water quality, flooding, and other stormwater related issues.

Stormwater and Flood Control Facilities

La Verne's storm drain system was designed to prevent flooding by transporting excess rainwater from City streets. The storm drain system consists of curbs and gutters, catch basins (curb side openings), drain pipes, and open flood control channels. 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.

The City tracks implementation of stormwater compliance measures through the Annual Report process. Data is collected by the City throughout the year and reported to the Los Angeles RWQCB each December. The City does not currently use stormwater to meet local water supply demands; however, the City has a long-term goal to incorporate stormwater into the local water supply.

The Cities of Claremont, La Verne, Pomona, and San Dimas, collectively referred to as the East San Gabriel Valley Watershed Management Group (ESGV Group), developed a Watershed Management Program to fulfill the requirements of the NPDES Municipal Separate Storm Sewer System (MS4) Permit No. R4-2012-0175 (Permit) for Los Angeles County, as adopted by the Los

Angeles Regional Water Quality Control Board (RWQCB) and became effective on December 28, 2012.

The East Gabriel River receives drainage from a 682-square mile area of eastern Los Angeles County and has a main channel length of 58 miles. Its headwaters originate in the San Gabriel Mountains and reach the Pacific Ocean in Long Beach. The main tributaries of the river are Walnut Creek Wash, San Jose Creek and Coyote Creek. The Watershed Management Program area is located in the upper east portion of the San Gabriel River. The geology of the San Gabriel River Valley provides rapid infiltration of water. The Marshall Creek and Live Oak Wash are located within the Planning Area and both discharge to the Puddingstone Reservoir (East San Gabriel Valley Watershed Management Group 2018).

According to the East San Gabriel Valley Watershed Management Group Draft Watershed Management Program, total runoff volumes from the City of La Verne were estimated at approximately 157.5 AF in 2014, of which approximately 80.6 percent (126.9 AF) constituted required MS4 treatment capacity (i.e., treatment capacity required to retain the 85th percentile, 24-hour storm) (East San Gabriel Valley Watershed Management Group 2014). The required MS4 treatment capacity consists of the following: (1) 13.34 AF of potential non-ROW Best Management Practices (BMPs) capacity; (2) 39.2 AF of potential capacity of distributed ROW BMPs, and (3) 74.4 AF of remaining reduction assigned to regional BMPs.

Floodplain Mapping

The Federal Emergency Management Agency (FEMA) identifies Flood Zones. FEMA publishes Flood Insurance Rate Maps that depict the floodplains. Within the City of La Verne, areas of undetermined flood hazard are located along the southwestern, northwestern, and northern boundaries (Zone D - Area of Undetermined Flood Hazard). Additionally, a small portion of the area along San Dimas Wash in the northwestern portion of the City is subject to one percent and 0.2 percent annual chance of flood hazard (100-year and 500-year flood zones, respectively). The FEMA flood plain map is shown as Figure 5.9-4, *FEMA Flood Map*; refer to Section 5.9, *Hydrology and Water Quality*, for more information regarding flooding.

SOLID WASTE

Waste Management Inc., a private garbage collection company, provides residential (single family and multi-family) and commercial garbage, recycling (including organic waste), and green waste collection services within and outside of City limits.

Waste Disposal Facilities

In 2019 (the latest year of information available), the California Department of Resources Recycling and Recovery (CalRecycle) reported that the vast majority (65 percent) of landfill

disposal from the City of La Verne in 2019 went to El Sobrante Landfill (CalRecycle 2023a). Other landfills that received relatively small amounts of waste from the City of La Verne in 2019 include:

- Antelope Valley Public Landfill;
- Azusa Land Reclamation Co. Landfill;
- Badlands Sanitary Landfill;
- Chiquita Canyon Sanitary Landfill;
- Clean Harbors Buttonwillow LLC
- Frank R. Bowerman Sanitary Landfill;
- Lancaster Landfill and Recycling Center;
- Mid-Valley Sanitary Landfill;
- Olinda Alpha Sanitary Landfill;
- San Timoteo Sanitary Landfill;
- Simi Valley Landfill & Recycling Center;
- Southeast Resources Recovery Facility;
- Sunshine Canyon City/County Landfill; and
- Victorville Sanitary Landfill.

El Sobrante Landfill has a remaining capacity of 143,977,170 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, 2051 (CalRecycle 2023d). In addition, there are 10 other landfills that received solid waste from the City of La Verne in 2019; four other landfills received Alternative Daily Cover (ADC) from La Verne (CalRecycle 2023a). ADC means cover material other than earthen material placed on the surface of the active face of a municipal solid waste landfill at the end of each operating day to control vectors, fires, odors, blowing litter, and scavenging.

El Sobrante Landfill

The El Sobrante Landfill has an estimated landfill closure date of 2051. The El Sobrante Landfill is owned and operated by USA Waste of California and is located on a 1,322-acre site at 10910 Dawson Canyon, Corona, California. El Sobrante Landfill processes two million tons annually, and in addition to refuse and recycling, accepts some C&D debris, electronic waste, municipal solid waste, and non-hazardous soil (CalRecycle 2023d).

El Sobrante Landfill was designed with a redundant composite liner system consisting of compacted clay, 40-mil high-density polyethylene (HDPE), geosynthetic clay liner and 60-mil HDPE surrounded by a layer of pea gravel and operational soil to aid with drainage. This containment design ensures that waste and wastewater (leachate) are contained and isolated from soil and groundwater. The landfill has a total disposal acreage of 468 acres, a maximum permitted capacity of 209,910,000 tons, and a remaining capacity of 143,977,170 tons. El Sobrante landfill is open to the public (CalRecycle 2023d).

Solid Waste Generation Rates and Volumes

The California Integrated Waste Management Act of 1989 (AB 939) requires each city or county's source reduction and recycling element to include an implementation schedule showing that a city or county must divert 50 percent of solid waste from landfill disposal or transformation on and after January 1, 2000. SB 1016, passed in 2008, required the 50 percent diversion requirement to be calculated in a per capita disposal rate equivalent. AB 341, passed in 2012, requires that California increase its diversion rate to 75 percent by 2020.

CalRecycle tracks and monitors solid waste generation rates on a per capita basis. Per capita solid waste generation rates and total annual solid waste disposal volumes for the City of La Verne between 2016 and 2021 are shown in Table 5.16-16, *Solid Waste Generation Rates in City of La Verne*.

Table 5.16-16
Solid Waste Generation Rates in City of La Verne

Year	Waste Generation Rate (pounds/person/day)		Total Disposal Tonnage (tons/year)
	Per Resident	Per Employee	
2016	4.2	12.3	25358.99
2017	4.7	13.5	28742.70
2018	4.9	14.1	29953.69
2019	4.1	11.5	24667.81
2020	4.1	12.1	24889.05
2021	5.1	15.6	30200.24

Source: Cal Recycle, *Jurisdiction Per Capita Disposal Trends for La Verne 2015-2021*, 2023c.

The City of La Verne has complied with State requirements to reduce the volume of solid waste through recycling and reuse of solid waste. As shown in Table 5.16-16, the City's per capita disposal rates in 2021 were 5.1 and 15.6 pounds per person per day for residents and employees, respectively. The City's per capita disposal target rates in 2021 were 6.4 and 19.3 pounds per person per day for residents and employees, respectively (CalRecycle 2023b). The City's per capita disposal rate satisfies the target rate established by CalRecycle.

Hazardous Waste Disposal

Household hazardous waste are products that are flammable, corrosive, reactive or toxic. Examples of household hazardous waste include: automotive fluids, propane, paint and solvents, medical sharps, fertilizers, pool chemicals, cleaning products, pesticides, herbicides, and nonempty aerosol cans. LACSD and Los Angeles County Public Works jointly sponsor the Household Hazardous Waste and Electronic Waste Collection Program (HHW), which gives

County residents a legal and cost-free way to dispose of unwanted household chemicals that cannot be disposed of in the regular trash. Residents of La Verne may dispose of HHW through two permanent HHW collection centers located in Los Angeles County (the Antelope Valley Environmental Collection Center in Palmdale or the Environmental Collection Center at EDCO Recycling & Transfer in Signal Hill) or through one-day collection events that occur periodically across the County.

In addition, the City of Los Angeles Sanitation has established a number of permanent collection sites throughout the County of Los Angeles known as S.A.F.E. Centers (Solvents/Automotive/Flammables/Electronics). These collection sites are located as follows:

- San Pedro - Gaffey Street S.A.F.E. Center;
- Glendale - LA City - Glendale S.A.F.E. Center;
- Playa Del Rey - Hyperion S.A.F.E. Center;
- Boyle Heights - Washington Blvd S.A.F.E. Center;
- Sun Valley - Randall Street S.A.F.E Center;
- West Los Angeles - UCLA S.A.F.E. Center; and
- Northridge - Nicole Bernson S.A.F.E. Center.

La Verne's residential used oil curbside collection program allows residents the convenience of recycling their oil. Additionally, the City of La Verne has partnered with Waste Management to collect batteries on behalf of residents to be properly disposed of.

ELECTRIC POWER, NATURAL GAS, AND TELECOMMUNICATIONS

Infrastructure to deliver electricity and natural gas service throughout the City of La Verne is currently in place and can generally provide these services to new development on request.

Electric Power

Southern California Edison (SCE) provides electrical service 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. 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. Approximately 31 percent of all electricity sold to SCE customers in 2021 was from eligible renewable energy resources (CEC 2023).

Natural Gas

The Southern California Gas Company (SoCalGas) provides natural gas service to the Planning Area. SoCalGas is the nation's largest natural gas distribution utility and delivers gas services to 21.1 million consumers through 5.9 million meters in more than 500 communities (SoCalGas 2023). SoCalGas service territory encompasses approximately 24,000 square miles in diverse terrain throughout central and southern California, from Visalia to the Mexican border.

Infrastructure to deliver electricity and natural gas throughout La Verne is currently in place. SCE and SoCalGas can generally provide these services to newer development on request.

Telecommunications

The Planning Area is served by multiple telecommunications providers. The two largest providers in the Planning Area are Spectrum and T-Mobile Home Internet, which both provide internet access, telephone, and television services (Highspeedinternet.com 2023).

5.16.3 REGULATORY SETTING

WATER SUPPLIES

State

California Department of Health Services

The Department of Health Services, Division of Drinking Water and Environmental Management, oversees the Drinking Water Program. The Drinking Water Program regulates public water systems and certifies drinking water treatment and distribution operators. It provides support for small water systems and for improving their technical, managerial, and financial capacity. It provides subsidized funding for water system improvements under the State Revolving Fund and Proposition 50 programs. The Drinking Water Program also oversees water recycling projects, permits water treatment devices, supports and promotes water system security, and oversees the Drinking Water Treatment and Research Fund for methyl tert-butyl ether and other oxygenates.

California Code of Regulations/ Consumer Confidence Report Requirements

California Code of Regulations (CCR) Title 22, Chapter 15, Article 20 requires all public water systems to prepare a Consumer Confidence Report for distribution to its customers and to the Department of Health Services. The Consumer Confidence Report provides information regarding the quality of potable water provided by the water system. It includes information on the sources of the water, any detected contaminants in the water, the maximum contaminants levels set by regulation, violations and actions taken to correct them, and opportunities for public participation in decisions that may affect the quality of the water provided.

Sustainable Groundwater Management Act

The Sustainable Groundwater Management Act (Water Code Section 10720 et seq.) was enacted in 2014. The Sustainable Groundwater Management Act, and related amendments to California law, require that all groundwater basins designated as high- or medium-priority in DWR's California Statewide Groundwater Elevation Monitoring (CASGEM) program and that are subject to critical overdraft conditions must be managed under a new Groundwater Sustainability Plan (GSP), or a coordinated set of GSPs, by January 31, 2020. High- and medium-priority basins that are not subject to critical overdraft conditions must be managed under a GSP by January 31, 2022. Where GSPs are required, one or more local groundwater sustainability agencies (GSAs) must be formed to cover the basin and prepare and implement applicable GSPs. The Sustainable Groundwater Management Act does not apply to basins that are managed under a court-approved adjudication, or to low-or very-low-priority basins.

A GSA has the authority to require registration of groundwater wells, measure and manage extractions, require reports and assess fees, and to request revisions of basin boundaries, including establishing new subbasins. The preparation of a GSP by a GSA is exempt from CEQA. Each GSP must include a physical description of the covered basin, such as groundwater levels, groundwater quality, subsidence, information on groundwater-surface water interaction, data on historical and projected water demands and supplies, monitoring and management provisions, and a description of how the plan would affect other plans, including city and county General Plans.

The Sustainable Groundwater Management Act defines groundwater as "water beneath the surface of the earth within the zone below the water table in which the soil is completely saturated with water but does not include water that flows in known and definite channels." A groundwater extraction facility is defined as "a device or method for extracting groundwater from within a basin" Water Code Section 10721(g-h). GSPs are reviewed by the DWR to ensure that, over a period of 20 years, "sustainable groundwater management" is achieved. As defined by the Sustainable Groundwater Management Act, sustainable groundwater management means that groundwater uses within basins managed by a GSP would not cause any of the following "undesirable results":

- Chronic lowering of groundwater levels (not including overdraft during a drought, if a basin is otherwise managed);
- Significant and unreasonable reductions in groundwater storage;
- Significant and unreasonable seawater intrusion;
- Significant and unreasonable degradation of water quality;
- Significant and unreasonable land subsidence; and

- Surface water depletions that have significant and unreasonable adverse impacts on beneficial uses (Water Code Section 10721(w)).

Water Conservation Act of 2009

Water Code Sections 10800, et seq. creates a framework for future planning and actions by urban (and agricultural) water suppliers to reduce California's water use. The law requires urban water suppliers to reduce Statewide per capita water consumption by 20 percent by 2020. Additionally, the State is required to make incremental progress towards this goal by reducing per capita water use by at least 10 percent by 2015. Each urban retail water supplier was required to develop water use targets and an interim water use target by July 1, 2011. Each urban retail water supplier was required, by July 2011, to include in their water management plan the baseline daily per capita water use, water use target, interim water use target, and compliance daily per capita water use.

Efficiency Standards

CCR Title 24 contains the California Building Standards, including the California Plumbing Code (Part 5), which promotes water conservation. CCR Title 20 addresses Public Utilities and Energy and includes appliance efficiency standards that promote water conservation. In addition, several California laws listed below require water-efficient plumbing fixtures in structures:

- CCR Title 20 Section 1604(g) establishes efficiency standards that give the maximum flow rate of all new showerheads, lavatory faucets, sink faucets, and tub spout diverters;
- CCR Title 20 Section 1606 prohibits the sale of fixtures that do not comply with established efficiency regulations;
- CCR Title 24 Sections 25352(i) and (j) address pipe insulation requirements, which can reduce water used before hot water reaches equipment or fixtures. Insulation of water-heating systems is also required; and
- Health and Safety Code Section 17921.3 requires low-flush toilets and urinals in virtually all buildings.

Urban Water Management Planning Act

The Urban Water Management Planning Act has as its objectives the management of urban water demands and the efficient use of urban water. Under its provisions, every urban water supplier is required to prepare and adopt an UWMP. An "urban water supplier" is a public or private water supplier that provides water for municipal purposes either directly or indirectly to more than 3,000 customers or supplying more than 3,000 AF of water annually. The UWMP must identify and quantify the existing and planned sources of water available to the supplier, quantify the projected water use for a period of 20 years, and describe the supplier's water demand management measures. The urban water supplier should make every effort to ensure the

appropriate level of reliability in its water service sufficient to meet the needs of its various categories of customers during normal, dry, and multiple dry years. DWR must receive a copy of an adopted UWMP.

Senate Bill (SB) 610 and Assembly Bill (AB) 901

The State Legislature passed SB 610 and AB 901 in 2001. Both measures modified the Urban Water Management Planning Act. SB 610 requires additional information in an UWMP if groundwater is identified as a source of water available to an urban water supplier. It also requires that the UWMP include a description of all water supply projects and programs that may be undertaken to meet total projected water use. SB 610 requires a city or county that determines a project is subject to CEQA to identify any public water system that may supply water to the project and to request identified public water systems to prepare a specified water supply assessment. The assessment must include, among other information, an identification of existing water supply entitlements, water rights, or water service contracts relevant to the identified water supply for the proposed project, and water received in prior years pursuant to these entitlements, rights, and contracts.

AB 901 requires an urban water management plan to include information, to the extent practicable, relating to the quality of existing sources of water available to an urban water supplier over given time periods. AB 901 also requires information on the manner in which water quality affects water management strategies and supply reliability. The bill requires a plan to describe plans to supplement a water source that may not be available at a consistent level of use, to the extent practicable. Additional findings and declarations relating to water quality are required.

Senate Bill (SB) 221

SB 221 added Government Code Section 66455.3, requiring that the local water agency be sent a copy of any proposed residential subdivision of more than 500 dwelling units within five days of the subdivision application being accepted as complete for processing by the city or county. It also added Government Code Section 66473.7, establishing detailed requirements for establishing whether a “sufficient water supply” exists to support any proposed residential subdivisions of more than 500 dwellings, including any such subdivision involving a development agreement. When approving a qualifying subdivision tentative map, the city or county must include a condition requiring availability of a sufficient water supply. The applicable public water system must provide proof of availability. If there is no public water system, the city or county must undertake the analysis described in Government Code Section 66473.7. The analysis must include consideration of effects on other users of water and groundwater.

Local

City of La Verne 2020 Urban Water Management Plan (UWMP)

The City of La Verne is an urban water supplier that provides water and wastewater services to a portion of the City. The City's UWMP provides urban water suppliers (including the City) with a reliable management action plan for long-term resource planning to ensure adequate water supplies are available to meet existing and future water supply needs. In addition, the 2020 UMWP incorporates water supply reliability determinations resulting from potential prolonged drought, regulatory revisions, and/or changing climatic conditions.

Golden State Water Company- San Dimas System 2020 Urban Water Management Plan

The GSWC San Dimas System provides potable water services to the City of San Dimas and portions of the Cities of La Verne, Walnut, and Covina, as well as unincorporated areas of Los Angeles County. GSWC San Dimas' service areas encompasses an area of approximately 13.7 square miles and is located in the easterly portion of Los Angeles County and southerly of the San Gabriel Mountains. GSWC's service area is bordered by the City of La Verne to the east, the Cities of Covina and Glendora to the west, and the City of Pomona to the south. GSWC is required to coordinate the preparation of the 2020 Plan with appropriate agencies in the area, including appropriate water suppliers that share a common source. Therefore, GSWC coordinated the preparation of its 2020 Plan with the Cities of Covina, Glendora, La Verne, San Dimas, and Walnut, and the County of Los Angeles. The 2020 UWMP addresses the water supply sources, projected demands, and supply reliability for GSWC.

Main San Gabriel Basin Judgment

The Main San Gabriel Basin groundwater and surface water rights were adjudicated in 1973, and the Court established the Main San Gabriel Basin Watermaster to manage the water supply and water quality of the Main San Gabriel Basin (MSGBW 2023). The Main San Gabriel Judgment defined water rights for about 190 original parties, created the Main San Gabriel Basin Watermaster as the governing body, and described a Physical Solution for water management. The Physical Solution provides for Watermaster control of Basin management, and flexibility in initiating cooperative agreements, regulating and controlling pumping, purchasing replacement water, and determining the natural and operational safe yields. The Main San Gabriel Judgment allows for overproduction of rights, but overproduction incurs a Replacement Water Assessment.

Six Basins Judgment

The Six Basins refers to the six interconnected groundwater basins that underlie portions of the Cities of Claremont, La Verne, Pomona, and Upland, and other surrounding unincorporated areas of Los Angeles and San Bernardino Counties (West Yost Associates 2022). These basins are the Canyon, Upper Claremont Heights, Lower Claremont Heights, Pomona, Live Oak, and Ganesha

Basins. A stipulated Judgment (Southern California Water Company v. City of La Verne, et al. [Case No. KC029152]) was filed in 1998 to adjudicate the Six Basins to ensure long-term, sustainable groundwater production through the management of recharge, pumping, and storage. The Six Basins Judgment established a Safe Yield of the Six Basins at 19,300 AFY and prescribed a base annual production right for each party as a percentage of the Safe Yield. "Safe Yield" is defined in the Six Basins Judgment as the amount of groundwater, including replenishment and return flows from imported water, that can reasonably be produced from the combined Two Basins and Four Basins Areas on an annual basis without causing an undesirable result. The Physical Solution of the Six Basins Judgment establishes that an Operating Safe Yield (OSY), an Operating Plan, and Base Annual Production Rights can be established independently for the Four Basins (Canyon Basin, UCH, Lower Claremont Heights Basin, and Pomona Basin) and the Two Basins areas (Live Oak Basin and Ganesha Basin). The Six Basins Watermaster was established by the Judgment to develop and implement an Operating Plan for the Six Basins that would carry out the Physical Solution. The Six Basins Watermaster is responsible for developing, maintaining, and implementing an Operating Plan to establish procedures and protocols for the management of production, replenishment, and storage in accordance with the purpose and objectives of the Physical Solution outlined in the Judgment.

Greater Los Angeles County Region Integrated Regional Water Management Plan

The Greater Los Angeles County Region Integrated Regional Water Management Plan (GLACR IRWM) was updated in 2014. IRWM Plans are regional plans designed to improve collaboration in water resources management. The first IRWM Plan for GLACR IRWM was published in 2006 following a multi-year effort among water retailers, wastewater agencies, stormwater and flood managers, watershed groups, the business community, tribes, agriculture, and non-profit stakeholders to improve water resources planning in the Los Angeles Basin. It provides a mechanism for: 1) coordinating, refining, and integrating existing planning efforts within a comprehensive, regional context; 2) identifying specific regional and watershed-based priorities for implementation projects; and 3) providing funding support for the plans, programs, projects, and priorities of existing agencies and stakeholders.

City of La Verne Municipal Code

The La Verne Municipal Code, Division I, *Water*, of Title 13, *Public Services*, establishes water service administration organization and regulations; groundwater resource management operations; and water conservation, use, and restrictions. Within Chapter 13.10, *Groundwater Resources Management*, groundwater quality and well development standards are discussed. Chapter 13.15, *Water Conservation, Use and Restrictions*, establishes water use restrictions, including landscaping efficiency standards throughout the City.

Title 16, *Subdivisions*, contains Chapter 16.28, Article II, *Dedications and Improvements*. This Article states that all streets, highways, and parcels of land shown on the final map of a development project, and intended for any public use, shall be offered for dedication for public use. The developer is to improve or agree to improve to city standards all land dedicated for streets, highways, public ways and easements as a condition precedent to acceptance thereof and approval of the final map.

Title 18 is codified as the City's Zoning Ordinance. Title 18 contains Section 18.68.040, *Water Supply*, which mandates that fire flow and hydrant locations shall be provided so that adequate water is available in the event of fire. Planned water supplies, piping and hydrants must be installed and in working order prior to construction involving combustible materials. All development proposals must demonstrate conclusively that the development can be served with adequate water capacity. Development is prohibited beyond the elevation of one thousand seven hundred eighty feet unless served by private water systems.

Title 18 also contains Chapter 18.118, *Water Efficient Landscapes*, the purpose of which is to establish water efficient landscape regulations that are at least as effective in conserving water as the State Model Water Efficient Landscape Ordinance, in the context of conditions in the City, in order to ensure that landscapes are planned, designed, installed, maintained, and managed in a manner that uses water efficiently, encourages water conservation, and prevents water waste.

WASTEWATER

Federal

Clean Water Act

The CWA (33 United States Code Section 1251 et seq.) is the cornerstone of water quality protection in the United States. The statute employs a variety of regulatory and non-regulatory tools to sharply reduce direct pollutants discharges into waterways, finance municipal wastewater treatment facilities, and manage polluted runoff. These tools are employed to achieve the broader goal of restoring and maintaining the chemical, physical, and biological integrity of the nation's waters so that they can support "the protection and propagation of fish, shellfish, and wildlife and recreation in and on the water" (United States Environmental Protection Agency n.d.).

The CWA regulates discharges from "non-point source" and traditional "point source" facilities, such as municipal sewage plants and industrial facilities. The CWA makes it illegal to discharge pollutants from a point source to the waters of the United States. CWA Section 402 creates the NPDES regulatory program. Point sources must obtain a discharge permit from the proper authority (usually a state, sometimes EPA, a tribe, or a territory). NPDES permits cover industrial and municipal discharges, discharges from storm sewer systems in larger cities, storm water associated with numerous kinds of industrial activity, runoff from construction sites disturbing

more than one acre, mining operations, and animal feedlots and aquaculture facilities above certain thresholds.

All so-called "indirect" dischargers are not required to obtain NPDES permits. An indirect discharger is one that sends its wastewater into a city sewer system, so it eventually goes to a sewage treatment plant. Although not regulated under NPDES, "indirect" discharges are covered by the CWA "pretreatment" program.

State

State Water Resources Control Board/Regional Water Quality Control Board

In California, all wastewater treatment and disposal systems fall under the overall regulatory authority of the State Water Resources Control Board (SWRCB) and the nine California RWQCBs, who are charged with the responsibility of protecting beneficial uses of State waters (ground and surface) from a variety of waste discharges, including wastewater from individual and municipal systems. The Planning Area falls within the jurisdiction of the Los Angeles RWQCB.

The RWQCB's regulatory role often involves the formation and implementation of basic water protection policies. These are reflected in the individual RWQCB's Basin Plan, generally in the form of guidelines, criteria and/or prohibitions related to the siting, design, construction, and maintenance of on-site sewage disposal systems. The SWRCB's role has historically been one of providing overall direction, organizational and technical assistance, and a communications link to the State legislature.

The RWQCBs may waive or delegate regulatory authority for on-site sewage disposal systems to counties, cities or special districts. Although not mandatory, it is commonly done and has proven to be administratively efficient. In some cases, this is accomplished through a Memorandum of Understanding (MOU), whereby the local agency commits to enforcing the Basin Plan requirements or other specified standards that may be more restrictive. The RWQCBs generally elect to retain permitting authority over large and/or commercial or industrial on-site sewage disposal systems, depending on the volume and character of the wastewater.

Local

City of La Verne Municipal Code

Division II, *Sewers and Industrial Waste*, Title 13, *Public Services*, of the City of La Verne Municipal Code includes the adoption of the county sewer and industrial waste code, and sewer service charge standards.

Title 16, *Subdivisions*, contains Chapter 16.28, Article II, *Dedications and Improvements*. This Article states that all streets, highways, and parcels of land shown on the final map of a development project, and intended for any public use, shall be offered for dedication for public

use. The developer is to improve or agree to improve to city standards all land dedicated for streets, highways, public ways and easements as a condition precedent to acceptance thereof and approval of the final map.

STORMWATER AND DRAINAGE

Federal

Clean Water Act

The CWA, initially passed in 1972, regulates the discharge of pollutants into watersheds throughout the nation. Section 402(p) of the CWA establishes a framework for regulating municipal and industrial stormwater discharges under the NPDES Program. Section 402(p) requires that stormwater associated with industrial activity that discharges either directly to surface waters or indirectly through municipal separate storm sewers must be regulated by an NPDES permit.

The SWRCB is responsible for implementing the CWA and does so through issuing NPDES permits to cities and counties through regional water quality control boards. Federal regulations allow two permitting options for storm water discharges (individual permits and general permits). Pursuant to Section 402 of the CWA and the Porter-Cologne Water Quality Control Act, municipal stormwater discharge in the City of La Verne is subject to the Waste Discharge Requirements (WDRs) of the MS4 Permit (R8-2010-0033) and NPDES Permit No. CAS618033.

National Pollutant Discharge Elimination System (NPDES)

NPDES permits are required for discharges to navigable waters of the United States, which includes any discharge to surface waters, including lakes, rivers, streams, bays, oceans, dry stream beds, wetlands, and storm sewers that are tributary to any surface water body. NPDES permits are issued under the CWA, Title IV, Permits and Licenses, Section 402 (33 USC 466 et seq.).

The RWQCB issues these permits in lieu of direct issuance by the Environmental Protection Agency (EPA), subject to review and approval by the EPA Regional Administrator (EPA Region 9). The terms of these NPDES permits implement pertinent provisions of the CWA and the Act's implementing regulations, including pre-treatment, sludge management, effluent limitations for specific industries, and anti-degradation. In general, the discharge of pollutants is to be eliminated or reduced as much as practicable, so as to achieve the CWA's goal of "fishable and swimmable" navigable (surface) waters. Technically, all NPDES permits issued by the RWQCB are also Waste Discharge Requirements issued under the authority of the CWA.

These NPDES permits regulate discharges from publicly owned treatment works, industrial discharges, stormwater runoff, dewatering operations, and groundwater cleanup discharges. NPDES permits are issued for five years or less, and therefore must be updated regularly. To

expedite the permit issuance process, the RWQCB has adopted several general NPDES permits, each of which regulates numerous discharges of similar types of wastes. The SWRCB has issued general permits for stormwater runoff from construction sites statewide. Stormwater discharges from industrial and construction activities in La Verne can be covered under these general permits, which are administered jointly by the SWRCB and RWQCB.

