



APPENDIX D ESGV Unincorporated Communities Background

D.1 Avocado Heights

EXISTING CONDITIONS

Avocado Heights is relatively flat, with main streets designed in a car-oriented grid pattern. The community primarily consists of residential land uses, mostly single-family homes (58%) but with some multifamily residential development (5%). There are some industrial uses (14%), largely concentrated in the eastern portion of the community, as well as government and institutional uses (14%), including parks, public facilities, and infrastructure. There are relatively few existing commercial uses in Avocado Heights (6%), and little recreational space (1%).

Valley Boulevard is a major arterial located at the northern border of the community. It is a busy street with high levels of truck traffic, due to the number of industrial areas that are adjacent to and are in the vicinity of this corridor. Parcels adjacent to Valley Boulevard are a mix of commercial and industrial uses, with commercial uses concentrated west of Puente Avenue and at the intersection of Valley Boulevard and Puente Avenue, and industrial uses concentrated along the corridor east of Puente Avenue. Railroad rights-of-way under the jurisdiction of the Southern Pacific Railroad run parallel on the northern side of Valley Boulevard. Jurisdiction of lots situated along Valley Boulevard varies between the City of Industry and Los Angeles County. Residential parcels located south of Valley Boulevard create an industrial/residential interface along the corridor.

Workman Mill Road is the primary arterial that connects residential areas in Avocado Heights to Valley Boulevard and surrounding areas. The road bisects the community between Valley Boulevard to the north and San Jose Creek to the south. Most of the properties adjacent to Workman Mill Road are oriented away from it and accessible from smaller residential streets, except for some on a segment north of Don Julian Road located along frontage roads that run parallel to Workman Mill Road. Frontage roads that run parallel to Workman Mill Road provide an opportunity for additional activation for pedestrian uses and community gathering spaces. Enhancements along these frontage roads and Workman Mill Road could include additional street furniture, pocket parks, or bioswales. A Class II bike path is proposed for Workman Mill Road, which would improve connectivity between residential areas in the community and the San Jose Creek pathway.

Residential lots in Avocado Heights vary in size and configurations. North of Don Julian Road (and areas south of Don Julian Road but east of 3rd Avenue), residential lots are generally deeper, reflecting the community's agricultural and animal-keeping history. South of Don Julian Road (and east of 3rd Avenue), residential lots are smaller and closer together, with curvilinear streets culminating in cul-de-sacs.

Land Use Policy. More than 60% of the land in Avocado Heights has a residential land use policy category (H5, H9, H18). Meanwhile, approximately 20% of land has a use policy category of Light Industrial (IL), approximately 5% has an Open Space land use category (OS-C, OS-PR), and about 2% of community parcels have a land use category of General Commercial (CG).

Zoning. Residential areas in Avocado Heights are predominately zoned as A-1 (Light Agricultural) and R-1 (Single-Family Residential), with about 47% and 23% of the area assigned to these zones, respectively. R-3-U (Limited Density Multiple Residence), R-A (Residential Agricultural), and RPD (Residential Planned Development) zones are present in Avocado Heights as well, but make up about 3% of the land area in total. About 23% of the land area in Avocado Heights is zoned for industrial uses, including M-1 (Light Manufacturing), M-1.5 (Restricted Heavy Manufacturing), M-2 (Heavy Manufacturing), and MPD (Industrial Planned Manufacturing) zones. About 2.5% of the land in Avocado Heights is zoned for commercial purposes, including C-1 (Restricted Business), C-2 (Neighborhood Business), C-3 (General Commercial), CH (Commercial Highway), CM (Commercial Manufacturing), and CPD (Commercial Planned Development) zones.

Demographics. The community identifies predominately as Latinx (83%), with smaller shares identifying as Asian (9%), White (7%), and Other (1%) racial/ethnic categories. Most Avocado Heights residents (64%) speak Spanish at home, while 27% speak only English at home, and 8% speak Asian languages including Mandarin Chinese and Korean.

Residents of Avocado Heights work in the retail (13%), health care (12%), manufacturing (11%), education services (10%), and construction (8%) industries. The median household income in the community is \$75,510, which is significantly higher than the countywide median household income of \$59,613. In respect to education, 15% of Avocado Heights residents have a 4-year degree or higher, and the unemployment rate is 6%

Housing. As of 2017, there were 3,550 housing units in Avocado Heights, with 72% of units being owner occupied, 25% renter occupied, and 3% vacant.

Commercial Areas in Avocado Heights are generally concentrated along the southern side of Valley Boulevard, with another small commercial cluster located at the intersection of Workman Mill Road and Don Julian Road. This cluster includes an existing commercial center located on the southeastern corner of the intersection. This center contains one of the few large markets in community.

Commercial properties in the community are largely car-oriented, with limited enhancements that benefit pedestrians; most of these properties are pushed to the rear of the lot with parking spaces in the front, which makes it more difficult to access the services as a pedestrian. Commercially zoned lots on the southern portion of Valley Boulevard between Temple Avenue and Puente Avenue are relatively small, with shallow lots. A cluster of commercial lots in the vicinity of the intersection of Valley Boulevard and Puente Avenue are larger.

Industrial uses in Avocado Heights are largely focused along Valley Boulevard. Rights-of-way under the jurisdiction of the Southern Pacific and Union Pacific Railroads form the northern and southern boundaries of the community, respectively. The community is in an area of high industrial activity, correlated with a network of freight rail connections and access to nearby freeways. There is a cluster of industrial uses north of Valley Boulevard bounded by Temple Avenue to the east, Interstate (I-) 605 to the west, and Walnut Creek to the north. Industrial properties adjacent to the northern portion of Valley Boulevard consist of shallow lots, while industrial uses in the community along Valley Boulevard east of Puente Avenue are located on larger lots. There are existing residential uses adjacent to these industrial uses, and Avocado Heights Park is located in close proximity to these industrial uses.

This community has access to a variety of amenities and public services, including, parks, open space areas, and schools. Avocado Heights has four primary recreational spaces—San Angelo Park, Avenue Park, Avocado Heights Park, and San Jose Creek Overlook. San Angelo Park is in a residential area in the northwest portion of Avocado Heights. The park includes fields and play facilities, along with an indoor community meeting space. The park is in the vicinity of Valley Boulevard and I-605, both of which are busy freight corridors. Avenue Park is located in the eastern portion of the community. The park includes playgrounds, walking paths, and a skate park. It is

located nearby Avocado Heights Park. Avocado Heights Park is in the eastern portion of the community. The park includes an athletic field, a basketball court, exercise and fitness stations, and an equestrian arena. This park is in the vicinity of Avenue Park. San Jose Creek Overlook is a recreational space located along San Jose Creek. This overlook is approximately 3 acres, runs parallel to the creek, and connects to the San Jose Creek Trail.

There are two public schools located in Avocado Heights—Don Julian Elementary School and Wallen L. Andrews Elementary School. Wallen L. Andrews Elementary School is located west of Workman Mill Road, while Don Julian Elementary School is located east of Workman Mill Road. Both schools contain large open fields and spaces that could be beneficial for community members outside of school hours.

Transit. Avocado Heights is served by three bus lines operated by Foothill Transit and one line operated by Norwalk Transit. Norwalk Transit Route 1 connects the community to Norwalk via Workman Mill Road. Foothill Transit Route 274 travels along Workman Mill Road, connecting with Whittier in the South and Baldwin Park Metrolink Station in the north. Along Valley Boulevard, the Foothill Transit 282 line connects to the El Monte Transit Center to the west and the Puente Hill Mall Transit Center in the east. The Foothill Transit 194 line also runs along Valley Boulevard, connecting to the El Monte Transit Center to the west and to California State Polytechnic University, Pomona (Cal Poly Pomona) in the east.

Active Transportation. Avocado Heights consists of a car-oriented design pattern with minimal treatments to improve the experience of those who walk and bike in the community. A Class II bike path is proposed for Workman Mill Road, but besides a multi-use pathway along San Jose Creek and the existing Avocado Heights multi-use trail in the eastern half of the community, bike and pedestrian infrastructure is limited. Additional treatments are needed along streets and pathways in and near the community to improve the pedestrian experience. These treatments could include wider sidewalks, wayfinding signage, additional street trees, public art, and additional street furniture.

San Jose Creek. San Jose Creek comprises the southern boundary of Avocado Heights. The creek, part of a network of proposed greenways, connects to pathways along the San Gabriel River and a larger

network of active transportation connections across the region. Where feasible, connections to these paths should be enhanced.

Avocado Heights Trail. The Avocado Heights Trail is a multi-use pathway of decomposed granite that is designed in a gridded pattern. It runs along residential streets through the center of Avocado Heights, bounded between Fourth Avenue and Fifth Avenue from the west and east, and Proctor Avenue and the San Jose Creek Trail from the north and south. It connects to the San Jose Creek Trail at the southern end of the community. The trail is popular with equestrians.

Equestrian Presence. Avocado Heights has a strong culture of horsekeeping, with many properties in the area containing horse-related uses and structures. Two equestrian districts are present in Avocado Heights—the Avocado Heights Equestrian District and the Trailside Ranch Equestrian District. Equestrian districts permit a greater number of horses than normally allowed in the unincorporated county, and also celebrate local equestrian culture. These districts are in the southeastern portion of the community, with nearby access to the San Jose Creek Trail and the Avocado Heights Trail. Riders on horseback and existing equestrian uses should be considered when considering enhancements to the streetscape.

Community Standards District. The Avocado Heights Community Standards District, adopted in 2003, sets specific requirements for the development of properties in the community. The document's objective is to preserve the open character, support property maintenance, and improve the compatibility between residential and industrial uses in the community.

D.2 Charter Oak

EXISTING CONDITIONS

Charter Oak largely consists of residential properties (86.5%), with some commercial (5.4%) and government (5.4%) uses, including parks, public facilities, and infrastructure. Commercial zones are primarily located along Arrow Highway and Grand Avenue. Most residential streets in Charter Oak end in cul-de-sacs and dead-ends. These streets often connect to main roads via a frontage road that separates traffic in residential areas from major roads. The main roads in Charter Oak include Arrow Highway, Cienega Avenue, and Covina

Boulevard. The community is accessed by I-210 and State Route (SR-) 57. Arrow Highway is a historically important transportation corridor that connects western areas to the Inland Empire. The Metrolink San Bernardino line goes through the community, with the closest rail stop located at Covina Station in the city of Covina.