Construction throughout the City of La Verne could disturb more than one acre of land surface for centralized and regional structural BMPs (and possibly for those distributed structural BMPs larger than one acre), affecting the quality of stormwater discharges into waters of the United States. The City would therefore be subject to the NPDES General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities (Order 2009-0009-DWQ, NPDES No. CAS000002, Construction General Permit), as amended by Order 2010-0014-DWQ and Order 2012-0006-DWQ). The Construction General Permit regulates discharges of pollutants in stormwater associated with construction activity to waters of the United States from construction sites that disturb one or more acres of land surface, or that are part of a common plan of development or sale that disturbs more than one acre of land surface.

The Construction General Permit requires the development and implementation of a Stormwater Pollution Prevention Plan (SWPPP) that includes specific BMPs designed to prevent pollutants from contacting stormwater and keep all products of erosion from moving off-site into receiving waters. The SWPPP BMPs are intended to protect surface water quality by preventing the off-site migration of eroded soil and construction-related pollutants from the construction area.

State

California Water Code

California's primary statute governing water quality and water pollution issues with respect to both surface waters and groundwater is the Porter-Cologne Water Quality Control Act of 1970 (Division 7 of the California Water Code) (Porter-Cologne Act). The Porter-Cologne Act grants the SWRCB and each of the RWQCBs power to protect water quality and is the primary vehicle for implementation of California's responsibilities under the Federal CWA. The Porter-Cologne Act grants the SWRCB and the RWQCBs authority and responsibility to adopt plans and policies, to regulate discharges to surface and groundwater, to regulate waste disposal sites, and to require cleanup of discharges of hazardous materials and other pollutants. The Porter-Cologne Act also establishes reporting requirements for unintended discharges of any hazardous substance, sewage, or oil or petroleum product.

Each RWQCB must formulate and adopt a Water Quality Control Plan (Basin Plan) for its region. The regional plans are to conform to the policies set forth in the Porter-Cologne Act and established by the SWRCB in its State water policy. The Porter-Cologne Act also provides that a

RWQCB may include within its regional plan water discharge prohibitions applicable to particular conditions, areas, or types of waste.

State Water Resources Control Board (SWRCB) Storm Water Strategy

The Storm Water Strategy is founded on the results of the Storm Water Strategic Initiative, which served to direct the SWRCB's role in storm water resources management. The Storm Water Strategy developed guiding principles to serve as the foundation of the storm water program; identified issues that support or inhibit the program from aligning with the guiding principles; and proposed and prioritized projects that SWRCB could implement to address those issues. SWRCB staff created a strategy-based document called the Strategy to Optimize Management of Storm Water (STORMS). STORMS includes a program vision, missions, goals, objectives, projects, timelines, and consideration of the most effective integration of project outcomes into SWRCB's Storm Water Program.

Local

Water Quality Control Plan (Basin Plan) for the Los Angeles Basin

The Basin Plan is designed to preserve and enhance water quality and protect the beneficial uses of all regional waters. The Basin Plan is a resource for the RWQCB and others who use water and/or discharge wastewater in the region that the Basin Plan is designed to cover. Other agencies and organizations involved in environmental permitting and resource management activities also use the Basin Plan. Finally, the Basin Plan provides valuable information to the public about local water quality issues.

The Los Angeles Region (Region 4) encompasses all coastal watersheds and drainages flowing to the Pacific Ocean between Rincon Point (on the coast of western Ventura County) and the eastern Los Angeles County line, as well as the drainages of five coastal islands (Anacapa, San Nicolas, Santa Barbara, Santa Catalina, and San Clemente) (RWQCB, 2014). In addition, the Region includes all coastal waters within three nautical miles off the continental and island coastlines. The Planning Area is located within the Los Angeles RWQCB region.

Greater Los Angeles County Region Integrated Regional Water Management Plan

The purpose of the GLACR IRWPM is to address the water resources needs of the Region in an integrated and collaborative manner (Greater Los Angeles County Region Integrated Regional Water Management Group, 2014). It provides a mechanism for: coordinating, refining, and integrating existing planning efforts within a comprehensive, regional context; identifying specific regional and watershed-based priorities for implementation projects; and providing funding support for the plans, programs, projects, and priorities of existing agencies and stakeholders.

Municipal NPDES Permit Waste Discharge Requirements

In response to the Federal Clean Water Act, the Los Angeles County Watershed Protection program regulates waste dischargers under a NPDES Permit administered by the appropriate Regional Water Quality Control Board. Specifically, the municipalities are regulated with regard to their jurisdiction over and/or maintenance responsibility for municipal storm drain systems and watercourses that they own or operate. The NPDES Permit is concerned primarily with regulating trash, pollutants of concern, and excessive hydrologic runoff which can carry sediment and cause flooding.

As stated above, pursuant to Section 402 of the CWA, municipal stormwater discharge in the City of La Verne is subject to the WDRs of the MS4 Permit.

The NPDES Permit identifies watershed-wide waste in the San Gabriel River Watershed. It requires developers to complete a SWPPP to address the specific circumstances of each project site. These SWPPPs must: 1) identify all pollutant sources; 2) identify all non-storm water discharges; 3) implement BMPs to reduce or eliminate pollutants in storm water discharges; and 4) develop a maintenance schedule for BMPs installed during construction. The SWPPP must be submitted and approved by the Los Angeles Regional Water Quality Control Board concurrently with the Notice of Intent to comply with the terms of the Permit prior to construction activities of one acre or more.

East San Gabriel Valley Watershed Management Group's Watershed Management Program (2014)

The Cities of Claremont, La Verne, Pomona, and San Dimas, collectively referred to as the East San Gabriel Valley Watershed Management Group (ESGV Group or Group), developed a Watershed Management Program to fulfill the requirements of the National Pollutant Discharge Elimination System (NPDES) Municipal Separate Storm Sewer System (MS4) Permit No. R4-2012-0175 (Permit) for Los Angeles County (County), a adopted by the Los Angeles Regional Water Quality Control Board (Regional Board) and became effective on December 28, 2012.

The focus of the East San Gabriel Valley Watershed Management Group Draft Watershed Management Program is on the identification of sufficient amount and types of BMPs to meet receiving water and effluent limitations set forth in the Permit. BMPs vary in function and type, with each BMP providing unique design characteristics and benefits from implementation. The overarching goal of BMP selection is to reduce the impact of stormwater and non-stormwater on receiving water quality.

City of La Verne Municipal Code

The City of La Verne is required to implement procedures with respect to the entry of non-stormwater discharges into its municipal stormwater system. The City regulates stormwater

discharge in accordance with the NPDES permit through Municipal Code Chapter 13.50, *Stormwater and Urban Runoff Pollution Control* and Chapter 13.60, *Low Impact Development*.

Chapter 18.68, *H-D-O-Z Hillside Development Overlay Zone*, regulates the allowable development densities and designs on the hillsides within the City. Chapter 18.68 requires on-site catch basins or siltation basins, as well as energy-absorbing devices be provided to prevent erosion when grading is undertaken in the hillside areas. Natural drainage courses are to be protected from grading activity. In instances where crossing is required, a natural crossing and bank protection are preferred over steel and concrete systems. Where brow ditches are required, they shall be naturalized with plant materials and native rocks.

SOLID WASTE

Federal

Resource Conservation and Recovery Act

The Resource Conservation and Recovery Act (RCRA) was enacted in 1976, as an amendment to the Solid Waste Disposal Act of 1965, in order to address the huge volumes of municipal and industrial solid waste generated nationwide. After several amendments, RCRA as it stands today governs the management of solid and hazardous waste and underground storage tanks (USTs). RCRA has been amended several times, most significantly by the Hazardous and Solid Waste Amendments of 1984. RCRA is a combination of the first solid waste statutes and all subsequent amendments. RCRA authorizes the EPA to regulate waste management activities. RCRA authorizes states to develop and enforce their own waste management programs, in lieu of the federal program, if a state's waste management program is substantially equivalent to, consistent with, and no less stringent than the Federal program.

State

California Integrated Waste Management Act (AB 939 and SB 1322)

The California Integrated Waste Management Act of 1989 (AB 939 and SB 1322) requires every city and county to prepare a Source Reduction and Recycling Element to its Solid Waste Management Plan that identifies how each jurisdiction will meet the mandatory State waste diversion goals of 25 percent by 1995 and 50 percent by 2000. The purpose of AB 939 and SB 1322 are to “reduce, recycle, and re-use solid waste generated in the state to the maximum extent feasible.” The term “integrated waste management” refers to the use of a variety of waste management practices to safely and effectively handle the municipal solid waste stream with the least adverse impact on human health and the environment. The California Integrated Waste Management Act has established a waste management hierarchy, as follows: Source Reduction; Recycling; Composting; Transformation; and Disposal.

California Integrated Waste Management Board Model Ordinance

Subsequent to the California Integrated Waste Management Act, additional legislation was passed to assist local jurisdictions in accomplishing the goals of AB 939. The California Solid Waste Re-use and Recycling Access Act of 1991 (§42900-42911 of the Public Resources Code) directs the California Integrated Waste Management Board to draft a "model ordinance" relating to adequate areas for collecting and loading recyclable materials in development projects. The model ordinance requires that any new development project, for which an application is submitted on or after September 1, 1994, include "adequate, accessible, and convenient areas for collecting and loading recyclable materials." For subdivisions of single-family detached homes, recycling areas are required to serve only the needs of the homes within that subdivision.

California Mandatory Commercial Recycling Law (Assembly Bill 341)

AB 341 directed CalRecycle to develop and adopt regulations for mandatory commercial recycling. CalRecycle initiated formal rulemaking with a 45-day comment period beginning Oct. 28, 2011. The final regulation was approved by the Office of Administrative Law on May 7, 2012. The purpose of AB 341 is to reduce GHG emissions by diverting commercial solid waste to recycling efforts and to expand the opportunity for additional recycling services and recycling manufacturing facilities in California.

Beginning on July 1, 2012, businesses have been required to recycle, and each jurisdiction has implemented programs that include education, outreach, and monitoring. Jurisdictions were required to start reporting on their 2012 Electronic Annual Report (due August 1, 2013) on their initial education, outreach, and monitoring efforts, and, if applicable, on any enforcement activities or exemptions implemented by the jurisdiction.

In addition to Mandatory Commercial Recycling, AB 341 sets a statewide goal for 75 percent disposal reduction by the year 2020. This is not written as a 75 percent diversion mandate for each jurisdiction. The 50 percent disposal reduction mandate still stands for cities, counties, and State agencies (including community colleges) under AB 939.

Assembly Bill 1826 Mandatory Commercial Organics Recycling

In October 2014, Governor Brown signed AB 1826, requiring businesses to recycle their organic waste on and after April 1, 2016, depending on the amount of waste they generate per week. This law also requires that on and after January 1, 2016, local jurisdictions across the state implement an organic waste recycling program to divert organic waste generated by businesses, including multifamily residential dwellings that consist of five or more units (please note, however, that multi-family dwellings are not required to have a food waste diversion program). Organic waste (also referred to as organics) means food waste, green waste, landscape and pruning waste, nonhazardous wood waste, and food-soiled paper waste that is mixed in with

food waste. This law phases in the mandatory recycling of commercial organics over time, while also offering an exemption process for rural counties. In particular, the minimum threshold of organic waste generation by businesses decreases over time, which means an increasingly greater proportion of the commercial sector will be required to comply.

Starting on January 1, 2019, businesses that generate four cubic yards or more of commercial solid waste per week shall arrange for organic waste recycling services. By Summer/Fall 2021, if CalRecycle determines that the statewide disposal of organic waste in 2020 has not been reduced by 50 percent of the level of disposal during 2014, the organic recycling requirements on businesses will expand to cover businesses that generate two cubic yards or more of commercial solid waste per week. Additionally, certain exemptions may no longer be available if this target is not met.

Senate Bill 1383 Short-lived Climate Pollutants: Organic Waste Methane Emissions Reductions

In September 2016, Governor Brown signed SB 1383, establishing methane emissions reduction targets in a statewide effort to reduce emissions of short-lived climate pollutants in various sectors of California's economy. SB 1383 codifies the California Air Resources Board's Short-Lived Climate Pollutant Reduction Strategy, established pursuant to SB 605, in order to achieve reductions in the statewide emissions of short-lived climate pollutants. Actions to reduce short-lived climate pollutants are essential to address the many impacts of climate change on human health, especially in California's most at-risk communities, and on the environment.

As it pertains to solid waste, SB 1383 establishes targets to achieve a 50 percent reduction in the level of the statewide disposal of organic waste from the 2014 level by 2020 and a 75 percent reduction by 2025. SB 1383 grants CalRecycle the regulatory authority required to achieve the organic waste disposal reduction targets and establishes an additional target that not less than 20 percent of currently disposed edible food is recovered for human consumption by 2025.

Local

City of La Verne Municipal Code

Municipal Code Title 13, *Public Services*, Division III, *Refuse Collection*, regulates the collection, removal, and disposal of refuse, while also regulating fees and billings related to refuse operations.

ELECTRICAL POWER, NATURAL GAS, AND TELECOMMUNICATIONS

Federal

Federal Energy Regulation Commission

The Federal Energy Regulatory Commission duties include the regulation of the transmission and sale of electricity and natural gas in interstate commerce, licensing of hydroelectric projects, and oversight of related environmental matters.

State

California Public Utilities Commission

Established in 1911, the California Public Utilities Commission (CPUC) regulates privately owned electric, natural gas, telecommunications, water, railroad, rail transit, and passenger transportation companies. The commission is organized into several advisory units, an enforcement division, and a strategic planning group. SJP, SCE, and SoCalGas are regulated by the CPUC.

Local

City of La Verne Municipal Code

Chapter 3.10, *Utility User's Tax*, establishes the regulations of telecommunication, electricity, and gas user's taxes and the processes by which to collect, refund, and appeal any taxes if found necessary.

5.16.3 SIGNIFICANCE CRITERIA AND THRESHOLDS

Appendix G of the California Environmental Quality Act (CEQA) Guidelines contains the Initial Study Environmental Checklist, which includes questions related to utilities and service systems. The issues presented in the Initial Study Environmental Checklist have been utilized as thresholds of significance in this section. Accordingly, a project may create a significant environmental impact if it would:

- Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects (refer to Impact Statement USS-1);
- Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years (refer to Impact Statement USS-2);

- Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments (refer to Impact Statement USS-3);
- Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals (refer to Impact Statement USS-4); and
- Comply with federal, state, and local management and reduction statutes and regulations related to solid waste (refer to Impact Statement USS-5).

5.16.4 IMPACTS AND MITIGATION MEASURES

USS-1: Would the Project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

Impact Analysis:

WATER

Regarding water facilities, the General Plan Update is expected to result in population and employment growth within the Planning Area, and thus, an overall increase in demand on water supply, which could necessitate construction of future water supply infrastructure. Based on the anticipated growth, as described in Section 3.0, *Project Description*, and summarized in Table 3-4, *General Plan 2045 Buildout by Land Use Designation*, buildout under the General Plan Update could yield a net change over existing conditions of an additional 2,680 housing units, an additional population of 4,803 people, an additional 2,536,986 square feet of non-residential building square footage, and an additional 5,254 jobs within the Planning Area.

This increased demand for water infrastructure would primarily be located within areas that are already developed and serviced by the City of La Verne and GSWC's San Dimas System. Both the City and GSWC have included Water Shortage Contingency Plans within their respective UWMPs to better ensure there will be an adequate water supply for the next two decades. Further, the City has identified future water infrastructure projects including pipeline improvement projects, replacement of existing pipes, and establishment new pipelines, in association with the Enhanced Infrastructure Financing District project (adopted in 2020).

Since no specific development projects are proposed as part of the General Plan Update, the environmental effects from constructing or expanding facilities are unknown at this time. All water infrastructure construction activities associated with future development would be subject to compliance with existing local, State, and federal laws, ordinances, and regulations, which would ensure impacts are reduced to less than significant levels. The City would continue to

coordinate with GSWC to ensure adequate water distribution facilities are available to serve future development. Furthermore, these future water facilities would be subject to General Plan Update goals, policies, and actions intended to protect the environment. The Community Services and Facilities Element includes Policy CSF-2.2, which promotes efficient operation and expansion of the water supply system to meet current and projected needs. Policy CSF-2.6 supports the implementation of drought contingency plans to ensure adequate water during drought, including emergency water connections and related measures. Policy CSF-2.7 promotes water conservation through state and federal legislation compliance. Further, the Resource Management Element includes Goal RM-4, which is dedicated to water conservation. Policy RM-4.1 encourages coordination with local water agencies and promotes residential and commercial water conservation using innovative strategies and contemporary best practices. Policy RM-4.2 minimizes dependence on imported water through efficient use of local surface sources, wise groundwater management practices, conservation measures, and the use of reclaimed wastewater and non-potable water for irrigation of landscaping and agriculture, where feasible.

The implementation of existing regulations and the General Plan Update goals, policies, and actions would reduce impacts associated with the relocation or construction of new or expanded water facilities to a less than significant level.

WASTEWATER

In regards to wastewater, the General Plan Update is expected to result in increased population and employment growth within the Planning Area, and thus, an overall increase in demand on the existing sewer system associated with increased sewage flows.

As described above, the City's 2020 UWMP estimated the City's total wastewater flows in 2020 as 2.1 MGD, based on a population of population of 31,321. Based on this, the amount of wastewater generated by the City is estimated at approximately 67 GPCD. Based on the anticipated growth under the General Plan Update, as described in Section 3.0, *Project Description*, and summarized in Table 3-4, *General Plan 2045 Buildout by Land Use Designation*, buildout under the General Plan Update could accommodate a population of 37,142. Therefore, using the wastewater generation rate of 67 GPCD, the City's total wastewater flow for 2045 under the General Plan Update would be approximately 2.5 MGD, or an increase of approximately 0.4 MGD over existing conditions.

Wastewater from La Verne is treated at either the Pomona WRP or the San Jose Creek WRP. The current capacity for the Pomona WRP facility is 15 MGD of wastewater and it currently handles an average daily effluent flow of 5.87 MGD. The current capacity for the San Jose Creek WRP is 100 MGD of wastewater and it currently handles an average daily effluent flow of 62.9 MGD. Conservatively assuming all wastewater from the City flows to one wastewater facility, the additional 0.4 MGD of City wastewater flows anticipated under the General Plan Update would

increase flows to the Pomona WRP by less than three percent of its maximum capacity and the San Jose Creek WRP by less than one percent of its maximum capacity. Therefore, the ultimate capacity of both the Pomona WRP and San Jose Creek WRPs would be able to accommodate the projected additional wastewater generated from the City resulting from implementation of the General Plan Update.

The General Plan Update does not include specific development proposals; therefore, the environmental effects of future wastewater collection systems are unknown at this time. Future developments would adhere to Division II of Municipal Code Title 13, *Public Services*. Division II, *Sewers and Industrial Waste*, adopts the Los Angeles County Sanitary Sewers and Industrial Waste Code and, establishes sewer service fees and charges.

Additionally, the General Plan Update includes goals, policies, and actions to ensure adequate wastewater services and facilities. The Community Services and Facilities Element Goal CSF-3 and subsequent policies and actions are dedicated to providing the community with a wastewater system adequate to protect the health and safety of all La Verne residents, businesses, and institutions. Specifically, Policy CSF-3.4 maintains the adopted service standards for sewer service systems, upholding an equitable and efficient system. Policy CSF-3.2 maintains the existing wastewater system on a regular basis to increase the lifespan of the system and ensure public safety. Regular maintenance, as established in Policy CSF-3.2, would help the City to be proactive with any potential deficiencies, thereby hindering potential environmental impacts. With adherence to the existing regulatory environment and the General Plan Update goals, policies, and actions, impacts associated with the relocation or construction of new or expanded wastewater facilities would remain less than significant, and no mitigation is required.

STORMWATER

Development resulting from implementation of the proposed General Plan Update could result in increased areas of impervious surfaces throughout the Planning Area, resulting in the need for additional or expanded stormwater drainage, conveyance and retention infrastructure. As described above, the City coordinated with the Los Angeles RWQCB to provide flood control services within the Planning Area. The Los Angeles RWQCB is responsible for the regional drainage facilities, while the City controls the local facilities. The infrastructure and facilities necessary to serve new growth would involve development of some facilities on-site within new development projects, some facilities off-site on appropriately designated land, and may also involve improvements to existing facilities and disturbance of existing rights-of-way. The specific impacts of providing new and expanded drainage facilities cannot be determined at this time, as the General Plan Update does not propose or approve any specific development project, nor does it designate specific sites for new or expanded public facilities.

Stormwater drainage and conveyance facilities would be evaluated at the project-level in association with subsequent development projects implemented as a result of the General Plan Update. However, the facilities would be primarily provided on sites with land use designations that allow such uses, and the environmental impacts of constructing and operating the facilities would likely be similar to those associated with new development, redevelopment, and infrastructure projects under the General Plan Update.

As future development and infrastructure projects are considered by the City, each project will be evaluated for conformance with the General Plan Update, Municipal Code, and other applicable regulations. Subsequent development and infrastructure projects would also be analyzed for potential environmental impacts, consistent with the requirements of CEQA.

The policies and actions listed below would further ensure that there is adequate stormwater drainage and flood control infrastructure to serve future development resulting from implementation of the General Plan Update and would ensure that future drainage and flood control infrastructure projects do not result in adverse environmental impacts. Community Services and Facilities Element Policy CSF-2.9 ensures that the City has an efficient, attractive, and environmentally sound storm drain system. Policy CSF-2.10 indicates that Projects are to incorporate BMPs and low impact development (LID) measures to minimize the quantity of stormwater directed to impermeable surface and to treat stormwater before discharge from the site; such facilities shall be sized to meet regulatory requirements. Both of these policies work together to protect the environment from potential pollutants. Actions CSF-4 through CSF-7 (of Goal CSF-2) require development projects to identify potential stormwater and drainage impacts, implement LID strategies, and utilize BMPs to reduce stormwater runoff. Action CSF-8 has the City work to identify which storm water and drainage facilities are in need of repair and address these needs through the City's Capital Improvement Program. The implementation of General Plan Update policies would reduce impacts associated with the relocation or construction of new or expanded stormwater facilities to a less than significant level, and no mitigation is required.

ELECTRICAL, NATURAL GAS, AND TELECOMMUNICATIONS

Regarding electrical, natural gas, and telecommunication services, the Planning Area is within the service areas of SCE, SoCalGas, and various telecommunication providers. The environmental effects of future expansions of electrical, natural gas, and telecommunication facilities would be evaluated with each development proposal and would require a separate environmental review related to the construction and operation of new electrical, natural gas, and telecommunications infrastructure. Future implementing projects under the General Plan Update would have to coordinate with each utility provider to establish service, provide any necessary extensions of facilities, and comply with regulations in existence at that time. The Community Services and Facilities Element Goal CSF-4 and subsequent policies are dedicated to providing a telecommunications system that improves economic development, governmental efficiency, and

equitable access. Policy CSF-4.1 works with service providers to ensure adequate access and availability of a wide range of modern telecommunications services for residences, businesses, institutions, and public agencies is provided. Action CSF-4.2 orders the City to prepare a plan for the incorporation and accessibility of new telecommunication systems and services in public buildings and support the development of internet-connected informational kiosks in public places and streetscapes. As such, adherence to the established regulatory environment and implementation of General Plan Update policies and actions would reduce impacts associated with the relocation or construction of new or expanded electrical, natural gas, and telecommunications facilities to a less than significant level, and no mitigation is required.

Proposed General Plan Update Goals, Policies, and Actions:

COMMUNITY SERVICES AND FACILITIES ELEMENT

Goal CSF-1: **Provision Of Services And Facilities.** A community that values and maintains high quality community services and facilities for all residents, businesses, institutions, and visitors in La Verne.

Policy CSF-1.1: **New Development.** Ensure that new growth and development participates in the provision and expansion of community services and facilities, and does not exceed the City's ability to provide them.

Policy CSF-1.3: **Mitigation.** Require new development to offset or mitigate impacts to community services and facilities to ensure that service levels for existing users are not degraded or impaired by new development.

Policy CSF-1.7: **Capital Improvements.** Maintain and finance the capital improvement program to ensure the timely implementation of the General Plan and the adequate and timely provision of public facility and municipal improvements.

Action CSF-1.3: Require that the capital improvements program place a high priority on upgrading local services to meet our current and anticipated demand.

Action CSF-1.5: Require any development that would put local and regional facilities at or near capacity to upgrade those facilities.

Goal CSF-2: **Water System.** A community with adequate access to a clean and plentiful potable water supply that is also well-served by efficient distribution and stormwater systems.

Policy CSF-2.2: **Water Supply Needs.** Promote efficient operation and expansion of the water supply system to meet current and projected needs.

Policy CSF-2.4: **Fair Share.** Ensure that all new development provides for and funds its fair share of the costs for adequate water distribution, including line extensions, easements, and dedications.

Policy CSF-2.6: **Drought Planning.** Support the implementation of drought contingency plans to ensure adequate water during drought, including emergency water connections and related measures.

Policy CSF-2.7: **Water Conservation.** Support water conservation measures that comply with state and federal legislation and that are consistent with measures adopted in the Urban Water Management Plan.

Policy CSF-2.8: **Unincorporated Areas.** Prohibit extension of the water supply system to unincorporated areas until those areas are annexed.

Policy CSF-2.9: **Storm Drain System.** Provide an efficient, attractive, environmentally sound storm drain system.

Policy CSF-2.10: **Stormwater Treatments.** Projects shall incorporate Best Management Practices (BMPs) and Low Impact Development measures (LID) to minimize the quantity of stormwater directed to impermeable surface and to treat stormwater before discharge from the site. The facilities shall be sized to meet regulatory requirements.

Action CSF-2.1: Continue to require, as part of the development review process, project applicants to demonstrate sufficient access to water resources to service the project area.

Action CSF-2.2: Continue educational outreach designed to increase public participation in water conservation and water quality awareness through printed material and the City's website and social media accounts.

Action CSF-2.3: Perform water rate studies on a regular basis to ensure that water operations, capital projects, and maintenance are financially sustainable and supported by rate payers.

Action CSF-2.4: Continue to review development projects to identify potential stormwater and drainage impacts and require development to include measures to ensure that off-site runoff is not increased beyond pre-development levels during rain and flood events.

Action CSF-2.5: Project designs shall minimize drainage concentrations, minimize impervious coverage, utilize pervious paving materials, utilize low impact development

(LID) strategies, and utilize Best Management Practices (BMPs) to reduce stormwater runoff.

Action CSF-2.6: Promote the use of LID strategies in new development and redevelopment projects, including but not limited to the use of canopy trees and shrubs, vegetated swales, and permeable paving.

Action CSF-2.7: Require new development to mitigate increases in stormwater peak flows and/or volume. Mitigation measures, such as LID strategies, should take into consideration impacts on adjoining lands in the City.

Action CSF-2.8: Identify which storm water and drainage facilities are in need of repair and address these needs through the City's Capital Improvement Program.

Goal CSF-3: **Wastewater System.** A community with a wastewater system adequate to protect the health and safety of all La Verne residents, businesses, and institutions.

Policy CSF-3.2: **System Maintenance.** Maintain the existing wastewater system on a regular basis to increase the lifespan of the system and ensure public safety.

Policy CSF-3.4: **Service Levels.** Maintain adopted service standards for sewer service systems and fee structures that are equitable and efficient.

Goal CSF-4: **Communication Systems.** A community with a modern and efficient telecommunications system that improves economic development, governmental efficiency, and equitable access.

Policy CSF-4.1: **Telecommunications.** Work with service providers to ensure adequate access and availability of a wide range of modern telecommunications services for residences, businesses, institutions, and public agencies.

Policy CSF-4.2: **Improved Facilities and Service.** Work with service providers to expand service to areas that are not served by telecommunication technologies.

Action CSF-4.2: Prepare a plan for the incorporation and accessibility of state-of-the art, attractive telecommunication systems and services for public use in public buildings and support the development of internet-connected informational kiosks in public places and streetscapes.

RESOURCE MANAGEMENT ELEMENT

Goal RM-4: **Water Conservation.** A community that protects and conserves limited water resources.

Policy RM-4.1: **Conservation Strategies.** In partnership with local water agencies, promote residential and commercial water conservation using multiple innovative strategies and contemporary best practices.

Policy RM-4.2: **Efficient Use of Sources.** Minimize dependence on imported water through efficient use of local surface sources, using wise groundwater management practices, conservation measures, and the use of reclaimed wastewater and non-potable water for irrigation of landscaping and agriculture, where feasible.

Policy RM-4.3: **Distribution.** Utilize the most recent available water conservation technology and green infrastructure to ensure an efficient and cost-effective distribution system.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

USS-2: Would the Project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

Impact Analysis: While no specific development projects are proposed as part of the La Verne General Plan Update, the General Plan will accommodate future growth in La Verne, including new businesses, expansion of existing businesses, and new residential uses. New growth is anticipated to occur along the City's major corridors (Arrow Highway and Foothill Boulevard) and around the new Metro A (Gold) Line Station. No new development is anticipated within the Sphere of Influence. As such, the Project would pose an increase in the demand for additional water supplies.

As described in Section 3.0, *Project Description*, and summarized in Table 3-4, *General Plan 2045 Buildout by Land Use Designation*, buildout under the General Plan could yield a total of 14,354 housing units, a population of 37,142 people, 8,037,850 square feet of non-residential building square footage, and 16,572 jobs within the Planning Area. This represents development growth over existing conditions of up to 2,680 new housing units, 4,803 people, 2,536,986 square feet of new non-residential building square footage, and 5,254 new jobs.

As discussed above, water service is provided in the vast majority of the Planning Area by City of La Verne, while GSWC provides water services to a small portion of the City. The City's water supply consists of groundwater, and imported water from the TVMWD. Both service providers have concluded in their respective UWMPs that they will be able to meet projected future water demands under normal, dry, and multiple dry water years; the City will meet projected demands through 2040, and GSWC will meet projected demands through 2045. Further, the TVMWD 2020 UWMP indicates it will have sufficient supplies under normal, dry, and multiple dry water years for its service area through 2045. While the City UWMP does not plan for the entire lifespan of

the General Plan Update, GSWC and TVMWD's respective water supplies are anticipated to be sufficient to meet demands through 2045. Additionally, the City, GSWC, and TVMWD have all included Water Shortage Contingency Plans within their respective UWMPs to better ensure there will be an adequate water supply for the next two decades. As such, it is expected that residents and businesses in the Planning Area will have a sufficient water supply through the duration of the General Plan Update horizon.

For future qualifying projects, a water supply assessment would be required pursuant to SB 610 for inclusion in the project's CEQA analysis. The water supply assessment discerns whether the expected demand from the project has been accounted for in the forecasted demands in the most recent UWMP. A Written Verification of Supply per SB 221 is prepared as a condition of approval for a subdivision map of 500 units or more. Considered a fail-safe mechanism to provide sufficient evidence that adequate water supplies are available before construction begins, the Written Verification of Supply is also prepared/adopted by the water supplier and approved by the land use authority. Depending on the project, one or both of these analyses may be required. Development proposals that may not warrant a water supply assessment and/or Written Verification of Supply but meet the definition of a project under CEQA would still require an analysis of sufficient water supplies in the CEQA process. Additionally, the General Plan Update includes goals, policies, and actions to ensure that adequate water supply, treatment, and distribution capacity is available to meet the needs of the proposed development without negatively impacting the existing community. Policies CSF-1.1 and CSF-1.3 require new development to offset or mitigate potential community services and facilities impacts through the provision or expansion of such to ensure that such development does not exceed the City's ability to provide them. Goal CSF-2 and subsequent policies aim to conserve the Planning Area's water supplies. Policy CSF-2.1 maintains a Citywide Water Master Plan to identify existing and future water needs, implement needed improvements, and identify potential funding sources; while Policy CSF-2.2 promotes the expansion of the water supply system to meet current and projected needs. Policy CSF-2.6 implements drought contingency planning and Policy CSF-2.7 supports water conservation measures that comply with State and federal legislation.

Through implementation of existing federal, State, and local regulations and the General Plan Update goals, policies, and actions, the environmental impacts related to water supplies would be less than significant, and no mitigation is required.

Proposed General Plan Update Goals, Policies, and Actions:

COMMUNITY SERVICES AND FACILITIES ELEMENT

Goal CSF-1: **Provision Of Services And Facilities.** A community that values and maintains high quality community services and facilities for all residents, businesses, institutions, and visitors in La Verne.

Policy CSF-1.1: **New Development.** Ensure that new growth and development participates in the provision and expansion of community services and facilities, and does not exceed the City's ability to provide them.

Policy CSF-1.2: **Impact on Resources.** Require new utility infrastructure to avoid sensitive natural and cultural resources to the greatest extent feasible.

Policy CSF-1.3: **Mitigation.** Require new development to offset or mitigate impacts to community services and facilities to ensure that service levels for existing users are not degraded or impaired by new development.

Policy CSF-1.7: **Capital Improvements.** Maintain and finance the capital improvement program to ensure the timely implementation of the General Plan and the adequate and timely provision of public facility and municipal improvements.

Policy CSF-1.8: **Public Facility Plans.** Maintain and implement public facility master plans to ensure compliance with appropriate regional, state, and federal laws and to provide appropriate public facilities and services to maintain quality of life in La Verne.

Action CSF-1.3: Require that the capital improvements program place a high priority on upgrading local services to meet our current and anticipated demand.

Action CSF-1.5: Require any development that would put local and regional facilities at or near capacity to upgrade those facilities.

Goal CSF-2: **Water System.** A community with adequate access to a clean and plentiful potable water supply that is also well-served by efficient distribution and stormwater systems.

Policy CSF-2.1: **Water Master Plan.** Maintain a Citywide Water Master Plan to identify existing and future water needs, implement needed improvements, and identify potential funding sources.

Policy CSF-2.2: **Water Supply Needs.** Promote efficient operation and expansion of the water supply system to meet current and projected needs.

Policy CSF-2.4: **Fair Share.** Ensure that all new development provides for and funds its fair share of the costs for adequate water distribution, including line extensions, easements, and dedications.

Policy CSF-2.6: **Drought Planning.** Support the implementation of drought contingency plans to ensure adequate water during drought, including emergency water connections and related measures.

Policy CSF-2.7: **Water Conservation.** Support water conservation measures that comply with state and federal legislation and that are consistent with measures adopted in the Urban Water Management Plan.

Policy CSF-2.8: **Unincorporated Areas.** Prohibit extension of the water supply system to unincorporated areas until those areas are annexed.

Action CSF-2.1: Continue to require, as part of the development review process, project applicants to demonstrate sufficient access to water resources to service the project area.

Action CSF-2.2: Continue educational outreach designed to increase public participation in water conservation and water quality awareness through printed material and the City's website and social media accounts.

Action CSF-2.3: Perform water rate studies on a regular basis to ensure that water operations, capital projects, and maintenance are financially sustainable and supported by rate payers.

RESOURCE MANAGEMENT ELEMENT

Goal RM-4: **Water Conservation.** A community that protects and conserves limited water resources.

Policy RM-4.1: **Conservation Strategies.** In partnership with local water agencies, promote residential and commercial water conservation using multiple innovative strategies and contemporary best practices.

Policy RM-4.2: **Efficient Use of Sources.** Minimize dependence on imported water through efficient use of local surface sources, using wise groundwater management practices, conservation measures, and the use of reclaimed wastewater and non-potable water for irrigation of landscaping and agriculture, where feasible.

Policy RM-4.3: **Distribution.** Utilize the most recent available water conservation technology and green infrastructure to ensure an efficient and cost-effective distribution system.

Mitigation Measures: No mitigation is required.

Level of Significance: Less Than Significant Impact.

USS-3: Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Impact Analysis: As discussed above, the City's total wastewater flow for 2045 under the General Plan Update is estimated to be approximately 2.5 MGD, or an increase of approximately 0.4 MGD over existing conditions. Wastewater from La Verne is treated at either the Pomona WRP or the San Jose Creek WRP. The current capacity for the Pomona WRP facility is 15 MGD of wastewater and it currently handles an average daily effluent flow of 5.87 MGD. The current capacity for the San Jose Creek WRP is 100 MGD of wastewater and it currently handles an average daily effluent flow of 62.9 MGD. Conservatively assuming all wastewater from the City flows to one wastewater facility, the additional 0.4 MGD of City wastewater flows anticipated under the General Plan Update would increase flows to the Pomona WRP by less than three percent of its maximum capacity and the San Jose Creek WRP by less than one percent of its maximum capacity. Therefore, the ultimate capacity of both the Pomona WRP and San Jose Creek WRPs would be able to accommodate the additional projected wastewater production from the City under implementation of the General Plan Update.

As noted above, the General Plan Update enables additional development but does not include specific development proposals. At the time future projects are proposed, they would require a separate environmental review and compliance with regulations in existence at that time to ensure adequate wastewater treatment capacity exists. Additionally, the General Plan Update includes goals, policies, and actions to ensure adequate wastewater facilities capacity to serve the Project's projected demand. The Community Services and Facilities Element Goal CSF-3 provides policies and actions dedicated to providing the Planning Area with a safe and adequate wastewater system. Specifically, Policy CSF-3.1 maintains a Citywide Sewer Facilities Master Plan to identify existing and future wastewater treatment needs for the purpose of implementing needed improvements and identifying potential funding sources. Policy CSF-3.3 ensures that all new development provides for, and funds its fair share of, the costs for adequate sewer collection and treatment, including line extensions, easements, and dedications. Policy CSF-3.5 ensures compliance with the current Statewide General Waste Discharge Requirements concerning the operation and maintenance of the City's sanitary sewer collection system.

The implementation of existing federal, State, and local regulations and the General Plan Update goals, policies, and actions would ensure adequate wastewater treatment capacity and impacts would be less than significant, and no mitigation is required.

Proposed General Plan Update Goals, Policies, and Actions:

COMMUNITY SERVICES AND FACILITIES ELEMENT

Goal CSF-1: **Provision Of Services And Facilities.** A community that values and maintains high quality community services and facilities for all residents, businesses, institutions, and visitors in La Verne.

Policy CSF-1.1: **New Development.** Ensure that new growth and development participates in the provision and expansion of community services and facilities, and does not exceed the City's ability to provide them.

Policy CSF-1.3: **Mitigation.** Require new development to offset or mitigate impacts to community services and facilities to ensure that service levels for existing users are not degraded or impaired by new development.

Policy CSF-1.7: **Capital Improvements.** Maintain and finance the capital improvement program to ensure the timely implementation of the General Plan and the adequate and timely provision of public facility and municipal improvements.

Policy CSF-1.8: **Public Facility Plans.** Maintain and implement public facility master plans to ensure compliance with appropriate regional, state, and federal laws and to provide appropriate public facilities and services to maintain quality of life in La Verne.

Action CSF-1.3: Require that the capital improvements program place a high priority on upgrading local services to meet our current and anticipated demand.

Action CSF-1.5: Require any development that would put local and regional facilities at or near capacity to upgrade those facilities.

Goal CSF-3: **Wastewater System.** A community with a wastewater system adequate to protect the health and safety of all La Verne residents, businesses, and institutions.

Policy CSF-3.1: **Sewer Facilities Master Plan.** Maintain a Citywide Sewer Facilities Master Plan to identify existing and future wastewater treatment needs, implement needed improvements, and identify potential funding sources.

Policy CSF-3.2: **System Maintenance.** Maintain the existing wastewater system on a regular basis to increase the lifespan of the system and ensure public safety.

Policy CSF-3.3: **Fair Share.** Ensure that all new development provides for and funds its fair share of the costs for adequate sewer collection and treatment, including line extensions, easements, and dedications.

Policy CSF-3.4: **Service Levels.** Maintain adopted service standards for sewer service systems and fee structures that are equitable and efficient.

Policy CSF-3.5: **Statewide Requirements.** Comply with the current Statewide General Waste Discharge Requirements concerning the operation and maintenance of the City's sanitary sewer collection system.

Action CSF-3.1: Cooperate with the Metropolitan Water District to update population projections, water use and sewer generation formulas, needed improvements, and programs within the Citywide Sewer Master Plan at least every five years.

Action CSF-3.2: Work with the Metropolitan Water District to expedite the improvement and expansion of water, reclaimed water, and sewer facilities, when necessary.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

USS-4: Would the Project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Impact Analysis: While no specific development is currently proposed, future development of projects as contemplated under the General Plan Update may increase the population within the Planning Area by an additional 4,803 people. As described above, the City of La Verne has achieved a disposal rate of 5.1 pounds per day (PPD) per resident in 2021. Assuming these disposal rates remain constant throughout the life of the General Plan Update, the new growth under General Plan buildout would result in a net increase of approximately 24,495 PPD of solid waste over existing conditions, which equals 12.2 net tons per day (TPD) or 4,470 net tons of solid waste per year.

The City's projected increase in solid waste generation associated with buildout under the General Plan Update is within the permitted capacity of both the El Sobrante Landfill and Olinda Alpha Landfill. As noted previously, the vast majority (65 percent) of solid waste disposed from the City of La Verne in 2019 went to one waste disposal facility: El Sobrante Landfill. The second major landfill Planning Area residents utilized was the Olinda Alpha Landfill (15 percent of all solid waste disposal) (CalRecycle 2023a). Other landfills that received relatively small amounts of waste from the City in 2019 include:

- Simi Valley Landfill and Recycling Center (2,924 tons);
- Frank R. Bowerman Sanitary Landfill (1,014 tons);
- Azusa Land Reclamation Company Landfill (540);
- Antelope Valley Public Landfill (244 tons); and
- Mid Valley Sanitary Landfill (107 tons).

El Sobrante Landfill has a remaining capacity of approximately 143,977,170 tons as of 2018, is permitted a maximum throughput of 16,054 TPD, and has enough projected capacity to serve residents and businesses until approximately 2051. Olinda Alpha Landfill has a remaining capacity

of 17,500,000 as of 2020, a permitted maximum throughput of 8,000 tons, and has projected capacity to serve residents and businesses until approximately 2036 (CalRecycle 2023e). While the Olinda Alpha Landfill is not anticipated to last the longevity of the General Plan Update, several other landfills, including El Sobrante are projected to remain open through 2045. It is anticipated that project-generated solid waste would be distributed to the other landfills serving the City beyond El Sobrante.

In addition, all future development would be required to comply with the mandatory commercial and multifamily recycling requirements of AB 341, thus reducing the amount of landfill waste. Furthermore, the General Plan Update goals, policies, and actions described below, including Goal RM-7 of the Resource Management Element and subsequent policies and actions, would reduce the demand for solid waste disposal. Through the implementation of existing regulations and the policies listed below, this is a less than significant impact and no mitigation is required.

Proposed General Plan Update Goals, Policies, and Actions:

COMMUNITY SERVICES AND FACILITIES ELEMENT

Goal CSF-1: **Provision Of Services And Facilities.** A community that values and maintains high quality community services and facilities for all residents, businesses, institutions, and visitors in La Verne.

Policy CSF-1.1: **New Development.** Ensure that new growth and development participates in the provision and expansion of community services and facilities, and does not exceed the City's ability to provide them.

Policy CSF-1.3: **Mitigation.** Require new development to offset or mitigate impacts to community services and facilities to ensure that service levels for existing users are not degraded or impaired by new development.

Policy CSF-1.5: **Revenue Sources.** Identify local, stable and predictable sources of revenue and creative financing strategies (such as an Enhanced Infrastructure Financing District) to meet public facility, service, and infrastructure needs.

Policy CSF-1.9: **Infrastructure Rehabilitation.** Prioritize the regular maintenance and rehabilitation of public facilities and critical infrastructure to extend its useful life; prioritize replacement of structures that have reached the end of their useful life or have capacity constraints.

Action CSF-1.1: Regularly coordinate with outside service providers and other agencies regarding their public facility plans and provide local input on goals, objectives, and projects.

Action CSF-1.3: Require that the capital improvements program place a high priority on upgrading local services to meet our current and anticipated demand.

Action CSF-1.5: Require any development that would put local and regional facilities at or near capacity to upgrade those facilities.

Goal CSF-7: **Regional Services And Facility Coordination.** A community that has positive relationships with regional service providers, agencies, and jurisdictions resulting in enhanced community services and facilities for La Verne.

Policy CSF-7.1: **Cooperation.** Encourage cooperation and coordination between and among cities in the San Gabriel Valley and Los Angeles County for delivery of services to the public.

Policy CSF-7.3: **Availability of Facilities and Services.** Time development to coordinate it with public facilities availability and service improvements.

RESOURCE MANAGEMENT ELEMENT

Goal RM-7: **Solid Waste Management.** A community with reduced generation and disposal of solid waste to landfills and an increased public awareness and participation in waste diversion programs.

Policy RM-7.1: **Compliance with State Legislation.** Comply with Assembly Bill 939 source reduction and recycling requirements of 50 percent diversion of solid waste from landfills and strive to partner, plan for, and document compliance with Assembly Bill 341 source reduction, recycling, and composting requirements of 75 percent by 2020.

Policy RM-7.2: **Solid Waste Collection.** Provide adequate waste disposal, recycling, and refuse services for present and future residents and businesses, including programs that improve public access to solid waste collection and recycling facilities.

Policy RM-7.3: **Source Reduction and Recycling Efforts.** Participate in source reduction and recycling techniques to reduce the amount of solid waste sent to the landfill and extend the life of the landfill.

Policy RM-7.4: **Special Waste.** Ensure that special waste—including hazardous materials, tires, medications, infectious waste, asbestos waste, construction waste, and electronic waste—can be recycled and disposed of in a manner that is safe for the environment, residents, and visitors to La Verne.

Policy RM-7.5: **Organic Waste.** Work with appropriate service providers to collect and compost greenwaste, including landscaping, Christmas trees, composting and

mulch, and other sources of organic waste, to distribute for use in parks, medians, and other municipal areas.

Policy RM-7.6: **Public Education.** Regularly educate the public on ways to divert household waste from the landfill, including education programs on reducing, reusing, and recycling material.

Policy RM-7.7: **Public Funding Sources.** Pursue public funding sources, such as grants to reduce fiscal impacts of continued implementation of recycling programs.

Action RM-7.1: Regularly monitor the level of service provided by waste and recycling collection contractors to ensure that service levels meet the terms of the contract.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

USS-5: Would the Project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Impact Analysis: While no specific development projects are proposed as part of the La Verne General Plan Update, the General Plan Update will accommodate future growth in La Verne, including new businesses, expansion of existing businesses, and new residential uses. New growth is anticipated to occur along the City's major corridors (Arrow Highway and Foothill Boulevard) and around the new Metro A (Gold) Line Station. No new development is anticipated within the SOI. As such, the Project would pose an increase in the demand for additional solid waste services.

As discussed in the settings section, Chapters 13.28 and 13.30 (Division III, *Refuse Collection*) of the Municipal Code establishes mandatory solid waste and recycling collection to comply with the requirements of AB 939 and AB 341. The City has also established disposal and mandatory recycling requirements for commercial facilities, single family residential and multifamily residential premises to comply with State law diversion requirements. As permitted by AB 939, the City authorizes a private solid waste franchisee (i.e., Waste Management Inc.) to handle the City's solid waste and requires Waste Management Inc. to cooperate in the preparation of solid waste disposal characterization studies and the preparation of waste stream audits. Waste Management Inc. and the City work together to submit information to meet the reporting requirements of AB 939, or any other law or regulation, to reach the solid waste and recycling goals mandated by AB 939.

The General Plan Update includes goals, policies, and actions that would reduce the demand for solid waste disposal. Specifically, Policy RM-7.1 ensures compliance with Assembly Bill 939 source

reduction and recycling requirements of 50 percent diversion of solid waste from landfills and strives to partner, plan for, and document compliance with Assembly Bill 341 source reduction, recycling, and composting requirements of 75 percent by 2020. Action RM-7.2 requires contractors to use BMPs to maximize diversion of waste from the landfill, in order to meet the City's specified diversion rates.

Through compliance with applicable regulations, including those related to recycling and solid waste diversion, as well as implementation of regulations and policies included in the General Plan Update, Project implementation would be consistent with solid waste reduction statutes and regulations. Therefore, impacts would be less than significant impact, and no mitigation is required.

Proposed General Plan Update Goals, Policies, and Actions:

RESOURCE MANAGEMENT ELEMENT

Goal RM-7: **Solid Waste Management.** A community with reduced generation and disposal of solid waste to landfills and an increased public awareness and participation in waste diversion programs.

Policy RM-7.1: **Compliance with State Legislation.** Comply with Assembly Bill 939 source reduction and recycling requirements of 50 percent diversion of solid waste from landfills and strive to partner, plan for, and document compliance with Assembly Bill 341 source reduction, recycling, and composting requirements of 75 percent by 2020.

Policy RM-7.3: **Source Reduction and Recycling Efforts.** Participate in source reduction and recycling techniques to reduce the amount of solid waste sent to the landfill and extend the life of the landfill.

Policy RM-7.4: **Special Waste.** Ensure that special waste—including hazardous materials, tires, medications, infectious waste, asbestos waste, construction waste, and electronic waste—can be recycled and disposed of in a manner that is safe for the environment, residents, and visitors to La Verne.

Policy RM-7.6: **Public Education.** Regularly educate the public on ways to divert household waste from the landfill, including education programs on reducing, reusing, and recycling material.

Action RM-7.2: Include standard language in requests for services and in City agreements requiring contractors to use best management practices to maximize diversion of waste from the landfill in order to meet the City's specified diversion rates.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

5.16.5 CUMULATIVE IMPACTS

For utilities and service systems, cumulative impacts are considered for cumulative projects within the City and Los Angeles County region.

Would the project, combined with other related cumulative projects, result in significant cumulative impacts with respect to the following utilities and service systems?

Impact Analysis:

WATER

Cumulative water impacts are analyzed in terms of impacts to the City of La Verne and GSWC San Dimas System's water supplies and facilities. Implementation of the General Plan Update, along with other cumulative projects, would increase demand for water services within the City of La Verne and GSWC San Dimas System service area. It is required that every urban water supplier assess the reliability to provide water service to its customers under normal, dry and multiple dry water years. As indicated above, all water service providers in the Project Area have concluded in their respective UWMPs, which includes not only the Planning Area, but the surrounding jurisdictions as well, that they will be able to meet projected future water demands under normal, dry, and multiple dry water years.

Future development projects accommodated through General Plan Update implementation would be evaluated by the City on a project-by-project basis to determine impacts to water supplies and infrastructure. The continued assessment of individual projects for impacts to the water supply system would assure projects would only be approved if adequate water supplies exist at the time of their implementation. All future development projects and related cumulative projects would be subject to all applicable federal, State, and local laws, ordinances, and regulations in place for water supply and infrastructure. Therefore, implementation of the General Plan Update would not result in cumulatively considerable water supply and infrastructure impacts.

WASTEWATER

Implementation of the General Plan Update, along with other cumulative projects, would increase demand for wastewater services within the sewer service area. Wastewater services in La Verne are managed by the 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. As discussed above, the total amount of projected wastewater flow from the City's service area to the Pomona WRP or the San Jose Creek WRP, where the City's sewer water is treated and/or disposed of, for the year 2045 would be approximately 2.5 MGD. The current capacity for the

Pomona WRP facility is 15 MGD of wastewater and it currently handles an average daily effluent flow of 5.87 MGD. The current capacity for the San Jose Creek WRP is 100 MGD of wastewater and it currently handles an average daily effluent flow of 62.9 MGD. Conservatively assuming all wastewater from the City flows to one wastewater facility, the additional 0.4 MGD of City wastewater flows anticipated under the General Plan Update would increase flows to the Pomona WRP by less than three percent of its maximum capacity and the San Jose Creek WRP by less than one percent of its maximum capacity. Therefore, the ultimate capacity of both the Pomona WRP and San Jose Creek WRPs would be able to meet the projected wastewater production from the City under the General Plan Update. The LACSD wastewater facilities have a total remaining capacity of 266.06 MGD to accommodate future growth of individual development projects and related cumulative projects. The General Plan Update does not include specific development proposals; individual development projects would be required to verify that existing capacity exists to convey and treat the potential wastewater generated with the new development. At the time future wastewater facilities are proposed, they would require a separate environmental review and compliance with regulations in existence at that time, addressing potential environmental impacts related to the construction and operation of new wastewater facilities. Additionally, the General Plan Update includes goals, policies, and actions to ensure adequate wastewater services and facilities. Therefore, implementation of the General Plan Update would not result in cumulatively considerable impacts to wastewater services and facilities.

STORMWATER

Implementation of the General Plan Update along with other cumulative projects would increase demand for stormwater services within the Project Area. As discussed above, the General Plan Update does not include specific development proposals; therefore, the environmental effects of future storm water drainage facilities are unknown at this time. At the time future stormwater facilities are proposed, they would require a separate environmental review and compliance with regulations in existence at that time would address potential environmental impacts related to the construction and operation of new stormwater facilities. Additionally, the General Plan Update includes goals, policies, and actions to ensure adequate stormwater service and facilities. Therefore, implementation of the General Plan Update would not result in cumulatively considerable impacts to stormwater services and facilities.

SOLID WASTE

Implementation of the General Plan Update, along with other cumulative projects, would increase demand for solid waste collection and disposal services. The City, along with cities and County lands in the surrounding area, would continue to use common landfill resources, thereby gradually reducing the capacity of local landfills.

As noted above, the General Plan Update does not include specific development proposals; however, the increase in solid waste generation due to future individual and cumulative development projects together could significantly impact solid waste resources. Individual development projects and related cumulative projects would be required to meet current recycling goals, reducing the amount of solid waste requiring disposal at landfills. Future developments would be reviewed on a project-by-project basis and solid waste impacts would be evaluated based on existing and planned disposal facilities and capacities available at that time.

In addition, all future development would be required to comply with the mandatory commercial and multifamily recycling requirements of AB 341, thus reducing the amount of landfill waste. Furthermore, the General Plan Update goals, policies, and actions described below would reduce the demand for solid waste disposal. Therefore, the contribution of the General Plan Update to cumulative impacts associated with increased solid waste would not be cumulatively considerable.

ELECTRIC POWER, NATURAL GAS, AND TELECOMMUNICATIONS

Implementation of the General Plan Update along with other cumulative projects would increase demand for electrical, natural gas, and telecommunications services within the Project Area. As noted above, the General Plan Update does not include specific development proposals; individual development projects would be required to verify that electric power, natural gas, and telecommunications usage generated with the new development would not create significant environmental impacts. Therefore, the contribution of the General Plan Update to cumulative impacts associated with increased electric power, natural gas, and telecommunications would not be cumulatively considerable.

Mitigation Measures: No Mitigation Required.

Level of Significance: Less Than Significant Impact.

5.16.6 SIGNIFICANT UNAVOIDABLE IMPACTS

Impacts to utilities and service systems associated with the implementation of the General Plan Update would be less than significant. No significant unavoidable impacts to utilities and service systems would occur as a result of the General Plan Update.

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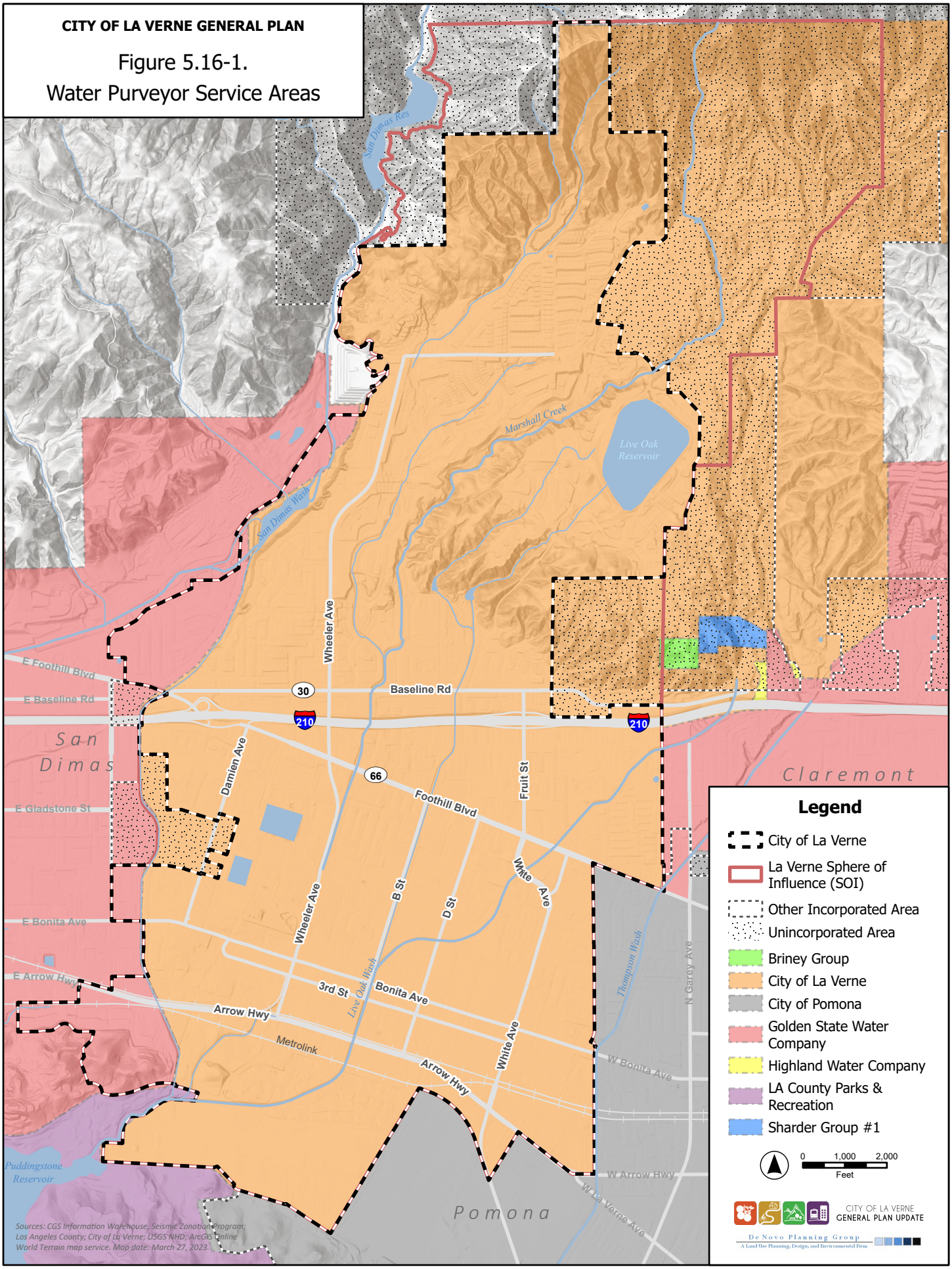
CITY OF LA VERNE GENERAL PLAN

Figure 5.16-1.
Water Purveyor Service Areas



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5.17 WILDFIRE

5.17.1 PURPOSE

This section analyzes potentially significant impacts related to wildfire that could result from implementation of the General Plan Update. Potential impacts are identified and mitigation measures to address potentially significant impacts are recommended, as necessary. The discussion of fire suppression resources is located in Section 5.13, *Public Services*, of this EIR.