This community has access to amenities and public services, including parks and schools. Charter Oak Park, which is 12 acres and located in the center of the community, offers opportunities to play sports, relax, and have family picnics under the shade of large trees. There are also five schools located outside of the community that serve Charter Oak—Ben Lomond Elementary School, Cedargrove Elementary School, St. Louise De Marillac Elementary School, Glen Oak Elementary School, and Charter Oak High School. Ben Lomond Elementary School is located in the western vicinity of the community, while Cedargrove Elementary School, St. Louise De Marillac Elementary School (private/charter school), Glen Oak Elementary School, and Charter Oak High School are located adjacent to or in the vicinity of the southern area of the community.

Demographics. In Charter Oak, 57% of residents speak only English in the home, 29% speak Spanish in the home, and 10% speak an Asian language in the home, including Chinese and Korean. The community of Charter Oak identifies as Latinx (49%), White (31%), of Asian descent (13%), and of Other (7%) racial/ethnic categories.

Employment. Residents of Charter Oak predominately work in the health care (13%), retail trade (10%), education services (11%), professional/technical service (7%), and the accommodations/food service (7%) industries. **Table D-1, Employed Charter Oak Residents by Industry**, shows the percentage of Charter Oak residents employed by industry.

TABLE D-1 Employed Charter Oak Residents by Industry

| Industry | Residents Employed | Percent of Total Residents Employed |
|---------------------------------|--------------------|-------------------------------------|
| Health Care | 638 | 12.83% |
| Educational Services | 530 | 10.66% |
| Retail Trade | 519 | 10.44% |
| Manufacturing | 408 | 8.21% |
| Professional/Tech Services | 356 | 7.16% |
| Accommodation/Food Services | 349 | 7.02% |
| Construction | 318 | 6.40% |
| Finance/Insurance | 311 | 6.26% |
| Transportation | 266 | 5.35% |
| Wholesale Trade | 257 | 5.17% |
| Public Administration | 236 | 4.75% |
| Administrative/Waste Management | 229 | 4.61% |
| Information | 145 | 2.92% |
| Other Services | 142 | 2.86% |
| Arts/Entertainment/Recreation | 130 | 2.62% |
| Real Estate | 96 | 1.93% |
| Utilities | 34 | 0.68% |
| Agriculture | 6 | 0.12% |
| Management | 1 | 0.02% |
| Mining | 0 | 0.00% |
| Total | 4,971 | 100.00% |

Homeownership Rates and Housing. There are a total of 3,329 housing units in Charter Oak, with 60% of units owner occupied, 37% renter occupied, and 3% vacant.

Table D-2, Charter Oak Housing Units by Year Built, shows housing units by year built in Charter Oak. The median year for housing unit construction is 1971.

TABLE D-2 Charter Oak Housing Units by Year Built

| Year Built | Housing Units Constructed | Percent of Total Housing Units |
|----------------------------|---------------------------|--------------------------------|
| 2014 or Later | 0 | 0.00% |
| 2010–2013 | 0 | 0.00% |
| 2000–2009 | 56 | 1.73% |
| 1990–1999 | 347 | 10.71% |
| 1980–1989 | 706 | 21.80% |
| 1970–1979 | 559 | 17.26% |
| 1960–1969 | 697 | 21.52% |
| 1950–1959 | 753 | 23.25% |
| 1940–1949 | 63 | 1.95% |
| 1939 or Earlier | 58 | 1.79% |
| Total Housing Units | 3,239 | 100.00% |

LAND USE RECOMMENDATIONS

The following outlines land use recommendations for the community of Charter Oak. The recommendations have been formulated based upon the methodology of the Area Plan. Elements that play a role in determining growth areas in the community include, but are not limited to, access to transit stops and high-quality transit areas, current and surrounding development, and existing state law. Specific updates to zoning and land use policies will be a part of the Area Plan and will be determined based upon this analysis.

For the sake of this analysis, the Charter Oak community is divided into four distinct subareas—West Charter Oak, Central Charter Oak, East Charter Oak, and Arrow Highway Corridor—as discussed below.

West Charter Oak

West Charter Oak is located in the western portion of the community, designated as west of Glendora Avenue and south of Arrow Highway (see **Figure D-1, West Charter Oak**).



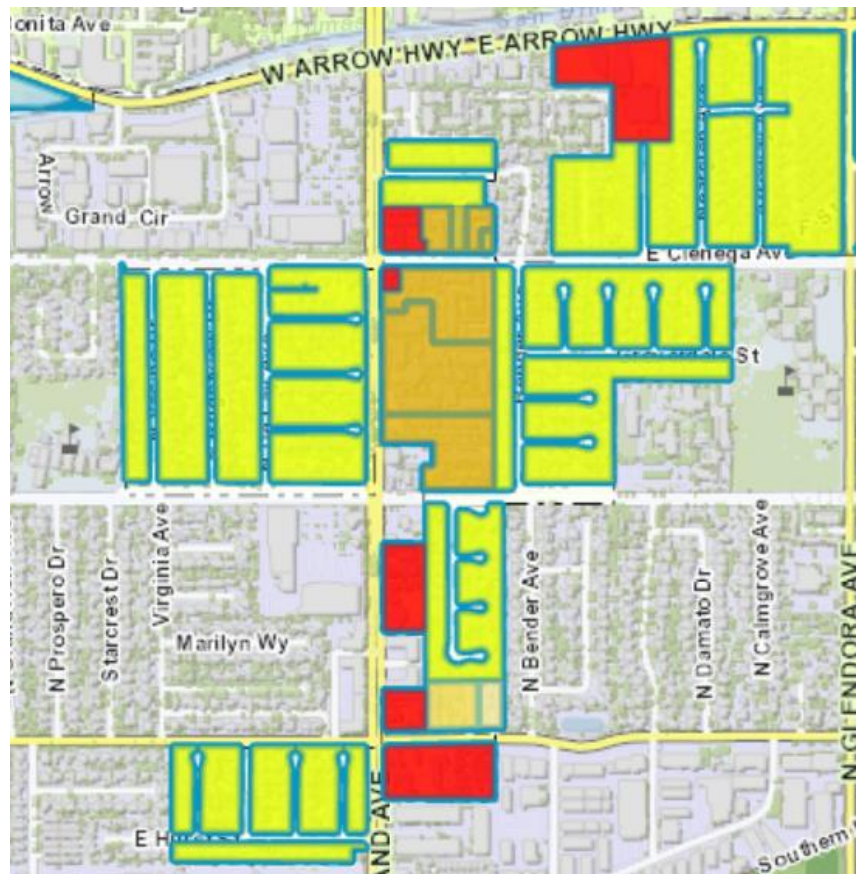


FIGURE D-1 West Charter Oak

West Charter Oak Commercial Areas. West Charter Oak, like the rest of the community, predominately consists of residential land uses. Though this subarea consists of some commercial property along the Arrow Highway frontage, much of the commercial activity is situated along the Grand Avenue Corridor. The Grand Avenue Corridor includes the following intersections:

- **Arrow Highway and Grand Avenue.** Though not located in unincorporated jurisdiction, a major transit stop is identified at the intersection of Arrow Highway and Grand Avenue (see **Figure D-2, Arrow Highway and Grand Avenue**). The entire subarea is located within a quarter mile of a high-quality transit area. The surrounding jurisdictions of Glendora and Covina contain large active commercial areas that partially draw their customer base from the Charter Oak community.
- **Cienega Avenue and Grand Avenue.** The commercial property located on the southeast corner of this intersection is currently used by small local business. The northeast corner of the intersection includes an auto-related use and multifamily housing.

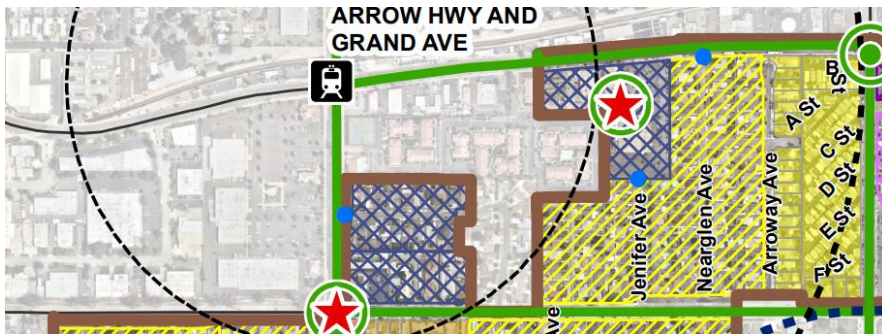


FIGURE D-2 Grand Avenue Corridor

- Covina Boulevard and Grand Avenue.** Commercial uses are located on three of the four corners of this intersection (except for the northwest corner) but are not located in unincorporated jurisdiction. A cluster of commercial uses is located in unincorporated area located southeast of the intersection along Grand Avenue; this cluster consists of a variety of uses, including restaurants, a Montessori school, and other small businesses.
- Cypress Street and Grand Avenue.** Two clusters of commercial lots are located on the northeast and southeast corners of this intersection. The cluster of parcels on the southeast corner include multiple auto-related uses, including a car wash and auto storage and repair. This cluster also contains a mobile home park, a liquor store, and a bar. The cluster of parcels on the northeast corner of the intersection include a restaurant with a drive-through, a health clinic, and a church.

Recommendations. To provide housing growth near transit-rich areas, commercial property along Arrow Highway and at the northeast intersection of Grand Avenue and Cienega Avenue are recommended to be updated to a mixed-use land use designation, allowing for a mixture of residential and commercial uses. These areas are also recommended to be designated as village centers, complete with greenways along the major corridors to improve pedestrian and bicyclist pathways to these community gathering spaces.

Existing residential areas in the subarea are located along a transit-rich corridor and are proximate to active commercial areas and existing multifamily development. To provide diverse housing types in the area, it is recommended to update the land uses of these neighborhoods to R-2, to allow for multi-unit development with a maximum structure height limit of 35 feet.