5.17.2 ENVIRONMENTAL SETTING

WILDFIRE HAZARDS

Threats from wildfire hazards are determined based on a number of factors, including fuel loading (vegetation); topography; climatic conditions, such as wind, humidity, and temperature; and the proximity of structures and urban development to fire hazards. Wildland fire hazards are most pronounced in Wildland-Urban Interface (WUI) areas; areas of development that are located within Fire Hazard Severity Zones (FHSZ) adjacent to undeveloped areas. WIU areas typically contain higher amounts of vegetation that can serve as fuel for fires. Generally, the periods of greatest risk for wildland fires are the late summer and early fall, when vegetation is at its driest. Human activity, including residential and agricultural burning, campfires, and the use of fireworks, can all trigger fires. Natural causes, such as lightning strikes, may also start fires.

The California Department of Forestry and Fire Protection (CAL FIRE) is charged with the identification of FHSZ within State Responsibility Areas (SRA). In addition, CAL FIRE must recommend Very High Fire Hazard Severity Zones (VHFHSZ) identified within any Local Responsibility Areas (LRA). The FHSZ maps are used by the State Fire Marshall as a basis for the adoption of applicable building code standards and are meant to help limit wildfire damage to structures through planning, prevention, and the application of risk reduction measures. The mapped areas, or "zones," are based on factors, such as fuel (e.g., flammable vegetation), slope, and fire weather. There are three zones, based on increasing fire hazard: moderate, high, and very high. Figure 5.17-1, *Fire Hazard Severity Zones*, shows FHSZ in the Planning Area. The Planning Area includes both LRAs and SRAs, with portions of both areas being designated as VHFHSZs.

Local Responsibility Areas

LRAs are concentrated in the incorporated areas of Los Angeles County. The City is an LRA that is served by its own fire department - the City of La Verne Fire Department (LVFD). Approximately one-third of the City, generally the northeastern area, is designated by CAL FIRE as an LRA and VHFHSZ.

State Responsibility Areas

SRAs are found to the east and west of the northern portion of the City, in unincorporated communities of Los Angeles County that are within the City's SOI. Some of these areas are within the VHFHSZ in an SRA.

Federal Responsibility Areas

There are Federal Responsibility Areas (FRAs) within the SOI, located directly to the east and west of northern City limits along the boundary of the San Gabriel Mountains/Angeles National Forest.

IDENTIFYING FIRE HAZARDS

Fuel rank is a ranking system developed by CAL FIRE that incorporates four wildfire factors: fuel model, slope, ladder index, and crown index. The U.S. Forest Service has developed a series of fuel models, which categorize fuels based on burn characteristics. These fuel models help predict fire behavior. In addition to fuel characteristics, slope is an important contributor to fire hazard levels. A surface ranking system has been developed by CAL FIRE, which incorporates the applicable fuel models and slope data. The model categorizes slopes into six ranges: 0-10 percent, 11-25 percent, 26-40 percent, 41-55 percent, 56-75 percent, and >75 percent. The combined fuel model and slope data are organized into three categories, referred to as surface rank. Thus, surface rank is a reflection of the quantity and burn characteristics of the fuels and the topography in a given area. The ladder index is a reflection of the distance from the ground to the lowest leafy vegetation for tree and plant species. The crown index is a reflection of the quantity of leafy vegetation present within individual specimens of a given species.

The surface rank, ladder index, and crown index for a given area are combined in order to establish a fuel rank of medium, high, or very high. Fuel rank is used by CAL FIRE to identify areas in the California Fire Plan where large, catastrophic fires are more likely to occur. The fuel rank data is used by CAL FIRE to delineate fire threat based on a system of ordinal ranking. Thus, the Fire Threat model creates discrete regions, reflecting fire probability and predicted fire behavior. The four classes of fire threat range from moderate to extreme.

Under current conditions, damage caused by wildfire along the City's northern borders could immediately affect 1,875 residential units, totaling $546 million in estimated improvement value (City of La Verne 2012). Hillside properties north of Baseline Road are especially vulnerable to the threat of wildfires. Located within the City's Hillside Overlay Zone, they are required to undertake additional development precautions to aid in the suppression of and prevention of wildfires.

HISTORY OF WILDFIRE

The City of La Verne has a Natural Hazard Mitigation Plan (NHMP) that was adopted in February 2012. The City NHMP documented that the fall of 2003 marked one of the most destructive wildfire seasons in California history. In a ten-day period, 12 separate fires raged across southern

California in Los Angeles, Riverside, San Bernardino, San Diego, and Ventura Counties. Between 1990 and 2012, La Verne was impacted by three major wildfires. Those fires all started outside of City limits and spread toward La Verne. Those fires include LeRoy's Fire in 1988, Williams Fire in 2002, and the Padua Fire of 2003. The Williams Fire burned approximately 38,094 acres and destroyed 76 buildings (Geo Elements 2014). The Padua Fire burned approximately 10,466 acres, resulting in the loss of 59 structures (Geo Elements 2014). Each of those fires was driven by the hot, dry Santa Ana winds. In each instance, the City's Emergency Operations Center (EOC) was activated. Several hundred acres of natural vegetation in La Verne were burned during the Williams fire, resulting in mudflow during the winter (City of La Verne 2012).

Further search revealed that a more recent major fire occurred within proximity to the City. The San Gabriel Complex Fire occurred in June 2016, burned approximately 5,400 acres, and was considered active for 627 days before 100 percent containment was reached in April 2018. The fire location was just south of the City of Azusa, approximately 10 miles west of the Planning Area (CAL FIRE 2023).

WILDFIRE PREPAREDNESS & PROGRAMS

Due to climate, vegetation, and topography, the City is subject to both wildland and urban fires. As discussed above, the Planning Area contains VHFHSZs within SRAs, LRAs, and FRAs. Details of fire protection services are provided in Section 5.13, *Public Services,* of this EIR.

Areas most at risk to wildfire in the City are WUI areas along the City's northern borders. As a result of this risk, the City Fire Department initiated a Community Wildfire Protection Plan (CWPP) included as part of the NHMP as Appendix G (City of La Verne 2012). The CWPP is a document that evaluates and identifies the threat of wildfire in the City 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 five-year intervals. The latest CWPP was released in 2014. The CWPP includes a comprehensive evaluation of City, State, and federal fire policies and 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.

The City Fire Prevention Bureau uses the 2000 Urban-Wildland Interface Code as a general guideline. However, pursuant to the City's Hillside Overlay Zone, all new construction is required to have fire resistant building materials for structures, boxed-in eaves, fuel modification zones ranging from 100-300 feet from structures, and residential fire sprinklers. In addition, all new

construction requires approval of the Fire Prevention Bureau. Fuel modification zones are enforced annually by the Fire Prevention Bureau. Fire codes in the City are more restrictive than codes adopted by Los Angeles County and the State (City of La Verne 2012).

In addition, the County of Los Angeles' Fuel Modification Unit is responsible for approving landscape and irrigation plans for structures located in Fire Hazard Severity Zones. The goal of the Modification Unit is to create defensible space in order to reduce fire danger. Additional fire prevention activities undertaken by the Los Angeles County Fire Department include conducting brush clearance inspections, providing educational material and running first responder training programs (LACoFD 2023).

5.17.3 REGULATORY SETTING

FEDERAL

Hazard Mitigation Planning and Hazard Mitigation Grant Program

The Federal Emergency Management Agency (FEMA) requires state, tribal, and local governments to develop and adopt hazard mitigation plans as a condition for receiving certain types of non-emergency disaster assistance, including funding for mitigation projects. Jurisdictions must update their hazard mitigation plans and re-submit them for FEMA approval every five years to maintain eligibility. Through the Hazard Mitigation Assistance grant programs, FEMA offers planning grants that support state, tribal, and local governments in developing and updating mitigation plans. The City received hazard mitigation grant funding for both the Williams and Padua Fires.

FY 2001 Appropriations Act

Title IV of the Appropriations Act required the identification of "Urban Wildland Interface Communities in the Vicinity of Federal Lands that are at High Risk from Wildfire" by the U.S. Departments of the Interior and Agriculture.

Disaster Mitigation Act

The Disaster Mitigation Act of 2000 requires that a state mitigation plan, as a condition of disaster assistance, add incentives for increased coordination and integration of mitigation activities at the state level through the establishment of requirements for two different levels of State plans - "Standard" and "Enhanced." The Disaster Mitigation Act also established a new requirement for local mitigation plans.

National Cohesive Wildland Fire Management Strategy

Under the direction of the Federal Land Assistance, Management, and Enhancement Act of 2009 (the FLAME Act), the Secretary of the Interior and the Secretary of Agriculture created the National Cohesive Wildland Fire Management Strategy report. This report contains a cohesive

wildfire management strategy, as directed by the FLAME Act and under the advisement of the intergovernmental Wildland Fire Leadership Council. The most recent version of this report is 2014's The National Strategy: The Final Phase in the Development of the National Cohesive Wildland Fire Management Strategy.

National Fire Plan (NFP) 2000

The summer of 2000 marked a historic milestone in wildland fire records for the United States. Dry conditions across the western United States led to destructive wildfire events on an estimated 7.2 million acres, nearly double the 10-year average. Costs in damages including fire suppression activities were approximately $2.1 billion. Congressional direction called for substantial new appropriations for wildland fire management. This resulted in action plans, interagency strategies, and the Western Governor's Association's "A Collaborative Approach for Reducing Wildland Fire Risks to Communities and the Environment - A 10-Year Comprehensive Strategy - Implementation Plan", which collectively became known as the National Fire Plan. This plan places a priority on collaborative work within communities to reduce their risk from large-scale wildfires.

Healthy Forest Initiative (HFI) 2002/Healthy Forest Restoration Act (HFRA) 2003

In August 2002, the Healthy Forests Initiative (HFI) was launched with the intent to reduce the severe wildfires risks that threaten people, communities, and the environment. Congress then passed the Healthy Forests Restoration Act (HFRA) on December 3, 2003, to provide the additional administrative tools needed to implement the HFI. The HFRA strengthened efforts to restore healthy forest conditions near communities by authorizing measures such as expedited environmental assessments for hazardous fuels projects on federal land. The HFRA emphasized the need for federal agencies to work collaboratively with communities in developing hazardous fuel reduction projects and places priority on fuel treatments identified by communities themselves in their respective community wildfire protection plans.

Department of the Interior Department Manual Part 620

Wildland Fire Management Part 620 of the Department of the Interior Departmental Manual pertains to wildland fire management policies, with the goal of providing an integrated approach to wildland fire management. The guiding principles of the plan emphasize the need for public health and safety considerations, risk management protocols, inter-agency collaboration, and economic feasibility of wildfire management practices, as well as the ecological role of wildfires.

STATE

California Department of Forestry and Fire Protection (CAL FIRE)

Under Title 14 of the Natural Resources of the California Code of Regulations (CCR), the California CAL FIRE has the primary responsibility for implementing wildfire planning and protection for SRA

lands. CAL FIRE develops fire safe regulations and issues fire safe clearances for land within the SRA. The CAL FIRE Resource Management Program manages more than 31 million acres of California's privately-owned wildlands and provides emergency services in 36 of the state's 58 counties, via contracts with local governments.

Under CCR Title 24, Regulations Development, the Office of the State Fire Marshal is responsible for promulgating regulations that promote fire and life safety for inclusion into the State Building Codes, including the California Building Code (CBC), California Fire Code, California Electrical Code, California Mechanical Code, California Plumbing Code, and California Historical Building Code. The process incorporates a great deal of public participation and is guided by the State Building Standards Law.

Strategic Fire Plan for California

The State Board of Forestry and Fire Protection, along with CAL FIRE, updated the previous 2010 Strategic Fire Plan to reflect current and anticipated needs by incorporating and updating goals and objectives to reflect new priorities and changed conditions. The 2018 Strategic Fire Plan focuses on 1) fire prevention and suppression activities to protect lives, property, and ecosystem services, and 2) natural resource management to maintain the state's forests as a carbon sink to meet California's climate change goals and to serve as important habitat for adaptation and mitigation. It serves as guidance for CAL FIRE and stakeholders who share similar missions and responsibilities towards public safety and fire suppression.

California Wildland- Urban Interface Code

On September 20, 2005, the California Building Standards Commission approved the Office of the State Fire Marshal's emergency regulations amending CBC (CCR Title 24, Part 2). Section 701A of the CBC includes regulations addressing materials and construction methods for exterior wildfire exposure and applies to new buildings located in state responsibility areas or VHFHSZs in local response areas.

California Fire Code

The 2022 California Fire Code (CCR Title 24, Part 9) establishes regulations to safeguard against the hazards of fire, explosion, or dangerous conditions in new and existing buildings, structures, and premises. The Fire Code also establishes requirements intended to provide safety for and assistance to firefighters and emergency responders during emergency operations. The provisions of the Fire Code apply to the construction, alteration, movement, enlargement, replacement, repair, equipment, use and occupancy, location, maintenance, removal, and demolition of every building or structure throughout California. The Fire Code includes regulations regarding fire-resistance-rated construction, fire protection systems such as alarm and sprinkler systems, fire services features such as fire apparatus access roads, means of egress, fire safety during construction and demolition, and wildland-urban interface areas.

California State Multi-Hazard Mitigation Plan

The purpose of the State Multi-Hazard Mitigation Plan (SHMP) is to significantly reduce deaths, injuries, and other losses attributed to natural- and human-caused hazards in California. The SHMP provides guidance for hazard mitigation activities emphasizing partnerships among local, state, and federal agencies as well as the private sector.

California Government Code

California Government Code Section 65302.5 requires the State Board of Forestry and Fire Protection to provide recommendations to a local jurisdiction's General Plan fire safety element at the time that the General Plan is amended. While not a direct and binding fire prevention requirement for individuals, General Plans that adopt the Board's recommendations will include goals and policies that provide for contemporary fire prevention standards for the jurisdiction.

California Government Code Section 51175 defines Very High Fire Hazard Severity Zones and designates lands considered by the State to be subject to very high fire hazards.

California Government Code Section 51182 specifically requires people who own, lease, control, operate, or maintain a building or structure on or adjoining land within a VHRHSZ, to do all of the following: (A) Maintain defensible space of 100 feet from each side and from the front and rear of the structure, (B) Remove that portion of a tree that extends within 10 feet of the outlet of a chimney or stovepipe, (C) Maintain a tree, shrub, or other plant adjacent to or overhanging a building free of dead or dying wood, (D) Maintain the roof of a structure free of leaves, needles, or other vegetative materials, and (E) Prior to constructing a new dwelling or structure that will be occupied or rebuilding an occupied dwelling or occupied structure damaged by a fire in that zone, the construction or rebuilding of which requires a building permit, the owner shall obtain a certification from the local building official that the dwelling or structure, as proposed to be built, complies with all applicable state and local building standards.

California Government Code Section 51189 directs the Office of the State Fire Marshal to create building standards for wildland fire resistance, including measures that increase the likelihood of a structure withstanding intrusion by fire (such as building design and construction requirements that use fire-resistant building materials) and provides protection of structure projections (such as porches, decks, balconies and eaves), and structure openings (such as attics, eave vents, and windows).

California Public Resources Code

Public Resources Code Section 4290 tasks the State Board of Forestry and Fire Protection with adopting regulations implementing minimum fire safety standards related to defensible space that are applicable to SRA and lands classified as VHFHSZ.

PRC Section 4291 sets forth defensible space requirements, which are applicable to anyone that owns, leases, controls, operates, or maintains a building or structure in, upon, or adjoining a mountainous area, forest-covered lands, brush covered lands, grass-covered lands, or land that is covered with flammable material (Section 4291(a)).

PRC Sections 4292-4296 and 14 CCR 1256: Fire Prevention for Electrical Utilities address the vegetation clearance standards for electrical utilities. They include the standards for clearing around energy lines and conductors such as power-line hardware and power poles. These regulations are critical to wildland fire safety because of the substantial number of power lines in wildlands, the historic source of fire ignitions associated with power lines, and the extensive damage that results from power line caused wildfires in severe wind conditions.

Assembly Bill (AB) 337

Per AB 337, local fire prevention authorities and CAL FIRE are required to identify VHFHSZs in LRAs. Standards related to brush clearance and the use of fire-resistant materials in fire hazard severity zones are also established.

California Code of Regulations Title 8

In accordance with CCR Title 8, Sections 1270 and 6773 (Fire Prevention and Fire Protection and Fire Equipment), the Occupational Safety and Health Administration (Cal OSHA) establishes fire suppression service standards. The standards range from fire hose size requirements to the design of emergency access roads.

California Code of Regulations Title 14 (Natural Resources)

Division 1.5 (Department of Forestry and Fire Protection), Title 14 of the CCR establishes a variety of wildfire preparedness, prevention, and response regulations.

California Code of Regulations Title 19 (Public Safety)

Title 19 of the CCR establishes a variety of emergency fire response, fire prevention, and construction materials standards.

California Code of Regulations Title 24 (California Building Code)

The CBC contains general building design and construction requirements relating to fire and life safety, structural safety, and access compliance. CBC provisions provide minimum standards to safeguard life or limb, health, property, and public welfare by regulating and controlling the design, construction, quality of materials, use and occupancy, location, and maintenance of all buildings and structures and certain equipment.

California Health and Safety Code and Uniform Building Code Section 13000 et seq.

State fire regulations are set forth in Section 13000 et seq. of the California Health and Safety Code, which is divided into "Fires and Fire Protection" and "Buildings Used by the Public." The regulations provide for the enforcement of the Uniform Building Code and mandate the abatement of fire hazards.

The code establishes broadly applicable regulations, such as standards for buildings and fire protection devices, in addition to regulations for specific land uses, such as childcare facilities and high-rise structures.

California Senate Bill (SB) 1241

SB 1241 requires that the Safety Element component of city or county general plans to incorporate fire risk related to SRAs and VHFHSZs.

California Public Utilities Commission (CPUC) Wildfire Regulations

CPUC works to reduce the probability of wildfires associated with utility operation. CPUC approves wildfire mitigation plans submitted by utilities and transmissions owners, issues rules and regulations regarding utility operation and maintenance for wildfire prevention and identifies locations across California that are at high risk of power line fires.

Senate Bill 99

SB 99 requires cities and counties, upon the next revision of the housing element on or after January 1, 2020, to review and update the safety element to include information identifying residential developments in hazard areas that do not have at least two emergency evacuation routes (California Government Code Section 65302(g)(5)).

LOCAL

Los Angeles County Fire Department Fuel Modification Plans

Fuel Modification Plans have been required in Los Angeles County since 1996. Fuel modification plans are required within areas designated as a FHSZ within the SRAs or VHFHSZs within the LRA. Within these regions, LACoFD requires approval of a Fuel Modification Plan for all new constructions, 50 percent or more remodels, construction of certain outbuildings and accessory structures over 120 square feet, parcel splits, and subdivisions.

Los Angeles County Operational Area Emergency Response Plan

The purpose of the Los Angeles County Operational Area Emergency Response Plan (OAERP) is to increase cooperation and coordination between relevant governmental agencies and jurisdictions in order to increase efficiency and minimize losses in the event of an emergency or disaster. The OAERP established the Operational Area (OA) emergency organization, identifies

departmental responsibilities, and specifies policies and general procedures for addressing emergencies impacting the OA. This Plan provides for the coordination of emergency operations plans of agencies and jurisdictions. The OAERP conforms to the requirements of the National Incident Management System and the California Standardized Emergency Management System.

Los Angeles County Fire Department Wildfire Action Plan

Adopted in 2009, the Wildfire Action Plan contains guidelines that recommend fire prevention measures such as creating defensible space and conducting fire-resistant retrofits in homes. The plan provides residents with information regarding emergency preparedness.

City of La Verne Natural Hazards Mitigation Plan 2012

The City NHMP develops pre-disaster mitigation strategies in order to prevent human and economic loss in the event of a natural disaster such as an earthquake, landslide, or wildfire. The plan identifies potential natural hazards, the extent of risk posed, the City's susceptibility to these hazards, and the actions and plans the City will incorporate to mitigate potential loss and damage from those natural hazards. The NHMP includes resources and information to assist City residents and public and private sector organizations.

City of La Verne Community Wildfire Protection Plan

The purpose of the CWPP is to protect human life and reduce the loss of assets such as property, critical infrastructure, and natural and cultural resources due to wildfire. This CWPP serves to guide future actions of property-owners, business-owners, City Fire Department, City staff, and other interested parties in their efforts to reduce the wildfire threat to the City.

La Verne Municipal Code

The purpose of Chapter 3.27, *Fire Development Fees- Hillside Development Overlay Zone*, is to establish a development fee for fire suppression and emergency response services to be imposed on future residential development projects to provide their equitable share of the cost of mitigating emergency and fire responses in the hillside development overlay zone, and to mitigate the increased demand for fire suppression and emergency response services created by the construction of such developments in areas that are not adequately served by existing fire facilities and equipment.

Chapter 8.08, *Fire Department*, establishes the duties of the Fire Chief, as well as defines unlawful use of fire equipment and the liability on noncompliance with this Chapter. Chapter 8.12 discusses fire prevention regulations. Section 8.12.010 prohibits the accumulation of flammable waste; 8.12.030 determines when a burning permit is required; and Section 8.12.030 regulates the storage of combustible materials.

Title 15, *Buildings and Construction*, contains Chapters 15.32, 15.36, and 15.37. Chapter 15.32, *Fire Code*, adopts and incorporates Part 9 of Title 24 of the California Code of Regulations, comprising the California Fire Code 2022 Edition, which incorporates and amends the International Fire Code 2021 Edition, as amended. The Fire Code regulates the storage and handling of explosives; emergency responses; penalties; fees; fuel modification plans in FHSZs; and fuel modification plan review. Section 15.32.110, *Fuel Modification Plan in Fire Hazard Severity Zones*, requires submission of a fuel modification plan for development located within areas designated as a fire hazard severity zone within SRAs or LRAs. The fuel modification plan is to be reviewed by the fire marshal for defensible space, fire safety, and compliance with Sections 325.2.1, 325.2.2, 325.10, and 503.2.1 of the Los Angeles County Fire Code, the Fire Department's fuel modification guidelines, and CCR Title 14, Division 1.5, Chapter 7, subchapter 2 for development located within areas designated as a FHSZ within SRAs or LRAs. Chapter 15.36, *Fire Zones*, regulates substantial remodels in VHFHSZs. Chapter 15.37, *Very High Fire Hazard Severity Zone Regulations*, discusses VFHSZs territory within the City; conflicts these regulations may pose with other code provisions; modifications to the Los Angeles County Building Code; and special building standards for these zones.

Chapter 18.68, *H-D-O-Z Hillside Development Overlay Zone*, establishes regulations and standards to adhere to when development is occurring on hillside within the City. Hillside development pertains to fire hazards due to the increased amount of vegetation, and therefore increased amounts of potential fuel, for wildfires. Section 18.68.020, *Fire Hazard Standards*, requires all development in hillside areas to undergo review and approval by the fire chief to reduce fire hazards.

5.17.4 SIGNIFICANCE CRITERIA AND THRESHOLDS

Appendix G of the California Environmental Quality Act (CEQA) Guidelines contains the Initial Study Environmental Checklist, which includes questions related to wildfire. The issues presented in the Initial Study Environmental Checklist, which have been utilized as thresholds of significance in this section. Accordingly, a project may create a significant environmental impact if it would:

- If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project substantially impair an adopted emergency response plan or emergency evacuation plan (refer to Impact Statement WF-1);
- Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire of the uncontrolled spread of a wildfire (refer to Impact Statement WF-2);
- Require the installation of maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire

risk or that may result in temporary or ongoing impacts to the environment (refer to Impact Statement WF-3); and

- Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes (refer to Impact Statement WF-4).

Based on these standards and significance thresholds and criteria, the General Plan Update's effects have been categorized as either "no impact," a "less than significant impact," or a "potentially significant impact." Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant impact through the application of mitigation, it is categorized as a "significant unavoidable impact."

5.17.5 IMPACTS AND MITIGATION MEASURES

WF-1: If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project substantially impair an adopted emergency response plan or emergency evacuation plan?

Impact Analysis: The Planning Area contains SRAs and LRAs that are classified as VHFHSZs, as depicted in Figure 5.17-1. VHFHSZs are located in the mountainous northern portion of the City. The General Plan Update would allow for a variety of new development projects, including residential, commercial, industrial, and public service projects, which would result in increased jobs and population in the Planning Area. As the City is nearly built out, roads and infrastructure are generally in place and major circulation improvements are not anticipated to accommodate the new growth. Future projects are not anticipated to remove or impede evacuation routes, and the General Plan Update does not include land uses, policies, or other components that conflict with adopted emergency response or evacuation plans.

As part of the General Plan Update, the City prepared an analysis consistent with SB 99 to identify residential developments in hazard areas that do not have at least two emergency evacuation routes. The analysis found that out of 5,471 unique land parcels identified as residential and located within an identified hazard zone, the vast majority (approximately 81 percent) of the parcels have multiple exit points with access to multiple primary emergency access roadways, and another 10 percent of the parcels have multiple exit points access to a primary emergency access roadway. Approximately seven percent of the developed parcels have one exit point directly onto a single primary emergency access roadway, and the remaining two percent have one exit point with access to a single primary emergency access roadway. Parcels with one exit point are located primarily in the northern portion of the City; however, there are also small portions of other subdivisions with only one exit point located throughout the Planning Area. The General Plan Update includes policies and actions to address emergency evacuation routes.

Specifically, Policy PS-8.6 directs cooperation with the Fire Department and Police Department to define minimum standards for evacuation of residential areas and to maintain, update, and regularly exercise emergency access, protocols, and evacuation routes to assess their effectiveness under a range of emergency scenarios. If areas with inadequate evacuation routes are identified, develop appropriate mitigation measures, improvement plans, or education programs to ensure safe evacuation.

The City NHMP, adopted in 2012, contains recommendations, or action items, for dealing with wildfire risks, primarily through home fire safety inspections and fire prevention education. In addition, the City's CWPP, adopted in 2014, evaluates and identifies wildfire threat, develops strategies that enhance wildfire protection, and protects human life and the City's assets. The CWPP serves to guide future actions of property-owners, business-owners, La Verne Fire Department (LVFD), City staff, and other interested parties in their efforts to reduce the wildfire threat to the City. The CWPP discusses evacuation operations during a wildfire event, the expected timing of evacuation, preferred routes, potential evacuation "safe area" locations, potential issues regarding evacuation, and evacuation preparedness on the side of the resident or business-owner. Further, the City adopted a Wilderness Area Management and Public Access Plan, in 2012. The Wilderness Area Management and Public Access Plan reduces wildfire risks by limiting or completely closing public access point to the wilderness open space areas during periods of high and extreme fire danger.

The LVFD has mutual aid agreements with the LACoFD and the United States Forest Service. The Los Angeles County OAERP provides for the coordination of emergency operations plans of agencies and/or jurisdictions within the Los Angeles County Operational Area, which includes the Planning Area. The OAERP conforms to the standards of the National Incident Management System and Standard Emergency Management System. The OAERP does not provide a specific evacuation route map, as evacuation measures would be implemented based on the specific emergency and area affected. The General Plan Update would not require or result in revisions to the adopted OAERP.

While no specific development projects are proposed as part of the General Plan Update, the General Plan Update would accommodate future growth in the City, including new businesses, expansion of existing businesses, and new residential uses. New growth is anticipated to occur along the City's major corridors (Arrow Highway and Foothill Boulevard) and around the new Metro L (Gold) Line Station. No new development is anticipated within the SOI. Regardless, future development would be designed, constructed, and maintained in accordance with applicable standards associated with the NHMP, CWPP, and Municipal Code, including vehicular access to ensure that adequate emergency access and evacuation would be maintained. Construction activities that may temporarily restrict vehicular traffic would be required to implement

appropriate measures to facilitate the passage of persons and vehicles through/around any required road closures.

Highways and major roadways are anticipated to be used as the primary routes for evacuation; however, evacuation routes would depend upon the emergency event and area affected. The General Plan Update includes goals, policies, and actions to address emergency response and evacuation. Public Safety Element Policy PS-4.5 ensures that the Fire Department can continue to respond safely and effectively to a hazardous materials incident in the City, whether it is a spill at a permitted facility, or the result of an accident along a section of the freeway or railroads that extend across the City. Policy PS-8.1 coordinates with service providers to ensure the resilience of critical facilities, lifeline services, and infrastructure, and plans for the use of critical facilities during post-disaster response and recovery. Policy PS-8.2 ensures that the City's NHMP is updated on a regular basis in order to reflect changing conditions, best practices, regulatory environment, and advancements in knowledge; and to maintain eligibility for public assistance grants. Policy PS-8.6 directs cooperation with the Fire Department and Police Department to define minimum standards for evacuation of residential areas and to maintain, update, and regularly exercise emergency access, protocols, and evacuation routes to assess their effectiveness under a range of emergency scenarios. If areas with inadequate evacuation routes are identified, develop appropriate mitigation measures, improvement plans, or education programs to ensure safe evacuation. Action PS-8.2 directs regular review of Los Angeles County and State emergency response procedures that must be coordinated with City procedures. Action PS-8.3 continues to implement the City 's NHMP. Community Services and Facilities Element Policy CSF-5.8 ensures roadways are designed and maintained in such a way so as to maintain acceptable emergency vehicle response times. Action CSF-5.1 ensures the LVFD and City Engineer will review proposed development projects and street networks to evaluate the accessibility for fire engines and other emergency response functions. Action CSF-5.5 directs the City to prepare a comprehensive update of the City's disaster awareness and emergency preparedness program. Action CSF-5.6 directs the City to conduct annual disaster drills to train City staff and test the effectiveness of the Comprehensive Emergency Management Plan and operational readiness of the Emergency Operations Center.

Primary access to all major roads would be maintained during construction of future developments within the Planning Area. As part of the development review process (Municipal Code Chapter 18.16, *Development Review*), future development projects would be reviewed for adequate infrastructure and access as well as consistency with adopted emergency and evacuation plans among many other environmental issues in order to ensure the safety of City residents and the physical environment. Therefore, impacts associated with adopted emergency response or evacuation plans would be less than significant.

Proposed General Plan Update Goals, Policies, and Actions:

PUBLIC SAFETY ELEMENT

Policy PS-4.5: **Emergency Response.** Ensure that the Fire Department can continue to respond safely and effectively to a hazardous materials incident in the City, whether it is a spill at a permitted facility, or the result of an accident along a section of the freeway or railroads that extend across the City.

Goal PS-8: **Emergency Operations and Facilities.** A community that is prepared for and responds effectively to natural and human-induced disasters and emergencies, minimizing loss of life, injury, property damage, and disruption of vital services.

Policy PS-8.1: **Critical Facilities.** Coordinate with service providers to ensure the resilience of critical facilities, lifeline services, and infrastructure, and plan for the use of critical facilities during post-disaster response and recovery.

Policy PS-8.2: **Natural Hazard Mitigation Plan.** Update La Verne's Natural Hazard Mitigation Plan (NHMP) on a regular basis in order to reflect changing conditions, best practices, regulatory environment, and advancements in knowledge; and to maintain eligibility for public assistance grants.

Policy PS-8.3: **Communication.** Maintain proper communication protocols and procedures among emergency service providers; local, state, and federal government agencies; businesses; schools; utilities; and other relevant parties to ensure quick and efficient response in the event of an emergency.

Policy PS-8.4: **Education.** Prepare our community for comprehensive and efficient emergency response including safe and secure evacuation routes.

Policy PS-8.5: **Automatic and Mutual Aid.** Continue to participate in automatic and mutual aid agreements with adjacent service providers to ensure efficient and adequate resources, facilities, and support services during and after emergencies.

Policy PS-8.6: **Emergency Evacuation Routes and Access.** Work with the Fire Department and Police Department to define minimum standards for evacuation of residential areas and to maintain, update, and regularly exercise emergency access, protocols, and evacuation routes to assess their effectiveness under a range of emergency scenarios. If areas with inadequate evacuation routes are identified, develop appropriate mitigation measures, improvement plans, or education programs to ensure safe evacuation.

Policy PS-8.7: **Emergency Shelters.** Periodically review emergency shelters to ensure that necessary equipment supplies are available in case of emergency.

Policy PS-8.8: **Collaboration.** Strengthen emergency services preparedness and response by linking emergency services with natural hazard mitigation programs, and enhancing public education on a regional scale.

Policy PS-8.9: **Institutions.** Regularly coordinate with the City's major institutions, schools, employers, and homeowners associations regarding emergency response procedures.

Policy PS-8.10: **Volunteer Service.** Continue to support volunteer service programs such as the City of La Verne Community Emergency Response Team (CERT) Training and Retired Senior Volunteer Patrol (RSVP) as valuable assets to the community.

Policy PS-8.11: **Warning Systems.** Maintain and regularly upgrade a mass communications system to effectively notify people during disasters and emergencies by using current communication technologies.

Action PS-8.1: Regularly practice implementation of the City's Emergency Operations Plan and update it regularly.

Action PS-8.2: Regularly review County and State Emergency response procedures that must be coordinated with City procedures.

Action PS-8.3: Continue to implement the City of La Verne's Natural Hazard Mitigation Plan.

COMMUNITY SERVICES AND FACILITIES ELEMENT

Policy CSF-5.4: **Department Consultation.** Promote coordination between land use planning and urban design through consultation and coordination with the Police and Fire Departments during the review of new development applications.

Policy CSF-5.5: **Fire Response Times.** Plan for, track. and maintain acceptable response times, as determined by the La Verne Fire Department.

Policy CSF-5.8: **Roadway Design.** Design and maintain roadways in such a way so as to maintain acceptable emergency vehicle response times.

Action CSF-5.1: The La Verne Fire Department and City Engineer will review proposed development projects and street networks to evaluate the accessibility for fire engines and other emergency response functions.

Action CSF-5.5: Prepare a comprehensive update of the City's disaster awareness and emergency preparedness program.

Action CSF-5.6: Conduct annual disaster drills to train City staff and test the effectiveness of the Comprehensive Emergency Management Plan and operational readiness of the Emergency Operations Center.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

WF-2: Due to slope, prevailing winds, and other factors, would the Project exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire of the uncontrolled spread of a wildfire?

Impact Analysis: The Planning Area contains SRAs and LRAs that are classified as VHFHSZs. The northern half of the City (generally north of the I-210) is considered to be a VHFHSZ, as depicted in Figure 5.17-1. The General Plan Update Land Use Map proposes to increase the amount of residential development within the LRA VHFHSZ, as compared to the existing 1998 General Plan Land Use Map. Within the LRA VHFHSZ, the General Plan Update proposes land uses largely designated Low Density Residential, Specific Plan Residential, and Hillside Residential. The SOI remains untouched and continues to be primarily designated Open Space, with a small residential neighborhood east of Live Oak Reservoir. The VHFHSZ region of the Planning Area is located along foothills of the San Gabriel Mountains, creating the potential for exacerbated wildfire risks. As discussed above, factors such as vegetation (potential fuel for wildfires), climate, slope, and fire origin (proximity to development) could possibly exacerbate wildfire risks. However, future development on sloped terrain (i.e., hillsides) would be required to prepare fire management plans per Municipal Code Chapter 18.68, *H-D-O-Z Hillside Development Overlay Zone,* and adhere to standards set forth in the Fire Code.

Fire risks are highest and have high potential to be more extreme during periods of prolonged drought, during high winds, namely the Santa Ana winds in the autumn and winter, and when dry vegetation is present. In addition to the direct physical threat to life and property, smoke released during an event can have a detrimental effect on air quality and lead to health risks from smoke inhalation. To address this risk, the City Fire Department (LVFD) cooperates with CAL FIRE and the LACoFD through cooperative fire protection agreements. The State of California is financially responsible for the prevention and suppression of wildfires within SRAs, while the LVFD has primary responsibility for LRAs within City boundaries.

Development under the General Plan Update would allow development to place additional people and/or structures in areas that are identified as having a significant risk of wildland fires. Within the LRA VHFHSZ, the General Plan Update proposes land uses largely designated Low Density Residential, Specific Plan Residential, and Hillside Residential. While the General Plan Update Land Use Map designates additional residential and/or urban uses and densities in the area designated a VHFHSZs in an LRA, lower-density residential uses currently exist in this

VHFHSZ. Any future projects contemplated under the General Plan Update would be required to comply with the provisions of federal, State, and local requirements related to wildland fire hazards, including State fire safety regulations associated with WUIs, fire-safe building standards, and defensible space requirements as part of the project's approval process. As future development and infrastructure projects are considered by the City, each project would be evaluated for potential impacts, specific to that project, associated with wildland fire hazards as required under CEQA. Further, future development projects under the General Plan Update would be subject to all applicable City regulations, reviews, and requirements pertaining to emergency response, emergency access, and maintaining emergency evacuation routes, as well as being subject to all applicable building code and fire code requirements and further CEQA analysis of project-specific impacts for individual development projects.

Implementation of the General Plan Update does not, in and of itself, substantially alter the slope, prevailing winds, or other factors that would increase exposure to City residents, employees, or visitors to increased pollutant concentrations from wildfire or result in the uncontrollable spread of a wildfire. Goals and policies presented in the Public Safety Element dedicated to minimizing risks and exposure of pollutants from wildfires are listed below.

Buffering and distancing development will help to limit the exposure of residents to pollutants during fires. Public Safety Element Policy PS-1.7 requires fire protection buffers between natural areas and developed areas susceptible to wildland fires; fire protection buffers shall be maintained at private expense and on private property according to the applicable standards and regulations of the Fire Department. Evacuation routes and emergency preparedness outlined above in Response WF-1 will also further remove residents from exposure during wildfire events to also reduce exposure during fire events. Therefore, with implementation of the applicable General Plan Update goals, policies, and actions, and compliance to applicable development standards and fire codes, impacts would be less than significant.

Proposed General Plan Update Goals, Policies, and Actions:

PUBLIC SAFETY ELEMENT

Goal PS-1: **Fire Safety.** A community that is minimally impacted by wildland and urban fires through implementation of proactive fire hazard abatement strategies.

Policy PS-1.1: **Services and Facilities.** Provide adequate fire prevention services and facilities to meet the service standards identified by the Fire Department.

Policy PS-1.3: **City Standards.** Require that all development in Very High Fire Hazard Severity Zones (VHFHSZ) meet VHFHSZ standards as designated by City Ordinance.

Policy PS-1.4: **Community Wildfire Protection Plan.** Update La Verne's Community Wildfire Protection Plan (CWPP) on a regular basis in order to reflect changing

conditions, best practices, regulatory environment, and advancements in knowledge.

Policy PS-1.5: **Development in Very High Fire Hazard Severity Zones.** Avoid or minimize new residential development in VHFHSZs as feasible.

Policy PS-1.6: **Fire Protection Plans.** Require adequate fire protection plans and emergency vehicle access for new development in VHFHSZs.

Policy PS-1.7: **Fire Protection Buffers.** Require fire protection buffers between natural areas and developed areas susceptible to wildland fires; fire protection buffers shall be maintained at private expense and on private property according to the applicable standards and regulations of the Fire Department.

Policy PS-1.8: **Fire Safe Design.** Consider fire safe design (i.e., fire-resistant building and site design, materials, and landscaping) for development within very high fire hazard severity zones as part of the development review process.

Policy PS-1.9: **Fire Hazard Reduction Projects.** Coordinate with the Fire Department to identify and maintain fire hazard reduction projects, including community fire breaks and private road and public road clearance.

Policy PS-1.10: **Standards for New Development.** As part of the review process, require ongoing brush management, fuel management/modification, defensible space, fire retardant landscaping, visible home and street addressing and signage, and other project design features for new development located in areas of or adjacent to high wildfire risk.

Policy PS-1.17: **Fire and Building Codes.** Require that all buildings and structures within La Verne comply with local, state, and federal regulatory standards such as the California Fire and Building Codes as well as other applicable fire safety standards.

Policy PS-1.19: **Sustainable Ecological Management.** Encourage implementation of wildfire mitigation activities in a manner consistent with the goals of promoting sustainable ecological management and community stability.

Action PS-1.2: Work with the Fire Department to maintain an ongoing fire inspection program to reduce fire hazards associated with multifamily development, critical facilities, public assembly facilities, industrial buildings, and nonresidential buildings.

Action PS-1.3: Mitigate, as feasible, existing non-conforming development to contemporary fire safe standards where feasible, including road standards and vegetative hazards.

Action PS-1.4: Assess site constraints when considering land use designations near wildlands to avoid or minimize wildfire hazards as part of a land use update or amendment.

Action PS-1.6: Design development on hillsides and canyons to reduce the increased risk of fires from topography features (i.e., steep slopes, ridge saddles).

Action PS-1.9: In the event of a significant wildfire, the City and its Fire Department shall immediately coordinate with relevant federal, state, and local agencies, including but not limited to the USDA, USFS, CalFire, the Los Angeles Flood Control District, and the Los Angeles Fire Department to establish and implement, as feasible, a flooding and debris flow prediction and monitoring program. The intent of the program shall be to map and assess the likelihood of debris flow (in %), potential volume of debris flow (in m3), and combined relative debris flow hazard. In the event that a flood or debris flow risk is predicted during a subsequent storm event, the City shall implement procedures contained in the Emergency Operations Plan to notify residents and business owners of evacuation orders in affected areas. This action is written and adopted with the understanding that the City of La Verne does not possess the resources to implement such a monitoring program independently and must rely on the expertise and resources of outside agencies.

Goal PS-5: **Severe Weather.** A community with minimized impacts from severe weather conditions on residents, businesses, and visitors.

Policy PS-5.1: **Wind Protective Features.** Promote the installation of protective wind barriers on homes and buildings, such as vegetation walls, glass panel windscreens, roof clips, hedges, or rows of trees.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

WF-3: Would the Project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

Impact Analysis: As discussed previously, the Planning Area contains SRAs and LRAs that are classified as VHFHSZs, as depicted in Figure 5.17-1. VHFHSZs are generally located in the northern portion of the Planning Area. Development in or near FHSZs could require additional construction and installation of infrastructure, including roads, water and sewer connections, and power lines. Development of such infrastructure may increase wildfire risks in the affected areas. The General Plan Update does not propose any site-specific development projects, in and of itself, and thus does not specifically require the installation of new infrastructure. However, the General Plan Update does include goals and policies related to the planning of future infrastructure allowed by Project implementation and includes goals and policies needed to support the development contemplated by the General Plan Update, which can be found in the Public Safety and Community Services and Facilities Elements, as provided below.

Future development of utility infrastructure would also be subject to the requirements established in the PRC Section 4292, which requires clearing of flammable fuels for a minimum 10-foot radius from the outer circumference of poles and towers, and Section 4293, which sets basic requirements for clearances around electrical conductors. Furthermore, future projects would be required to meet vegetation clearance requirements outlined in CCR Title 14, Section 1104.1(d) for single overhead facilities.

The General Plan Update Community Services and Facilities Element includes requirements for adequate water supply and water flow availability, emergency access, fire protection services, fire safe design site standards, and ensuring public awareness regarding fire safety. All future development projects would be required to be consistent with the City's Municipal Code standards related to development in high fire hazard areas (Municipal Code Chapters 15.36 and 15.37).

Maintenance of existing infrastructure and the potential installation of new infrastructure for future projects in the Planning Area would also comply with the Fire Code requirements found in the Municipal Code for new development projects and, as such, would be reviewed by the LVFD to determine the specific fire requirements applicable to ensure compliance with these codes in place. The potential for future projects to impact environmental resources to meet compliance with fire development standards, such as fuel breaks and clearance requirements, would require site specific environmental evaluation under CEQA to identify any site-specific impacts. In addition, any development in the City would need to comply with applicable CBC and PRC requirements to ensure that new developments have access to necessary utilities, and any additional utility construction complies with all code requirements. As demonstrated throughout this EIR, implementation of the various policies and actions contained in the General Plan Update would reduce potential environmental impacts associated with the construction and expansion of infrastructure. Implementation of the General Plan Update policies and actions listed below, combined with local and State requirements, as discussed previously, would ensure that

potential wildland fire hazards would not be exacerbated by local infrastructure. Therefore, this impact would be less than significant.

Proposed General Plan Update Goals, Policies, and Actions:

PUBLIC SAFETY ELEMENT

Goal PS-1: **Fire Safety.** A community that is minimally impacted by wildland and urban fires through implementation of proactive fire hazard abatement strategies.

Policy PS-1.1: **Services and Facilities.** Provide adequate fire prevention services and facilities to meet the service standards identified by the Fire Department.

Policy PS-1.5: **Development in Very High Fire Hazard Severity Zones.** Avoid or minimize new residential development in VHFHSZs as feasible.

Policy PS-1.8: **Fire Safe Design.** Consider fire safe design (i.e., fire-resistant building and site design, materials, and landscaping) for development within very high fire hazard severity zones as part of the development review process.

Policy PS-1.9: **Fire Hazard Reduction Projects.** Coordinate with the Fire Department to identify and maintain fire hazard reduction projects, including community fire breaks and private road and public road clearance.

Policy PS-1.10: **Standards for New Development.** As part of the review process, require ongoing brush management, fuel management/modification, defensible space, fire retardant landscaping, visible home and street addressing and signage, and other project design features for new development located in areas of or adjacent to high wildfire risk.

Policy PS-1.14: **Access.** Require sufficient ingress/egress access points in all new development to support firefighting activities, as determined by the Fire Department.

Policy PS-1.17: **Fire and Building Codes.** Require that all buildings and structures within La Verne comply with local, state, and federal regulatory standards such as the California Fire and Building Codes as well as other applicable fire safety standards.

Action PS-1.3: Mitigate, as feasible, existing non-conforming development to contemporary fire safe standards where feasible, including road standards and vegetative hazards.

Action PS11.10: The Fire Department and City Engineer will review proposed development projects and street networks to evaluate the accessibility for fire engines and other emergency response functions.

COMMUNITY SERVICES AND FACILTIIES ELEMENT

Goal CSF-4: **Communication Systems.** A community with a modern and efficient telecommunications system that improves economic development, governmental efficiency, and equitable access.

Policy CSF-4.3: **Co-Location.** The City shall encourage compatible co-location of telecommunication facilities and shall work with service providers to site telecommunications facilities on City-owned property and public rights-of-ways.

Policy CSF-4.4: **Cell Towers, Radio Towers, and Appurtenances.** Regulate and ensure that communication facilities such as cell towers, radio towers, and other appurtenances do not block, impede, or impair the visual quality of La Verne; discourage such infrastructure on hillsides surrounding the community.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

WF-4: Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

Impact Analysis: The Planning Area contains FRAs, SRAs, and LRAs that are classified as VHFHSZs, as depicted in Figure 5.17-1. Wildfire can alter the hydrologic response of a watershed to the extent that even modest rainstorms can produce dangerous flash floods and debris flows (U.S. Geological Survey 2023). A number of factors affect the likelihood of downstream flooding or landslide after a fire, including basin morphometry, burn severity, soil properties, and rainfall characteristics (U.S. Geological Survey 2023). Areas with slopes correspond with the areas identified as having greater landslide risk are presented in Figure 5.6-5 and Figure 5.6-6, in Section 5.6, *Geology and Soils,* and correspond with areas that are designated as FHSZs. Within the Planning Area, these include the northern portion of the City and its SOI, generally north of the I-210.

The General Plan Update would allow development and improvement projects that would involve some land clearing, grading, and other ground-disturbing activities that could temporarily increase soil erosion rates during and shortly after construction of a development project. All future developments located in or adjacent to hillsides are to adhere to the standards established in Municipal Code Chapter 18.68, *H-D-O-Z Hillside Development Overlay Zone*. These standards concern fire protection, siting, circulation, grading and drainage, architecture, walls, fences, natural land forms, views, native vegetation, wildlife, and landscaping. Chapter 16.86 of the Municipal Code regulates development of hillside areas by relating the number and distribution

of dwelling units and other buildings to the topography to prevent disfigurement of the terrain through extensive cut and fill. These regulations are also designed to minimize danger to life and property due to the hazards of fire, soil erosion, seepage and destruction of natural topography and plant material. All development in the hillside areas is subject to review and approval by the Fire Chief for compliance with those aspects of the hillside development overlay zone designed to reduce fire hazards. Subsequent development and infrastructure projects would also be analyzed for potential environmental impacts, consistent with the requirements of CEQA. With adherence to the Municipal Code and other applicable development standards, future development on sloped terrain prone to flooding, landslides, and instability would not have adverse effects on the environment.

As detailed throughout Section 5.9, *Hydrology and Water Quality*, future development resulting from implementation of the General Plan Update could lead to potential flooding in a number of ways. New development and redevelopment could increase storm water velocity leading to off-site flooding; new development and redevelopment could impede or redirect flood flows; and the placement of new or redevelopment projects could create or contribute to runoff which would exceed the capacity of existing or planned stormwater drainage systems. However, as discussed herein, all future development and redevelopment would comply with applicable federal, State, regional, and local plans, policies, and regulations. Future projects would be required to include project-specific flood control measures, production of storm water plans and use of BMPs, as well as FEMA processing, among other planning tools (see Section 5.9, *Hydrology* for additional details). FEMA mapping provides important guidance for the City in planning for flooding events and regulating development within identified flood hazard areas. FEMA's National Flood Insurance Program (NFIP) is intended to encourage State and local governments to adopt responsible floodplain management programs and flood measures. As part of the program, the NFIP defines floodplain and floodway boundaries that are shown on Flood Insurance Rate Maps (FIRMs). Floodways within the Planning Area are shown on Figure 5.9-4, *FEMA Flood Map*.

Furthermore, the General Plan Update goals, policies, and actions described below would limit exposure between people and structures with wildfire risks. Through compliance with local, State, and federal regulations, and compliance with General Plan Update goals and policies, exacerbated impacts related to flooding and landslides are found to be less than significant.

Proposed General Plan Update Goals, Policies, and Actions:

PUBLIC SAFETY ELEMENT

Goal PS-1: **Fire Safety.** A community that is minimally impacted by wildland and urban fires through implementation of proactive fire hazard abatement strategies.

Policy PS-1.3: **City Standards.** Require that all development in Very High Fire Hazard Severity Zones (VHFHSZ) meet VHFHSZ standards as designated by City Ordinance.

Policy PS-1.5: **Development in Very High Fire Hazard Severity Zones.** Avoid or minimize new residential development in VHFHSZs as feasible.

Policy PS-1.10: **Standards for New Development.** As part of the review process, require ongoing brush management, fuel management/modification, defensible space, fire retardant landscaping, visible home and street addressing and signage, and other project design features for new development located in areas of or adjacent to high wildfire risk.

Policy PS-1.11: **Rebuilding After a Fire.** Coordinate with the Fire Department to identify building and site design methods or other methods to minimize damage if new structures are proposed to be in VHFHSZs when rebuilding after a fire.

Policy PS-1.16: **Permit Approvals.** Ensure compliance with the Subdivision Map Act requirements for structural fire protection and suppression services, subdivision requirements for on/off-site improvements, ingress and egress, street standards, and other concerns.

Action PS-1.4: Assess site constraints when considering land use designations near wildlands to avoid or minimize wildfire hazards as part of a land use update or amendment.

Action PS-1.5: Locate, design and construct development to provide adequate defensibility and minimize the risk of structural loss from wildland fires.

Action PS-1.6: Design development on hillsides and canyons to reduce the increased risk of fires from topography features (i.e., steep slopes, ridge saddles).

Action PS-1.8: Work with CAL FIRE, United States Forest Service, United States Geologic Service, and applicable nongovernmental agencies to create a plan to address post-fire recovery activities and projects that allow burned areas to fully recover and minimize repetitive losses and further damage.

Action PS-1.9: In the event of a significant wildfire, the City and its Fire Department shall immediately coordinate with relevant federal, state, and local agencies, including but not limited to the USDA, USFS, CalFire, the Los Angeles Flood Control District, and the Los Angeles Fire Department to establish and implement, as feasible, a flooding and debris flow prediction and monitoring program. The intent of the program shall be to map and assess the likelihood of debris flow (in %), potential volume of debris flow (in m3), and combined

relative debris flow hazard. In the event that a flood or debris flow risk is predicted during a subsequent storm event, the City shall implement procedures contained in the Emergency Operations Plan to notify residents and business owners of evacuation orders in affected areas. This action is written and adopted with the understanding that the City of La Verne does not possess the resources to implement such a monitoring program independently, and must rely on the expertise and resources of outside agencies.

Goal PS-2: **Flooding.** A community that is protected from the dangers of flood and inundation hazards.

Policy PS-2.2: **New Development.** Avoid and minimize flood risks for new development.

Policy PS-2.3: **Areas Susceptible to Flooding.** Reduce flood hazards in developed areas susceptible to flooding (such as the 100-year floodplain and areas known to the City to flood during intense or prolonged rainfall events) and require new development in these areas to incorporate mitigation measures designed to mitigate flood hazards.

Policy PS-2.7: **Stormwater Runoff.** Require new developments that add substantial amounts of impervious surfaces to integrate low impact development (LID) best management practices (BMPs) to reduce stormwater runoff.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

5.17.6 CUMULATIVE IMPACTS

Would the Project, combined with other relevant cumulative projects, substantially impair an adopted emergency response plan or emergency evacuation plan?

While no site-specific development is currently proposed, the General Plan Update would allow a variety of new development, including residential, commercial, industrial, and public service projects, which would result in increased jobs and population in the Planning Area. Future development combined with cumulative development could impair implementation of or physically interfere with an adopted emergency response plan. Construction activities associated with Project implementation and cumulative development projects would involve some land clearing, mass grading, and other construction activities that could temporarily interfere with emergency response plans or emergency evacuation plans. Highways and major arterials within the City generally serve as the primary routes for evacuation. However, evacuation routes would depend upon the emergency event and location. LVPD is charged with identifying appropriate routes and assisting residents leaving the City in the event an evacuation. The City continues to

coordinate with LVFD, LACoFD, and LVPD to provide ongoing education to residents about how to safely evacuate in the event of an emergency.

As site-specific development is not proposed as part of the Project, it is unknown if implementation of the Project would involve the removal of existing driveways or the construction of new driveways or any associated improvements, such as curb, gutter, and sidewalks. Proposed development would be required to submit appropriate plans for plan review to ensure compliance with zoning, building, and fire codes prior to the issuance of a building permit. Proposed developments would be required to comply with all applicable CBC and Fire Code requirements and would submit construction plans to the LVFD for review and approval prior to issuance of any building permit. Approval by LVFD would ensure that construction and operation would not impair implementation of or physically interfere with the City's NHMP or CWPP. Thus, the Project's incremental effects involving potential impairment to emergency plans would not be cumulatively considerable.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

Due to slope, prevailing winds, and other factors, would the Project, combined with other relevant cumulative projects, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

Future development resulting from the General Plan Update implementation, including cumulative development, would allow development to place additional people and/or structures in areas that are identified as having a significant risk of wildland fires. Any future projects contemplated under the General Plan Update, and all other relevant cumulative projects, would be required to comply with the provisions of federal, State, and local requirements related to wildland fire hazards, including State fire safety regulations associated with WUIs, fire-safe building standards, and defensible space requirements as part of a project's approval process.

As future developments are considered by the City, each project would be evaluated for potential impacts, on a project-by-project basis, associated with wildland fire hazards as required under CEQA. Furthermore, future Project development and cumulative development would be subject to all applicable City regulations, reviews, and requirements pertaining to emergency response, emergency access, and maintaining emergency evacuation routes, including Municipal Code Chapter 18.68. All projects would also be subject to all applicable CBC and Fire Code requirements, as well as further CEQA analysis of project-specific impacts for individual development projects. As such, implementation of future development and cumulative development will not substantially alter the slope, prevailing winds, or other factors that would increase exposure to City residents, employees, or visitors to increased pollutant concentrations

from wildfire or result in the uncontrollable spread of a wildfire. Thus, the Project's incremental effects involving exposure to wildfire pollutants would not be cumulatively considerable.