Central Charter Oak

Central Charter Oak is located between Glendora Avenue and Sunflower Avenue, south of Arrow Highway (see **Figure D-3, Central Charter Oak**). The subarea contains a mix of single-family and multifamily neighborhoods, as well as commercial uses and public school sites. Properties located north of Cienega Avenue are located within a quarter mile of Arrow Highway, a designated high-quality transit area, while properties located south of Cienega Avenue are located a half mile away from Arrow Highway. The western half of the subarea is within 1 mile of a major transit stop (Arrow Highway and Grand Avenue).

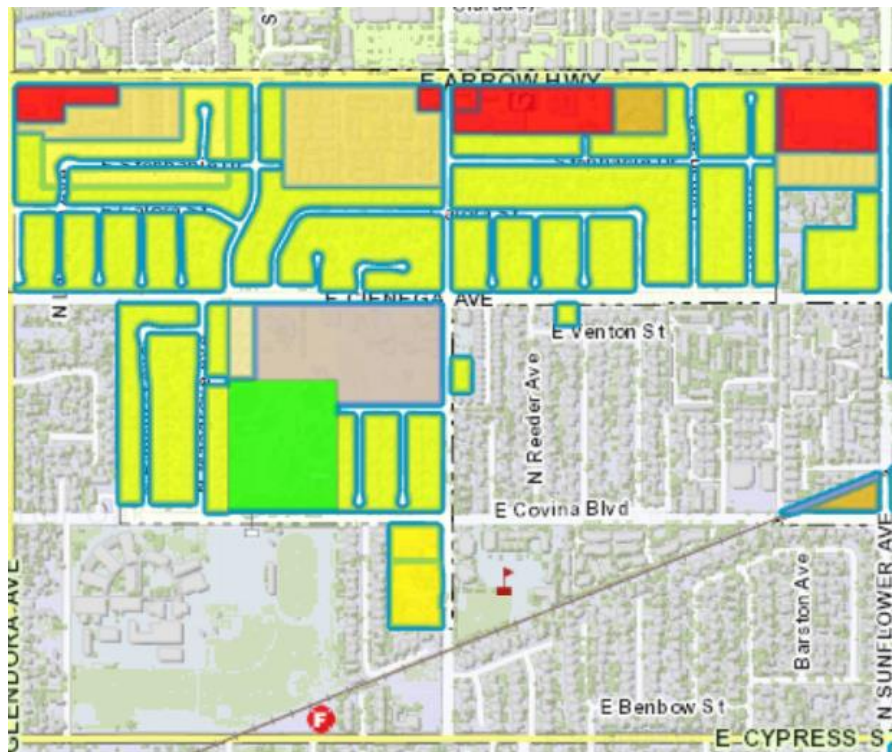


FIGURE D-3 Central Charter Oak

Central Sites. Charter Oak Unified School District operates an adult education center and district offices at the southwest intersection of Bonnie Cove Avenue and Cienega Avenue. Charter Oak Park, located south of the school district site along Covina Boulevard, is the only park located within the Charter Oak community. Just south of the park, outside of County jurisdiction, is Charter Oak High School.

Recommendations. Areas north of Covina Boulevard are within a half mile of a high-quality transit area, and are very proximate to nearby community resources, including Charter Oak Park, Charter Oak High

School, school district property, and commercial destinations along Arrow Highway. Existing single-family properties in the subarea, located north of Covina Boulevard, are recommended to update to R-2 zoning designation. This reflects their existing location's connectivity and proximity to community resources.

To focus growth along Arrow Highway, existing commercial areas in this subarea are recommended to change to mixed-use land use designation. Existing single-family properties north of Stephanie Drive and west of Lyman Avenue, located to the rear of the Arrow Highway commercial properties, are recommended to change to an R-3 zoning designation. This is intended to focus growth close to transit and neighborhood resources.

East Charter Oak

East Charter Oak is located east of Sunflower Avenue and east of Valley Center Avenue, including the southern islands under County jurisdiction.

Southern Pacific Railroad right-of-way cuts this subarea into a northern portion and a southern portion. The southern portion of East Charter Oak is predominately single-family residential uses, while the northern portion is a mix of existing single-family and multifamily residential, with some commercial uses. An existing mobile home park fronts Arrow Highway in this subarea.

Recommendations. Existing single-family neighborhoods located north of the Southern Pacific right-of-way are recommended to be updated to R-2 zoning designation. These areas are within a half mile of a high-quality transit area. Properties along the western frontage of Valley Center Avenue, south of Arrow Highway, are recommended to be changed to a new mixed-use land use designation. The location bookends the community of Charter Oak and incentivizes growth clustered toward major arterials and commercial destinations.



FIGURE D-4 East Charter Oak



FIGURE D-5 TITLE

Arrow Highway Corridor

The Arrow Highway Corridor includes properties with frontage along Arrow Highway in Charter Oak (see **Figure D-6, Arrow Highway Corridor**).



FIGURE D-6 Arrow Highway Corridor

Goals for the Arrow Highway Corridor include revitalizing the corridor; incentivizing growth in areas near transit and walkable commercial corridors; improving connections to community resources, including parks, schools and other public facilities, shops, and transit; and ensuring development fits community character and is harmonious with adjacent jurisdictions.

D.3 East San Dimas

EXISTING CONDITIONS

East San Dimas consists of two non-connecting unincorporated islands. The southern island is entirely residential, while the northern island contains some commercial uses. Single-family residential makes up most of existing land uses (86.2%), with a much smaller share of land used for government and institutional purposes (7.5%) and commercial property (3.4%).

Homes are generally located along smaller streets that end in cul-de-sacs. Many of the streets within the community are not well connected, requiring pedestrians or vehicles to exit and reenter the community from a different side. Primary roads in East San Dimas include Foothill Boulevard, Base Line Road, and San Dimas Canyon Road. Secondary roads include Damien Avenue and Gladstone Street. The community is adjacent to and in close proximity of I-210 freeway, which provides easy access to regional destinations. It also presents potential negative health impacts to this community, as some of the parcels are less than 1,000 feet from the freeway.

The Puddingstone Channel, overseen by the Los Angeles County Flood Control District, bisects the community from north to south. The channel begins in the San Gabriel foothills and leads toward Puddingstone Reservoir.

Southern Island

The zoning of the southern island is R-A-7500 with a land use of H-9 (see **Figure D-7, East San Dimas Southern Island**). A channelized waterway bisects the community. The waterway could provide alternative access and active transportation opportunities, if it is feasible to enhance it and make it accessible to the public.

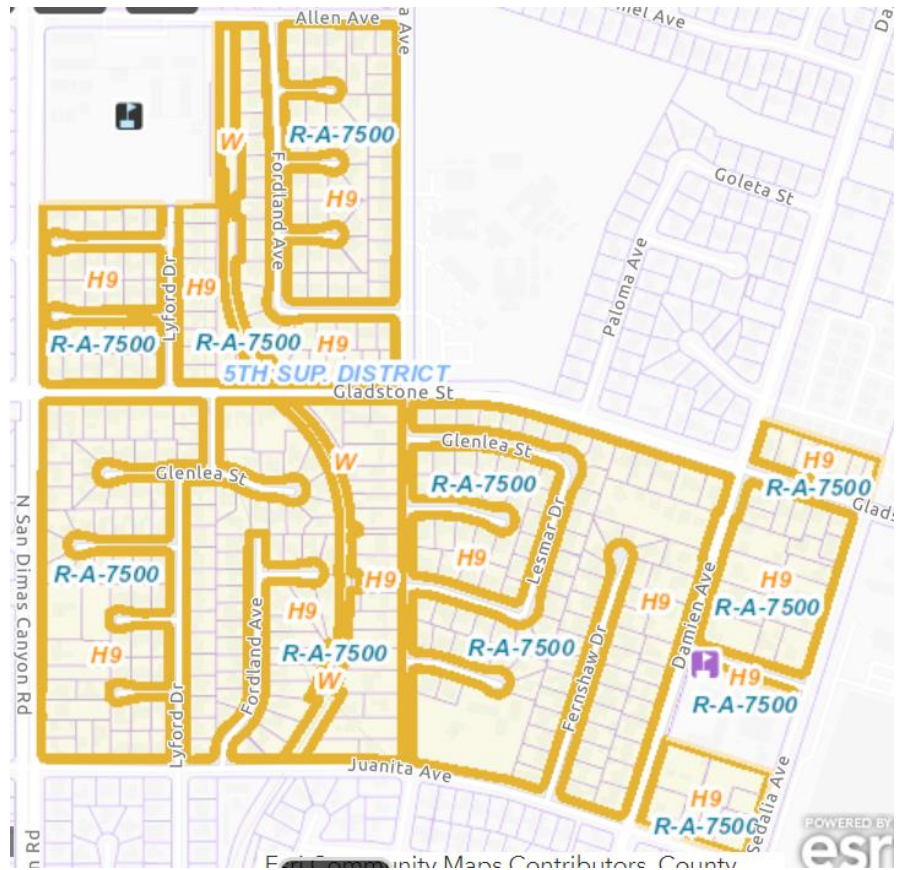


FIGURE D-7 East San Dimas Southern Island

Northern Island

The southern island is located in close proximity to the center of the city of San Dimas, along with many of its amenities, including the library, schools, parks, the San Dimas Civic Center, and city hall. Two schools, Allen Avenue Elementary School and Ramona Middle School, are located within the city of San Dimas but adjacent to East San Dimas. These schools could feasibly increase space available for community recreation through shared-use agreements. Marchant Park is also located in the city of San Dimas but in close proximity to the community. Connections to city of San Dimas amenities should be enhanced because community members likely consider themselves to be residents of the San Dimas area.

The northern island is bounded by I-210 freeway to the south and Foothill Boulevard to the north (see **Figure D-8, East San Dimas Northern Island**). The zoning on residential properties is R-A-7500 with a land use policy category of H9. The commercial parcels, located

along Foothill Boulevard on the north end of the island, are zoned C-3 with a land use policy category of CG.