Would the Project, combined with other relevant cumulative projects, require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

Development in or near FHSZs could require additional construction and installation of infrastructure, including roads, water and sewer connections, and power lines. The potential for future projects, combined with relevant cumulative projects, to impact environmental resources to meet compliance with fire development standards, such as fuel breaks and clearance requirements, would require environmental evaluation under CEQA to identify any site-specific impacts. Any development projects proposed within the City would be required to comply with the CBC and PRC to ensure that new developments have access to necessary utilities and that additional utility construction complies with all applicable code requirements. With adherence to State and local regulations, Project development, combined with other relevant cumulative development, would result in less than significant impacts. Thus, the Project's incremental effects involving installation or maintenance of associated infrastructure would not be cumulatively considerable.

Would the Project, combined with other relevant cumulative projects, expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

Development from the General Plan Update, combined with cumulative development, would allow for projects that would involve some land clearing, grading, and other ground-disturbing activities that could temporarily increase soil erosion rates during and shortly after project construction. All future developments located in or adjacent to hillsides are to adhere to State and local regulations, including the standards established in Municipal Code Chapter 18.68.

Further, all Project development and cumulative development in the hillside areas is subject to review and approval by the Fire Chief for compliance with those aspects of the hillside development overlay zone designed to reduce fire hazards. Subsequent development and infrastructure projects would also be analyzed for potential environmental impacts, consistent with the requirements of CEQA. Additionally, as portions of the Planning Area are susceptible to flooding hazards, all future development and cumulative development would comply with applicable federal, State, regional and local plans, policies, and regulations. Future development projects would be required to include project-specific flood control measures, production of storm water plans, and implementation of BMPs.

With adherence to applicable State and local development codes and regulations established in the Municipal Code, future Project development, combined with other relevant cumulative development, on sloped terrain prone to flooding, landslides, and instability, will not have adverse effects on the environment. Thus, the Project's incremental effects involving downslope or downstream flooding or landslides risks would not be cumulatively considerable.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

5.17.7 SIGNIFICANT UNAVOIDABLE IMPACTS

Wildfire impacts associated with the implementation of the General Plan Update would be less than significant; no significant unavoidable wildfire impacts would occur as a result of the General Plan Update.

5.17.8 REFERENCES

California Department of Forestry and Fire Protection (CAL FIRE), California Office of the State Fire Marshal, *Fire Hazard Severity Zones Maps*, https://osfm.fire.ca.gov/divisions/wildfire-planning-engineering/wildland-hazards-building-codes/fire-hazard-severity-zones-maps/, accessed February 3, 2022.

California Department of Forestry and Fire Protection (CAL FIRE), *Incident Database Search: San Gabriel Complex Incident*, https://www.fire.ca.gov/incidents/2016/6/20/san-gabriel-complex-formerly-fish-reservoir-fires/, accessed March 2, 2023.

City of La Verne, *Natural Hazard Mitigation Plan*, 2012.

Geo Elements, LLC., *City of La Verne Community Wildfire Protection Plan*, February 20, 2014.

Los Angeles County Fire Department (LACoFD), *Forestry Fuel Modification*, https://fire.lacounty.gov/forestry-fuel-modification/, accessed March 2, 2023.

United States Geologic Survey (USGS), *Emergency Assessment of Post-Fire Debris-Flow Hazards*, https://landslides.usgs.gov/hazards/postfire_debrisflow/, accessed March 2, 2023.

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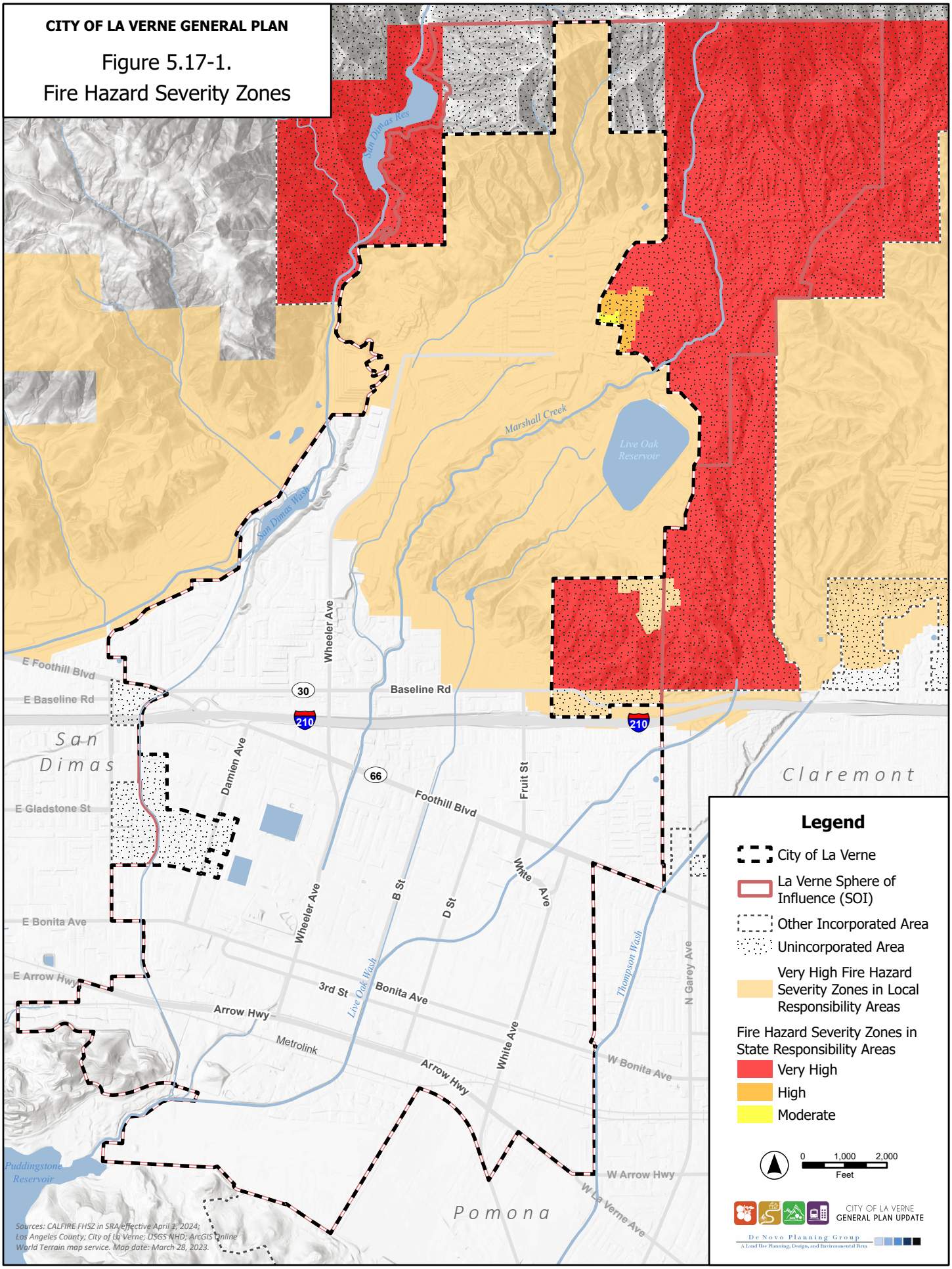
CITY OF LA VERNE GENERAL PLAN

Figure 5.17-1.
Fire Hazard Severity Zones



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6.0 OTHER CEQA CONSIDERATIONS

6.1 LONG-TERM IMPLICATIONS OF THE PROPOSED PROJECT

Pursuant to CEQA Guidelines Section 15126.2, this section analyzes short-term uses of the environment and the maintenance and enhancement of long-term productivity. If the project is approved, implementation of the General Plan Update would involve a variety of short- and long-term impacts on a local level. For example, surrounding uses may be temporarily impacted by dust and noise during future construction activities. However, these disruptions would be temporary and may be avoided or lessened to a large degree through mitigation cited in this EIR and through compliance with the La Verne Municipal Code and other relevant regulations; refer to Section 5.0, *Environmental Analysis*.

Implementation of the General Plan Update would potentially create long-term environmental consequences associated with potential future development. Development associated with implementation of the General Plan Update and the subsequent long-term effects may impact the physical, aesthetic, and human environments. Long-term physical consequences of development include increased traffic volumes, increased noise from Project-related mobile (traffic) and stationary (truck ignition and idling, etc.) sources, hydrology and water quality impacts, and increased energy and natural resource consumption. Incremental degradation of local and regional air quality would also occur because of mobile source emissions generated from increased traffic, and stationary source emissions generated from the consumption of natural gas and energy.

6.2 SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES

According to CEQA Guidelines Sections 15126(c) and 15126.2(c), an EIR is required to address any significant irreversible environmental changes that would occur should the proposed Project be implemented. As stated in CEQA Guidelines Section 15126.2(c):

> *"Uses of nonrenewable resources during the initial and continued phases of the project may be irreversible since a large commitment of such resources makes removal or nonuse thereafter unlikely. Primary impacts and, particularly, secondary impacts (such as highway improvement which provides access to a previously inaccessible area) generally commit future generations to similar uses. Also irreversible damage can result from environmental accidents associated with the project. Irretrievable commitments of resources should be evaluated to assure that such current consumption is justified."*

Determining whether the proposed Project would result in significant irreversible effects requires a determination of whether key resources would be degraded or destroyed such that there would

be little possibility of restoring them. Irretrievable commitments of resources should be evaluated to assure that such current consumption is justified.

CONSUMPTION OF NONRENEWABLE RESOURCES

The environmental impacts associated with implementation of the General Plan Update are analyzed in Section 5.0. Future development would consume limited, slowly renewable and non-renewable resources. This consumption would occur during each individual project's construction phase and would continue throughout its operational lifetime. Future development would require a commitment of resources that would include: (1) building materials; (2) fuel and operational materials/resources; and (3) the transportation of goods and persons to and from individual development sites. Construction would require the consumption of resources that are not renewable or which may renew so slowly as to be considered non-renewable. These resources would include the following construction supplies: lumber and other forest products; aggregate materials used in concrete and asphalt; metals; and water. Fossil fuels such as gasoline and oil would also be consumed to power construction vehicles and equipment.

Development accommodated through implementation of the General Plan Update would consume resources which would be similar to those currently consumed within the City (i.e., energy resources such as electricity and natural gas, petroleum-based fuels required for vehicle-trips, fossil fuels, and water). Fossil fuels would represent the primary energy source associated with both construction and ongoing operation, and the existing, finite supplies of these natural resources would be incrementally reduced. Future development operations would occur in accordance with California Code of Regulations (CCR) Title 24, Part 6, which sets forth conservation practices that would limit energy consumption. Nonetheless, the proposed project's energy requirements would represent a long-term commitment of essentially non-renewable resources.

Construction activities associated with implementation of the General Plan Update could release hazardous materials into the environment through reasonably foreseeable upset and accident conditions; refer to Section 5.8, *Hazards and Hazardous Materials*. All potential demolition, grading, and excavation activities would be subject to the established regulatory framework to ensure that hazardous materials are not released into the environment. Compliance with the established regulatory framework and mitigation measures would protect against a significant and irreversible environmental change resulting from the accidental release of hazardous materials.

In addition, there is the potential that individual future development projects would use and store limited amounts of potentially hazardous materials typical; refer to Section 5.8. All future development activities requiring the routine use, storage, transport, or disposal of hazardous materials would be subject to all applicable federal, State, and local regulations and standards in

place for hazardous materials. Compliance with these regulations and standards would protect against significant and irreversible environmental changes due to the accidental release of hazardous materials.

In conclusion, future construction and operations would result in the irretrievable commitment of limited, slowly renewable, and nonrenewable resources, which would limit the availability of these resource quantities for future generations or for other uses during the life of the individual developments. It is noted that the continued use of such resources would be on a relatively small scale in a regional context.

IRRETRIEVABLE COMMITMENTS/IRREVERSIBLE PHYSICAL CHANGES

Implementation of the General Plan Update would result in a commitment of land uses designated for the foreseeable future. Land use and development consistent with the General Plan Update would result in irretrievable commitments by introducing development onto sites that are presently undeveloped and/or development that is more intense, in some instances, than what is existing. Development would physically change the environment in terms of aesthetics, air emission, noise, and traffic. These physical changes are irreversible after development occurs. Therefore, the General Plan Update would result in changes in land use within the Planning Area that would commit future generations to these uses.

In summary, the General Plan Update includes an extensive policy framework that is designed to address land use and environmental issues to the greatest extent feasible, while allowing growth and economic prosperity for the City. However, even with the policies and actions that would serve to reduce potential significant impacts, the General Plan Update would result in significant irreversible changes. This impact is considered a significant and unavoidable impact under CEQA.

6.3 GROWTH-INDUCING IMPACTS

Section 15126.2(d) of the CEQA Guidelines requires that an EIR evaluate the growth-inducing impacts of a proposed action. A growth-inducing impact is defined by the CEQA Guidelines as:

> *"The way in which a proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Included in this are projects which would remove obstacles to population growth… It is not assumed that growth in an area is necessarily beneficial, detrimental, or of little significance to the environment."*

Based on the CEQA Guidelines, growth inducement is any growth that exceeds planned growth of an area and results in new development that would not have taken place without implementation of the project. A project can have direct and/or indirect growth inducement potential. Direct growth inducement would result if a project, for example, involved construction of new housing. A project would have indirect growth inducement potential if it established

substantial new permanent employment opportunities (e.g., commercial, industrial, or governmental enterprises) or if it would involve a construction effort with substantial short-term employment opportunities that would indirectly stimulate the need for additional housing and services to support the new employment demand *(Napa Citizens for Honest Government v. Napa County Board of Supervisors)*. Similarly, a project would indirectly induce growth if it would remove an obstacle to additional growth and development, such as removing a constraint on a required public service. A project providing an increased water supply in an area where water service historically limited growth could be considered growth-inducing.

The CEQA Guidelines further explain that the environmental effects of induced growth are considered indirect impacts of the proposed action. These indirect impacts or secondary effects of growth may result in significant, adverse environmental impacts. Potential secondary effects of growth include increased demand on other community and public services and infrastructure, increased traffic and noise, and adverse environmental impacts such as degradation of air and water quality, and degradation or loss of plant and animal habitat.

Growth inducement may constitute an adverse impact if the growth is not consistent with or accommodated by the land use plans and growth management plans and policies for the area affected. Local land use plans provide for land use development patterns and growth policies that allow for the orderly expansion of urban development supported by adequate urban public services, such as water supply, roadway infrastructure, sewer service, and solid waste service.

The General Plan is a long-term plan intended to accommodate projected population, housing, and employment growth, including the appropriate balance among these factors with the necessary public services and infrastructure. The proposed General Plan Update would serve as a comprehensive, long-term plan for the physical development of La Verne. Projected growth is described in Section 5.12, *Population and Housing*, and the environmental consequences related to the potential growth are fully assessed in each topical section. By definition, the proposed General Plan Update is intended to provide for and address future growth in the City.

Because the proposed General Plan Update provides a framework for development through its Land Use Map, land use designations, goals, policies, and actions, it would directly induce population and employment growth in the La Verne Planning Area through policies and actions which promote infill development along the City's major corridors and around the new Metro A (Gold) Line Station. The analysis of the indirect growth-inducing impacts for the proposed General Plan Update focuses on the following factors: inducement of unanticipated population growth; encouragement of economic growth that leads to jobs and housing growth; elimination of obstacles to population growth; and resulting service, facility, or infrastructure demands in excess of existing and planned growth.

The General Plan Update accommodates future growth in La Verne, including new businesses, expansion of existing businesses, and new residential uses. Infrastructure and services would need to accommodate future growth. The General Plan Update is oriented toward the economic growth of the City, with emphasis given to encouraging development of a broader array of businesses, increasing local employment opportunities, and providing residential development as necessary to serve economic growth. The buildout analysis assumes a 20-year planning horizon, and 2045 is to be the full buildout year of the General Plan (the point at which all parcels in the City are developed according to their General Plan land use designation).

As shown in Table 3-5, *General Plan Update Growth Assumptions,* buildout of the General Plan Update through 2045 could yield a net change over existing conditions of up to 2,700 new housing units and 2,500,000 square feet of new non-residential building square footage within the Planning Area. No new development is anticipated within the Sphere of Influence.

Given the historical and current population, housing, and employment trends, growth in the City, as well as the entire State, is inevitable. The primary factors that account for population growth are natural increase and net migration. Other factors that affect growth include the cost of housing, the location of jobs, the economy, the climate, and transportation. While these factors would likely result in growth in La Verne during the planning period of the proposed General Plan Update, growth would continue to occur based primarily on the demand of the housing market and demand for new commercial and other non-residential uses. The Project Area and surrounding area are urbanized and served by existing transportation and utility infrastructure. The Project would not introduce new roadways or new or significantly expanded infrastructure that would provide for additional development within the surrounding area. Potential infrastructure improvements associated with future site-specific development would not remove obstacles to growth since the Project Area and surrounding area are already served by existing utility providers and potential improvements would be to serve the specific development being proposed. As the Project would not establish an essential public service or provide new access to an area, the proposed Project would not be considered growth-inducing. Additionally, growth under the General Plan Update would remain within the general growth levels projected Statewide and would not be anticipated to exceed any applicable growth projections or limitations that have been adopted to avoid an environmental effect. The General Plan Update is intended to accommodate the City's fair share of Statewide housing needs, based on regional numbers provided by the California Department of Housing and Community Development on a regular basis (every five to eight years) and is consistent with the City's adopted Housing Element.

The General Plan Update includes policies and actions that mitigate environmental impacts associated with growth, such as air quality, noise, traffic, water supply, and water quality. Additionally, this Draft EIR identifies General Plan policies and actions, where appropriate, that would serve to reduce or eliminate potentially significant impacts associated with specific

environmental issues associated with growth. Sections 5.1 through 6.0 provide a discussion of environmental effects associated with development allowed under the General Plan Update.

With implementation of General Plan policies and actions intended to guide growth to appropriate areas and provide services necessary to accommodate growth, the land uses allowed under the General Plan Update, the infrastructure anticipated to accommodate proposed land uses, and the goal and policy framework would not induce growth that would exceed adopted thresholds. Therefore, population and housing growth associated with the General Plan Update would result in a less than significant impact.

6.4 SIGNIFICANT AND UNAVOIDABLE IMPACTS

CEQA Guidelines Section 15126.2(b) requires an EIR to discuss unavoidable significant environmental effects, including those that can be mitigated but not reduced to a level of insignificance. The following significant and unavoidable impacts of the General Plan Update are discussed in Section 5.0. Refer to those discussions for further details and analysis of the significant and unavoidable impacts identified below:

Air Quality

- General Plan implementation would result in a cumulatively considerable net increase of criteria pollutants for which the project region is non-attainment under an applicable federal or State ambient air quality standard.
- General Plan implementation would expose sensitive receptors to substantial pollutant concentrations during construction and operational activities.
- General Plan implementation would result in a cumulatively considerable contribution to significant cumulative air quality impacts with the potential to expose sensitive receptors to substantial pollutant concentrations.

Greenhouse Gas Emissions

- Project implementation would generate greenhouse gas emissions that would not satisfy the Greenhouse Gas reduction targets established by federal and State law and may have a significant effect on the environment.
- Project implementation would contribute to global climate change through a cumulatively considerable contribution of greenhouse gases. The Project would result in a cumulatively considerable and significant adverse GHG emissions impact.

Transportation

- Project implementation would result in a significant cumulative VMT impact.

7.0 ALTERNATIVES

7.1 INTRODUCTION

Section 15126.6 of the CEQA Guidelines requires the identification and evaluation of a range of reasonable alternatives designed to feasibly achieve the most basic objectives of the project, while avoiding or substantially lessening any of the significant environmental effects of the project. In addition, CEQA requires a comparative evaluation of the merits of the alternatives.

Pursuant to Section 15126.6(f)(1) of the CEQA Guidelines, factors that may be taken into account when addressing the feasibility of alternatives include, but are not limited to, site suitability, economic viability, availability of infrastructure, General Plan consistency, other plan or regulatory limitations, jurisdictional boundaries, and whether the proponent can reasonably acquire, control or otherwise have access to the alternative site (or the site is already owned by the proponent). Although these factors do not present a strict limit on the scope of reasonable alternatives to be considered, they help establish the context in which "the rule of reason" is measured against when determining an appropriate range of alternatives sufficient to establish and foster meaningful public participation and informed decision-making.

7.2 ALTERNATIVES CONSIDERED IN THIS EIR

FACTORS GUIDING SELECTION OF ALTERNATIVES

A Notice of Preparation (NOP) was circulated to the public and a public scoping meeting was held during the public review period to solicit recommendations for a reasonable range of alternatives to the proposed project. No specific alternatives were recommended by commenting agencies or the general public during the NOP public review and comment period.

An EIR must only discuss in detail an alternative that is capable of feasibly attaining most of the basic objectives associated with an action, while at the same time avoiding or substantially lessening any of the significant effects associated with the proposed project. As described in Section 3.0, *Project Description*, the following objectives have been identified for the proposed Project:

1. Reflect the current goals and vision and address issues and concerns expressed by City residents, businesses, decision-makers, and other stakeholders;
2. Celebrate La Verne's family-oriented environment, character, and sense of community;
3. Provide a range of high-quality housing options;
4. Accommodate new growth around the future Metro A (Gold) Line Station and along the community's transportation corridors;

5. Support the initiatives of community partners including the University of La Verne;
6. Attract and retain businesses and industries that provide high-quality and high-paying jobs so that residents can live and work in La Verne;
7. Expand retail opportunities to provide better local services and increased sales tax revenues;
8. Continue to maintain the road network and improve active transportation opportunities;
9. Maintain strong fiscal sustainability and continue to provide efficient and adequate public services; and
10. Address new requirements of State law.

SIGNIFICANT AND UNAVOIDABLE IMPACTS

The General Plan Update would result in the following significant and unavoidable impacts, which are described in Sections 5.1 through 5.17:

Air Quality

- General Plan implementation would result in a cumulatively considerable net increase of criteria pollutants for which the project region is non-attainment under an applicable federal or State ambient air quality standard.
- General Plan implementation would expose sensitive receptors to substantial pollutant concentrations during construction and operational activities.
- General Plan implementation would result in a cumulatively considerable contribution to significant cumulative air quality impacts with the potential to expose sensitive receptors to substantial pollutant concentrations.

Greenhouse Gas Emissions

- Project implementation would generate greenhouse gas emissions that would not satisfy the Greenhouse Gas reduction targets established by federal and State law and may have a significant effect on the environment.
- Project implementation would contribute to global climate change through a cumulatively considerable contribution of greenhouse gases. The Project would result in a cumulatively considerable and significant adverse GHG emissions impact.

Transportation

- Project implementation would result in a significant cumulative VMT impact.

Implementation of the proposed General Plan goals, policies, and actions can reduce all other potentially significant impacts to less than significant levels. This section considers alternatives that could otherwise avoid or minimize these significant and unavoidable impacts. A description of each alternative and a comparative environmental evaluation of the impacts identified for the General Plan Update is provided below.

An EIR must identify an "environmentally superior" alternative and where the No Project Alternative is identified as environmentally superior, the EIR is then required to identify as environmentally superior an alternative from among the others evaluated. Each alternative's environmental impacts are compared to the proposed Project and determined to be environmentally superior, inferior, or neutral. However, as stated above, only those impacts found to be significant and unavoidable for the proposed Project are used in making the final determination of whether an alternative is environmentally superior or inferior to the proposed Project.

ALTERNATIVES TO THE GENERAL PLAN UPDATE

Two alternatives to the General Plan Update were considered based on the analysis performed to identify the environmental effects of the proposed Project. The alternatives analyzed in this EIR include the following:

Alternative 1: No Project Alternative/Existing General Plan

As required by CEQA Guidelines Section 15126.6(e), under Alternative 1, the City would not adopt the General Plan Update. The existing La Verne General Plan would continue to be implemented and no changes to the General Plan, including the Land Use Map, goals, policies, or actions would occur. Additionally, the revisions to the Land Use map simplifying how Specific Plans are shown on the map through the utilization of the new Specific Plan – Residential and Specific Plan – Mixed-Use land use designation would not occur. This Alternative assumes that ultimate development of the 1998 General Plan would occur and the 1998 General Plan would continue to provide outdated information regarding several issues, including projections and policy direction that were identified in the 1990s that are not reflective of the existing socioeconomic data and anticipated development patterns. Subsequent projects, such as amending the Municipal Code, would not occur. The existing General Plan Land Use Map is shown on Figure 3.3 in Section 3.0, *Project Description*.

Alternative 2: Reduced Growth Alternative

Under Alternative 2, the City would adopt the updated General Plan policy document, but with less residential growth than reflected in the proposed General Plan Update. This Alternative is defined by one major change from the proposed General Plan Update:

1. Reduction in the amount of residential development anticipated within the Foothill Boulevard Specific Plan area; in Alternative 2, the Foothill Boulevard Specific Plan area would develop consistent with the existing adopted Specific Plan and no action will be taken to increase the development capacity of the area through the General Plan land use assumptions or subsequent action to amend the Specific Plan to accommodate additional growth.

While the General Plan Update does not change the proposed densities and intensities of the Specific Plans governing Arrow and Foothill Boulevard corridors, the buildout potential in the proposed Land Use Element and policies and actions assume increased residential density along the City's major corridors (Arrow Highway and Foothill Boulevard) and around the new Metro A (Gold) Line Station, beyond what is currently assumed in the existing Specific Plans. Under Alternative 2, non-residential development potential and anticipated job growth would remain unchanged from the proposed General Plan Update. This alternative continues to allow for mixed-use opportunities with less residential development potential than allowed under the General Plan Update. This alternative was developed to potentially reduce the severity of potential impacts related to air quality, greenhouse gas emissions, and total vehicle miles traveled, as overall development of residential uses would be less than what could develop under the proposed Project.

7.3 ENVIRONMENTAL ANALYSIS

A summary of the growth projections, including population growth, housing units, jobs, and the resultant job/housing balance for the project and each alternative is shown in Table 7-1, *Growth Projections by Alternative*.

Table 7-1
Growth Projections by Alternative

Alternative	Housing Units	Population	Non-Residential Development (Square Feet)	Jobs	Jobs per Housing Unit
Existing Conditions					
Planning Area	11,674	32,339	5,500,864	11,318	0.97
New Growth					
Proposed General Plan	2,680	4,803	2,536,986	5,254	-
Alternative 1: No Project/Existing General Plan	1,277	3,535	2,045,642	3,775	-
Alternative 2: Reduced Growth Alternative	2,393	4,215	2,536,986	5,254	-
Buildout Growth: Existing plus New Growth					
Proposed General Plan	14,354	37,142	8,037,850	16,572	1.14
Alternative 1: No Project/Existing General Plan	12,951	35,874	7,546,506	15,093	1.16
Alternative 2: Reduced Growth Alternative	14,067	36,554	8,037,850	16,572	1.17

The alternatives analysis provides a summary of the relative impact level of significance associated with each alternative for each of the environmental issue areas analyzed in this EIR. Following the analysis of each alternative, Table 7-4, *Comparison of Alternatives*, summarizes the comparative effects of each alternative with the proposed Project.

The primary difference between the proposed Project and Alternative 2 is that Alternative 2 would result in approximately 287 fewer housing units and 588 fewer residents within the Planning Area when compared to the proposed Project; refer to Table 7-3, *Alternative 2: Reduced Growth Alternative Compared to the Proposed Project*.

ALTERNATIVE 1 – NO PROJECT/EXISTING GENERAL PLAN

Under Alternative 1, the City would continue to implement the existing General Plan and no changes would be made to address updated OPR General Plan Guidelines, or the requirements of State law. Since adoption of the existing General Plan, State legislation has been passed requiring the City to address new safety and circulation requirements in the General Plan and to further address greenhouse gas emissions. Additionally, the City recently updated its 2021-2029 Housing Element (adopted in November 2022), and the existing General Plan and Municipal Code do not conform to State requirements regarding consistency between General Plan elements and implementation of the Housing Element programs. The General Plan goals, policies, and actions, as well as the Land Use Map, would not be updated to address the vision and concerns of the City's residents, property owners, decision-makers, and other stakeholders that actively participated in the visioning and goal and policy development process.

Alternative 1 would result in the continuation of existing conditions and development levels, as described in Section 5.10, *Land Use and Planning*, and as shown in Table 3-1 in Section 3.0, *Project Description*. New growth would be allowed as envisioned under the existing General Plan, with land uses required to be consistent with the existing General Plan Land Use Map as shown on Figure 3.3 in Section 3.0. Table 7-2, *Alternative 1: No Project/Existing General Plan Alternative Compared to the Proposed Project*, compares the assumed development potential associated with the 1992 General Plan and the General Plan Update 2045 buildout.