FIGURE D-8 East San Dimas Northern Island

The northern island has a notable commercial use area. There is an existing, single-story, commercial strip mall located along Foothill Boulevard. Other commercial uses along the Foothill Boulevard frontage include a Montessori school, a plant nursery, and a mini-mart. The frontage of the strip mall and nursery contains a sidewalk, but much of the Foothill Boulevard frontage does not. Pedestrian enhancements are needed along Foothill Boulevard, especially because the area seems to be well utilized. This area may be appropriate for mixed-use development, though it would be important to preserve commercial activity in this area, because of the lack of alternative commercial land nearby.

D.4 Hacienda Heights

EXISTING CONDITIONS

Hacienda Heights has a limited range of land uses. The predominant existing uses in the community are single-family residential (67%), followed by designated park land and open space (23%). Multifamily residential land uses makes up a small portion of existing uses in the

community (2%). Commercial uses (2%) are located along the community's major corridor, Hacienda Boulevard, and its intersections with primary roads, including Gale Avenue, Halliburton Road, and Colima Road. The commercial areas are largely developed with one-story shopping centers and surface parking. Industrial uses (3%) are located near SR-60, Gale Avenue, and the railroad lines in the northern portion of the community.

SR-60 runs through the northern portion of the community, with industrial and commercial zoning adjacent to the highway. Few major transportation corridors run through the community, resulting in heavy use and congestion along major roads and SR-60. In addition, there are limited transit options in the area, which was developed to be reliant on the automobile for transportation. A Union Pacific rail line runs through portions along the northern edge of the community, serving both freight and passenger rail. Metrolink service runs the Riverside line on the Union Pacific track.

The community of Hacienda Heights has varied topography. The terrain slopes up from the valley floor at the northern edge of Hacienda Heights to form the Puente Hills at its southern edge, with elevations ranging from 350 to 1,200 feet above sea level. The hilly areas located southeast of the Puente Hills landfill and at the southwest edge of the community near Schabarum Park remain the few pieces of undeveloped land in the region. These areas are contiguous with larger designated open space and important native habitat areas that extend well beyond Hacienda Heights. Surrounding the Puente Hills are 25 miles of wildland/urban interface. Here, development has extended into the hillside areas, contributing to habitat fragmentation. The Puente Hills are largely designated as the Puente Hills SEA, which are part of a larger system of designated land with high levels of biodiversity that require protection. The Puente Hills and access to its natural areas contribute to the distinct visual and experiential identity of this community. The hills are highly valued local assets that provide connections to nature for residents and visitors, habitat for wildlife, and the scenic landscape of the region.

D.5 North Pomona

EXISTING CONDITIONS

North Pomona consists of two separate islands, made up primarily of single-family residential land use (56%) and multifamily housing (44%) in the form of a mobile home park. The northern island, fronting Garey Avenue, consists of a portion of a mobile home park and five parcels with existing single-family residences. This island is bounded by the city of Claremont to the east and north, and the city of Pomona to the west and south. The southern island, fronting Towne Avenue, consists of a small collection of single-family homes laid out in a larger street grid. This island is bounded on the east by the city of Claremont, and the city of Pomona to the north, west, and south.

The areas surrounding North Pomona mostly consist of single-family neighborhoods with a similar street design. These neighborhoods are designed with interior curving residential streets with select connections to major arterials. Foothill Boulevard is a major east–west commercial corridor located between the north and south islands of North Pomona. Both of these islands are in close proximity to this corridor, though the commercial uses are located in the cities of Pomona and Claremont. The community is served by the primary highways of Towne Avenue to the east and Garey Avenue to the west, both of which connect to Foothill Boulevard.

D.6 Pellissier Village

EXISTING CONDITIONS

Pellissier Village is somewhat hidden and hemmed in by freeways, the San Gabriel River, and industrial areas in the city of Industry. The community consists primarily single-family residential, with most of the homes constructed in the late 1940s through the 1960s. The community includes industrial parks at the western edge, a nursery in operation along the river under power lines, and a couple of small commercial businesses along Pellissier Road.

There is one main road—Keila Avenue—that functions as the primary entrance and exit to the community. However, this road is not a primary road, but rather a small-scale residential street, as are most of

the roads that run through the largely residential community. Peck Road, which runs south of the community through the city of Industry, is the major road that connects to Pellissier Village.

Pellissier Village celebrates its equestrian culture through the elements and decorations present throughout the community. Horseback riders of all ages can be seen riding in the neighborhood and heading toward equestrian trails in the area. In 1954, the Pellissier Hills Trail Ride began, lasting until 1968 with a yearly tradition of a 3-hour horse-riding excursion through the rolling hills of the Puente Valley. The Pellissier Village Equestrian District was designated in 1976 to acknowledge this strong equestrian history. The designation allows for more flexibility than would otherwise be allowed in residential zones regarding keeping of animals such as horses, sheep, cattle, and goats as pets for the residents of the properties.

D.7 Rowland Heights

EXISTING CONDITIONS

The community consists of mostly single-family residences with many cul-de-sacs and few through-streets. Single-family residential makes up most of existing land use (61%), though there is some multifamily residential development (2.7%). There are few existing commercial uses (2.6%), located at major intersections along Colima Road and in the northern portion of the community, along Gale Avenue. These uses mostly serve local residents. Industrial land uses (2%) are located near SR-60 and the Union Pacific Railroad, in the northern portion of the community. Designated parks and open space make up a large portion of existing the land uses (21%), as do rural lands and undeveloped hillside uses (10.7%).

One of the primary assets of the community is proximity to natural areas, designated open space, and the scenic views of the Puente Hills and San Gabriel Mountains. The open space areas and natural resources are linked by undeveloped ridgelines. The 1981 Rowland Heights Community Plan sought to preserve the natural resources and the natural landforms of the hills and ridgelines. The Puente Hills provide critical wildlife habitat in a largely urbanized area with increasingly limited natural habitats. Land in the Puente Hills contains sensitive biological resources and much of the area is designated as

the Puente Hills SEA. Hazard areas also exist in the hillsides with potential for landslides and very high fire hazard zones.

The Puente Hills SEA represents the County portion of a continuous series of natural open spaces that link habitat eastward to the Chino Hills, beyond Rowland Heights. The habitat areas include several undeveloped canyons, such as Powder, Brea, and Tonner Canyons, and significant ridgelines. The Puente/Chino Hills function as an important wildlife linkage and resident habitat area for regional wildlife populations, and provide a regional link to the San Gabriel and Santa Ana Mountains. Nearly the entire Puente Hills SEA is designated as the Puente-Chino Hills State Important Bird Area by Audubon California. The SEA includes a variety of natural habitats including riparian, walnut, oak woodlands, California walnut woodland, rocky hillsides, chaparral, and some grassland. The SEA also includes a wildlife underpass at Harbor Boulevard, which was constructed by the Puente Hills Habitat Preservation Authority and has documented frequent use by animals.

The community is accessed by SR-60 to the north and SR-57 to the east. SR-60 serves as a goods movement corridor connecting the Ports of Los Angeles and Long Beach, as well as a connection for people who commute between Los Angeles county and the Inland Empire. Access to SR-60 is made available at the primary north–south arterials of Rowland Heights, including Fullerton Road, Nogales Street, and Fairway Drive.

Colima Road is Rowland Heights' major commercial corridor. The community is mostly car-oriented, with limited pedestrian access and active transportation infrastructure. Most residential streets in Rowland Heights are oriented inward, which provide for family-friendly neighborhoods, but limit walkability and provide few direct connections to nearby amenities and the community's commercial corridors. Colima Road is also a major transit corridor in Rowland Heights, with several Foothill Transit lines running along this arterial. All transit lines that run along Colima Road pass through or terminate at Puente Hills Mall, a major commercial center and transit hub for Foothill Transit in the City of Industry along the northwestern border of the community. This transit hub provides additional connections to other areas within and beyond the region.

D.8 South Diamond Bar

EXISTING CONDITIONS

All of South Diamond Bar is designated as part of the Puente Hills SEA, providing important wildlife habitat and linkages to the region. Tonner Canyon contains natural flowing creeks and wetlands, and is a major drainage area for streams and waterways. Nearly the entire SEA is designated as the Puente-Chino Hills State Important Bird Area by Audubon California; it represents one of the only large areas of relatively undisturbed habitat remaining in the southeastern county. Walnut woodlands, southern oak woodlands, chaparral, coastal sage scrub, and riparian woodlands are critical habitat found in this area. Tonner Canyon also supports a diversity and abundance of wildlife. Large mammals, overwintering birds of prey, and songbirds are found here. The California gnatcatcher and coastal cactus wren have critical habitat in this area.

D.9 South Walnut

EXISTING CONDITIONS

The north and south islands of South Walnut are surrounded by existing industrial uses, though they are near residential neighborhoods in the cities of Walnut and Diamond Bar.

The north island of South Walnut is an unincorporated area of approximately 58.03 acres (0.09 square miles) that generally follows the southern contour of Valley Boulevard. The north island of South Walnut is surrounded to the north by Valley Boulevard and the City of Walnut, and to the west, east, and south by the City of Industry. The area is generally bounded between Valley Boulevard and right-of-way/railroad tracks owned by the Southern Pacific Railroad to the north, and the San Jose Creek Channel to the south.

The south island of South Walnut consists of a rectangular unincorporated area of approximately 12.23 acres (approximately 0.02 square miles). It is located at the northwest corner of the intersection of Currier Road and Brea Canyon Road, is entirely located within the City of Industry. The south island is located across the street from the Industry Metrolink Station, the only Riverside Line station in the Planning Area.



FIGURE D-9 South Walnut Islands

D.10 Unincorporated North Whittier

EXISTING CONDITIONS

Unincorporated North Whittier is divided into four separate areas by I-605 and SR-60, which run through the center of the community. The freeways have a significant presence and abut large areas of the community. The Union Pacific Railroad runs along the southern edge of the two residential parts of the community. Workman Mill Road is the primary road used to access the residential areas. It is designated as a major highway, and runs northeast–southwest, crossing San Jose Creek to the north into the unincorporated community of Avocado Heights.