Table 7-2
Alternative 1: No Project/Existing General Plan Alternative Compared to the Proposed Project

Alternative	Housing Units	Population	Non-Residential Development (Square Feet)	Jobs	Jobs per Housing Unit
Alternative 1: Existing General Plan/No Project	12,951	35,874	7,546,506	15,093	1.16
General Plan Update (Proposed Project)	14,354	37,142	8,037,850	16,572	1.14
Difference	**-1,403**	**-1,268**	**-491,344**	**-1,479**	-

As shown in Table 7-2, Alternative 1 (No Project/Existing General Plan Alternative) is anticipated to result in less development within the Planning Area compared to the proposed Project. Under Alternative 1, the existing General Plan policy framework would still be in effect, which would constitute a status quo approach to land use regulation in the City. The growth assumptions in

the existing General Plan do not take into account the land uses dictated by Specific Plans in the City that were adopted after the adoption of the 1992 General Plan.

The Proposed Land Use Map, along with the policy framework proposed by the General Plan Update, demonstrates the City's commitment to providing for strong local job growth and economic development opportunities, and retaining La Verne's high quality of life by providing a range of housing types that promote a safe and family-oriented living environment. The revisions to the Land Use Map would include simplifying how Specific Plans are shown on the map through utilization of the new Specific Plan – Residential and Specific Plan – Mixed-Use land use designations, described below, and various other updates to reflect amendments to the land use map reviewed and approved since the last comprehensive update. The proposed General Plan Update carries forward and enhances policies and measures from the City's existing General Plan that were intended for environmental protection. The proposed General Plan Update was prepared in conformance with State laws and regulations associated with the preparation of General Plans, including requirements for environmental protection.

Alternative 1 would not include updated policies, particularly those related to housing, greenhouse gases, hazards, complete streets, and environmental justice to address environmental health concerns for disadvantaged communities, as required by State law. This alternative would not include policies proposed in the General Plan Update to ensure protection of environmental resources, both at a project level and under cumulative conditions, consistent with the objectives of CEQA.

Alternative 1 fails to meet several of the basic Project objectives, including the following:

- Reflect the current goals and vision and address issues and concerns expressed by City residents, businesses, decision-makers, and other stakeholders;
- Provide a range of high-quality housing options;
- Accommodate new growth around the future Metro A (Gold) Line Station and along the community's transportation corridors;
- Support the initiatives of community partners including the University of La Verne;
- Attract and retain businesses and industries that provide high-quality and high-paying jobs so that residents can live and work in La Verne;
- Expand retail opportunities to provide better local services and increased sales tax revenues;
- Continue to maintain the road network and improve active transportation opportunities;
- Maintain strong fiscal sustainability and continue to provide efficient and adequate public services; and

- Address new requirements of State law.

Aesthetics

As described in Section 5.1, *Aesthetics*, impacts related to Aesthetics were found to be less than significant. Both the General Plan Update and No Project/Existing General Plan Alternative anticipate increased development within the City through future development that would result in densification of the City. Alternative 1 would result in decreased densities and intensities in the Planning Area when compared to the General Plan Update.

Future projects under both development scenarios would be subject to applicable Municipal Code requirements. Although buildout of this Alternative would result in 1,403 fewer housing units and 491,344 fewer square feet of nonresidential uses, overall, the Planning Area would experience significant development compared to existing conditions which would change the character and image of the area under both Alternative 1 and the proposed Project. Generally, the existing General Plan would not address the visual character of future development to the extent of the General Plan Update. For example, the General Plan Update includes goals and policies to ensure that future residential and non-residential development in the Planning Area is located in and around existing urbanized areas; is developed to be visually compatible with nearby open space resources; and that adverse effects on public views are minimized. Additionally, this alternative would not include an action directing the City to identify, define, map, and protect the City's scenic resources, scenic vistas, scenic corridors, viewsheds, and natural landmarks. As such, Alternative 1 would be considered environmentally inferior to the General Plan Update.

Agricultural Resources

As described in Section 8.0, *Effects Found Not to be Significant*, the proposed General Plan Update would result in no impacts to agriculture and forestry resources. Like the General Plan Update, Alternative 1 would accommodate development generally in the same areas, and these areas are already urbanized. Given that no agriculture and forestry resources would be impacted by the proposed Project, impacts associated with Alternative 1 would be the same and no impacts would occur. As such, Alternative 1 would be neither environmentally superior nor inferior to the General Plan Update.

Air Quality

As described in Section 5.2, *Air Quality*, construction and operation of future developments would occur within close proximity to sensitive receptors, and there is the potential for localized emissions to exceed regulatory levels. The following significant impacts related to air quality have been identified:

- General Plan Update implementation would result in a cumulatively considerable net increase of criteria pollutants for which the project region is non-attainment under an applicable federal or State ambient air quality standard.
- General Plan Update implementation would expose sensitive receptors to substantial pollutant concentrations during construction and operational activities.
- General Plan Update implementation would result in a cumulatively considerable contribution to significant cumulative air quality impacts with the potential to expose sensitive receptors to substantial pollutant concentrations.

When compared to Alternative 1 (No Project/Existing General Plan), the General Plan Update includes a range of goals and policies that would reduce air quality emissions, including policies to encourage mixed-use development, complete streets, and multi-modal improvements that would further reduce air quality impacts. Additionally, when compared to Alternative 1 (No Project/Existing General Plan), the General Plan Update presents substantially more opportunities for trip internalization and increased opportunities for walking and bicycling due to the proposed mix of higher density residential and commercial development. While land uses and development under Alternative 1 would be required to adhere to the same policy guidance and local, State, and regional air quality measures as the General Plan Update, the decrease in residential units and non-residential building square footage, and the corresponding reduction in construction emissions, operational emissions, and potential reductions in overall traffic volumes would result in reductions in air emissions under Alternative 1 when compared to the proposed General Plan Update, although impacts to air quality would continue to be significant and unavoidable. As such, Alternative 1 would be considered environmentally superior to the General Plan Update.

Biological Resources

There are various biological resources, including habitat, that occurs throughout the region. As described in Section 5.3, *Biological Resources*, approval of the General Plan Update would not directly approve or entitle any development or infrastructure projects. However, implementation of the General Plan Update and Land Use Map would allow and facilitate future development in La Verne, which could result in adverse impacts to special-status plant and wildlife species, as well as sensitive natural habitat or wildlife movement corridors. Future development projects would be required to adhere to applicable federal, State, and local regulations that provide for sensitive species as part of the discretionary approval process for site-specific development projects. Compliance with federal, State, and local regulations, and implementation of General Plan Update policies and actions, would reduce potential impacts to sensitive species to a less than significant level.

Alternative 1 would result in similar development patterns to the General Plan Update, which could result in significant impact to biological resources. The proposed General Plan Update would also include updated biological policies and actions aimed at protecting biological resources (as described in detail in Section 5.3), which Alternative 1 would not include. As such, Alternative 1 would be considered environmentally inferior to the General Plan Update.

Cultural Resources

As described in Section 5.4, *Cultural Resources*, while the General Plan Update does not directly propose site-specific development with the potential to directly impact cultural resources, future development associated with implementation of the General Plan Update could cause a substantial adverse change in the significance of known or unknown historic or archaeological resources. As future development and infrastructure projects are considered by the City, each project would be evaluated for conformance with the City's General Plan, Municipal Code, and other applicable State and local regulations relative to historic and potentially historic resources. The General Plan Update Resource Management Element includes goals, policies, and actions addressing heritage resources, including historical and archaeological resources. Compliance with the General Plan Update policies and actions and existing regulations, would not cause a substantial adverse change in the significance of a historical and/or cultural resource and impacts would be less than significant.

Alternative 1 would result in similar development patterns and a similar development footprint to the General Plan Update. However, because Alternative 1 would not update cultural resource policies to include new policies and actions related to the preservation of historic and cultural resources as well as agency coordination, consultation, and monitoring that is included in the proposed General Plan Update, impacts to cultural resources would be greater when compared to the General Plan Update which includes additional and updated policies related to cultural resources. As such, Alternative 1 would be considered environmentally inferior to the General Plan Update.

Energy

As described in Section 5.5, *Energy*, buildout of the General Plan Update would use energy resources for the operation of buildings (electricity and natural gas), for on-road vehicle trips (e.g., gasoline and diesel fuel), and from off-road construction activities (e.g. diesel fuel). Buildout of the General Plan Update would be in compliance with all applicable federal, State, and local regulations regulating energy usage. Energy use impacts associated with the implementation of the General Plan Update would be less than significant.

When compared to Alternative 1 (No Project/Existing General Plan), the General Plan Update includes a range of goals and policies that would reduce energy usage, including policies to encourage mixed-use development, complete streets, and multi-modal improvements that

would further reduce per capita energy usage. Additionally, when compared to Alternative 1 (No Project/Existing General Plan), the General Plan Update presents more opportunities for trip internalization and increased opportunities for walking and bicycling due to the proposed mix of higher density residential and commercial development. While land uses and development under Alternative 1 would be required to adhere to the same local, State, and regional measures regulating energy usage as the General Plan Update, the decrease in residential units and non-residential building square footage, and the corresponding reduction in electricity and gas for the operation of buildings, diesel fuel for off-road construction activities, and potential reductions in gasoline due to a decrease in the overall traffic volumes would result in reductions in energy usage under Alternative 1 when compared to the proposed General Plan Update. As such, Alternative 1 would be considered environmentally superior to the General Plan Update.

Geology and Soils

As described in Section 5.6, *Geology and Soils*, geology and soils impacts associated with the implementation of the General Plan Update would be less than significant. It is possible that undiscovered paleontological resources could be encountered during future ground-disturbing activities within the Planning Area. Future development associated with implementation of the General Plan Update would be required to assess the potential for development proposals to significantly impact paleontological resources pursuant to CEQA. If the project involves earthwork, the City may require a study conducted by a professional paleontologist to determine if paleontological assets are present, and if the project will significantly impact the resources. If significant impacts are identified, the City may require the project to be modified to avoid impacting the paleontological materials, require monitoring of rock units with high potential to contain significant nonrenewable paleontological resources, or require mitigation measures to mitigate the impacts, such as recovering the paleontological resources for preservation. With implementation of the General Plan Update policies and actions, potential impacts to paleontological resources associated with future development anticipated by the General Plan Update would be reduced to less than significant.

Alternative 1 would result in similar development patterns as the General Plan Update. Since the Planning Area is the same under both development scenarios, similar physical constraints related to geology and soils exist. The potential for new development to expose people or structures to adverse effects associated with seismic ground shaking and geologic instabilities would be similar under this Alternative and the General Plan Update. Further, new development would be required to comply with the California Building Code and applicable Municipal Code requirements. However, this Alternative would not include the updated policies related to geologic hazards, including updated geologic hazard maps (as described in detail in Section 5.6). Additionally, this Alternative would not update paleontological resource policies to include new policies and actions related to agency coordination, consultation, and monitoring that is included

in the proposed General Plan Update, therefore impacts to paleontological resources would be greater when compared to the General Plan Update which does include additional and updated policies related to paleontological resources. As such, Alternative 1 would be considered environmentally inferior to the General Plan Update.

Greenhouse Gas Emissions

As described in Section 5.7, *Greenhouse Gas Emissions*, the proposed Project would be required to comply with regulations imposed by the State of California and the SCAQMD aimed at the reduction of air pollutant emissions, and implementation of the General Plan Update's goals, policies and actions would reduce GHG emissions. However, development projects associated with implementation of the proposed Project, would potentially generate emissions inconsistent with the State's long-term goals for reducing GHG emissions in the State of California, particularly the net-zero target as promulgated under AB 1279. As such, the City cannot state with certainty whether implementation of the General Plan Update would meet the State's community emissions target. Therefore, the proposed Project would have a cumulatively significant and unavoidable adverse impact in regards to greenhouse gas emissions.

When compared to Alternative 1 (No Project/Existing General Plan), the General Plan Update includes a range of goals and policies that would reduce GHG emissions, including policies to encourage mixed-use development, complete streets, and multi-modal improvements that would further reduce per capita GHG impacts. Additionally, when compared to Alternative 1 (No Project/Existing General Plan), the General Plan Update presents more opportunities for trip internalization and increased opportunities for walking and bicycling due to their proposed mix of higher density residential and commercial development. While land uses and development under Alternative 1 would be required to adhere to the same policy guidance and local, State, and regional air quality measures as the General Plan Update, the decrease in residential units and non-residential building square footage, and the corresponding reduction in construction emissions, operational emission, and potential reductions in overall traffic volumes would result in reductions in greenhouse gas emissions under Alternative 1 when compared to the proposed General Plan Update, although GHG impacts would continue to be significant and unavoidable. As such, Alternative 1 would be considered environmentally superior to the General Plan Update.

Hazards and Hazardous Materials

As described in Section 5.8, *Hazards and Hazardous Materials*, all impacts related to hazardous materials, aircraft hazards, and emergency response were found to be less than significant.

The General Plan Update would include updated policies and actions aimed at protecting the public from hazardous materials. These policies and actions in the General Plan Update would ensure that potential hazards are identified on a project site, that development is located in areas where potential exposure to hazards and hazardous materials can be mitigated to an acceptable

level, and that business operations comply with federal and State regulations regarding the use, transport, storage, and disposal of hazardous materials. The General Plan Update includes goals, policies and actions to address the portion of the City within the Brackett Field Airport Influence Area and the requirements of the ALUCP, which was adopted after the last comprehensive update to the General Plan. The General Plan Update also includes policies and actions to ensure that the City has adequate emergency response plans and measures to respond in the event of an accidental release of a hazardous substance (as described in detail in Section 5.8).

Similar to the General Plan Update, Alternative 1 would result in additional urban uses including commercial and residential development. However, Alternative 1 would not include the updated policies and actions aimed at protecting the public from hazardous materials that are included as part of the General Plan Update. As such, Alternative 1 would be considered environmentally inferior to the General Plan Update.

Hydrology and Water Quality

As described in Section 5.9, *Hydrology and Water Quality*, under all impact areas, implementation of the General Plan Update would result in less than significant impacts related to Hydrology and Water Quality.

While this Alternative would result in less dense and intense development compared to the General Plan Update, all new development would be subject to applicable stormwater and water quality requirements per the Los Angeles Regional Water Quality Control Board (RWQCB). This variation in intensity and land use designation changes would not substantially alter impacts from or to flooding, water quality, or on groundwater supplies because existing federal, State, and local regulations would apply to guard against flood hazards, water quality contamination, or impact on groundwater supplies. Potential hydrology and water quality impact for this Alternative, like the proposed Project, would be less than significant.

Alternative 1 would result in slightly reduced development of housing units and non-residential square feet when compared to the General Plan Update. Compared to the General Plan Update, the potential water quality impacts related to construction and operation would be similar. As described in Section 5.9, implementation of the General Plan Update would not result in construction, or long-term impacts to surface water quality from urban stormwater runoff. Future development under all alternatives would also be required to submit a Storm Water Pollution Prevention Plan (SWPPP) with Best Management Practices (BMPs) to the RWQCB and comply with all storm water sewer system (MS4) requirements. It would be expected that impacts related to water quality would be similar under Alternative 1 as compared to the General Plan Update. As such, Alternative 1 would be neither environmentally superior nor inferior to the General Plan Update.

Land Use and Planning

The proposed General Plan Update and Alternative 1 are long-range land use plans. As described in Section 5.10, *Land Use and Planning*, all impacts related to land use and planning were found to be less than significant under the General Plan Update. As described previously, the General Plan Update would include adoption of the updated policy document. Under Alternative 1, the existing Land Use Element would continue to provide outdated information that does not reflect the current conditions or goals of the City. This Alternative would prevent the City from achieving some of the core objectives of the General Plan Update to meet new State requirements, provide a range of high-quality housing options and accommodate new growth around the future Metro A Line Station and along the community's transportation corridors. In addition, the General Plan Update would allow for greater consistency with applicable State and regional plans related to the provision of housing options at varying densities and income levels within an area served by transit, retail, and services to provide opportunities to reduce VMT and associated GHG emissions when compared to Alternative 1. As such, Alternative 1 would be considered environmentally inferior to the General Plan Update.

Mineral Resources

As described in Section 8.0, *Effects Found Not to be Significant*, the General Plan Update would result in no impacts relating to mineral resources. Like the General Plan Update, Alternative 1 would accommodate development generally in the same areas, and these areas are already urbanized. Given that no mineral resources would be impacted by the proposed Project, impacts associated with Alternative 1 would be the same and would remain less than significant. As such, Alternative 1 would be neither environmentally superior nor inferior to the General Plan Update.

Noise

As described in Section 5.11, *Noise*, while the General Plan Update does not directly propose site-specific development, future development associated with implementation of the General Plan Update could generate additional noise from construction and operational activities associated with future projects. Where future development projects under the General Plan Update may be exposed to noise levels that exceed the land use compatibility criteria, such as sensitive land uses developed adjacent to the existing rail line and the creation of new noise-sensitive land uses within the 60 dB CNEL noise contours contained within the Brackett Field ALUCP, impacts could be mitigated to a level that is less than significant with the implementation of noise control measures, such as the incorporation of site planning such as noise barriers and the siting of uses, or requiring sensitive facilities and uses be located in areas away from excessive noise unless mitigation is in place. Additionally, the General Plan Update Public Safety Element includes policies and actions intended to minimize exposure to excessive noise, including noise associated with traffic, stationary noise sources, and construction noise.

Alternative 1 would result in similar development patterns and a similar development footprint as the General Plan Update. Alternative 1 would allow for slightly less development (1,403 fewer housing units and 491,344 square feet less of non-residential uses), resulting in a corresponding reduction in construction and operational noise. The decrease in residential units and non-residential building square footage, and the corresponding reduction in overall traffic volumes would result in reductions in roadway noise under Alternative 1 when compared to the proposed General Plan Update. As such, Alternative 1 would be considered environmentally superior to the General Plan Update.

Population and Housing

As shown in Table 7-2, Alternative 1 would allow for 1,403 fewer residential units which would result in 1,268 less residents compared to the General Plan Update. Alternative 1 would not establish updated goals and policies intended to reduce potential growth-related impacts when compared to the General Plan Update. The Existing General Plan does not reflect the most current population, employment, and housing numbers or projections, nor does it provide quantitative population, employment, and housing projections for the year 2045. In contrast, the General Plan Update reflects existing population, employment, and housing conditions and provides projections to 2045. As such, this Alternative would be considered environmentally inferior to the General Plan Update.

Public Services and Recreation

As described in Section 5.13, *Public Services and Recreation*, the General Plan Update would result in less than significant impacts relating to public services, parks and recreation. New development would place increased demands on public services such as police, fire, schools, parks, libraries, and other governmental services. The General Plan Update includes policies and actions and compliance with the Municipal Code would require payment of impact fees to the City and other public agencies to ensure that additional development does not have adverse impacts on these services and agencies.

Under Alternative 1, the development area and development types would remain similar, however, there would be fewer jobs, housing units, and reduced population increase when compared to the General Plan Update and thus, impacts to public services (the demand for police, fire and other public services) would be slightly reduced. Overall, Alternative 1 would have a slightly reduced impact to public services when compared to the proposed Project. As such, Alternative 1 would be considered environmentally superior to the General Plan Update.

Transportation

As described in Section 5.14, *Transportation*, the Project would result in a significant cumulative impact. All other transportation impacts associated with implementation of the General Plan Update would be less than significant. The proposed Project would not conflict with policies,

plans, or programs regarding roadways, bicycle, pedestrian, or transit facilities or the performance or safety of those facilities. The Project includes goals, policies and actions to encourage new and improved facilities to support multi-modal transportation and access within the Planning Area. Similarly, Alternative 1 would provide for increased density and development within the Planning Area and would not conflict with policies, plans, or programs regarding roadways, bicycle, pedestrian, or transit facilities or the performance or safety of those facilities.

The VMT rate for the General Plan Update would not exceed the applicable baseline VMT rate with implementation of the General Plan Update. The proposed General Plan land use patterns and intensities, as well as its proposed policies, include a multitude of components that would reduce VMT. Similarly, Alternative 1 would provide for increased density and development within the Planning Area, however, as shown in Table 5.14-4, VMT under the existing General Plan buildout would be slightly higher than buildout under the proposed General Plan Update.

The proposed Project would result in the total SGVCOG Northeast Subarea VMT under the General Plan Update buildout conditions to exceed the total SGVCOG Northeast Subarea VMT under no project/existing General Plan conditions. Comparing the Project to Alternative 1, there would be a decrease in the total VMT due to the decrease in the amount of intensities and densities under Alternative 1, although impacts would still be cumulatively significant. As such, Alternative 1 would be considered environmentally superior to the General Plan Update.

Tribal Cultural Resources

As described in Section 5.15, *Tribal Cultural Resources*, while the General Plan Update does not directly propose site-specific development with the potential to directly impact tribal cultural resources, future development associated with implementation of the General Plan Update could cause a substantial adverse change in the significance of known or unknown tribal cultural resources. Potential impacts to tribal cultural resources associated with future development would be reduced through implementation of General Plan Update policies and actions. Subsequent development and infrastructure projects would be analyzed for potential environmental impacts, consistent with the requirements of CEQA, pursuant to the City's entitlement review process. Subsequent discretionary projects implemented in accordance with the General Plan Update would be subject to the provisions of AB 52 and may require tribal consultation with California Native American tribes that are traditionally and culturally affiliated with the Planning Area and who have previously requested AB 52 consultations with the City. Future AB 52 consultation may identify tribal cultural resources not yet found and formally recorded that could be impacted by subsequent projects. Compliance with the General Plan Update policies and actions and existing regulations would not cause a substantial adverse change in the significance of a tribal cultural resource and impacts would be less than significant.

Alternative 1 would result in similar development patterns and a similar development footprint as the proposed General Plan Update. However, Alternative 1 would not update tribal cultural resource policies to include new policies and actions related to agency coordination, consultation, and monitoring compared with the General Plan Update. As such, Alternative 1 would be considered environmentally inferior to the General Plan Update.

Utilities and Service Systems

As described in Section 5.16, *Utilities and Service Systems*, the General Plan Update would result in less than significant impacts relating to utilities and service systems.

New development would place increased demands on utilities. Under Alternative 1, the Planning Area would be developed with similar development patterns and uses as the General Plan Update; however, the overall residential intensity/density, and job increases would be reduced. The quantity of infrastructure installed would not be substantially reduced, as this alternative would require similar development patterns and footprints, but the demand for utility services, including wastewater and solid waste services would be less than would be required under the General Plan Update. However, both Alternative 1 and the proposed Project would likely require the construction or expansion of new utilities to serve the site-specific development that is being proposed. The potential environmental effects associated with infrastructure projects would be similar under Alternative 1 and the proposed Project.

Similarly, storm drainage runoff under Alternative 1 would be approximately the same when compared to the proposed Project, due to the general development footprint remaining the same for this alternative when compared to the General Plan Update. Since demand for utilities would be slightly less under Alternative 1 due to the lower densities and associated development potential, Alternative 1 would be considered environmentally superior to the General Plan Update.

Wildfire

As described in Section 5.17, *Wildfire*, implementation of the General Plan Update would result in less than significant impacts relating to wildfire impacts. Alternative 1 would result in similar development patterns and a similar development footprint when compared to the General Plan Update. However, Alternative 1 would not update policies to include new policies and actions related to agency coordination, consultation, and monitoring compared with the General Plan Update. As such, Alternative 1 would be considered environmentally inferior to the General Plan Update.

Irreversible Effects

The proposed Project would have a less than significant impact associated with irreversible environmental effects as described in Section 6.0, *Other CEQA Considerations*. Implementation

of the General Plan Update would result in a commitment of land uses designated for the foreseeable future. Land use and development consistent with the Project would result in irretrievable commitments by introducing development onto sites that are presently undeveloped and/or development that is more intense, in some instances, than what is existing. Development would physically change the environment in terms of aesthetics, air emissions, noise, and traffic. Therefore, the Project would result in changes in land use within the Planning Area that would commit future generations to these uses. Construction and operation of future development projects associated with Project implementation would result in the irretrievable commitment of limited, slowly renewable, and nonrenewable resources that would limit the availability of these resource quantities for future generations or for other uses during the life of the Project.

During the planning horizon, development under Alternative 1 would be reduced in comparison to the General Plan Update. Under cumulative conditions, Alternative 1 would result in less residential and less non-residential floor area (see Table 7-1). Alternative 1 would use nonrenewable resources, including metals, stone, and other materials related to construction, and result in on-going demand for fossil fuels and other resources associated with energy production at levels lower than the proposed Project. Alternative 1 would have slightly reduced impacts in comparison to the General Plan Update due to reduced development levels on the topic areas which have significant and unavoidable impacts. As such, Alternative 1 would be considered environmentally superior to the General Plan Update.

ALTERNATIVE 2 – REDUCED GROWTH ALTERNATIVE

Alternative 2 (Reduced Growth Alternative) continues to allow for new development of residential and non-residential development, like those included in the proposed Project, but with less anticipated residential growth than reflected in the proposed General Plan Update. Table 7-3, *Alternative 2: Reduced Growth Alternative Compared to the Proposed Project*, compares the assumed development potential associated with the Reduced Growth Alternative and the General Plan Update 2045 buildout.

Table 7-3
Alternative 2: Reduced Growth Alternative Compared to the Proposed Project

Alternative	Housing Units	Population	Non-Residential Development (Square Feet)	Jobs	Jobs per Housing Unit
Alternative 2: Reduced Growth Alternative	14,067	36,554	8,037,850	15,72	1.17
General Plan Update (Proposed Project)	14,354	37,142	8,037,850	16,572	1.14
Difference	**-287**	**-588**	**0**	**0**	**-**

The goals, policies, and actions of the General Plan Update would apply to subsequent development, planning, and infrastructure projects under this alternative. This Alternative was developed to reduce the severity of potential impacts related to air quality, greenhouse gas emissions, and total vehicle miles traveled, as overall development of residential uses within the Planning Area would be less than what would be anticipated under the proposed Project.

As shown in Table 7-3, Alternative 2 would result in approximately 287 fewer housing units and 588 fewer residents within the Planning Area when compared to the proposed General Plan Land Use Map. Nonresidential development potential and employment opportunities would remain the same under this alternative when compared to the proposed General Plan Update.

Alternative 2 fails to meet several of the basic Project objectives, including the following:

- Allow for a range of high-quality housing options; and
- Accommodate new growth around the future Metro A (Gold) Line Station and along the community's transportation corridors.

Aesthetics

As described in Section 5.1, *Aesthetics*, impacts related to Aesthetics were found be less than significant. Both the General Plan Update and Reduced Growth Alternative anticipate increased development and associated densification within the City. The proposed General Plan Update and Alternative 2 would allow for an increase in density of the existing land uses than is currently allowed. Future projects under both development scenarios would be subject to applicable Municipal Code requirements. Although, buildout of this Alternative would result in 287 fewer housing units, overall, the Planning Area would experience significant development compared to existing conditions which would change the character and image of the area under both Alternative 2 and the proposed Project.

Similar to the General Plan Update, Alternative 2 would provide guidance as to the intensity and density of development. Future projects under both development scenarios would be subject to applicable Municipal Code requirements and be guided by relevant General Plan Update policies. Neither Alternative 2 nor the proposed Project would conflict with applicable zoning and other regulations governing scenic quality. As such, Alternative 2 would be neither environmentally superior nor inferior to the General Plan Update.

Agricultural Resources

As described in Section 8.0, *Effects Found Not to be Significant*, the proposed General Plan Update would result in no impacts to agriculture and forestry resources. Like the General Plan Update, Alternative 2 would accommodate development generally in the same areas, and these areas are already urbanized. Given that no agriculture and forestry resources would be impacted by the proposed Project, impacts associated with Alternative 2 would be the same and no impacts would occur. As such, Alternative 2 would be neither environmentally superior nor inferior to the General Plan Update.

Air Quality

As described in Section 5.2, *Air Quality*, construction and operation of future developments would occur within close proximity to sensitive receptors, and there is the potential for localized emissions to exceed regulatory levels. The following significant impacts related to air quality have been identified:

- General Plan Update implementation would result in a cumulatively considerable net increase of criteria pollutants for which the project region is non-attainment under an applicable federal or State ambient air quality standard.
- General Plan Update implementation would expose sensitive receptors to substantial pollutant concentrations during construction and operational activities.
- General Plan Update implementation would result in a cumulatively considerable contribution to significant cumulative air quality impacts with the potential to expose sensitive receptors to substantial pollutant concentrations.

Both Alternative 2 and the General Plan Update would provide opportunities for trip internalization and increased opportunities for walking and bicycling due to the proposed mix of higher density residential and commercial development. While land uses and development under Alternative 2 would be required to adhere to the same policy guidance and local, State, and regional air quality measures as the General Plan Update, the decrease in residential units, and the corresponding reduction in construction emissions, operational emission, and potential reductions in overall traffic volumes would result in reductions in air emissions under Alternative 2 when compared to the proposed General Plan Update. As such, Alternative 2 would be

considered environmentally superior to the General Plan Update, although air quality impacts would remain significant and unavoidable.