Land use is quite mixed in the community. Single-family residential developments are located in the southern half, with industrial parks in the center areas, and the San Jose Creek Water Reclamation Plant operated

by the Los Angeles County Sanitation District located in the northern part near the San Gabriel River and San Jose Creek. A plant nursery runs along the San Gabriel River Trail on the east bank of the river.

There are two residential clusters in unincorporated North Whittier, Whittier Woods and a cluster of homes off of Cambray Drive. There is also a freestanding single-family home at 1809 Workman Mill Road, adjacent to the Swiss Park Banquet Center. Commercial and industrial uses include a consumer storage facility, a restaurant (Hamburger Express), a Los Angeles County Sanitation District Facility (San Jose Creek Water Reclamation Plant Flow Equalization Facilities), a California Department of Transportation Facility, and the Swiss Park Banquet Center.

The San Jose Creek runs along the north part of the residential areas and provides access to equestrian trails. The San Gabriel River runs along the west edge of the community, adjacent to the plant nurseries. There is access to recreation areas and the San Gabriel River Trail along the east bank of the river. The San Jose Creek and San Gabriel River waterways join near unincorporated North Whittier.

Population, Demographics, and Employment. The population of unincorporated North Whittier is 748 people, largely derived from two separate residential areas in the southern portion of the community. Languages spoken in the home include Spanish (54%), English (39%), and those of Asian origin (6%), such as Chinese and Korean. Residents of unincorporated North Whittier work in the health care sector (15%), educational services sector (11%), manufacturing (10%), retail (9%), and administrative/waste management sector (9%).

Housing. There are 220 housing units in unincorporated North Whittier, with 83% of units owner occupied, 13% renter occupied, and 4% vacant.

D.11 Unincorporated South El Monte

EXISTING CONDITIONS

Unincorporated South El Monte consists of predominantly residential uses. It is laid out in a gridded street network, with larger properties toward the south where equestrian uses are more common. The proximity of the San Gabriel River allows access to recreation and trails.

As noted, the community primarily consists of single-family residential housing, with single-family neighborhoods located to the east and west of the community along the San Gabriel River. Some of the larger residential properties have an accessory dwelling unit or “granny flat” in the rear of the property. Multifamily properties are located closer Durfee Avenue, with several blocks of the community near Durfee Avenue zoned for multifamily development (R-3). There is one commercial property (C-3) in the north of the community. Outside of the community boundaries, the Durfee Avenue corridor contains existing commercial uses. Industrially utilized properties are located north of Durfee Avenue. The community shares a border with an existing school site (Charles T. Kranz Intermediate School) to the east.

An equestrian facility is located adjacent to the San Gabriel River, along the west side of the San Gabriel River Trail. Equestrian uses are common along the river and creekside communities of the ESGV. Adjacency to the San Gabriel River and Whittier Narrows trails allows unincorporated South El Monte residents easy access to recreation and equestrian trails. The community’s Rancho Potrero De Felipe Lugo Equestrian District was the first equestrian district adopted by the County in 1976. The district consists of two residential blocks in the southern part of unincorporated South El Monte, close to the San Gabriel River. The equestrian district designation allows for more flexibility than would otherwise be allowed in residential zones regarding keeping of animals such as horses, sheep, cattle, and goats as pets for the residents.

Major roads, such as Durfee Avenue, are found outside the community boundaries, but are heavily used to access the secondary and residential streets within the community. Parkway Drive and Rush Street are the largest secondary roads running through the community.

Many residents of unincorporated South El Monte work in the accommodation/food services industry (15%), followed by construction (11%), manufacturing (11%), health care (10%), and wholesale trade (10%) sectors.

D.12 San Jose Hills Communities

EXISTING CONDITIONS

Walnut Islands

Walnut Islands is a 3.8-square-mile unincorporated, noncontiguous community located in the central part of the Planning Area. The community shares boundaries with the cities of San Dimas and Covina to the north, Pomona to the east, Walnut to the south, and West Covina to the west. In the early 20th century, land surrounding Walnut Islands was primarily used for agriculture, including raising cattle and growing fruit trees. The area retains some rural elements, including a prevalence of horsekeeping.

Walnut Islands consists of mostly hilly land with primarily residential uses, with some government and institutional uses. Walnut Islands contains no commercially zoned land. The residential development is largely made up of single-family residences in a suburban development pattern, with cul-de-sacs. Cal Poly Pomona is partially located in Walnut Islands. The Forest Lawn Cemetery is also located in the northeastern section of the community.

The ESGV SEA is designated on parts of Walnut Islands, primarily the natural slopes, canyons, and areas around Buzzard Peak—the highest peak in the San Jose Hills, located in the Walnut City Open Space Lands to the south of Walnut Islands. The ESGV SEA contains sensitive and rare habitats and species that necessitate protections.

Buzzard Peak and the areas around it, including residential neighborhoods in the foothills, are critical habitat for the federally threatened coastal California gnatcatcher (*Poliophtila californica*), which makes its home in coastal sage scrub. The largest remaining stands of native black walnut woodlands in Southern California are located in the San Jose Hills and Puente Hills to the south. The San Jose Hills are midpoint between the San Gabriel Mountains and Puente Hills, and provide excellent bird habitat and diversity of bird species. Waterways run south through the different parts of Walnut Islands, and because of the hilly topography, several drainage channels exist in this area. Many of the waterways contain rare habitat and are located in the SEA.

West San Dimas

West San Dimas is a community of 229.2 acres located in the northern portion of the Planning Area. The City of San Dimas surrounds the entire community. The population of West San Dimas is approximately 330 people. Most of the homes in the community were built in the 1950s and 1960s. The westernmost part of West San Dimas consists of 122 single-family homes clustered around a few curving streets that terminate in cul-de-sacs that can only be accessed by Mesarica Road off Puente Street.

The majority of the land within West San Dimas contains conserved designated open space, known as the Walnut Creek Park, which is owned and managed by Los Angeles County Parks and Recreation and the Watershed Conservation Authority. Walnut Creek Park consists of almost 70 acres of woodlands and coastal sage scrub; it also contains one of the only remaining natural waterways in the ESGV, Walnut Creek. The Watershed Conservation Authority developed a conceptual master plan to enhance the site as a riparian and upland habitat with a developed trail system that connects to other nearby trails. The remainder of the land in the community remains privately owned and undeveloped or used by an institution.

Large portions of West San Dimas are in the ESGV SEA. The SEA is part of a larger system of designated land with high levels of biodiversity requiring additional protections. Walnut Creek is located in the SEA, and is a primary natural resource and valued asset in the community.

D.13 Northwestern Communities

EXISTING CONDITIONS

Covina Islands

Covina Islands is a 1.3-square-mile unincorporated community in the northwest portion of the Planning Area. It has a population of 16,104, with a population density of 12,332 people per square mile. The community consists of five separate unincorporated areas surrounded by the city of Covina to the south, the cities of Covina and Azusa to the west and north, and the cities of Covina and Glendora to the east. Covina Islands is located to the east of the unincorporated community of East Irwindale and west of the unincorporated community of Charter

Oak. A railroad right-of-way owned by the Southern Pacific Railroad and used by the Metrolink San Bernardino line, acts as the southern boundary of the community. Big Dalton Wash bisects the northern part of the community, while San Dimas Wash forms the northern boundary of the southern section of Covina Islands; the washes converge and flow into the San Gabriel River.

The community consists of five separate areas with a largely flat terrain and curving streets with many cul-de-sacs. Many of the major streets are paralleled by frontage streets that buffer neighborhoods from traffic on the main roads. The main north–south roads include Cerritos Avenue, Citrus Avenue, and Barranca Avenue. The main east–west roads include Baseline Road, Gladstone Street, Arrow Highway, Covina Boulevard, and Cypress Street. I-210 bisects Covina Islands and provides access to other communities and major freeways.

Foothill Transit provides local bus service to the community along major roads, including Arrow Highway, S. Azusa Avenue, S. Citrus Avenue, and S. Barranca Avenue. The closest rail stop is located at Foothill Boulevard and Citrus Avenue, at APU/Citrus College Station, to the northwest of the community. Additional alternative modes of transportation are provided by LA Metro and includes the Covina Metrolink station located in Covina.

Dalton Park is the only park located within the boundaries of Covina Islands, though several parks are found in nearby cities. Amenities at the park include basketball courts, a baseball field, a splash pad, and playground equipment.

There are a total of 3,955 housing units in the community, with 61% of units owner occupied, 36% renter occupied, and 3% vacant. The majority of land in the Covina Islands is used as single-family residences (86.8%), with some multifamily residences (1.3%). Government and institutional purposes, including parks, schools, public facilities, and infrastructure, make up a small portion of existing land use (8%).

Covina Islands is almost entirely residential uses, and the community is made up of a number of residential clusters. The Orangepath Street residential cluster (see **Figure D-10, Orangepath Residential Cluster**), is a cluster of residential uses located along Orangepath Street between S. Barranca Avenue and S. Vecino Avenue. This cluster is located entirely within the City of Glendora's jurisdiction, located one block north of W. Route 66. This is to the northwest of

Charter Oak, where Route 66 and Arrow Highway diverge. Further analysis is needed to check the feasibility of annexation of this residential cluster into the City of Glendora.