Biological Resources

There are various biological resources, including habitat, that occurs throughout the region. As described in Section 5.3, *Biological Resources*, approval of the General Plan Update would not directly approve or entitle any development or infrastructure projects. However, implementation of the General Plan Update and Land Use Map would allow and facilitate future development in La Verne, which could result in adverse impacts to special-status plant and wildlife species, as well as sensitive natural habitat or wildlife movement corridors. Future development projects would be required to adhere to applicable federal, State, and local regulations that provide for sensitive species as part of the discretionary approval process for site-specific development projects. Compliance with federal, State, and local regulations, and implementation of General Plan Update policies and actions, would reduce potential impacts to sensitive species to a less than significant level.

Alternative 2 would result in similar development patterns to the General Plan Update, which could result in significant impact to biological resources. The proposed General Plan Update and Alternatives 2 would also include updated biological policies and actions aimed at protecting biological resources (as described in detail in Section 5.3). Therefore, impacts to biological resources under Alternative 2 would remain the same when compared to the proposed General Plan Update. As such, Alternative 2 is considered neither environmentally superior nor inferior to the General Plan Update.

Cultural Resources

As described in Section 5.4, *Cultural Resources*, while the General Plan Update does not directly propose site-specific development with the potential to directly impact cultural resources, future development associated with implementation of the General Plan Update could cause a substantial adverse change in the significance of known or unknown historic or archaeological resources. As future development and infrastructure projects are considered by the City, each project would be evaluated for conformance with the City's General Plan, Municipal Code, and other applicable State and local regulations relative to historic and potentially historic resources. The General Plan Update Resource Management Element includes goals, policies, and actions addressing heritage resources, including historical and archaeological resources. Compliance with the General Plan Update policies and actions and existing regulations, would not cause a substantial adverse change in the significance of a historical and/or cultural resource and impacts would be less than significant.

Alternative 2 would result in similar development patterns and a similar development footprint as the proposed Project. Additionally, Alternative 2 would update cultural resource policies to

include new policies and actions related to agency coordination, consultation, and monitoring consistent with the proposed General Plan Update. The impact under Alternatives 2 would remain the same compared to the proposed Project. As such, Alternative 2 is considered neither environmentally superior nor inferior to the General Plan Update.

Energy

As described in Section 5.5, *Energy*, buildout of the General Plan Update would use energy resources for the operation of buildings (electricity and natural gas), for on-road vehicle trips (e.g., gasoline and diesel fuel), and from off-road construction activities (e.g. diesel fuel). Buildout of the General Plan Update would be in compliance with all applicable Federal, State, and local regulations regulating energy usage. Energy use impacts associated with the implementation of the General Plan Update would be less than significant.

While land uses and development under Alternative 2 would be required to adhere to the same policy guidance and local, State, and regional measures regulating energy usage as the General Plan Update, the decrease in residential units, and the corresponding reduction in electricity and gas for the operation of buildings, diesel fuel for off-road construction activities, and potential reductions in gasoline due to a decrease in the overall traffic volumes would result in reductions in energy usage under Alternative 2 when compared to the proposed General Plan Update. As such, Alternative 2 would be considered environmentally superior to the General Plan Update.

Geology and Soils

As described in Section 5.6, *Geology and Soils*, geology and soils impacts associated with the implementation of the General Plan Update would be less than significant. It is possible that undiscovered paleontological resources could be encountered during future ground-disturbing activities within the Planning Area. Future development associated with implementation of the General Plan Update would be required to assess the potential for development proposals to significantly impact paleontological resources pursuant to CEQA. If the project involves earthworks, the City may require a study conducted by a professional paleontologist to determine if paleontological assets are present, and if the project will significantly impact the resources. If significant impacts are identified, the City may require the project to be modified to avoid impacting the paleontological materials, require monitoring of rock units with high potential to contain significant nonrenewable paleontological resources, or require mitigation measures to mitigate the impacts, such as recovering the paleontological resources for preservation. With implementation of the General Plan Update policies and actions, potential impacts to paleontological resources associated with future development anticipated by the General Plan Update would be reduced to less than significant.

Alternative 2 would result in similar development patterns to the General Plan Update. Since the Planning Area is the same under both development scenarios, similar physical constraints related

to geology and soils exist. The potential for new development to expose people or structures to adverse effects associated with seismic ground shaking and geologic instabilities would be similar under this Alternative and the General Plan Update. Further, new development would be required to comply with the California Building Code and applicable Municipal Code requirements. The General Plan Update and Alternative 2 would also include updated policies related to geologic hazards, including updated geologic hazard maps, as well as updated policies related to mitigate potential impacts to paleontological resources (as described in detail in Section 5.6). Therefore, impacts under Alternative 2 related to Geology and Soils would generally remain the same as the General Plan Update. As such, Alternative 2 is considered neither environmentally superior nor inferior to the General Plan Update.

Greenhouse Gas Emissions

As described in Section 5.7, *Greenhouse Gas Emissions*, the proposed Project would be required to comply with regulations imposed by the State of California and the SCAQMD aimed at the reduction of air pollutant emissions, and implementation of the General Plan Update's goals, policies, and actions would reduce GHG emissions. However, development projects associated with implementation of the proposed Project, would potentially generate emissions inconsistent with the State's long-term goals for reducing GHG emissions in the State of California, particularly the net-zero target as promulgated under AB 1279. As such, the City cannot state with certainty whether implementation of the General Plan Update would meet the State's community emissions target. Therefore, the proposed Project would have a cumulatively significant and unavoidable adverse impact in regards to greenhouse gas emissions.

Under Alternative 2, the Planning Area would be developed with similar uses as the General Plan Update, but the potential increase in total housing units and population would be reduced. The reduced residential development potential and resulting population may decrease total greenhouse gas emissions when compared to the General Plan Update. The General Plan Update and Alternative 2 include a range of goals and policies that would reduce GHG emissions, including policies to encourage mixed-use development, complete streets, and multi-modal improvements that would further reduce per capita and per employee GHG impacts. Both the General Plan Update and Alternative 2 present more opportunities for trip internalization and increased opportunities for walking and bicycling due to their proposed mix of higher density residential and commercial development. However, the greenhouse gas emissions impact would be decreased slightly under Alternative 2 when compared to the proposed General Plan Update. As such, Alternative 2 would be considered environmentally superior to the General Plan Update, although GHG impacts would remain significant and unavoidable.

Hazards and Hazardous Materials

As described in Section 5.8, *Hazards and Hazardous Materials*, all impacts related to hazardous materials, aircraft hazards, and emergency response were found to be less than significant.

The General Plan Update and Alternative 2 would include updated policies and actions aimed at protecting the public from hazardous materials. These policies and actions in the General Plan Update would ensure that potential hazards are identified on a project site, that development is located in areas where potential exposure to hazards and hazardous materials can be mitigated to an acceptable level, and that business operations comply with federal and State regulations regarding the use, transport, storage, and disposal of hazardous materials. The General Plan Update and Alternative 2 would include updated goals, policies and actions to address the portion of the City within the Brackett Field Airport Influence Area and the requirements of the ALUCP. The General Plan Update also includes policies and actions to ensure that the City has adequate emergency response plans and measures to respond in the event of an accidental release of a hazardous substance (as described in detail in Section 5.8).

Similar to the General Plan Update, Alternative 2 would result in additional urban uses including commercial and residential development. Impacts related to hazards and hazardous materials and emergency response under Alternative 2 would remain the same when compared to the proposed General Plan Update. As such, Alternative 2 is considered neither environmentally superior nor inferior to the General Plan Update.

Hydrology and Water Quality

As described in Section 5.9, *Hydrology and Water Quality*, under all impact areas, implementation of the General Plan Update would result in less than significant impacts related to Hydrology and Water Quality.

While this Alternative would result in less residential development compared to the General Plan Update, all new development would be subject to applicable stormwater and water quality requirements per the Los Angeles RWQCB. The variation in intensity would not substantially alter impacts from or to flooding, water quality, or on groundwater supplies because existing federal, State, and local regulations would apply to guard against flood hazards, water quality contamination, or impact on groundwater supplies. Potential hydrology and water quality impacts for this alternative, like the proposed Project, would be less than significant.

Alternative 2 would result in slightly reduced development of housing units when compared to the General Plan Update. Compared to the General Plan Update, the potential water quality impacts related to construction and operation would be similar. As described in Section 5.9, implementation of the General Plan Update would not result in construction, or long-term impacts to surface water quality from urban stormwater runoff. Future development under all alternatives would also be required to submit a SWPPP with BMPs to the RWQCB and comply with all storm water sewer system (MS4) requirements. It would be expected that impacts related to water quality would be similar under Alternative 2 as compared to the General Plan

Update. As such, Alternative 2 would be neither environmentally superior nor inferior to the General Plan Update.

Land Use and Planning

The proposed General Plan Update and Alternative 2 are long-range land use plans. As described in Section 5.10, *Land Use and Planning*, all impacts related to land use and planning were found to be less than significant under the General Plan Update. As described previously, the General Plan Update and Alternative 2 would include adoption of the updated policy document. Therefore, Alternative 2 would result in similar development and impacts as the General Plan Update. Alternative 2 would update current land use designations, and similar to the City's General Plan Update would be more effective in promoting and encouraging more compact urban development and revitalization through mixed use development. In addition, numerous programs and policies within the General Plan Update's policy document allow for greater consistency with applicable State and regional plans versus the existing General Plan, and would also promote efficiency in the delivery of urban services, and local agency coordination. Therefore, impacts related to land use and planning would generally remain the same under Alternative 2 as compared to the General Plan Update. As such, Alternative 2 is considered neither environmentally superior nor inferior to the General Plan Update.

Mineral Resources

As described in Section 8.0, *Effects Found Not to be Significant*,, the General Plan Update would result in no impacts relating to mineral resources. Like the General Plan Update, Alternative 2 would accommodate development generally in the same areas, and these areas are already urbanized. Given that no mineral resources would be impacted by the proposed Project, impacts associated with Alternative 2 would be the same and would remain less than significant. As such, Alternative 2 would be neither environmentally superior nor inferior to the General Plan Update.

Noise

As described in Section 5.11, *Noise*, while the General Plan Update does not directly propose site-specific development, future development associated with implementation of the General Plan Update could generate additional noise from construction and operational activities associated with future projects. Where future development projects under the General Plan Update may be exposed to noise levels that exceed the land use compatibility criteria, such as sensitive land uses developed adjacent to the existing rail line and the creation of new noise-sensitive land uses within the 60 dB CNEL noise contours contained within the Brackett Field ALUCP, impacts could be mitigated to a level that is less than significant with the implementation of noise control measures, such as the incorporation of site planning such as noise barriers and the siting of uses, or requiring sensitive facilities and uses be located in areas away from excessive noise unless mitigation is in place. Additionally, the General Plan Update Public Safety Element includes

policies and actions intended to minimize exposure to excessive noise, including noise associated with traffic, stationary noise sources, and construction noise.

Alternative 2 would result in similar development patterns and a similar development footprint as the General Plan Update. Alternative 2 would allow for less development (287 fewer housing units), resulting in a corresponding reduction in construction and operational noise. The decrease in residential units and non-residential building square footage, and the corresponding reduction in overall traffic volumes would result in reductions in roadway noise under Alternative 2 when compared to the proposed General Plan Update. As such, Alternative 2 would be considered environmentally superior to the General Plan Update.

Population and Housing

Similar to the General Plan Update, this Alternative would update the City's environmental baseline conditions and development projections through 2045. As shown in Table 7-3, the Reduced Growth Alternative would anticipate 287 fewer residential units compared to the General Plan Update, which is anticipated to result in 588 less residents compared to Alternative 2. Both the General Plan Update and Reduced Growth Alternative account for population growth and establish goals and policies to reduce potential growth-related impacts. The net increase in population and housing is nominal and would result in similar less than significant impacts. As such, Alternative 2 is considered neither environmentally superior nor inferior to the General Plan Update.

Public Services and Recreation

As described in Section 5.13, *Public Services and Recreation*, the General Plan Update would result in less than significant impacts relating to public services, parks and recreation. New development would place increased demands on public services such as police, fire, schools, parks, libraries, and other governmental services. The General Plan Update includes policies and actions and compliance with the Municipal Code would require payment of impact fees to the City and other public agencies to ensure that additional development does not have adverse impacts on these services and agencies.

Under Alternative 2, the development area and development types would remain similar, however, there would be slightly fewer dwelling units, and reduced population increase when compared to the General Plan Update and thus, impacts to public services (the demand for police, fire and other public services) would be slightly reduced. Overall, Alternative 2 would have a slightly reduced impact to public services when compared to the proposed Project. As such, Alternative 2 is considered environmentally superior to the General Plan Update.

Transportation

As described in Section 5.14, *Transportation*, the Project would result in a significant cumulative VMT impact. All other transportation impacts associated with implementation of the General Plan Update would be less than significant. The proposed Project would not conflict with policies, plans, or programs regarding roadways, bicycle, pedestrian, or transit facilities or the performance or safety of those facilities. The Project includes goals, policies and actions to encourage new and improved facilities to support multi-modal transportation and access within the Planning Area. Similarly, Alternative 2 would provide for increased density and development within the Planning Area and would not conflict with policies, plans, or programs regarding roadways, bicycle, pedestrian, or transit facilities or the performance or safety of those facilities.

The VMT rate for the General Plan Update would not exceed the applicable baseline VMT rate with implementation of the General Plan Update. The proposed General Plan land use patterns and intensities, as well as its proposed policies, include a multitude of components that would reduce VMT. Similarly, Alternative 2 would provide for increased density and development within the Planning Area, and would have a similar impact on the VMT per capita.

The proposed Project would result in the total SGVCOG Northeast Subarea VMT under the General Plan Update buildout conditions to exceed the total SGVCOG Northeast Subarea VMT under no project/existing General Plan conditions. Comparing the Project to Alternative 2, there would be a decrease in the total VMT due to the decrease in housing units and population, although impacts would still be cumulatively significant. As such, Alternative 2 would be considered environmentally superior to the General Plan Update.

Tribal Cultural Resources

As described in Section 5.15, *Tribal Cultural Resources*, while the General Plan Update does not directly propose site-specific development with the potential to directly impact tribal cultural resources, future development associated with implementation of the General Plan Update could cause a substantial adverse change in the significance of known or unknown tribal cultural resources. Potential impacts to tribal cultural resources associated with future development would be reduced through implementation of General Plan Update policies and actions. Subsequent development and infrastructure projects would be analyzed for potential environmental impacts, consistent with the requirements of CEQA, pursuant to the City's entitlement review process. Subsequent discretionary projects implemented in accordance with the General Plan Update would be subject to the provisions of AB 52 and may require tribal consultation with California Native American tribes that are traditionally and culturally affiliated with the Planning Area and who have previously requested AB 52 consultations with the City. Future AB 52 consultations may identify tribal cultural resources not yet found and formally recorded that could be impacted by subsequent projects. Compliance with the General Plan

Update policies and actions and existing regulations would not cause a substantial adverse change in the significance of a tribal cultural resource and impacts would be less than significant.

Alternative 2 would result in similar development patterns and a similar development footprint as the proposed General Plan Update. Additionally, Alternative 2 would update tribal cultural resource policies to include new policies and actions related to agency coordination, consultation, and monitoring consistent with the proposed General Plan Update. Potential impacts to tribal cultural resources would be the same under Alternative 2 and the proposed General Plan Update. As such, Alternative 2 is considered neither environmentally superior nor inferior to the General Plan Update.

Utilities and Service Systems

As described in Section 5.16, *Utilities and Service Systems*, the General Plan Update would result in less than significant impacts relating to utilities and service systems.

New development would place increased demands on utilities. Under Alternative 2, the Planning Area would be developed with similar development patterns and uses as the General Plan Update; however, the overall number of residential units would be reduced. The quantity of infrastructure installed would not be substantially reduced, as this alternative would require similar development patterns and footprints, but the demand for utility services, including wastewater and solid waste services would be less than would be required under the General Plan Update. However, both Alternative 2 and the proposed Project would likely require the construction or expansion of new utilities to serve the site-specific development that is being proposed. The quantity of infrastructure installed would not be substantially reduced, as this alternative would require similar development patterns and footprints, but the demand for utility services, including wastewater and solid waste services would be less than would be required under the General Plan Update. The potential environmental effects associated with infrastructure projects would be similar under Alternative 2 and the proposed Project.

Similarly, storm drainage runoff under Alternative 2 would be approximately the same when compared to the proposed Project, due to the general development footprint remaining the same for this alternative when compared to the General Plan Update. Since demand for utilities would be slightly less under Alternative 2 due to the lower densities and associated development potential, Alternative 2 would be considered environmentally superior to the General Plan Update.

Wildfire

As described in Section 5.17, *Wildfire*, implementation of the General Plan Update would result in less than significant impacts relating to wildfire impacts. Alternative 2 would result in similar development patterns and a similar development footprint when compared to the General Plan Update. Additionally, Alternative 2 would update policies to include new policies and actions

related to agency coordination, consultation, and monitoring consistent with the General Plan Update. Potential impacts associated with wildfire would be the same under Alternative 2 and the proposed General Plan Update. As such, Alternative 2 is considered neither environmentally superior nor inferior to the General Plan Update.

Irreversible Effects

The proposed Project would have a less than significant impact associated with irreversible environmental effects as described in Section 6.0, *Other CEQA Considerations*. Implementation of the General Plan Update would result in a commitment of land uses designated for the foreseeable future. Land use and development consistent with the Project would result in irretrievable commitments by introducing development onto sites that are presently undeveloped and/or development that is more intense, in some instances, than what is existing. Development would physically change the environment in terms of aesthetics, air emissions, noise, and traffic. Therefore, the Project would result in changes in land use within the Planning Area that would commit future generations to these uses. Construction and operation of future development projects associated with Project implementation would result in the irretrievable commitment of limited, slowly renewable, and nonrenewable resources that would limit the availability of these resource quantities for future generations or for other uses during the life of the Project.

During the planning horizon, development under Alternative 2 would be reduced in comparison to the General Plan Update. Under cumulative conditions, Alternative 2 would result in less housing units (see Table 7-1). Alternative 2 would use nonrenewable resources, including metals, stone, and other materials related to construction, and result in on-going demand for fossil fuels and other resources associated with energy production at levels lower than the proposed Project. Alternative 2 would have slightly reduced impacts in comparison to the General Plan Update due to reduced development levels. As such, Alternative 2 would be considered environmentally superior to the General Plan Update.

ENVIRONMENTALLY SUPERIOR ALTERNATIVE

CEQA requires that an environmentally superior alternative be identified among the alternatives that are analyzed in the EIR. If the No Project Alternative is the environmentally superior alternative, an EIR must also identify an environmentally superior alternative among the other alternatives (CEQA Guidelines Section 15126.6(e)(2)). The environmentally superior alternative is that alternative with the least adverse environmental impacts when compared to the General Plan Update.

A comparative analysis of the General Plan Update and each of the Project alternatives is provided in Table 7-4, *Comparison of Alternatives*, below. As shown in Table 7-4, Alternative 2 (Reduced Growth Alternative) is the environmentally superior alternative when looked at in

terms of all potential environmental impacts. While it would not eliminate the General Plan Update's significant and unavoidable impacts, Alternative 2 would lessen the majority of the environmental impacts associated with the proposed Project. Both alternatives fail to reduce any significant and unavoidable impacts to a less than significant level. As discussed above, under Alternative 1, the No Project Alternative, the amount of development permitted by the existing General Plan would result in significant and unavoidable impacts. To eliminate the significant and unavoidable impacts of the Project, an alternative would have to reduce the amount of development that is currently permitted under the existing General Plan and adopted Specific Plans. Therefore, there is not a feasible alternative that would eliminate the significant and unavoidable impacts of the Project.

Table 7-4
Comparison of Alternatives

Environmental Issue	Alternative 1 (No Project)	Alternative 2 (Reduced Growth)
Aesthetics	⮝	=
Agricultural Resources	=	=
Air Quality	⮟*	⮟*
Biological Resources	⮝	=
Cultural Resources	⮝	=
Energy	⮟	⮟
Geology and Soils	⮝	=
Greenhouse Gas Emissions	⮟*	⮟*
Hazards and Hazardous Materials	⮝	=
Hydrology and Water Quality	=	=
Land Use and Planning	⮝	=
Mineral Resources	=	=
Noise	⮟	⮟
Population and Housing	⮝	=
Public Services and Recreation	⮟	⮟
Transportation	⮟*	⮟*
Tribal Cultural Resources	⮝	=
Utilities and Services Systems	⮟	⮟
Wildfire	⮝	=
Irreversible Effects	⮟	⮟

Notes:
⮝ Indicates an impact that is greater than the Project (environmentally inferior).
⮟ Indicates an impact that is less than the Project (environmentally superior).
= Indicates an impact that is equal to the Project (neither environmentally superior nor inferior).
* Indicates a significant and unavoidable impact.

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8.0 EFFECTS FOUND NOT TO BE SIGNIFICANT

8.1 INTRODUCTION

An analysis of the proposed Project's effect on specific environmental topic areas, included as part of the Environmental Checklist form presented in the California Environmental Quality Act (CEQA) Guidelines Appendix G, was conducted as part of the preparation of this EIR. During this evaluation, certain impacts of the Project were found to have no impact or be less than significant due to the inability of the Project to create such impacts or the absence of Project characteristics producing effects of this type. CEQA Guidelines Section 15128 requires an EIR to briefly indicate the reasons that various possible significant effects of a project were determined not to be significant and were therefore not discussed in detail in the EIR. In accordance with CEQA Guidelines Section 15128, the following section provides a brief description of potential impacts found to be less than significant.

Aesthetics

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

No Impact. According to the California Scenic Highway Mapping System, administered by Caltrans, there are no officially designated State Scenic Highways in the vicinity of the City of La Verne (State of California Department of Transportation 2023). The nearest officially designated State Scenic Highway is State Route 2, located approximately 15 miles north of the Planning Area. The nearest Eligible State Route Scenic Highway is State Route 39, located approximately 6.7 miles west of the Planning Area. These officially designated and eligible State scenic highways do not provide views of La Verne or the immediate surrounding areas, and there are no sections of highway in the Planning Area vicinity eligible for scenic highway designation. Given that no officially designated or eligible State scenic highways are located within the Planning Area, and that no State scenic highways provide views of the Planning Area, no impacts to State scenic highway would occur with implementation of the General Plan Update.

Mitigation Measures: No mitigation measures are required.

Agriculture and Forestry Resources

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

No Impact. According to the California Department of Conservation, the Planning Area is primarily composed of Urban and Built-Up Land and does not contain any mapped Prime Farmland or Farmland of Statewide Significance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program (DOC 2024a). There are two small areas of land in the Planning Area that are considered Unique Farmland. One area of Unique Farmland is located to the southwest of the intersection of B Street and 12th Street in the southern-central portion of La Verne. The second area of Unique Farmland is located immediately west of the Brackett Field Airport. Both areas of Unique Farmland are currently designated Community Facility/Freeway. While the second area of Unique Farmland (located immediately west of the Brackett Field Airport) would be redesignated to Specific Plan Mixed Use, changes to existing land use designations not previously approved are not proposed. Rather, the General Plan Update proposes to simplify how Specific Plans are shown on the Land Use Map and provides for other updates to reflect amendments to the Land Use Map reviewed and approved since the last comprehensive update. As such, the Project would not result in the conversion of the farmland to a non-agricultural use. No impact would occur.

Mitigation Measures: No mitigation measures are required.

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

No Impact. There are no lands within the Planning Area that are currently under a Williamson Act contract (DOC 2024b). As such, the Project would result in no impact to Williamson Act contracts.

The City of La Verne allows for agricultural uses within the A-1 Limited Agricultural Zone. According to the La Verne Municipal Code Chapter 18.32.010, *Purpose*, the A-1 Limited Agricultural Zone is intended for limited agricultural purposes, with appropriate single-family residences, and similar open space uses. Two parcels within the City are zoned A-1 Limited Agricultural Zone, according to the City's Zoning Map. One parcel zoned A-1 is located at the former Sierra La Verne Country Club property in the northern portion of the City. The second parcel zoned A-1 is located at 2645 Amherst Street and is the site of the Church of Jesus Christ of Latter-day Saints. Under the General Plan Update, the land use designation of both of these parcels would remain unchanged. Thus, the Project would not conflict with existing zoning for agricultural use or a Williamson Act contract. No impact would occur.

Mitigation Measures: No mitigation measures are required.

c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

d) Result in the loss of forest land or conversion of forest land to non-forest use?

No Impact. The City does not contain any land dedicated as, or zoned for, timberland use. As such, the Project would result in no impact to timberland or timberland zoned Timberland Production.

The majority of the City of La Verne is urbanized and developed; however, parts of the northern portion of the Planning Area consist of natural open space, much of which is associated with the Angeles National Forest and the San Gabriel Mountains National Monument. Much of the forest is covered with dense chaparral that shifts to pine and fir-covered slopes at the higher elevations (Rincon 2018). This land is currently designated Open Space and Hillside Residential. While the General Plan Update would redesignate a portion of land currently designated Open Space and Hillside Residential to Specific Plan Residential, changes to existing land use designations not previously approved are not proposed. Rather, the General Plan Update proposes to simplify how Specific Plans are shown on the Land Use Map and provides for other updates to reflect amendments to the Land Use Map reviewed and approved since the last comprehensive update. As such, the General Plan Update would not conflict with or cause rezoning of forest land.

Within the City boundaries, the La Verne Wilderness Area consists of 358 acres of open space preserve located partially within, and surrounded to the west/northwest, north, and east by the Angeles National Forest and the San Gabriel Mountains National Monument. This area is governed by the La Verne Wilderness Area Management and Public Access Plan, which includes selective habitat enhancement actions, the resolution of public safety hazards, and opportunities for limited controlled public access as part of the City's stewardship responsibilities for the La Verne Wilderness Area. The Plan includes goals for specific physical improvements and management policies that would implement the vision for the La Verne Wilderness Area. For instance, Action 1.1.10 directs the City to coordinate with the US Forest Service to ensure that management activities are consistent with the Forest Plan, San Gabriel National Monument Plan, and San Dimas Experimental Forest. The General Plan Update would not alter or conflict with implementation of the La Verne Wilderness Area Management and Public Access Plan and would not result in the loss of forest land or conversion of forest land to non-forest use. No impact would occur in this regard.

Mitigation Measures: No mitigation measures are required.

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

No Impact. Refer to Agriculture and Forestry Resources Responses (a) through (d), above.

Mitigation Measures: No mitigation measures are required.

Mineral Resources

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

No Impact. In accordance with California's Surface Mining and Reclamation Act of 1975 (SMARA), the State Geologist, through the California Department of Conservation, California Geological Survey (formerly Division of Mines and Geology), is responsible for identifying and mapping the non-fuel mineral resources of the State. Economically significant mineral deposits are classified based on the known and inferred mineral resource potential of the land using the California Mineral Land Classification System, which includes the following four mineral resource zones.

- MRZ-1: Areas where adequate information indicates that no significant mineral deposits are present, or where it is judged that little likelihood exists for their presence.
- MRZ-2: Areas where adequate information indicates that significant mineral deposits are present, or where it is judged that a high likelihood exists for their presence.
- MRZ-3: Areas containing mineral deposits, the significance of which cannot be evaluated.
- MRZ-4: Areas where available information is inadequate for assignment to any other zone.

The Planning Area has areas designated as MRZ-1 (3,109.41 acres), MRZ-2 (745.24 acres), and MRZ-3 (3,109.64 acres) by the California Department of Conservation, California Geological Survey (De Novo Planning Group 2018). The California Department of Conservation, California Geological Survey does not identify any mines within the Planning Area (DOC 2024c). In addition, the City of La Verne is generally developed and no areas within the City are designated for mineral resources extraction. Therefore, the Project would not result in the loss of availability of a known mineral resource considered of value to the region or a locally-important mineral resource recovery site delineated on a local General Plan, Specific Plan, or other land use plan. No impact would occur in this regard.

Mitigation Measures: No mitigation measures are required.

8.2 REFERENCES

California Department of Conservation (DOC), *California Important Farmland Finder*, https://maps.conservation.ca.gov/DLRP/CIFF/, accessed March 27, 2024a.

California Department of Conservation (DOC), California Williamson Act Enrollment Finder, https://maps.conservation.ca.gov/dlrp/WilliamsonAct/, accessed March 27, 2024b.

California Department of Conservation (DOC), *Mines,* https://gis.conservation.ca.gov/server/rest/services/MOL/MOLMines/MapServer, accessed March 27, 2024c.

De Novo Planning Group, *City of La Verne General Plan Existing Conditions Report*, June 2018.

Rincon Consultants, *La Verne Wilderness Area Management and Public Access Plan*, June 2018.

State of California Department of Transportation (Caltrans), *California State Scenic Highways System Map*, https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aacaa, accessed March 17, 2023.

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