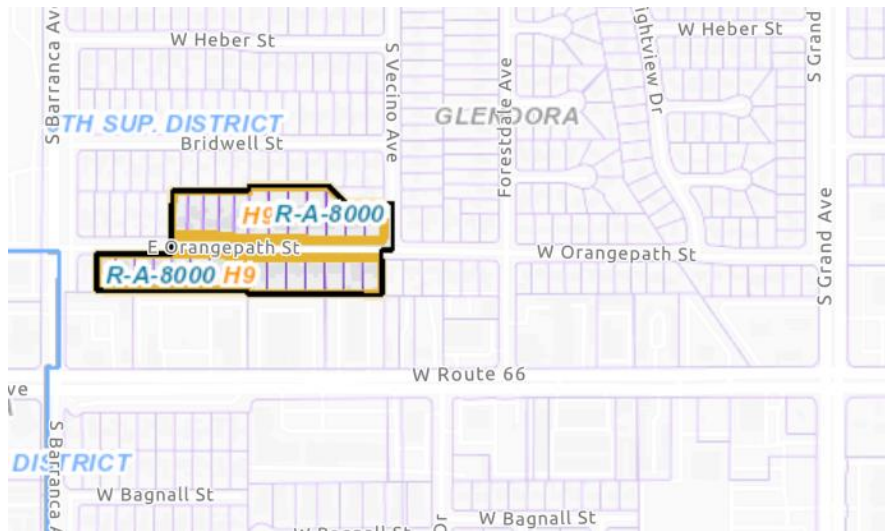


FIGURE D-10 Orangepath Residential Cluster

The southern island residential cluster (see **Figure D-11, Southern Island Residential Cluster**) is oriented around Covina Boulevard, Hollenbeck Avenue, and Cypress Street. This residential cluster consists of two unincorporated islands bisected by Cypress Ball Park and Cypress Elementary School. Community frontage roads are prominent along the area’s arterials, which can provide opportunities for additional parklets, bioswales, urban greening, and active transportation infrastructure. San Dimas Wash forms one of the northern borders of this cluster. Where feasible, connections to the wash should be emphasized, and active transportation paths should be improved and made available along the waterway.

The western island residential cluster (see **Figure D-12, Western Island Residential Cluster**) is separated from the central island via Cerritos Avenue, which is not considered to be a part of Covina Islands. There is a relatively significant amount of multifamily development surrounding the cluster, but there is not any multifamily development within this unincorporated cluster. Clifford D. Murray Elementary School is located in the center of the western island residential cluster, but is not located in unincorporated jurisdiction. Big Dalton Wash serves as the southern boundary of this cluster. Where feasible, active transportation infrastructure should emphasize connections to the wash, and active transportation pathways along the waterway should be improved.



FIGURE D-11 Southern Island Residential Cluster

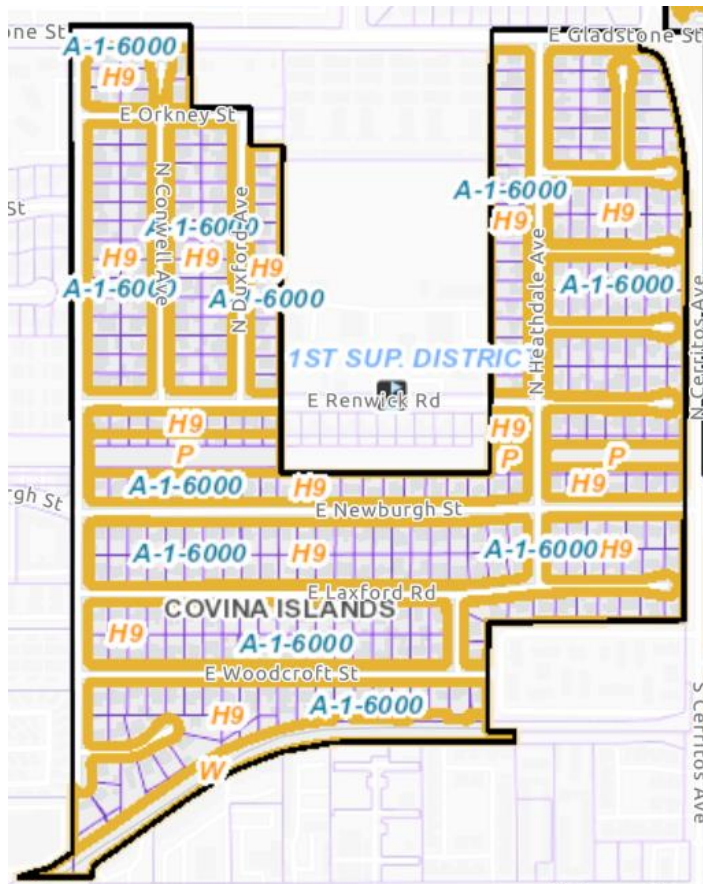


FIGURE D-12 Western Island Residential Cluster

The central island residential cluster (see **Figure D-13, Central Island Residential Cluster**) is bisected by Gladstone Street. Other primary arterials include Cerritos Avenue and Citrus Avenue. Big Dalton Wash serves as the southern boundary of this cluster. Where feasible, active transportation infrastructure should emphasize connections to the wash, and active transportation pathways along the waterway should be improved. Center Middle School is located in the center of this cluster and is considered to be in unincorporated jurisdiction. Magnolia Elementary school is also located in the community’s vicinity, but is not in unincorporated jurisdiction.

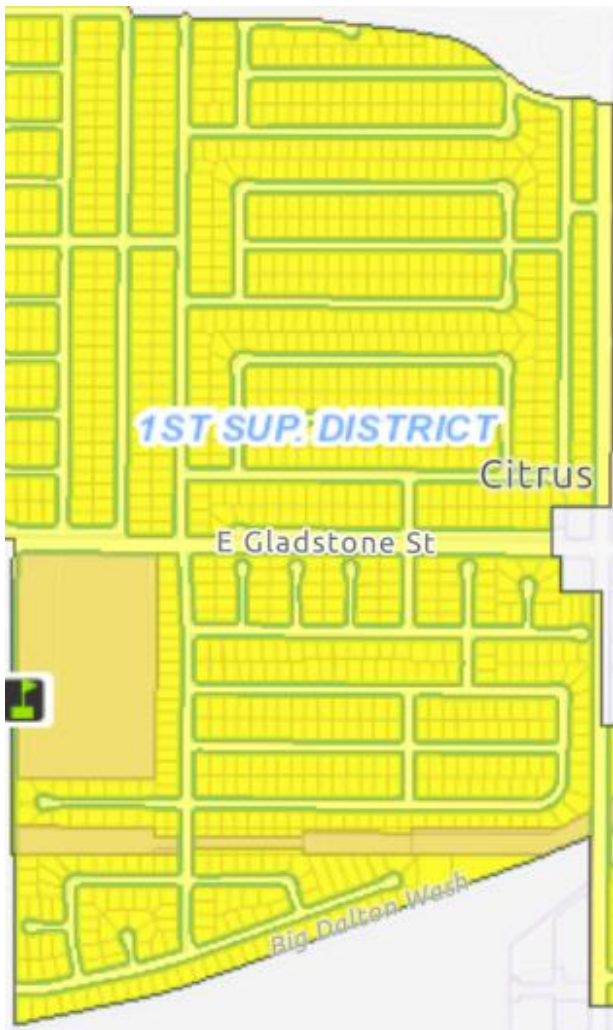


FIGURE D-13 Central Island Residential Cluster

The Covina Islands/Charter Oak industrial cluster (see **Figure D-14, Covina Islands/Charter Oak Industrial Cluster**) is a mix of commercial and industrial uses located on multiple parcels, surrounded by Barranca Avenue to the west, Arrow Highway to the north, and San

Dimas Wash to the south. This cluster can act as an opportunity area for mixed use development. The cluster is located at a major intersection at Barranca Avenue and Arrow Highway.

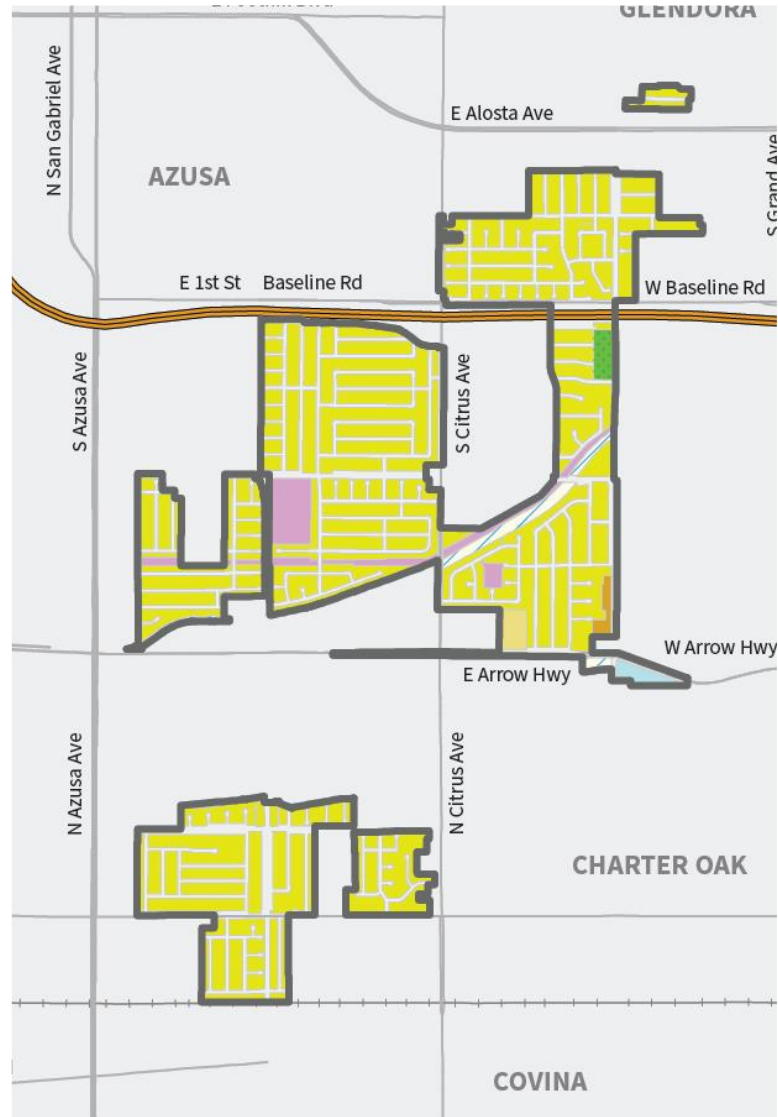


FIGURE D-14 Covina Islands/Charter Oak Industrial Cluster

East Irwindale

East Irwindale is an approximately 1.5-square-mile unincorporated community, with a population of 16,504. Located in the northwest portion of the Planning Area, the community is served by both the 1st and 5th Supervisorial Districts. The community shares boundaries with the city of Covina to the east, the city of West Covina to the south, the cities of Irwindale and Baldwin Park to the west, and the city of Azusa to the north. The unincorporated community of the Covina Islands is

located to the east of East Irwindale. San Dimas Wash and Big Dalton Wash intersect in the central portion of the community. This combined wash joins Little Dalton Wash to the immediate west of the community, and eventually joins the San Gabriel River to the west.

East Irwindale is largely flat with a curvilinear street layout mostly ending in cul-de-sacs. Many of the major streets in the community are paralleled by frontage streets that serve local residents. A railroad right-of-way, owned by the Southern Pacific Railroad, also bisects the community. Major highways include Irwindale Avenue, Azusa Avenue, Arrow Highway, and Badillo Street. Secondary highways include Vincent Avenue, Vernon Avenue, Gladstone Street, and Cypress Street. North-south streets provide connections to I-210, located directly north of the community.

Foothill Transit provides local bus service to the community along major roads, including at Arrow Highway and S. Azusa Avenue. Additional alternative modes of transportation are provided by LA Metro and include the Baldwin Park Station in West Covina. The closest Metrolink rail stop for the East Irwindale community is located at Downing Avenue and Central Avenue, at the Baldwin Park Station, to the southwest of the community.

The community is largely made up of single-family and multifamily residential land uses make (86.4%), with some government or institutional land uses (11.2%), including schools and parks, and little commercial (1.4%) land use.

Valleydale Park is in the northern portion of East Irwindale and is the only park located within the unincorporated community. The park space also includes the Valleydale Park Senior Neighborhood Center.

D.14 Southwestern Communities

EXISTING CONDITIONS

South San Jose Hills

South San Jose Hills is approximately 1.5 square miles in size and located in the southern portion of the Planning Area. It has a population of approximately 21,300 people, with a population density of 14,123 people per square mile. A part of the 1st Supervisorial District, the

community is bordered by the city of West Covina on the north and east, the cities of Industry and La Puente to the west, the city of Industry to the south, and the unincorporated community of Valinda to the west.

South San Jose Hills predominately consists of single-family residential uses, with some multifamily residential uses. Government and institutional purposes, including school sites, make up a smaller portion of the community, as does commercial and industrial uses—primarily along Valley Boulevard. The community is largely made up of small, curving, residential streets with access points to the major roads along its boundary. Valley Boulevard, which runs partly along the southern boundary of the community, has a mix of commercial and industrial uses, including the Southern Pacific railroad right-of-way. Valley Boulevard is designated as an opportunity corridor by the General Plan.

Major corridors in the community include Valley Boulevard to the south, Nogales Street to the east, and Azusa Avenue to the west. These major roads connect to other cities, freeway access, and major destinations. Areas located to the west, north, and east of South San Jose Hills are primarily residential in use. The Industry Hills Golf Club is located across Azusa Avenue, west of the community, and forms most of the community's western boundary. Intensive industrial uses are located south of the community in the city of Industry, with some industrial and commercial uses located within the community boundary along Valley Boulevard.

South San Jose Hills slopes down to the southwest, dropping in elevation from 500 to 400 feet above sea level near Valley Boulevard. The community is located within the San Gabriel River Watershed; as such, four drainage channels flow from northeast to southwest through the residential neighborhoods to join the San Jose Creek Diversion Channel south of Valley Boulevard.

In the community, 75% of residents speak Spanish in the home, 16% speak only English in the home, and 8% speak an Asian language in the home, including Chinese and Korean. As of 2017, the number of housing units in South San Jose Hills was 4,336, with 69% of the units owner occupied, 23% renter occupied, and 3% vacant.

This community has access to a variety of amenities and public services, including, parks, open space areas, schools, and safety services. Sunshine Park is in the southern part of South San Jose Hills, and offers opportunities to play sports, cool off in the splash pad in the

summer, and gather around barbeques and picnic tables, among other activities. In addition to the park, South San Jose Hills residents are in the vicinity of open space at San Jose Creek; however, this portion is a part of the Schabarum-Skyline Trail and may not provide connections to other trails. Several schools are located within or near the boundaries of South San Jose Hills. Schools in the community include Villacorta Elementary School, Northam Elementary School, Yorbita Elementary School, Santana High School (continuation), Rorimer Elementary School, and Nogales High School. Giano Intermediate Middle School in West Covina is also in the vicinity. The Los Angeles County Fire Department serves the community, with Station 118 serving the western portion of the community, and Station 145, serving the eastern portion. The Los Angeles County Sheriff serves the community out of Industry Station, located nearby.

Several Foothill transit routes serve South San Jose Hills. Line 194 runs along Valley Boulevard and connects to El Monte Station to the west and Mt. San Antonio College and Cal Poly Pomona to the East. Line 280 runs along Azusa Avenue and connects to Puente Hills Mall Transit Center to the south and Azusa Intermodal Transit Center to the north. Line 289 runs along Nogales Street and connects to Puente Hills Mall Transit Center to the South and Mt. San Antonio College and Cal Poly Pomona to the East. Line 178 runs along Nogales Street, Shadow Oak, and Amar Road, connecting to Puente Hills Mall Transit Center to the south and the West Covina, Baldwin Park, and El Monte Stations to the north and west. Line 486 runs along Amar Road and connects to the El Monte Station to the west and Mt. San Antonio College and Cal Poly Pomona to the east. The West Covina Green Route runs along Nogales Street, Shadow Oak, and Amar Road, connecting to West Covina to the north. In addition, ESGV Active Transportation Plan corridors in South San Jose Hills include Route No. 20. Walnut Avenue/Echelon Avenue/Ranlett Avenue-Francisquito Avenue to Temple Avenue; Gemini Street-Azusa Avenue to Shipman Avenue; and Route No. 15. Nogales Street-Arenth Avenue to Pathfinder Road and La Puente Road to Hollingworth Street.

- Department of Parks and Recreation
 - Trails Plan (<https://trails.lacounty.gov/>)
 - No trails are in this community
 - Prioritize connections to San Jose Creek Trail and the SGV River Trail via Puente Creek improvements

The Los Angeles County Vision Zero Action Plan identifies Collision Concentration Corridors, or street segments in which a disproportionate number of vehicular collisions take place. In South San Jose Hills, Valley Boulevard and Azusa Avenue are identified as Collision Concentration Corridors.

Valinda

Valinda is 2 square miles in size, with a population of 23,603 and a density of 11,634 people per square mile. It is located in the southwest portion of the Planning Area, and shares boundaries with the cities of Industry and La Puente to the west and south, the city of West Covina to the north and east, the unincorporated community of South San Jose Hills to the east and the unincorporated community of West Puente Valley to the west. Valinda shares portions of several busy commercial corridors, including Hacienda Boulevard and Amar Road, with the cities of La Puente and Industry. Additionally, the community is adjacent to the Industry Hills Expo center and Industry Hills Golf Club. The community is mostly single-family residential, followed by a smaller share of multifamily residential. Some commercial uses are found on the main roads, including Amar Road and Azusa Avenue.

The topography of the community is relatively flat, located at the bottom of the San Gabriel Valley. The community's residential streets end in cul-de-sacs and do not connect to major roads, which helps to deter through traffic. However, all vehicles are limited to the same connecting roads, which can make traffic worse during peak times. The primary east–west roads in the community are Temple Avenue and Amar Road, which bisects the community. Hacienda Boulevard and Azusa Avenue provide north–south access. Secondary north–south corridors include Valinda Avenue and Lark Ellen Avenue. Valinda is accessible to SR-60 and I-10 through local streets.

The community identifies predominantly as Latinx (77%), with smaller shares identifying as Asian (14%), White (6%), and Other (3%) racial/ethnic categories. There are 5,176 housing units, 74% of units owner occupied, 23% renter occupied, and 3% vacant.

This community has access to a variety of amenities and public services, including, parks, open space areas, schools, and safety services. Rimgrove Park is in the southeast part of Valinda, near Amar Road and Azusa Avenue, and offers opportunities to play sports, cool off in the splash pad, and have picnic and barbeque gatherings. Several other nearby parks and open spaces are located in neighboring jurisdictions

but serve the community, including Walmerado Park (in the city of West Covina) and the Industry Hills Recreation Center (in the city of Industry), which has limited greenspace and is mostly devoted to private uses, including a small stadium and expo center. Public schools in Valinda are administered by the Hacienda-La Puente Unified School District, with a smaller portion of the community in the north and east administered by the West Covina Unified School District. Schools located in Valinda include Baldwin Academy, St. Stephen Academy (a private religious school), Valinda School of Academies (public elementary school), Wing Lane Elementary School, and Grandview College Prep Academy (public elementary school). Schools located in neighboring jurisdictions but serving the community include Fairgrove Academy (in La Puente) and Coronado High School (a continuation school in West Covina). The Los Angeles County Fire Department, Station 26, provides firefighting services to the community, and the Los Angeles County Sheriff's Department, Industry Sheriff's Station, provides law enforcement services.

The Puente Creek Storm Channel bisects the southern portion of Valinda. This channel and adjacent pathways are currently closed off to the public. The channel connects to the San Jose Creek, but the pathways are not connective, which means that a pedestrian would need to use on-street pathways to connect to San Jose Creek. The Valinda Avenue Walking Path is an improved walking path located on the east side of Valinda Avenue that runs parallel to the street. The walking path connects Puente Creek to the south and Amar road to the north.

Valinda has several proposed bikeways along Amar Road, Maplegrove Street, the Puente Creek Channel, and Echelon Avenue. There are existing bikeways along the main roads at Temple Avenue and Valinda Avenue. The County Bicycle Master Plan identifies infrastructure improvements for the community at Maplegrove Street (proposed bicycle boulevard), Valinda Avenue (existing Class III and Class II bike facilities), Walnut Avenue/Echelon Avenue/ Greenhope Drive/Ranlett Avenue (proposed Class III bike path), Amar Road (proposed Class II bike path), Lark Ellen Avenue (existing Class II bike path), Temple Avenue (existing Class II bike path), and the Puente Creek Storm Channel (proposed Class I bike path).

The ESGV Active Transportation Plan identifies corridors in need of infrastructure enhancement to increase safety and usability of the public realm for walking and biking. The plan identifies Amar Road (west–east orientation), Maplegrove Street (west–east orientation), and Walnut Avenue/Echelon Avenue/Greenhope Drive/Ranlett Avenue

(north–south orientation) for improvements. In addition, the Los Angeles County Vision Zero Action Plan identifies Collision Concentration Corridors, or street segments in which a disproportionate number of vehicular collisions take place. In Valinda, Hacienda Boulevard, Amar Road, Valinda Avenue, and Azusa Avenue are identified as Collision Concentration Corridors.

Los Angeles County Greenway Network.

- The greenway network likely includes the San Gabriel River/Puente Creek/San Jose Creek. We should confirm,
- This community is proposed to connect to the San Jose Creek via the Puente Creek
- Puente Creek (proposed Class I bike path)
 - This would connect to the San Jose Creek pathway and the **San Gabriel River Pathway**
 - There seems to be a break in this path in the City of La Puente (at Hacienda Boulevard)

West Puente Valley

West Puente Valley is located in the southwest portion of the Planning Area. Its name comes from the La Puente land grant, or Rancho La Puente, which included much of the ESGV area. The community shares boundaries with the city of Baldwin Park to the north and west, city of West Covina to the north, the cities of La Puente and Industry to the east and south, the unincorporated community of Valinda to the east, and the unincorporated community of Avocado Heights to the south. The Walnut Creek Channel forms part of the northwestern boundary, and the Southern Pacific Railroad right-of-way runs along parts of the western boundary.

The topography of the community is relatively flat and sits at the bottom of the San Gabriel Valley. The streets are oriented in a northeast–southwest direction. Many of the smaller residential streets terminate in cul-de-sacs, without a direct connection to major roads. North Puente Avenue and South Sunset Avenue are the primary north–south corridors. Amar Road and West Francisquito Avenue are the primary east–west corridors. Secondary corridors include Francisquito Avenue (east–west), Temple Avenue (east–west), and Unruh Avenue (north–south).

West Puente Valley consists of mostly single-family residential uses, followed by a smaller share of government uses, including parks, public facilities, and infrastructure. The community is surrounded by a mix of residential and industrial uses. Industrial activity is especially prevalent to the west and south of the community, in the cities of Baldwin Park, La Puente, and Industry

This community has access to a variety of amenities and public services, including, parks, open space areas, schools, and library services. Bassett Park is located in the western part of West Puente Valley, and contains a variety of amenities including the first artificial turf soccer field in Los Angeles County, a playground and splash pad, a skate park, and picnic shelters and barbecue pits. Allen J. Martin Park is in the eastern part of the community, and contains amenities including athletic fields, a playground, and a small community center. In addition to parks within the community, several nearby parks and open spaces serve West Puente Valley. Walnut Creek Nature Park is across the Walnut Creek channel. The park is located along Walnut Creek, which feeds into the San Gabriel River. Connections to this park could be enhanced across the channel. Syhre Park is located in the city of Baldwin Park, and offers an athletic field and restrooms.

Two public school districts serve West Puente Valley, Bassett Unified School District and Hacienda-La Puente Unified School District. Schools located in the community include Edgewood Academy (public elementary school), Bishop Amat Memorial High School (private religious high school), Nueva Vista Continuing Education/Basset Adult School, California Elementary School, J.E. Van Wig Elementary School, Sparks Elementary/Middle School, and Temple Academy (public elementary school). Schools in the vicinity include Torch Middle School (in the city of Industry), Basset Senior High School (in the city of La Puente), and Sunkist Elementary School (in the city of La Puente). Sunkist Library (in the city of La Puente) is a Los Angeles County Library branch located in the vicinity of West Puente Valley. Though the branch offers a small indoor library, the space is well utilized by community members.

The County Bicycle Master Plan identifies infrastructure improvements for the community at Fairgrove (proposed bicycle boulevard), Puente Avenue (proposed Class II bike path), Amar Road (proposed Class II bike path), Temple Avenue (existing Class III bike path), Vineland Avenue (proposed Class III bike path), Willow Avenue (proposed

Class III bike path), Sunset Avenue (existing Class III bike path), and Puente Creek (proposed Class I bike path).

The ESGV Active Transportation Plan identifies corridors in need of infrastructure enhancement needed to increase safety and usability of the public realm for walking and biking. The plan identifies Puente Avenue, Vineland Avenue/Rath Street/Barrydale Street/ Maryland Avenue/Nolandale Street/Siesta Avenue/Fairgrove Avenue/Sandy Hook Avenue, Willow Avenue, Amar Road, and Sunset Avenue for improvements. In addition, the Los Angeles County Vision Zero Action Plan identifies Collision Concentration Corridors, or street segments in which a disproportionate number of vehicular collisions take place. In West Puente Valley, Amar Road, Puente Avenue, and Sunset Avenue are identified as Collision Concentration Corridors.

Los Angeles County Greenway Network

- The greenway network likely includes the San Gabriel River/Puente Creek/San Jose Creek. We should confirm.
- This community is proposed to connect to the San Jose Creek via the Puente Creek

D.15 San Gabriel Mountains Foothill Communities

EXISTING CONDITIONS

East Azusa

East Azusa is located in the northeastern portion of the Planning Area, consisting of three separate geographic areas totaling approximately 275 acres. The character of the three areas varies. The northernmost sections are primarily made up of designated open space, undeveloped land designated as an SEA, and some agricultural uses. The southernmost section, consisting of flatter topography, contains single-family residential uses in a developed subdivision. The unincorporated areas share boundaries in part with the cities of Azusa and Glendora, and the Angeles National Forest.

The San Gabriel River runs through the north part of East Azusa, with drainage channels flowing toward the river throughout the north and west sections. The northern section mostly falls within the San Gabriel

Canyon SEA. The designation continues into the cities of Azusa and Glendora, due to the presence of rare habitats, plant, and animal species.

Glendora Islands

Glendora Islands total 229.5 acres and is located in the north part of Planning Area. The unincorporated area largely consists of hilly designated open space and recreational uses, known as the Glendora Wilderness Park and Brodiaea Reserve, owned by the City of Glendora and the Glendora Community Conservancy. One noncontiguous, privately owned property is developed with a residence. Glendora Islands shares boundaries with the city of Glendora and the Angeles National Forest.

Creeks and waterways make their way down the slopes flowing into small canyons to join Big Dalton Wash as it flows southwest to the San Gabriel River. A rare and endangered plant, threadleaf brodiaea (*Brodiaea filifolia*), found in this area is endemic to Southern California, meaning it is not found anywhere else in the world.

North Claremont

North Claremont totals 541 acres and is located in the northeast part of the Planning Area. It contains a residential community, in a noncontiguous area to the south, and open space to the north, which is part of the Claremont Wilderness Park. The area shares boundaries with the city of Claremont to the south, east, and west, and the Angeles National Forest to the north.

The residential area is part of a historic arts colony named Padua Hills, built at the base of the Claremont Wilderness Park. The colony operated one of the original theaters performing Mexican musicals and worked to promote intercultural understanding between European and Mexican Americans. It dates back to 1931 and operated until 1974. The theater, located in the city of Claremont, is listed on the National Register of Historic Places.

Waterways flow downhill, southward through the canyons in the unincorporated part of the Claremont Wilderness Park. A waterway also runs through the residential neighborhood, Padua Hills, flowing roughly parallel to Mount Baldy Road. The land has steep slopes and canyons with varied vegetation. The San Dimas Canyon/San Antonio

Wash SEA is designated on the northern parcel and continues into the city of Claremont.

Northeast La Verne

Northeast La Verne is a community of approximately 1.9 square miles, located in the northeast part of the Planning Area. The community shares boundaries with the city of La Verne to the west, Angeles National Forest to the north, the city of Claremont to the east, and the unincorporated community of West Claremont to the south.

Northeast La Verne consists of hilly land with access roads and properties oriented to fit the slope of the San Gabriel foothills. Much of the land consists of undisturbed natural areas where designated open space and water resources are located. Marshall Canyon Regional Park is owned and managed by the Los Angeles County Department of Parks and Recreation and features sports facilities, hiking trails, camping, and equestrian facilities.

Northeast La Verne has hills and canyons with flowing creeks and drainages. Marshall Creek and several smaller creeks run south and eventually enter Puddingstone Reservoir. Most of Northeast La Verne is within the San Dimas Canyon/San Antonio Wash SEA. The SEA boundary continues into the Angeles National Forest and the cities of San Dimas, La Verne, and Claremont.

Northeast San Dimas

Northeast San Dimas is a natural, unpopulated unincorporated area consisting of two properties owned by the Los Angeles County Flood Control District and designated as a water resource area. It encompasses approximately 53 acres. The Angeles National Forest shares its north and west boundaries, and the city of La Verne shares its eastern boundary. Northeast San Dimas is found downslope of the San Dimas Reservoir. The San Dimas Wash Channel flows through its eastern part, continuing to flow through a large portion of the ESGV, until draining into the San Gabriel River. San Dimas Canyon is located in the Angeles National Forest, just north of Northeast San Dimas.

The San Dimas Canyon/San Antonio Wash SEA is designated on the eastern parcel of Northeast San Dimas. Riparian habitat along San Dimas Wash is found in this portion of the SEA, providing a rare example of a lowland riparian community. This area contains some of the best examples of riparian habitat for birds.

West Claremont

West Claremont is an approximately 1.2-square-mile community with a population of 1,166, located in the northeast portion of the Planning Area. The unincorporated area consists of two noncontiguous areas that partly share boundaries with the city of Claremont on all sides, city of La Verne to the west and south, and the unincorporated community of Northeast La Verne to the north.

West Claremont consists of hilly terrain with curving streets. The eastern part is designed with streets ending in cul-de-sacs, commonly found in many subdivisions, while the western part consists of streets that conform to the hilly topography. The majority of land in West Claremont is used for residences with some government and institutional uses, and a small area of agriculture. The residential area also features equestrian uses located near the Marshall Canyon Equestrian Center. Much of West Claremont lies in the San Dimas Canyon/San Antonio Wash SEA. The Live Oak Reservoir is located in West Claremont and is operated by the Metropolitan Water District of Southern California.